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WHOLE NUMBER 1688.

No Other Town in the World the Size of Grants Pass Has a Paper With Full Leased Wire Telegraph Service.

ENGINE SOON TO TOOT FOR TAKILMA

President Twain Says Completion of C. & O. Railroad to Hancock Valley Mines Is Matter of Months Only

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SECRETARY LANE MAY BE SUCCESSOR OF JUDGE LAMAR

Washington, Jan. 3.—With Associate Justice Joseph R. Lamar, of the supreme court dead, politicians turned today to speculation as to his successor. Included in those mentioned for the post was Secretary of the Interior Lane. Lamar died last night of heart failure. He had been in ill health since September, when he suffered a stroke of paralysis. Death, however, was due to heart failure.

The justice would have ended five years service on the bench had he lived until today. He was a native of Georgia, 58 years old. In the A.-B.-C. mediation conference at Niagara Falls he was one of the administration representatives. He was of a democratic turn of mind and beloved by his intimates. Official Washington anticipates that the president will nominate a democrat to fill the vacancy, in order to avoid a change in the present party line-up of the court. Lamar, a democrat, was appointed by Taft. In addition to Secretary Lane, other names mentioned are those of Secretary Garrison, Secretary Houston, Joseph Folk, Solicitor-General John W. Davis, and Frederick Lehmann, who was one of the United States representatives at the A.-B.-C. conference in 1914 at Niagara Falls.

It is authoritatively learned that former President Taft will not even be considered. President Wilson telegraphed from Hot Springs to members of Justice Lamar's family, expressing his sympathy.

HOLD TRAIN CREW RESPONSIBLE FOR ROSEBURG WRECK

(By United Press Leased Wire.) Roseburg, Jan. 3.—Three members of the crew of a Southern Pacific freight train which crashed into another freight six miles north of here Saturday night were today held responsible for the wreck by the board of inquiry. H. D. Ryan, engineer; R. A. Bailey, fireman, and C. H. Gaffney, head brakeman, are the men blamed.

Glen Patrick, fireman on the southbound train, lost an arm in the wreck. Ten hogs and eight head of cattle were killed when the stock cars tumbled over a wooden trestle. A carload of matches caught fire and five freight cars were burned up. Traffic was not resumed on the line until late yesterday.

London, Jan. 3.—That Greece will declare martial law January 15 was the claim of an Athens paper today, according to press dispatches.

NORWEGIAN TANK LINER AZTEC SUNK AT BROOKLYN DOCK

New York, Jan. 3.—One man is known to have been killed and seven are missing as the result of an explosion aboard the 3,600-ton Norwegian tank liner Aztec at a Brooklyn dock today.

The tanker sank soon after the explosion, which tore out the rear end, blew up two oil tanks and hurled men into the air from a hole torn in her.

Over 2,000 men were employed about the dock and other thousands crowded there to seek relatives. The vessel had recently been engaged in carrying oil to the allies, hence there was a belief that she was the victim of anti-air agents.

GRAVITY OF SITUATION CALLS WILSON HOME

President Cuts Honeymoon Trip Short to Return to the National Capital and Direct Diplomatic Negotiations Following the Sinking of Two More Liners by Teuton Agents, the Ships Having Americans Aboard

Washington, Jan. 3.—The gravity of the international situation caused by the torpedoing of the British liner Glengyle, coming on the heels of the sinking of the liner Persia, caused President Wilson today to determine to cut his vacation short and return here, arriving tomorrow morning.

The Southern railway took immediate steps to fetch him quickly here, and at once set to work to send his private car to Hot Springs. He should be in the capital early tomorrow.

Meantime, official circles awaited details of both the Persia and Glengyle sinkings with most anxious forebodings. Their worst fears were realized in the death of American Consul McNeely of Aden and the reports that the torpedoing was without warning, as required by international law.

The state department expected that Austria or Germany—which ever owned the attacking submarine—would anticipate a protest or ultimatum from America and hence would voluntarily disavow the torpedoing of the Persia and give guarantees of future observance of international law. The situation seemed the more serious from the fact that the Persia incident followed so closely upon Austria's reassuring note in the Ancona case, and that the Persia sinking was in turn succeeded by the Glengyle torpedoing.

