

FLOOD WATERS WADE HOELIA AND GLENDALE

GRAND AND MARICOPA CANALS CROAKED WHEN WIDE VALLEY FAILS TO RELIEVE PRESSURE

Cave Creek's flood waters took a sudden turn late last night and within two hours had invaded Phoenix. Fire and police department went into the northwest section of the city at midnight and began notifying the people, shifting their eyes toward the west in danger and doing what they could to check the advance of the worst flood in many years.

At two o'clock, no material damage had been reported, though the water was advancing down Grand avenue and the Yuma road. At midnight, it had passed the fair grounds and was flowing swiftly south and east along the streets, filling the canals and backing up against the tow ditch, which parallels the Yuma road.

Glendale Has Four Feet of Water in Down Town Streets

(Special to The Republican) GLENDALE, Sept. 9.—Following a break in the south side of the Arizona canal, the whole town of Glendale was flooded last night to a depth of four feet.

The water extended a mile west of the town and a half mile east. Owners of stores in the downtown district, had been looking for the flood to come, and through heroic efforts, they had managed to move their stocks from the cellars, to the first floors.

At midnight, telephone calls for help were being received from marooned parties between Phoenix and Glendale. The latter city reported that the water had fallen two inches and then rose again, and was still rising. A note of hopefulness was injected into the moist gloom by a phoned report from a camper on the Arizona canal near lateral 16 to the effect that Cave Creek, draining both through Glendale and toward Phoenix, was losing its power and volume.

The break in the Santa Fe tracks, due to citizens of Glendale to let some of the water flow southward, had widened under the positive action of the flood to fifteen feet. Although a torrent was gushing through the gap, it did not seem to lower the flood appreciably.

Several store owners saved their cellars by building dikes around the buildings. The bridge across Lateral No. 11 was washed out, and there is a twenty-foot break in Lateral No. 17. The Arizona canal has a big break on the southern side.

Washouts Here And There The heavy rains throughout the state yesterday and the day before resulted in the heaviest rain in many years, causing quite a few minor washouts and delaying trains all through Arizona.

The high water softened the road bed, and gradually undermined a considerable portion of the track, requiring several hours' work to repair it, and delaying the train about three hours. However, now the track is again in good condition, and inspection failed to reveal damage to any other point.

Another large washout was reported yesterday afternoon between Winslow and Phoenix. The continued soaking from the rain made the ground around the tracks so soft that the ties had no support and a

Successful Shell Town BERLIN, Sept. 9. (Via London)—The admiralty made the following announcement today: "One of our submarines successfully shelled Mangalia on the Rumanian Black Sea coast."

GREATER STRIKE IN NEW YORK EXTENDS TO SURFACE LINES

(Republican A. P. Leased Wire) NEW YORK, Sept. 9.—The strike of unionized employees in the subway and on the elevated railway lines and on surface cars of the New York Railways company, which began three days ago, spread tonight to the car lines of the Second Avenue Railway company and the Third Avenue company. These companies operate virtually all of the surface cars in Manhattan and the Bronx, and the strike, if successful, will completely cut surface car traffic in the city.

Tonight the first serious indication of violence occurred when Michael Glanini, 27 years old, a strike-breaker on the Interborough Rapid Transit line, was shot and probably mortally wounded by an unidentified assailant. The police reported minor attempts at violence during the day and several arrests were made.

Although officials of the New York Railways company had promised to restore normal traffic on their surface car lines tonight, the police asserted at 7:30 p. m. that virtually all the cars had been sent to the barns. Service in the subway and on the elevated railway lines of the Interborough Rapid Transit company, however, was about normal.

Samuel Gompers, president of the American Federation of Labor, is expected here from Boston tomorrow to take charge of the strike. The movement, it was said, will cease to be the affair of the Amalgamated Association of Street and Electric Railway Employees and will become the fight of the American Federation of Labor.

Mr. Gompers will confer with a committee of the Central Federated Union, representing the striking street car men, the Longshoremen's Union, and

Austrians Blow Up Forts Rather Than Surrender Them WILL VIGOROUSLY PROTECT TRADE SECRETS ON ALL FRONTS LEUTONS SEEM LOSING GROUND

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Prominent men sharing in the democratic whip included William C. Redfield, secretary of commerce, at Gardner; Franklin D. Roosevelt, assistant secretary of the treasury, at Westport; Judge John W. Westcott, attorney general of New Jersey, who placed President Wilson in nomination, at Rockland; and Bainbridge Colby, former national chairman of the progressive party in this city.

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An eleven-hour development was the shifting of the republican's attack from the administration's foreign policy in particular to the tariffs, over which many battles have been waged in this state. At the opening of the campaign, speakers of the republicans notably Theodore Roosevelt, bitterly assailed the president's conduct of international affairs. Democratic leaders, Josephus Daniels, secretary of war, William D. Wilson, secretary of labor, and Thomas W. Gregory, the attorney general, generally stood "flat" on the accomplishment of the administration and kept the eye to the front the present prosperity and their claim that the president had kept the country out of war.

