

GREAT FALLS DAILY TRIBUNE

THIRTY-SECOND YEAR

GREAT FALLS, MONTANA, THURSDAY MORNING, AUGUST 28, 1919

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SENATE TREATY CHALLENGE DECIDES WILSON ON TRIP WEST

Strikers Warned to Return or Government Will Run Roads

TREATY DEBATE RISES TO BITTER CLASH IN SENATE

Fall Says McCumber Defended Delivery of Stolen Goods.

ASKED TO RATIFY LIKE GERMANS TO SIGN, SAYS

Washington, Aug. 27.—Senate debate on the peace treaty rose to the bitterest point today since the document was presented by President Wilson.

"You did defend the Shantung provision," retorted Senator Fall, "and claimed that Japan had the right to take Shantung."

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R. R. MEN WHO BALK AT RESUMING JOBS WILL BE SUSPENDED

Straw Vote Shows Men Still Defiant, While at New Coast Points Others Join Walkout; Mails Sent by Steamer.

In an order to return to work, striking engineers at Los Angeles, yesterday, were warned by W. S. Stone, their national chief, that the government would take steps to operate the roads if they do not go back to their jobs.

The answer of the brotherhood men of the "Big Four" was a combined vote not to return.

The engineers then met to take a vote. As they decide, so will the other three brotherhoods.

Switchmen and yardmen on the Southern Pacific have also gone out at Sacramento.

CHIEFS RAP MEN SHARPLY. Los Angeles, Aug. 27.—Striking trainmen here and at San Bernardino, today voted on whether they would obey the order of Warren S. Stone, president of the Brotherhood of Locomotive Engineers to return to work.

At San Bernardino, members of the "Big Four" voted by a large majority according to reports, not to return. The vote was taken at a combination meeting of the four crafts. The engineers then went into separate session to decide what course they will pursue with regard to Mr. Stone's order, which is directed at them.

All Wait on Engineers. Although only the engineers are affected by this order members of the other crafts who are out have decided to follow the lead of the engineers.

Mr. Montgomery said that he was informed President Stone's instructions were being obeyed in San Francisco. He said there were no concessions to the strikers and that men now out would return promptly.

First Hint U. S. Will Act. "Unless there is a decided improvement in the attitude of the government to operate the lines," simultaneous notice issued by W. S. Stone, president of the engineers' organization, said.

Possibly connected with the intent of the government to act to operate trains, was the convening of the United States and British joint commission on the Pacific coast, which is to be held at Colton, Tuesday, by trainmen who joined the strike there.

The telegram to the trainmen said: "Advices from the railroad administration are to the effect that the Pacific Electric is operating under practically normal conditions with strike-breakers and that the only roads embarrased on the coast are government-controlled lines where our organization

U. S. ARMY LAWS WOULD EXECUTE EDITH CAVELLS

Experts Urging Change Cite German Case to Back Demands.

PROPOSE NEW METHODS FOR COURTS-MARTIAL

Baltimore, Aug. 27.—Execution by the Germans of Miss Edith Cavell, the English nurse, which aroused the indignation of the allied world, was in accordance with the laws of "civilized war," according to a minority report of the committee on military law, of the American Bar association, made public today.

The reference to the case of Miss Cavell was made by S. S. Gregory, of Chicago, chairman of the committee, and was concurred in by Judge William P. Byrum, Greensboro, N. C., the other minority member in advocating abolition of the death penalty for women convicted of infringing military laws.

Not American Sentiment. In his report Mr. Gregory said: "A careful consideration of the case of Miss Edith Cavell, whose unfortunate fate has aroused the sympathy and excited the indignation of two continents has led me to the conclusion that she was executed in accordance with the laws and usages of what we are pleased commonly to refer to as civilized warfare."

"This being so, it has seemed to me quite inconsistent with our condemnation of those who took her life to retain in our own system of military justice, provisions of law which were relied upon by the German military authorities in ordering her execution."

