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SUBMARINE ARRIVES IN NEW LONDON

German Freighter Deutschland Makes Second Voyage Across Atlantic, Consuming 21 Days From Bremen

New London, Conn., Nov. 1.—Plunging and diving—at times in the teeth of a storm—the German merchant submarine Deutschland, made her second trip to the United States through a veritable lane of allied warships.

The Deutschland was safely docked at her screened pier here this afternoon. She came out of the darkness and the waves during the early morning hours. Nosing her way up the sound, she was quickly warped in alongside her "mother ship," the Willehad, and with her sailors at liberty, some of the details of her second remarkable voyage were learned.

At one time the submarine freighter was submerged for ten hours in mid-ocean. The Deutschland was forced to spend this time beneath the waves owing to the presence of hostile war craft lurking near by, one of the crew declared.

"We saw lots and lots of hostile ships," said one of the Deutschland's sailors. He was a big six-foot German, smiling good-naturedly, he told in German snatches of the story of the trip, which again brought the Deutschland over and under the ocean.

"There were many more enemy warships this time than we saw on the first voyage," he said. "There seemed to be a regular lane of cruisers, and ships of other types."

"I don't know how much of the trip was made under water, but at one time we were under water for 10 hours at a stretch. Hostile vessels were sighted and we were forced to submerge."

"But it's about the same old story now. Not much difference between this trip and the first one, except the enemy ships seemed thicker."

The Bremen is definitely known to be lost. This was confirmed from members of the Deutschland's crew. The submersible which was scheduled to arrive here soon after the Deutschland visited Baltimore, is not believed to have been captured, however. The German sailors said it was believed the Bremen had met an accident of some sort to her machinery. This resulted in her destruction. It is believed.

The Amerika, the third of the merchant submarines to be built for trans-Atlantic service, is not yet ready to sail on her maiden voyage. It was stated in explanation of reports as to the failure of this vessel to appear.

New London, Conn., Nov. 1.—The German submarine freighter Deutschland arrived here this morning, again under command of Captain Koenig, the smiling skipper from Thuringia. The tug Heraldine chugged triumphantly into the inner harbor, over the course which British frigates followed years since. Health and customs officers, notified only a brief time before her arrival, waived United States regulations on the word of Captain Koenig that the crew was healthy and allowed her to pass quarantine without waiting for dawn.

The Deutschland swept majestically into the state pier, which was fenced in by a boarded screen, and transferred to the North German-Lloyd liner Willehad alongside. The Willehad had waited long for the coming of a sub-sea freighter, and members of her crew were despond-

THREE KILLED IN MARSHFIELD COAL MINE EXPLOSION

Marshfield, Nov. 1.—Three men are known to be dead today and two badly hurt in an explosion at the Beaver Hill coal mine, 12 miles from Marshfield. Word of the blast, which occurred late last night, was not received here until noon. The men killed are Charles Gerreri, Martin Bomar and John Lowe. Bomar's body has been recovered. The other two corpses are still in the depths. Coroner Wilson and Dr. Mingus started for the scene immediately after learning of the accident. The mine is a Southern Pacific holding. Details have not been received at headquarters here, but it is believed a sudden fall of coal released gas, which ignited. The night crew was imprisoned temporarily, all except five later escaping. Thomas Harrison is the most seriously injured.

DEUTSCHLAND A SHIP OF COMMERCE

Washington, Nov. 1.—This government will take little or no cognizance of the arrival of the German submarine freighter Deutschland, it was indicated today. Beyond assuring that the vessel has not changed her character from that revealed to naval engineers when they examined her in Baltimore on her first arrival, it is believed the government will give her the minimum of official attention. She will be treated as an ordinary ship of commerce—which is the status already given her.

It is anticipated that the British Ambassador will renew England's protest against the admission of the Deutschland on equal terms with other merchant ships.

Officially the Deutschland will be considered as a new case, it was said at the state department, and the precautions taken in July to assure her peaceful character will be repeated. A naval officer is making a new examination.

VIRGINIA IS ON WATER WAGON

Is the Eighteenth State of the Union to Place John Barleycorn Under the Ban, and 800 Saloons Quit

Richmond, Va., Nov. 1.—Virginia today rides the water wagon—the eighteenth state to join the procession. Amid the tolling of church bells while Halloween banshees filled the midnight air, the Old Dominion at midnight, formally laid John Barleycorn to rest and went dry.

Immense stores of wine and liquor were purchased throughout the state before the ban fell. Special trains, heavily laden, were run into all sections of the state, while country folk hustled along with suitcases to fortify private stocks.

