

# Rogue River Courier

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

## STRIKE DANGER ENDS WITH PASSAGE OF EIGHT-HOUR RAILROAD MEASURE

Senate Passes the Adamson Bill, Without Amendment, by a Vote of 43 to 28, and Cancellation of the Strike Order Issued by Trainmen Will Follow Immediately Upon Its Signature by President Wilson

Washington, Sept. 2.—The four brotherhood leaders announced they would meet at 7 p. m., at their hotel to determine when they would send out the notice cancelling the strike order.

Washington, Sept. 2.—The house eight-hour railroad bill passed the senate tonight, killing in embryo the national transportation strike scheduled for Monday.

Cancellation of the strike order was expected before morning, although the brotherhood leaders had planned to wait until President Wilson actually signed the bill tomorrow. The vote was 43 to 28.

A. B. Garretson, spokesman for the big four brotherhoods, and his conferees, who have borne the brunt of the negotiations over hours and pay for 400,000 railroad workers, were outside the senate chamber when the vote was taken. They planned to adjourn at once to the National hotel headquarters to decide the time of sending out the cancellation message—and the hint was that the halt would be called forthwith.

Those voting nay were: Borah, Brady, Brandegee, Clapp, Clarke of Arkansas, Colt, Cummins, Curtis, Dillingham, DuPont, Gallinger, Gronna, Hardwick, Jones, Kenyon, McCumber, McLean, Nelson, Norris, Oliver, Penrose, Sherman, Smith of Michigan, Smoot, Sterling, Wadsworth, Warren, Weeks.

Those voting in the affirmative were: Ashurst, Bankhead, Beckham, Bryan, Chamberlain, Chilton, Culbertson, Fletcher, Hitchcock, Hughes, Hustling, Johnson of South Dakota, Kern, LaFollette, Lane, Lea, Lee, Lewis, Martine, Myers, Newlands, Overman, Phelan, Pittman, Pomereoy, Ransdell, Reed, Robinson, Saulsbury, Shepperd, Shields, Simmons, Smith of Arizona, Smith of Maryland, Smith of South Carolina, Stone, Swanson, Taggart, Thomas, Thomas Thompson, Underwood, Vardaman, Walsh, Williams.

The bill was taken to the house immediately and Speaker Clark signed it at 6:08 p. m. It was returned to the senate, where Senator Clarke of Arkansas (president pro tem in the absence of Vice-President Marshall) afterwards affixed his signature.

The senate adjourned at 11 o'clock last night without having finished its work on the bill. Demands for a vote at that time were overcome by senators who wished to talk today. The full galleries and the tense atmosphere of last night were not duplicated when the session opened today, but there were reasons to believe the crowds would gather again to witness the closing hours of deliberation and the history-making vote.

There was to be two-hours of general debate, with 30 minute speeches, beginning at noon. Voting on amendments was to start at four o'clock. At, or before, 6 p. m., according to the number of amendments the senate will vote on the bill itself, which provides for an eight-hour day at the present rate of pay, and appointment of a commission to investigate and report within six to eight months on the financial results of the operation of the law.

The Adamson measure was given precedence in the senate when no objection was made to consideration of the house measure in place of the longer and more comprehensive bill prepared by the senate interstate commerce committee.

Senator Shafroth opened the debate today by moving to change Senator Underwood's amendment so that it would be specifically stated no employee affected by the bill would be compelled by its terms to work, that stopping of work would not constitute "delaying or obstructing operation of trains," for which the amendment provides a fine of \$5,000 or one year's imprisonment.

"Suppose," said Senator Hardwick, "the railroad presidents came to us and said 'Legislate us increased freight and passenger rates, or we will stop operating all trains in this country.' What would we do? We would not be permitted to be coerced."

"Why don't you republicans stop criticizing and offer something to avert this strike?" queried Hustling, Wisconsin.

"I think we all agree on the main question, our chief interest is to avert this impending calamity. So we shall do it in the only possible way—by legislation."

