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The Daily Capital Journal

TODAY'S WEATHER
Oregon: Tonight and Thursday rain west, rain or snow east portion colder tonight; strongly westerly winds.
WHO WOULD HAVE THOUGHT
PRICE TWO CENTS
ON TRAINS AND NEWS STANDS—FIVE CENTS

FORTY-FIRST YEAR NO. 32 SALEM, OREGON, WEDNESDAY, FEBRUARY 6, 1918

BAKER IS GRILLED BY COMMITTEE ON STAND TODAY

Says That All Army and Navy Medical Departments Being Combined

HEALTH IN SUMMER CAMPS NOW CONSIDERED

Reiterates That Half Million Soldiers Will Be In France by Early Spring

Washington, Feb. 6.—Complete reorganization of the army and navy medical departments and the public health service, to bring the three branches under the general direction of Surgeon General Gorgas, is contemplated, Secretary of War Baker stated to the senate military committee today.

Baker favors this plan, he said, and it has been endorsed by the surgeons general of both the army and navy. Startling disclosures of sickness and neglect throughout national army and national guard camps this winter are believed to have prompted the proposed re-ordination of the three great national health services.

Americans Have New Anti-Submarine Device

London, Feb. 6.—America has inaugurated a unique anti-submarine campaign, which is successful, it was authoritatively stated today.

"New devices are being used in this American drive to sweep the U-boats from the seas," it was declared.

Guns and torpedoes are also being utilized.

Just what these "new devices" are remains a military secret.

The use of torpedoes against submarines, however, is something new. It is possible this may refer to the Hammond wireless-controlled torpedo.

Secretary of the Navy Daniels recently told of the plan to construct a new type of submarine fighter. The secretary, however, said these new fighters would be built while the United Press' London dispatch says the new campaign is already under way.

SAMMIES TRAPPED BY BARRAGE FIRE

Sudden Call For Artillery Came Near Sacrificing Patrol at Front

By J. W. Pegler
(United Press Staff Correspondent)

With the American Army in France, Feb. 5.—(Delayed)—Facing death from their own artillery, a handful of Sammies, trapped by an American barrage near the boche trenches last night, dashed through the rain of shells back to the safety of the American lines.

It is sometimes necessary to risk sacrificing a few to save many. On Monday night the handful of Sammies, forming a patrol was investigating the damage done to the German trench wires by Sunday night's bombardment. An American rocket signal from an adjacent sector suddenly called for a barrage. The rain of death started immediately. The little patrol was up against it—the men facing death from their own shells. They resolved to make a dash for safety.

A student armed with a revolver penetrated the reception room of Smolny Institute, but was mobbed before he could reach Lenin's private offices, it was said.



WHO IS THE HANDSOME STRANGER?

ANOTHER ATTEMPT ON LENINE IS REPORTED AT PETROGRAD TODAY

Germany Serves Ultimatum, Demanding Acceptance of Peace Terms

LoLodov, Feb. 6.—Another attempt on the life of Nicholas Lenin, Bolshevik premier, was made Saturday, according to dispatches received from Petrograd today.

A student armed with a revolver penetrated the reception room of Smolny Institute, but was mobbed before he could reach Lenin's private offices, it was said.

Bolsheviks Defeated.
Copenhagen, Feb. 6.—The Bolshevik red guard were "sanguinarily defeated" at Tervala by "white guards" under Captain Jacobsen, a Finlander from Germany, according to copies of the Berlingske Tidende. The white guards are said to have captured large quantities of arms and ammunition. The Russians are bombarding Viborg.

SUBMARINE DEVICE USED BY AMERICANS MAY PROVE EFFECTIVE

Believed To Be Invention Recently Referred To By Secretary Baker

Washington, Feb. 6.—Announcement in London today of America's "unique campaign" with "new devices" against the submarine is the first intimation that recent inventions of the navy are now in actual operation.

Some days ago Secretary Daniels told the house committee that a new anti-U-boat fighter had been developed that was "the most effective yet." He added that many are being constructed in this country. He declared that they were a cross between a destroyer and a submarine chaser.

The London statement that "new devices" are being used "with success" indicates that this country, the father of the submarine invention, may now have developed the means of defeating the allies' greatest obstacle to victory.

Daniels, himself, has recently refused to comment in any way on how many U-boats are being bagged. While reports of American victories over the sub-sea scavengers have been published in the past, it has been weeks since any official comment has been forthcoming on the subject. Recently Daniels indicated there might not be further comment for some time.

It has been known here for weeks that both the army and navy have completed a costly gateway to less costly U-boats which were to be put into operation from time to time in testing their practical worth. At no time have officials doubted they would eventually reach the solution of the submarine difficulty in a weapon to meet it.

Numerous such inventions are being utilized today. Just what one is being developed in the present "campaign" navy officials declined to say.