The majority members of the committee, Andrew A. Bruce, of Minneapolis, Martin Conby, of New York, and John Shinkley, of Baltimore, declared they could not "concur in the suggestion of Mr. Gregory that there should be provisions prohibiting the execution of women."

Another development of importance in the rail tie-up here, which is complete, was a statement to the postal authorities, Wednesday, by a delegation of trainmen, who said they were ready to handle exclusive mail trains. According to the postal authorities, railroad officials insist that the mail trains had also been carrying passengers, and this demand caused delay in reaching an agreement for train service.

A boat load of mail left the harbor here for San Francisco today. A motor truck service has been established all through southern California, and this demand caused delay in reaching an agreement for train service.

The street car strike here, which is credited by both strikers and employes with having started the trouble that has now spread through several states, was at a deadlock today. Passengers are still riding on the fenders and roofs of the cars at rush times and neither the

They ruined our entire comprehensive scheme and refused to pay us a cent," Mr. Lindsay declared. "The whole project had cost us about \$150,000 cash."

Lindsay told the committee he had been told John D. Ryan, former chief of the government aircraft service, owned a big block of stock in the Siemens-Kerbaugh corporation. Lindsay is one of the organizers of the Port Angeles and Grays Harbor railway company.

ARMY JUSTICE WAS SHOCKING, ANSELL AVERS

Tried Reform, but Baker Warned Him 'Mind Own Business.'

ACCUSES GEN. CROWDER OF FEARING TO PROTEST

Washington, Aug. 27.—Samuel T. Ansell, formerly acting judge advocate of the army, today a senate committee today that Secretary Baker, General March, chief of staff, Major General Crowder, judge advocate general, and other general officers place deliberate obstacles in the way when he sought to obtain clemency for soldiers given harsh sentences.

When he first made a report on the subject of reform in the system in 1917, Ansell said, he was relieved immediately "with the knowledge if not the suggestion of Secretary Baker" from all duties relating to military justice.

"The truth is," said Mr. Ansell, "that they did not like my liberal views. Of course they won't say it, but the facts speak louder than words."

Disregarded Order at Times. When he had opportunity later, in his report judge advocate general, to review court-martial sentences and sent clemency recommendations, Ansell said frequently he received curt replies from Secretary Baker to "Mind your own business."

Secretary Baker later issued a general order prohibiting the judge advocate general from making clemency recommendations, he said, but added that, in numerous cases, when he was in charge of the office in the absence of General Crowder, he disregarded this order.

Shocking at Camp Dix. After the armistice, Mr. Ansell stated, army punishments, especially in camps in this country, became more severe. At Camp Dix, in particular, he said, punishments were "shocking."

When he reported these conditions to General Crowder, Mr. Ansell said, the judge advocate general said he was ready to act because he feared it might be considered as "an impeachment of the system of military justice."

PRESIDENT WILL SPEAK AT HELENA AND AT BILLINGS

Water Cut Off From Desert Towns by R. R. Strike

Needles, Cal., Aug. 27.—Santa Fe trainmen running between Barstow and Needles and Seligman, Ariz., struck today. The other end of the division toward Bakersfield has been inoperative since Monday.

The stations which depend on water brought by the train are few in number and small in population. Often only an agent and his family and a track-walker or two are quartered at a point listed as a regular station.

These people, however, are in real danger unless transportation in some form is restored, as the climatic conditions are such that this season they cannot walk from the desert without danger of dying by exhaustion, and few of them have any transportation facilities of their own.

Will Spend 25 Days Laying Appeal for Ratification Before People While Senate Debates

Washington, Aug. 27.—The itinerary of President Wilson's swing around the circle, with addresses in behalf of the peace treaty in at least fifty of the principal cities of the country, is expected to be announced tomorrow.

Under the present plans of senate leaders, Mr. Wilson's departure will follow closely submission of the foreign relations committee's report on the treaty and his appeal to the country for ratification. Just how far the senate developments have influenced the president's plans is not revealed, but it is known that he frequently has discussed his proposed trip with his advisors in connection with the senate situation.