Senator Sherman, Illinois, bitterly denounced "Rushing the bill into legislation in a few hours, when there should be days of deliberation."

"We are doing this under threat," Sherman said.

To prove his point, Sherman read several telegrams from large labor unions of the middle west, pleading with him to urge passage of the eight-hour law bill and to oppose any form of compulsory arbitration.

"I would rather be a dog and bay at the moon," Sherman said, "than be a senator enslaved by such dictations and threats. These messages show the way the wind blows by demanding that I urge government ownership of railroads."

"The poor bookkeeper in Chicago gets the true sense of this whole situation, when he wants me to vote against it. He says if congress passes this bill, it will have to keep on, with other poor bookkeepers, paying the price."

## ADVANCE MADE IN WHEAT PRICE

Chicago, Sept. 2.—Optimistic reports regarding settlement of the railroad strike shot wheat prices up from 3 1/4 cents to 4 1/4 cents overnight on the Chicago grain market today. Heavy buying orders flooded the market just before the close, causing jumps. September closed at 145, 2 1/2 up above the high opening. December gained three cents at 148, while May advanced 2 1/2 at 149 1/2.

Corn was steady and higher on the strength in wheat and unfavorable weather reports. September was unchanged at 86 1/2; December was up 1 1/2 at 73 1/2, and May up 1/2 at 76 1/2.

Oats continued firm on brisk trading and strength in the other grains. September was up 1/2 at 45 1/2; December up 1/2 at 48 1/2, and May up 1/2 at 51 1/2.

Provisions were higher.

## ITALIAN GOVERNMENT CONFISCATES GERMAN SHIPS

Rome, Sept. 2.—The Italian government today confiscated thirty-five German steamers interned in Italian ports at the beginning of the war. The steamers seized aggregated 132,000 tons.

## REINFORCEMENTS OF GERMAN TROOPS

The Hague, Sept. 2.—Fifty thousand German troops have arrived at the Transylvanian city of Klausenburg to check the Roumanian invasion.

The Austrians have evacuated the city of Marosvasarhely, on the main railway feeding their armies in northeastern Transylvania and are preparing to retire from the surrounding country, according to advices from Berlin.

## 6 TRANSYLVANIA TOWNS CAPTURED

London, Sept. 2.—Without serious opposition by the Austrians, Roumanian troops rolled steadily westward toward the heart of Transylvania today, while the war clouds drooped lower over Greece. The capture of six Transylvania towns, 1,800 prisoners and large amounts of booty, was announced in an official statement from the Roumanian war office. The Austrian war office admitted the surrender of Hermannstadt, former capital of Transylvania, to the invaders, and the evacuation of the town of Sepsi-St. Gyorgy.

German residents of Athens have fled from the Greek capital with the arrival of thirty allied warships and a fleet of transports in Piraeus harbor, only five miles away. An Athens dispatch reported that great excitement was caused in political circles by the appearance of the warships, but carried nothing on the report that King Constantine had abdicated his throne.

A wireless dispatch from Rome asserted that martial law has been declared in Athens and Piraeus, presumably upon the arrival of allied troops. King Constantine, the dispatch said, is seriously ill. Rome also reported the revolution in northern Greece spreading through Thessaly and Epirus, with the movement for a declaration of war by Greece rapidly gaining strength.

In every theater of the war, except south of the Somme, the allied war offices reported victories today. The British war office announced the recapture of ground lost under a heavy German counter-attack Thursday night. The French admitted the yielding of some ground to the Germans south of the Somme.

From both Vienna and Petrograd came reports of Russian gains in the new Galician offensive. An unofficial dispatch from Athens reported the Serbs driving back the Bulgars' right wing.

## PACIFIC LINE SHIP SEARCHED

San Francisco, Sept. 2.—The steamer Arakan of the Java-Pacific line, en route to San Francisco, was held up and searched recently by the British sloop of war Cadmus, according to a cablegram received here today. Captain von Rankle cabled that all mail destined for America was opened and censored. He says the Arakan was conveyed to Sandakan, Borneo.

