

FULL LEASED WIRE DISPATCHES

The Daily Journal

CIRCULATION IS OVER 4000 DAILY

THIRTY-NINTH YEAR—NO. 234

SALEM, OREGON, WEDNESDAY, NOVEMBER 1, 1916

PRICE TWO CENTS ON TRAINS AND NEWS STANDS—FIVE CENTS

HONORS ARE EASY ALONG ALL FRONTS-- SUBMARINE HOME

Germans Say All Attacks On Somme Failed--Lies Claim Gains

ALONG RUSSIAN FRONT CHANGES UNIMPORTANT

French Made Some Gains On Somme and British Defeat Bulgars

Berlin, Nov. 1.—Repulse of British troops north of the Somme were announced by the war office today. The weather is growing brighter on the Somme district and on several sectors lively artillery activity has begun...

British Capture Town Paris, Nov. 1.—British troops stormed and captured the town of Barakli-Azuma, seven miles southwest of Dairhissar in violent fighting east of the Struma river, taking 300 prisoners...

Submarine Gets Home Amsterdam, Nov. 1.—The German submarine U-53 which ravaged shipping off the American coast after paying a visit to Newport, has returned to a German port, according to Berlin dispatches today.

Germans Make Gains Petrograd, Nov. 1.—Austro-German troops invading Rumania through the Red Tower Pass, have occupied the town of Rakovitsa, twelve miles inside the frontier, and also the village of Titeshti, it was officially announced today.

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It don't make no difference whether a feller knows beans when th' bag's open or not at seven-fifty per bushel. Th' ambition o' ever' woman it t' only wear th' same hat once.

SENATOR GORE'S SHAFTS OF IRONY IMPALE HUGHES

Greatest Crowd of Campaign Enjoys Artistic Dissecting of Him

"HUGHES LIKE FIRE-FLY HAS HEADLIGHT BEHIND"

Enumeration of What Wilson Has Done Brings Tumultuous Applause

Likening Charles Evans Hughes, republican candidate for president, to a lightning bug with its headlight on behind, Thomas R. Gore, the blind senator from Oklahoma, brought three rousing rounds of applause from the audience that packed the great armory to standing room last night to hear him discuss democratic issues in the present national campaign.

At 8 o'clock when John Bayne, chairman, called the meeting to order the armory was packed with one of the largest crowds ever gathered to hear a political speech in Salem. P. P. Webb, of Salem, an old time friend of the senator, was introduced to present the senator to the audience, which he did in a few well chosen words.

Senator Gore arose and was received with applause as he was led to the front of the platform. The famous blind senator was before his audience—a man slightly gray, of dignified mien, yet of alert appearance. One was tempted almost to believe that he could see. Especially after he had begun to talk, it was difficult to remember that he was speaking in the dark.

He complimented the west, he complimented Oregon, he complimented the women (not without, however, a lot of left-handed, good natured banter)—he even complimented the republicans.

Diamond Points From Gore's Speech

A Republican has a right to his opinions, and a right to be wrong. There has been only one Colonel Roosevelt, and one has been enough. Columbus discovered America 400 years ago but the Republican party has not discovered the American farmer yet.

MRS. TOM THUMB IS 75

Middleboro, Mass., Nov. 1.—Countess Magri, who was Mrs. Tom Thumb, 34 inches of contented womanhood, Tuesday celebrated her 75th birthday and passed out some good advice on the management of husbands.

That is more vigorous language than I would use, but who dare contradict a statement of his?

Two Kinds of Progressives. There are two—those who were merely infatuated with Colonel Roosevelt and who will follow him back into the republican party, and those who, with conscientious conviction, were devoted to the cause of social and industrial justice.

Time for Prosperity. There never was a time when every class was so prosperous—when the farmer received such high prices, when the consumer was so well able to pay those high prices, when capital made such high profits on its investments and when labor was employed at so high wages.

No Change in Policy. Washington, Nov. 1.—Secretary of State Lansing today vigorously denied that the campaign will have any effect on the department's action in the Marina case or that there has been any change in the submarine policy of either the president or the department.

Affidavits of Survivors. Washington, Nov. 1.—Depositions from 15 American survivors, stating that the steamer Marina was torpedoed without warning, with probable loss of several American lives are being taken here by United States Consul Frost and will be forwarded to the state department at Washington.

Revised Tariff Downward. Our party has kept the faith. It has revised the tariff downward and not upward. It reduced the tariff from an average of more than 41 per cent to an average of less than 27 per cent.

Establishes Tariff Board. We have established non-partisan tariff commission in response to a popular demand for such a measure so that the tariff might be revised along scientific lines, and I hold this to be one of the fruits of a democratic administration.