Before any action can be taken, however, the administration must first settle whether a submarine or a mine was responsible for the Persia sinking, and if it was a submarine, what its nationality was.

The state department is determined to obtain from the central powers a binding promise that in future submarine attacks the safety of non-combatants, not only on liners but on merchantmen, shall be assured. One result of this position will be a show-down in the Lusitania case, inasmuch as Germany's pledges in this incident have thus far extended only to liners.

MEDFORD SCALP TAKEN BY THE GRANTS PASS FOOTBALL TEAM

By Fred Williams, Ex-All-Western Tackler.

The new year of 1916 was ushered in by a good gridiron contest on the High School grounds, when the Grants Pass grads walloped the Medford "Has Beens" to the music of 12-0 in a well-played game, with a sufficient amount of sky attacks and submarine defenses to thrill the most morose. It was an ideal day, though the footing was uncertain, and fully five hundred "bugs" were there when Referee Seely Hall started the fifth annual football battle.

Meanwhile Charge d'Affaires Zwiadenek of the Austrian embassy sought to have the public withhold judgment. He pointed out that it had not been definitely established that a submarine sank the Persia, and, moreover, that the circumstances surrounding the incident had not been entirely proved. Hence, he asserted, no one knows whether there was justification. In any event, he suggested that Austria, through her Ancona reply, indicated her readiness to do right. He expressed himself as confident and hopeful that if the submarine proved to be Austrian his government would take immediate steps toward a satisfactory settlement.

In this connection, officials suggested that possibly the contents of the Austrian note and instructions to submarines contingent thereon had not reached the submarine commander who sank the Persia, if, indeed, it was an Austrian diver.

While it was reported that the president will call a cabinet session on his return, the state department showed the real gravity of the situation when it said, "No effort should be made to minimize the seriousness of the situation."

Moreover, it was intimated that an understanding with all the central allies as to submarine attacks will be demanded immediately.

The presence of a 45 inch gun on the Persia, as reported by Consul Garrois at Alexandria, together with the fact that there were 25 British officers en route to Egypt aboard, was regarded as of minor importance, inasmuch as the administration recognizes the right of merchant ships to carry small guns for defense. The soldiers among the passengers, it was held, could not give the vessel the status of a "troop ship," liable to attack without warning.

Later a special train was rushed to Hot Springs, Va., to bring President Wilson back to Washington. He may arrive before tomorrow morning.

ford here seemed to meet reverses and MacDonald fumbled Harvey's punt only to have Milliken scoop the ball up on the run and score another and the final touchdown. Bears missed goal.

During the first quarter the Medford line out-played the Grants Pass one, but during the rest of the game the boys from Bear creek were clearly out-classed. Allen should be a likely candidate when Stanford capitulates to American customs. Caldwell and Allen had the jump on their adversaries in every play and made brilliant stops of Medford's heavy backs. It was Caldwell's best game.

Ferry Ashcraft was the fox of old, but had lost some of his agility, yet he had the boys guessing on his hesitation waits before attempting the throw of the forward pass. He got away in the last quarter for a nifty run, only to be summarily stopped by the hardest tackle of the day, on the part of Grant Garry McCracken, of Pennsylvania fame.

Medford did not have the variety of plays that Grants Pass showed.

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FORD AND BRYAN COMBAT WILSON PREPAREDNESS

New York, Jan. 3.—Henry Ford, back from his peace expedition in Europe, and former Secretary Bryan may co-operate to oppose the military preparedness program of the administration. They conferred today for over an hour, and it was thought this might have been the subject of their talk.

Ford came back from Europe confident that there may still come some good from his expedition. At any rate, he said, it will have been worth while if it succeeds in the slightest in shortening the war. He declared that people who allowed the monarchs to do their thinking were responsible for the war, and incidentally he took a fling at America for what he regarded as a similar state of mind here.

"The kaiser's granting permission for the peace party to cross Germany is a great moral victory for the delegates," he said. "It will have a decided effect on bringing the movement into more general favor in Europe."

"I have made no plans about peace with Bryan," said Ford after their conference, "and as far as I know I may never see him again."