Information indicates the Arakan was in American waters in the Sibutu passage, between islands in the Sulu archipelago when halted. International significance is attached to the event by some.

## PRESIDENT TO STAND ON RECORD

Accepts Renomination as the Candidate of Democracy, and Makes Bid for the Vote of the Progressives

Long Branch, N. J., Sept. 2.—President Wilson spoke for his reelection today. Before an immense crowd, massed over the beautiful grounds of Shadow Lawn, the president accepted his renomination at the hands of the democratic party, outlined the achievements of his administration, and scored the republicans as a "party of masterly inactivity, standing pat to resist change."

The democratic party, the president said, holds to very definite ideals.

"We believe the energy and initiative of our people should be set free, as we have set them free," and not "concentrated in the hands of a few powerful guardians, as our opponents have again and again sought to concentrate them."

"The day of little Americanism, with its narrow horizon, when methods of 'protection' and industrial nursing were the chief studies of our provincial statesmen," are past and done, Wilson said.

The people, he said, would not reject "those who have actually served them" for "those who are making doubtful and conjectural promises of service."

## Outlines Party Record

Outlining the legislative record of his party, the president said the democrats have virtually created commercial credit for the farmer, had "given a veritable emancipation" to the working man, had released the children of the country from "hurtful labor," and, in addition to many other things, had put through national defense legislation greater than ever "seriously proposed upon the responsibility of an entire political party."

"And," President Wilson concluded in this discussion, "we have come very near to carrying out the platform of the progressive party as well as our own; for we also are progressives."

The president said his foreign policy was built upon two fundamental principles—that property rights can be vindicated by claims for damages, but that "the loss of life is irreparable."

"I neither seek the favor nor fear the displeasure of that small alien element amongst us which puts loyalty to any foreign power before loyalty to the United States," he said.

The president advanced his Mexican policy as an issue upon which he would stand in the face of any criticism. While admitting the possibility of mistakes "in this perplexing business," he flayed those who would have recognized the "unspeakable Huerta."

On the platform from which the president spoke were Mrs. Wilson, Senator Ollie James, Chairman Vance McCormick of the national committee and members of the president's family.

## Prepared for Rain

Owing to the threatening weather, a huge umbrella which would cover the platform was ready for use in case of emergency. Light spatters of rain continued at intervals up to the hour of the ceremony.

Led by Senator James, the notification committee reached Shadow Lawn at 1 o'clock. Former Governor Glynn and a small group of New

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## RAILROADS CALL OFF EMBARGO ON SHIPMENTS

Chicago, Sept. 2.—At noon today, J. W. Higgins, chairman of the General Manager's association, issued a statement in which he declared that practically all central and western railroads have lifted their embargoes on perishable freight shipments.

"Barring the unexpected, railroads expect to move freight normally," said Higgins.

Railroad circles this afternoon accepted as certain the calling off of the strike.

"The railroads, however, will continue their preparations against a strike. It is not up to us whether there will be a strike. It's up to the brotherhoods," concluded Higgins. Meat prices on the local livestock exchange took a big drop today as a result of favorable strike conditions, indicating all roads will lift the embargoes. Hogs dropped back to \$11 a hundred pounds for choice stock, a decline of 20 cents from yesterday's close and 50 cents from the high mark. Cattle at \$11.20 for beefs, was down 25 cents, while sheep were from 10 to 25 cents lower.

## GERMANS RETAKE SOMME TRENCHES

Paris, Sept. 2.—The Germans re-occupied a few elements of trenches captured by the French south of Estrees on August 31, in a very violent counter-attack south of the Somme last night, it was officially admitted today.

The attack on the French lines followed by a few hours a similar counter-attack on British positions north of the Somme, which resulted in a slight gain. The purpose of these assaults, it is believed here, was to relieve some of the depression caused in Germany by the turn of events in the Balkans.