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Situation is Serious. Washington, Nov. 1.—The situation growing out of the sinking of the steamer Marina by a German submarine today loomed up as an issue fraught with the most serious possibilities since the torpedoing of the Sussex.

Has Valuable Cargo. There was a row during the morning over the sealing of the Deutschland's wireless. An officer from the American naval station appeared to do this work, but Captain Hinsel, of the Eastern Forwarding company, refused to permit it until the customs officers had identified him.

Los Angeles, Nov. 1.—That California and states to the northeast are due for a period of almost unprecedented prosperity, is the statement here by President Sproule of the Southern Pacific, who has returned from a trip through the section.

FIVE AMERICANS DROWN AS RESULT OF TORPEDOING

Affidavits of Survivors Show Marina Was Sunk Without Warning

FATALITIES CAUSED BY BOAT STRIKING VESSEL

No Action To Be Taken Until Germany's Statement Is Received

Washington, Nov. 1.—The situation growing out of the sinking of the steamer Marina by a German submarine today loomed up as an issue fraught with the most serious possibilities since the torpedoing of the Sussex.

With five Americans believed to be dead as the result of the sinking of the British steamer, and no evidence yet to show that the submarine gave them a chance for their lives, the situation has become extremely grave.

Some of the survivors say a second torpedo was fired as the Marina was setting. Others say a second submarine was nearby, but took no part in the attack.

One of the Marina's boats was rolled against the steamer's side by the heavy seas and crushed. All the occupants were drowned. The other boats drifted for eighteen hours before rescue steers were sighted.

During the latter part of the voyage the weather cleared, however, and as the submersible drew nearer American shores, all trouble passed.

Paul Hilken, president of the Forwarding company, arrived from Baltimore shortly after noon and lunched with Koenig on the Wilhelm. The pier at which the North German-Lloyd liner and the submarine were tied up was carefully protected by guards.

A few men from the Deutschland stretched their legs on the deck. A sailor from the United States submarine base came over for a call and one of the Germans and the husky American posed together for photographs.

In addition to a valuable cargo, the Deutschland brought mail for Ambassador von Bernstorff from Germany, it was definitely learned this afternoon.

It was reported something in the cargo was causing a hitch this afternoon and the submersible's manifest may not be made public until tomorrow.

Koenig said this afternoon the Deutschland's cargo was worth \$10,000,000.

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SAILOR RELATES STORY OF TRIP OF UNDERSEA BOAT

Many Hostile Crafts Seen As Deutschland Makes Second Trip Here

FORCED TO SUBMERGE ONCE FOR TEN HOURS

Loss of Bremen Confirmed--Brings Cargo of Needed Materials

New London, Conn., Nov. 1.—Plunging and diving—at times in the teeth of a storm—the German merchant submarine Deutschland made her second trip to the United States through a veritable lane of allied warships.

The Deutschland was safely docked at her screened pier here this afternoon. She came out of the darkness and the waves during the early morning hours. Nosing her way up the sound, she was quickly warped in alongside her "mother ship," the Wilhelm, and with her sailors at liberty some of the details of her second remarkable voyage were learned.

At one time the submarine freighter was submerged for 10 hours in mid-ocean. The Deutschland was forced to spend this time beneath the waves owing to the presence of hostile war craft lurking nearby, one of the crew declared.

Captain Koenig, the smiling commander, who brought the Deutschland on her first voyage, was again in command, but up to an early hour this afternoon had been so busily engaged with officials of the company operating the merchant submersible he had not been able to tell his story of the second trip.

There were many more enemy warships out than we saw on the first voyage," he went on. "There seemed to be a regular lane of cruisers and ships of other types."

"I do not know how much of the trip was made under water, but the longest continuous period we were submerged was 10 hours. This was somewhere in about mid-ocean. Hostile ships were sighted and we were forced to drop out of sight."

"But it's about the same old story now. Not much difference between this trip and the first one except the enemy ships," the sailor concluded.

The Bremen is definitely known to be lost. This was confirmed from members of the Deutschland's crew. The submersible which was scheduled to arrive here soon after the Deutschland visited Baltimore, is not believed to have been captured, however.

The Amerika, the third of the merchant submarines to be built for trans-Atlantic service, is not yet ready to sail on her maiden voyage, it was stated in explanation of reports as to the failure of this vessel to appear.

The Deutschland carried a crew of 29 men on her voyage which ended this morning—four more than made the trip to Baltimore. So rough was the weather for three days during the 21 day trip that most of the members of the crew were seasick, Lieutenant Krapohl, the first officer, said.

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WHY I AM FOR WILSON

By F. D. Underwood President of the Erie Railroad.