Nothing to Stop Him Now. In the opinion of some senators on both sides of the treaty fight, the aggressive stand taken by the committee in adopting textual amendments to the treaty has provided a definite issue which may have had some connection with announcement of the president's plans.

Anyhow, after weeks of uncertainty nothing now can change the president's trip, according to definite announcement made today that the president would leave Washington as soon as arrangements could be made.

When this announcement was made, it was understood by White House officials that the review of the new Pacific fleet at San Francisco originally set for September 2 or 3 had been postponed until September 15, and Secretary Tumulty said he believed the president would be at the Golden Gate by the latter date, to take part in the ceremony.

Late in the day, however, Acting Secretary of the Navy Roosevelt announced that the review would be held September 10. This was decided on, he said, when the president, several days ago, had requested that plans for names now.

"I prefer to answer that question in the matter is still pending and it would not be proper for me to disclose the

"Yes," was the answer. "Against whom are the proceedings to be taken?"

R. R. BILL AND PLAN PROPOSE MERGER; BILL IS FOR PRIVATE OWNERSHIP; PLAN, FOR FEDERAL

Washington, Aug. 27.—A bill and a mere plan for railroad re-organization both put forward, here today, proposals for consolidating the roads, the bill under private ownership, the plan under a federal railway company.

The bill for private ownership consolidation and operation was introduced by Senator Lenroot, Wisconsin, the federal company plan was offered before the senate interstate commerce committee by Judge George W. Anderson, of the United States district court, of Boston, a former member of the interstate commerce commission.

The Lenroot consolidation would embrace guaranteed minimum earnings, the management shared by the security holders, public and employes, with provision for sharing excess profits between the public and employes, is proposed in a bill introduced today, by Senator Lenroot, of Wisconsin.

The bill differs radically from the Plumb plan, was drawn by the Citizens' National Railroad league in collaboration with Senator Lenroot.

Under the proposed plan, the railroads of the country would be placed under the private ownership and operation of one corporation, the management of which, however, would be under the supervision of the I. C. C. but conducted directly by a board of 11 directors appointed by the president and confirmed by the senate, consisting of two employes, two representing the United States chamber of commerce, two farmers, three security firms and one each from the I. C. C. and the state railway commissions.

Present owners of the carriers, by this plan, would be protected in that all valid and property outstanding bonds would be assumed by the federal company, and guaranteed by the government, and stockholders in regular dividend companies would be permitted to exchange their holdings. Stockholders in the new company, Judge Anderson proposed, would have an incentive for efficiency, economy and progress by authorizing a dividend in excess of the standard one and pro-rata issues of new stock at par.

RYAN DENIES USING AIRCRAFT OFFICE TO GRAFT RAILROAD FOR MILWAUKEE

Spur Built Into Spruce Timberlands Had Been Ordered Before He Assumed Job, Says Copper Man.

Butte, Aug. 27.—Although his Butte office, John D. Ryan, chairman of the Anaconda Copper Mining company board of directors, who resigned from office as president of the company when appointed director general of aircraft production for the war period, issued a statement today refuting charges relating to his administration of the spruce division.

Of the contract for construction of a railway in the state of Washington, said to have cost \$12,000,000, Mr. Ryan declares that contracts were completed before he assumed office and that because he was interested in the Chicago, Milwaukee & St. Paul railway, he refused to discuss the affair except in an advisory capacity, but he referred the matter to Secretary Baker.

Contract Before Appointment. Although Mr. Ryan is now in New York, his Butte office was authorized to make the statement, which says in part:

"It is admitted that I authorized construction of a government railway in the state of Washington, which was in effect an extension of the Chicago, Milwaukee & St. Paul railway, of which I was a director, and that the road cost \$12,000,000. It is further admitted that I was interested in land or timber to be tapped by this road. These charges were dealt with by Secretary Baker at the hearing in Washington, Aug. 1. The contract with the Siemens-Carey-H. S.

Kerbaugh company was entered into by proper officers of the spruce production division on the Pacific coast more than a month before I became director of aircraft production, May 1, 1918.