Pale and haggard, Ford reiterated his belief that his expedition will prove successful, even if no peace steps result for some time. "The American movement," he continued, "will have a good effect upon the people of belligerent countries, because it will open their eyes to the attitude of the outside world. When the war is over people will take a greater interest in their city and national governments."

Ford denied that there had been trouble aboard the peace ship except for a few minor incidents which crept in and were misconstrued.

PERSIA SINKING CAUSE OF CRISIS SAYS ENGLAND

(By United Press Leased Wire.) London, Jan. 3.—American Consul General Skinner today cabled Consul Garrois at Alexandria to obtain a statement of the liner Persia sinking from Charles H. Grant, of Boston.

Upon this statement may depend whether America will take drastic action in the case.

Consul Robert McNeely, en route to his post at Aden, was lost when the big liner went down. He was last seen struggling in the water as lifeboats pulled away.

The sinking of the Persia horrified the English press today. They speculated extensively as to America's course now and were unanimous in their expressions that the central powers regard America with contempt and through the Persia case are flouting her with their scorn.

Despite reports that there was no panic, it was deemed significant here that only 59 out of 241 passengers were saved, and 94 of the crew of 150 to 200.

Moreover, only 17 out of 87 women, and two out of 30 children were rescued and landed by a warship at Alexandria.

(By United Press Leased Wire.) Seattle, Jan. 3.—Seven inches of snow has mantled Seattle, piling up the heaviest downfall in ten years. A north wind indicates a steady continuance of the storm that started at 3 o'clock this morning. Cable slots on hill lines were frozen. All railroad trains are arriving late.

The snow claimed one victim when 11-year-old Russell Marvin crashed into an automobile while coasting and was killed.

SUBMARINES AGAIN GET BUSY

Two Liners Under British Flag Are Sunk, the Loss of Life With the Destruction of Persia Having Been Great

London, Jan. 3.—Fresh toll of life was believed today to have been taken with the torpedoing of the British liner Glengyle, largest of England's ships except the Lusitania and Arabic to succumb to undersea attacks. About 100 aboard her were rescued, but while it is believed she carried no passengers, she undoubtedly had a large crew, some of whom probably perished.

With the news of the sinking of the Glengyle came word, too, of the torpedoing of the Japanese vessel Kenkon Maru. Her crew was saved. News of these new torpedoings arrived in the midst of the admiralty's efforts to get details of the sinking of the P. & O. liner Persia, with heavy loss of life.

The Glengyle was a 9,400-ton twin-screw vessel, owned by McGregor, Gow & Company, of Glasgow. The Kenkon Maru was owned by the Inami Gomei Kaisha Shipping Company, which runs six vessels of the same name, numbered on to six, and ranging in tonnage from 1,900 to 5,000.

With the recent heavy toll of submarines in the Mediterranean region, it was reported that several firms will stepen sailings through the Suez canal. The first of these to quit is the Japanese Mail line, which announced several days ago that it would make its sailing by the Cape route.

Moreover, it was predicted today that insurance on Mediterranean shipping will soon become prohibitive in view of the enormous risks taken.

Alexandria, Egypt, Jan. 3.—Officers of the sunken P. & O. liner Persia were positive today that she was the victim of a submarine and not a mine, as some sources tended to indicate. That the loss of life aboard her will run past the 200 mark seemed certain. Included in the list of dead is probably Consul R. N. Neely of Aden, reported missing and said to have been last seen struggling in the water as the ill-fated liner went down to a watery grave.

Various reports of the sinking indicated the vessel was sunk without warning. The nationality of the attacking submarine, however, was not determined, for officers claimed not to have sighted the diver, though they said positively they had seen the wake of her torpedo.

The second officer said he saw the white streak of a torpedo, but no survivor reported getting an actual sight of the diver.

Graphic details of the liners last moments were told here today by Leonard Moss, an English survivor. "There was no panic, and the loss of life was due to two things," he said. "First, the Persia sank in less than six minutes, and second, most of those aboard were having luncheon at the time, and were not thinking of submarines. We were making 18 knots when the first dull boom came, followed by a funny crackling sound. It seemed only a second when the big ship began to list. Those on deck rushed to the boats, but those on the starboard side were worthless, because they listed heavily. People ran up from below, while women and children were crying, but there was no wild

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