RETURN RAILROADS TO PRIVATE OWNERS AFTER WAR IS OVER

Time Limit Will Be Two Years or Under—Bill Will Pass Early

Washington, Feb. 6.—With the house interstate commerce committee putting the finishing touches on the railroad bill today the committees of both houses working independently have re-drafted the administration bill so there will be very little difference between the two reports. For this reason, early passage of the measure is expected.

Both committees have gone directly against the administration's wishes by changing three sections of the bill.

These changed sections now provide: Limiting the period of federal control. The senate placed the date for the return at 18 months after the war, while the house set the return date at two years after peace is signed.

Placing the rate fixing power in the interstate commerce commission instead of the president.

Not allowing railroad employees to receive the benefits of the federal employees' compensation act, which provides recompense for injured government workers. Both committees struck out this administration section, but agreed that the railroad men should be allowed to bring damage suits against the government.

Both committees accepted the administration sections providing that compensation shall be on the basis of net income of the last three years and that a revolving fund of \$500,000,000 shall be placed at the disposal of the director general.

Where the rate fixing power shall rest has been the cause of a bitter debate in the house committee, but the administration foremen were only able to get through an amendment of Chairman Sins, which provides that the roads

NATIONAL RAILROAD AGAIN FACES CRISIS DUE TO WEATHER

Bitter Cold Spell With Heavy Snow Storms Add to Transportation Troubles

Washington, Feb. 6.—The national railroad faces its greatest crisis of the winter in the east today. Renewed heavy snows and bitter cold sweeping through districts already staggering under coal and food lack have paralyzed the great transportation system to the danger point.

These conditions resulted in continuing the workless Monday order, which it had been hoped could be revoked this week. It has opened up the possibility of further "shut down" holidays, with February 9-12 and February 22-25, the four day periods for closing under consideration.

Many communities are suffering severely. Reports of no coal on hand and no possibility of moving any were received from several points today. Many industries are actually closing for lack of fuel. The rail tiup in some parts is threatening the food as well as the coal supply.

Temperatures from 20 to 40 below in northern New York state drove trainmen to seek shelter from the icy blasts leaving food, fuel and other necessities waiting on the tracks. Some New England sections are running on 24 hour's reserve coal supply.

"Trains are being delayed in all important terminals, waiting engines from roundhouses due to inability to get men to work," Regional Director Smith wired Director General McAdoo late yesterday.

Reduction of tonnage was from 20 to 50 per cent throughout the storm swept region up to today. Ice clogged switches and derails and frozen brakes were minor troubles added to the demoralized condition.

FORCE NEUTRAL COUNTRIES INTO A SHIPPING PACT

Plan to This End Is Now Being Considered by President Wilson

IMPORTS TO BE REDUCED AS PART OF PROGRAM

Million and Half Tons Freight at Docks Now Awaits Shipping Facilities

Washington, Feb. 6.—A sweeping move to force neutral shipping into service almost exclusively between the United States and the allied nations is under consideration by this government.

President Wilson is expected soon to announce the creation of a new "imports board" designed to save tonnage by eliminating unnecessary imports into the United States.

The proposal which has been laid before the president provides for a board of probably four members—a representative each of the shipping board, war industries board and war trade board, and a fourth man not associated with any of these departments.

By forming the board, it is expected to reduce greatly imports now carried by neutrals to this country and automatically throw those ships into needed service between the United States and the allied countries.

The use of neutral ships in shipping supplies from this country to France is now absolutely necessary, it is stated. Cold weather has cut ship construction sixty per cent. Chairman Hurley of the shipping board told President Wilson yesterday. If America is to land 1,000,000 in France, approximately 7,000,000 tons of shipping will be necessary to transport and supply them.

By restricting the imports into this country from fifty to sixty per cent the deficit threatened in American ship building through extreme weather and rail tiups could be made up, it is believed, by neutral vessels turning their tonnage to allied shipping instead of imports for the United States.

The allied demands for more men and more food, once more have brought the ship shortage forward as the most critical problem before this government.

With approximately 2,500,000 tons of shipping now available for war service conservative estimates of three million tons to be built this year will provide only 3,500,000 tons by the end of 1918, against the needed 7,000,000 tons—and this does not figure in probable submarine losses.

Meantime 1,500,000 tons of freight at American ports, awaiting shipment, is causing great anxiety, particularly in France.

It is pointed out that in the face of this great need, steps must be taken beyond the "speed up" shipbuilding

SOLDIERS WHO FALL IN WAR WILL BE BURIED IN FRANCE

By J. W. Pegler
(United Press Staff Correspondent)

With the American Expeditionary Army, France, Jan. 15.—(By Mail).—Some one who knows should have tipped off the Purple Cross that it can't be done. The campaign of that organization aiming to transport back home the bodies of soldiers killed in action is causing nothing but regret in the Army.

The Sammys, the backbone and substance of the Army, is sorry the gruesome side of this fierce war business has been shown in such cruel detail to his family back home. Mother and Dad are worried enough anyway.