No one could fairly accuse President Wilson of playing politics in the railroad negotiations for an eight-hour day. I believe his motives were honest and that he used his best judgment in doing as he did. He did not carry the burden of the railroads or the claims of the brotherhoods as his load; he carried those of the people of the United States.



Many of the Wilson laws have stabilized business, particularly the Federal Reserve and the Rural Credit Acts. We should stand for peace and work for peace, but be fully prepared to defend what we have.

The fight against President Wilson has no larger aspect than an unpatriotic clamor of the "outs" for possession of the things now in the hands of the "ins."

HALLOWE'EN DANCE ENDS IN TRAGEDY

Percy Evans Shoots Girl Masquer On Floor and Kills Himself

Bakersfield, Cal., Nov. 1.—Hallowe'en in Bakersfield stopped shortly after midnight this morning with a crash that ended the funniest night of the whole year, and sent nearly 200 officially masqueraded guests to their homes sick with tragedy.

Miss Stiers, secretary to the high school board, is dying. Dressed as a Red Cross nurse Miss Stiers, who is very pretty, was the center of attraction at the Hallowe'en ball. Every guest was costumed to represent some frivolous character and the evening was featured by many funny incidents right up to the final dance.

Miss Stiers, costumed as a war nurse, had started to dance with a partner costumed as a harlequin. Suddenly Evans made his way across the floor, wrested Miss Stiers from her partner and without a word fired two shots from a revolver into her breast.

As she sank to the floor he lifted the weapon to his own head and fired. He died instantly.

The music stopped with a crash, but it was more than a minute before some dancers realized the shots were not fired in fun.

It was said Evans waited through the evening until masks were raised for the final dance before he discovered which of the masqueraders was Miss Stiers.

RODGERS STIRS UP COMMERCIAL CLUB AND ALSO SALEM

"The Good Lord Will Not Deadhead the Town Over Road to Prosperity"

"WE MUST PAY OUR FARE" SAYS SALEM LIVE WIRE

Points Out City's Needs and Tells Citizens To Go and Get Them

"The good Lord is not going to dead-head this town over the road of Prosperity. We must pay our fare."

With these few choice words, George F. Rodgers summed up the general situation in an address last evening to the largest and most enthusiastic meeting of business men ever held in the rooms of the Commercial club.

To that organization heretofore known as "The Ancient Order of Those Who Want the Other Fellow to Do It," Mr. Rodgers paid a few uncompromising remarks.

"This idea of a petrified Commercial club is all a joke. This organization now is one of the liveliest ones in the state. We don't want money but we do want nerve and brain power. Not numbers, but a few level headed men who are willing to do things," said Mr. Rodgers.

A man is a civic imbecile who thinks a Commercial club can do no good. At no time have we stood at the portals of opportunity as we do now. The dark ages of the last few years are passing away and we are facing great opportunities.

All of which was preliminary to the membership campaign that will be launched beginning Thursday and Friday mornings of this week.

O. M. Clark, president of the Portland Chamber of Commerce, in his short address emphasized the necessity of under draining in this valley. "We don't seem to have the right kind of farmers. To encourage draining, clubs should be formed, expert advice secured, and where necessary, financial aid given by Commercial clubs."

Portland Man Talks. The secretary of the Portland Chamber of Commerce, W. D. V. Dodson, said that the Portland business men were trying to determine just what was the trouble with Oregon and what was the best thing to do about it.

He intimated that Oregon had too many laws and that not enough attention had been given to those that would encourage business to flow that would encourage business to prosper, the market problems would have to be solved.

Another problem of Oregon was that of having no industrial population. In Portland at least 60 per cent of the industrial workers were engaged in such work as building, city improvements and other temporary work, and when this stopped, these workers left the city.

The flax industry was one that might solve some of the problems of the state Mr. Dodson suggested, and the proper way to secure factories would be to assure eastern mill men, through Commercial clubs, that a sufficient acreage would be planted to give them the necessary amount of flax, following the general plan of sugar beet mills, where a mill is erected, as at Grants Pass. The same idea as to securing canning factories in the state could be undertaken, wherein the Commercial clubs would guarantee some of the big canning interests, that if they would come to Oregon, the amount of products sufficient to keep a factory busy would be raised in a certain locality. He thought the woolen industry might become a great Oregon asset. All the woolen manufacturers want would be the assurance by a Commercial club that wool supplies could be secured sufficient to justify the erection of mills.

The Work Outlined. With the object of placing some hundreds of new names on the roll of the Commercial club, eight teams of eight men each will get busy tomorrow, George F. Rodgers as chairman of the membership committee, will direct the

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THE WEATHER

Oregon: Tonight and Thursday partly cloudy west; fair east portion; winds mostly southeasterly.