The Germans shelled French positions around Maurepas heavily and then attacked south of the Somme. Their losses were heavy, the war office said. In the Champagne region the Russian contingent landed a few months ago again defeated the Germans, dispersing a German reconnaissance south of Tahure.

The Verdun sector was the scene of heavy fighting last night. Thiaumont and the region surrounding it came under heavy artillery fire and the Germans attained the village of Fleury, but later were repulsed. West of Pont-a-Mousson (southeast of Verdun) the Germans unsuccessfully attempted an attack near Fay-en-Haye, but were checked before they left their trenches.

## GRECIAN REVOLT FAST SPREADING

London, Sept. 2.—The revolution in Greece is spreading rapidly throughout Thessaly and Epirus, said a Rome wireless despatch today. Martial law has been proclaimed at Athens and Piraeus, the despatch said.

The condition of King Constantine, who is ill, is reported serious.

## GREAT BATTLE IS ON IN REGION OF ORSOVA

Zurich, Sept. 2.—A great battle is developing in the region of Orsova, near the junction of the Transylvanian, Serbian and Roumanian frontiers, according to despatches from Austrian towns today.

## THE BUSIEST PLACE IN THE STATE

Waters Creek, Terminal of New R. R., Scene of Great Activity, With Freight Shipments Increasing Rapidly

About the busiest place in the northwest these days is the station of Waters Creek, the present terminal of the California & Oregon Coast railroad. With the scores of teams and auto trucks hauling ore, lumber, cord wood and logs for shipment, there is almost a congestion of traffic about the station every day, and the scene is one of life and activity and the whirl of industry.

Ever since the road was first put into regular operation by the firm of Twoby Brothers company, who took it over from the city of Grants Pass a year ago, the business has been continually increasing until during August the record shows that 138 carload shipments were made from the Waters Creek terminal or from stations along the 15-mile line.

Of this total of 138 carloads, 33 were of ore that had been hauled by team and truck from the mines at Waldo and other Illinois valley points. Of lumber there were 34 carloads; of cord wood, 21, and of logs an even 50.

## Copper and Iron Ores

The Queen of Bronze and Waldo copper mines supplied the ore for 14 carloads during the month, 19 carloads of chromic iron ore being also included in the shipments. The copper ore was all billed to Tacoma, where it is smelted. The ore cars carry from 44 to 55 tons each.

The shipment of the chromic iron ore is a new industry, made possible by the demand created for the product through the shutting off of European supplies by the war. Two companies, the Manganese company of California and the American Refractories company of Danville, Illinois, are the shippers. The first named company makes its shipments to Montreal, New York, Bessemer and Duquesne, while the American Refractories company sends its ore to Danville. Both companies are hastening the production of ore as rapidly as possible, as there is a most active demand among eastern manufacturers at present. Much of the chromic iron is found in the Oregon mountain district, and is hauled 30 miles by team before it is loaded upon the cars. The copper ore is all mined at Taklima, which will be the terminal of the next unit of the new railroad to be constructed. Only the best of the ore is brought to Waters Creek, and thousands of tons of the lower grades are being placed upon the dump at the mines for shipment as soon as the railroad is constructed that far. This alone will increase the traffic of the line many fold with the laying of the rails into the Illinois valley, which is expected to be before another season.

## Sawmills Are Busy

Three sawmills are now sending their cut to Waters Creek for shipment by rail into Grants Pass, the three being Schmitt Bros., Spaulding Bros., and the Kesterson mill. The box lumber is shipped to the local box factory, where it is manufactured into boxes for apples, pears, etc., and is in turn shipped to various points throughout the northwest. The higher grades of white pine, No. 2 shop and better, are shipped to the Frank P. Doe Lumber company at Grants Pass. This company has just placed in operation a planing mill in South Grants Pass, upon the line of the new

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