The absolute proven factuality of the proposition makes Army people—of-

Abe Martin



Officers and men—rather impatient at the well-meant propaganda of the Purple Cross.

The working plan is understood to be this: To provide a corps of men, physically unfit for fighting but brave enough to face shell-fire, who will collect the dead from hell-swept battlefields and from No-Man's Land. To contain the bodies and send them home without cost to the individual families.

It is understood that the Purple Cross wants either a government subsidy or permission to raise a fund such as the Y. M. C. A. fund. Also the organization wants official army rank for its officers.

The subsidy or fund and the rank for officers would come anyway if the big plan of the Purple Cross were recognized. But the scheme looks like a loser if sentiment among the people most concerned in its operation will have any weight in the matter.

First of all it is a terrible task to collect and evacuate the suffering wounded. In the British army the Medical Corps stretcher bearers have a greater per cent casualties than any other branch.

It would be a waste of splendid manpower to expose such brave men to such a great danger in order to collect men to do the work at all. And if they're strong enough, armed with their unselfish courage, why shouldn't they bring in the living who still have a chance to pull through? It may sound selfish, but in the military mind such a labor as the Purple Cross wants to perform is regarded as unnecessary.

From a sentimental standpoint the idea doesn't appeal to our soldiers at all.

A Toledo boy—gas expert now, civilian three months ago—summed up the soldier's view of the sentimentals involved. Said he:

"Anybody I don't want to be sent home if anything happens to me. Bury me where I fall. It will be a blow to my mother but she will always be proud of me and that pride will help her to get over the shock."

"Now, if that's the case, why should someone carry me home after about six weeks and make my mother go through it all again?"

RAILROADS CHARGED WITH ATTEMPTING TO BLOCK FEDERAL RULE

Witness Before Wage Board Says Managers Are Tying Up Traffic

Washington, Feb. 6.—Amazing charges that the railroads are trying to defeat government operation and render impracticable the eight hour law by deliberately increasing days and operating costs, were made before the federal wage board today by A. B. Garretson, representing the conductors' brotherhood.

"We believe the world has gone down the line," he said, "to cause all possible overtime."

That the rail tiups may be a part of the general program of inefficiency and delay was hinted by Garretson.

Great engines for the first time in history have been allowed to freeze while standing and train dispatchers have become "delayers" to add to the confusion. Whole systems are suddenly breaking down, he said.

Train crews, he asserted, had been held on sidetracks to increase overtime. And in looking for those responsible, he said, "I would go to New York—to four banks."

Garretson was on the stand when

Traffic Investigation Committee Appointed Law to Protect Soldiers' Civil Rights

Washington, Feb. 6.—A traffic investigation committee to divert freight from coast gateways to less congested points today was appointed by Director General McAdoo. It includes: B. L. Winchell, Chicago; J. F. Randolph, New York, and T. C. Powell, Cincinnati.

McAdoo's action will result in the immediate diversion of great amounts of freight to southern ports, that the jam at New York, Newport News and other eastern water terminals may be relieved.

OFFICIALS MAY RESIGN
Stockholm, Feb. 6.—Resignation of Swedish government, because of its unwillingness to dispatch troops into Finland to restore order, was urged by the conservative press here today.

Lebanon is to have free delivery of mail on and after March 1.

AMERICANS PREPARE FOR TREMENDOUS ASSAULT OF GREAT GERMAN FORCES

Washington, Feb. 6.—Under almost ceaseless fire from the German guns, American troops holding a section of the battle front in Lorraine are preparing for a German assault of great magnitude.

The reported raids against American lines since discovery of Pershing's troops in front line trenches about January 29, indicate, military men believe, that the Germans are testing out the strength of the force preliminary to a heavy assault.

Successive German raids on January 29, 21 and 22, apparently launched to identify troops in the American section, resulted in five Americans being killed and ten wounded. There followed a period of several days' pause, presumably while reports of results were forwarded to German general headquarters. During this cessation from attack, a heavy fire was dropped continuously upon the American trenches.

Then, on January 27, the assaults were resumed, in greater violence and with heavier artillery and barrage fire preparation, three Americans being killed and 16 wounded in action during the ensuing days.

All of the German war weapons were thrown into this fire—gas shells included—with the evident intention of testing the American nerve under stress.

Every raid was repulsed by the Americans and the barrage was answered gun for gun. Through the mists that hang over No Man's Land there will be ever increasing numbers of Americans thrown into the battle against the

Wealthy German Taken at Swell Seattle Hotel

Seattle, Wash., Feb. 6.—Rudolph Mische, aged 36, Englewood, N. J., wealthy German art dealer has been arrested here, at the Washington hotel by agents of the department of justice. He registered here yesterday as an alien enemy.

Mische is held in the city jail awaiting federal investigation. He asked permission to take his sleeping garments, toilet articles and cigars with him. He was allowed to take all except the cigars, as smoking is prohibited in the cells.

Mische claims he is on an art selling tour. It is known that he has made many stops in crossing the continent since early in January.