"When it was brought to my attention I refused to discuss it. I referred the whole matter to Secretary Baker, because the Chicago, Milwaukee & St. Paul railway was an interested party and I was a member of that railroad and a member of its executive committee."

SIX BANDITS IN NAVY UNIFORM HOLD UP PARIS CLOWN'S YANK BAR

Paris, Aug. 27.—Six men wearing navy uniforms carried out a spectacular holdup, last night, in a bar room run by the famous French clown, Footi. The men entered the bar at 11 o'clock and five of them lined up the customers against the wall and searched their pockets. Meanwhile the other man rifled the famous French clown, Footi, of 10,000 francs, Footi's watch and a diamond ring.

U. S. AIRMEN MAY NOT BE FOUND; PLANE WAS; SEARCHERS RECALLED

Calxico, Cal., Aug. 27.—Searching parties sent out to find Lieutenants Frederick Waterhouse and C. H. Connelly, American aviators, who were reported found Tuesday, tonight were recalled by Governor Esteban Cantu of Lower California.

The recall was ordered by Governor Cantu in a message from Ensenada, the capital of Lower California, to Col. Hipolito Baranca, commander of the Mexican garrison at Mexicali, across the border from this city. The message said: "Having found the lost airplane 150 miles south of Ojas Negros, please recall all searching parties sent out for this work."

Lieutenants Waterhouse and Connelly were reported found between Ojas Negros and Calle de la Trinidad. It is not known here whether Governor Cantu's message means the aviators' machine has been found. Nothing has been heard from them except the bare announcement they had been found alive.

OIL LAND LEASE BILL ATTACKED AS FAVORING ENGLISH INTERESTS

Washington, Aug. 27.—Charges that the interior department was discriminating in the west against the American oil interests in favor of English oil and potash industries were made in a telegram read in the senate today by Senator La Follette, republican, Wisconsin, during an attack on the oil, gas and coal land leasing bill.

The telegram was dated Los Angeles and was signed by D. J. Graham, E. N. Routh, Edgar Temple, George Lepage and Ben McLendon, designating themselves as "common front legislators."

"We demand," the telegram added, "that investigation be made of the \$150,000 alleged to have been paid to the interior department to clear title and for the patent of millions of dollars worth of oil land not subject to patent which has recently become the property of the English government."

"We want shown," the message continued, "why, that out of 1,300,000 acres of oil land withdrawn by the presidential proclamation from entry, including American citizens, that only 160 acres affected English holdings in California. We want to know why the interior department drives American tenants off of the potash land on technicalities and patented 40,000 acres to an English corporation."

Another telegram from Fred W. Parks of Denver, said the bill was a "Standard Oil measure."

Banker Under Arrest On Charge of Arson

Missoula, Aug. 27.—F. L. Austin, cashier of the Thompson State bank, is under arrest there on a charge of arson, the complaint being signed by State Fire Marshal R. S. Mentrum or Helena.

The building which was damaged by fire was the one in which Austin was living and the fire was discovered just after he started on a trip to Yellowstone park.

He was overtaken and returned to Thompson Falls and later Mr. Mentrum was summoned. Hearing will be given him September 3, until when he is released on his own recognizance.

BROKE UP OTHER COMPANY.

Seattle, Aug. 27.—Backers of a proposed railroad between Port Angeles and Aberdeen, two Washington points, lost heavily when the Siemens-Carey-H. S. Kerbaugh corporation, government contractors, used 20 miles of the Washington company's proposed right of way in building a railroad into the Olympic peninsula spruce stands, J. W. Lindsay, a Port Angeles attorney, today testified before a house of representatives sub-committee here investigating government expenditures in getting spruce from the Northwest.

"They ruined our entire comprehensive scheme and refused to pay us a cent," Mr. Lindsay declared. "The whole project had cost us about \$150,000 cash."

Lindsay told the committee he had been told John D. Ryan, former chief of the government aircraft service, owned a big block of stock in the Siemens-Carey-Kerbaugh corporation. Lindsay is one of the organizers of the Port Angeles and Grays Harbor railway company.