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(Continued on Page Ten) Dr. Murphy Dead Field Hospital in English Hands (Republican A. P. Leased Wire) LONDON, Sept. 9.—The American flag which had been flying for six months just a few miles back of the British fighting line, "Some Where in France" has been hauled down. It had marked the large general field hospital of the British expeditionary force, presided over by an American staff of doctors and nurses—the Chicago Medical Unit. This unit was organized by Dr. J. B. Murphy, the Chicago surgeon who died a few weeks ago.

There was some thought of continuing the unit, notwithstanding Dr. Murphy's death, but it was decided to disband. A few days ago the hospital was turned over to an English staff. The unit won the royal Red Cross medal and twice was mentioned in dispatches for effective work.

Hughes Says Shipping Bill Directed Against Industry (Republican A. P. Leased Wire) ROCKLAND, Me., Sept. 9.—Charles E. Hughes ended his campaign in Maine here tonight after a whirlwind trip from Bangor, during which he spoke briefly in several towns. To his assault on the administration he added a bitter attack on the shipping bill, characterizing it as being directed against the shipping interests of the nation, "a direct blow at the shipping industry of Maine," "a measure to meet a temporary exigency, almost ludicrous, and a menace to the shipping interests of our country."

"It is a direct blow at the shipping interests of the United States. Why should foreign-built ships acquire, as provided in this act, admission to the privileges of coastwise trade, reversing

the historic policy of this country for the protection of its own shipping interests? It is proposed that rates be regulated, that rates are exorbitant they can be controlled. Monopoly can be prevented. Let us correct any possible abuses we have in this country, but let us have opportunities for American enterprise to succeed.

"I see no reason for bringing the government as a competitor into this industry. I see no reason for destroying it in good condition, and it seems to me, if this measure were carried out according to its terms—the shipping industry of this country, "The one thing that we cannot afford to do is to abandon American interests to destructive competition, either in shipbuilding or ship owning, or ship operating, or in any other way."

MUST NOT USE INFORMATION FROM U. S. MAIL

(Republican A. P. Leased Wire) WASHINGTON, Sept. 9.—Any proof that Great Britain is using trade information secured from intercepted neutral mail in her struggle for commercial supremacy probably will be followed by vigorous steps by the American government to secure abandonment of the policy, during a tariff debate in parliament recently, by David Lloyd George, the British war secretary, that such information properly should be put to "any public and national use."

Discussion of the subject brought out the suggestion that although the Frelan amendment denying the use of American trade, telegraph and express privileges to citizens of foreign countries interfering with American mails, was stricken out of the regulatory legislation recently passed by congress, the measure still contains authorizations which might be construed as broad enough to allow the president to retaliate against unfair use of the censorship.

Officials believe that if it can be shown that England has taken an unfair advantage over American firms because of legislation passed as a result of information gained illegally from the censorship, the president would forbid importation to this country of the products of whatever industries are affected. As the disputed illegal use of the censorship looked to be a serious matter for food, clothing, neutral commerce and this would be held by industries rather than by individual companies, American retaliation, it is argued, could be pushed as far as possible.

Reports received at the American army headquarters in El Paso today to the effect that a band of about 300 Mexican freebooters had been seen at a point sixty miles below Chihuahua, presumably making their way westward toward the Santa Clara canyon, where Villa is now making his headquarters.

Col. Edward Vollerath of Bucyrus, Ohio, commanding the Eighth Ohio Infantry encamped here, sustained a broken arm in an automobile accident this evening. Two cars collided at a crossing, pitching the officer to the ground. His right arm was crushed above the elbow by the fall. He returned to his camp for duty with his arm in splints.

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SIXTY MEN TO GUARD TRAIN TO CHIHUAHUA

(Republican A. P. Leased Wire) EL PASO, Tex., Sept. 9.—A military escort of sixty men was placed today on a train leaving Juarez for Chihuahua City by order of General Francisco Gonzalez, as the result of a holdup of a train by "Villistas" last Thursday night near Villa Ahumada. The Villistas, who were only a small band, did not disturb the passengers, but merely searched the train for food. Reports received at the American army headquarters in El Paso today to the effect that a band of about 300 Mexican freebooters had been seen at a point sixty miles below Chihuahua, presumably making their way westward toward the Santa Clara canyon, where Villa is now making his headquarters.

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AMERICAN COMMISSIONERS SEEKING PLAN FOR PEACE

(Republican A. P. Leased Wire) NEW LONDON, Conn., Sept. 9.—American members of the joint commission considering relations between the United States and Mexico are finding some difficulty in devising a satisfactory plan to insure peace along the international boundary. The full commission was not in session tonight but Secretary Lane and Judge Gray, of the American commission, decided to summon expert military judgment to their assistance. For that purpose, they asked that Major General Tasker H. Bliss, assistant chief of staff of the army, be sent to New London to confer with them. He is expected to arrive Monday when the commission resumes its sittings. The commission has not attempted to go beyond the immediate problem