More than 800 saloons in widely scattered parts of the state were put out of business. Local option has prevailed in most of the counties for a number of years, but Richmond, Norfolk, Portsmouth, Newport News, Lynchburg, Petersburg, Roanoke and Bristol first met prohibition last night.

The action of Virginia completes a dry belt from Washington, D. C., south to Florida on the east, and from Washington to New Orleans to the westward. Church organizations here have undertaken to supply work to the large numbers of men thrown out of employment with the suppression of the liquor industry.

Amsterdam, Nov. 1.—The German submarine U-53, which ravaged shipping off the American coast, after paying a visit to Newport has returned to a German port, according to Berlin despatches today.

FEW BID FOR BUILDING OF WARSHIPS

Ship Yards and Steel Mills Are So Filled With Orders From Europe That They Shy at Orders From Home

Washington, Nov. 1.—Bids opened by the navy department today for four scout cruisers, to cost not more than \$5,000,000 apiece, brought out only one actual bid—that of the Seattle Construction & Dry Dock company, to build one cruiser for \$4,975,000.

The company specified in making the price that it was based on an eight-hour day and that if the vessels required overtime work to insure completion within the specified time of 30 months conferences would be necessary to determine additional costs or an extension of the time limit.

The Fore River Shipbuilding company offered to build two scout cruisers for \$4,800,000, provided its bid on battleships, to be opened next week, are not accepted.

MRS. HANLEY WILL CLOSE OREGON TOUR TONIGHT

Portland, Nov. 1.—Concluding a campaign tour of Oregon which has been termed "cyclopic," Mrs. E. B. Hanley, of Medford, Ore., will speak in Portland tonight, attacking President Wilson and urging the election of Charles E. Hughes.

Mrs. Hanley's speech will be one of the biggest events in the final campaign week here. Republican marching clubs, with bands and torchlights, will escort her to the theater. An entire section of the theater has been reserved for Civil war veterans.

CAPTAIN KOENIG TELLS STORY OF UNDER-SEA TRIP

New London, Conn., Nov. 1.—A wine party near ocean bottom, while gales raged far overhead, was one of the many thrilling incidents of the German submarine merchant ship Deutschland's trip, Captain Koenig said this afternoon.

"There was plenty to drive ennuil away while we were submerged," said the wily submarine commander. "We would play the phonograph, and we had wine—yes, plenty of wine." Koenig said he knows nothing about the Bremen, except that she sailed August 26 with a sixty-day food supply.

"We are carrying dyestuffs and drugs," he said. "There is some antihyeron. We had planned to bring some infantile paralysis serum, but since we had no monkeys in Germany to test it on we did not bring it."

"We left Bremen October 10, in a raging northwest gale, went through the North sea and passed the waters between the Shetland and Orkney Islands. After that we headed as straight as possible for New London. Yes, we saw many ships—about the same number as on our first trip. Some we went around—others we dove under. We traveled less than 125 miles submerged."

"We saw the grim British warships in the North sea and we saw seven ships between here and Nantucket."

"We went through very heavy gales and rough seas, but did not stand on our heads. The longest time we were submerged was seven hours. Even at 16 fathoms we could feel the roll of the waves."

The Deutschland's commander said he intercepted one message from the Nauen wireless station about the U-53. To reporters who asked about stories that two Bremens had left port, but had failed to reach America, he replied that only two commerce submarines had ever started from Germany for the United States—the Deutschland and Bremen. He said he expected to start back to Germany within a fortnight.

Captain Koenig said this afternoon that the Deutschland's cargo was worth \$10,000,000.

Reporters drew with the greatest difficulty from the modest U boat skipper the story of his audience with the kaiser. He told the kaiser, he said, that the United States was neutral.

"The kaiser took things that I said just as I told them," he added.

The emperor, Koenig said, is looking very well, though he has aged since the beginning of the war.

LANSING TALKS OF MARINA CASE

Washington, Nov. 1.—Secretary Lansing today vigorously denied that the campaign will have any effect upon the department's action in the Marina case, or that there has been any change in the submarine policy of either the president or of the department. Lansing said he made this statement after it was called to his attention that such a suggestion had been made.

He authorized the following statement:

"The fact that a political campaign is in progress will in no way vary the practice of the department in regard to making a full investigation of cases of this sort. We shall act as we always have, and with as much celerity as possible. The question also has been called to my attention as to whether there has been any change in policy in regard to submarine warfare since the sinking of the Sussex on the part of the president or the department. I can say emphatically there has been no change in any particular."

5 AMERICANS LOST ON THE MARINA

Situation Becomes Involved and the U. S. Finds Many Problems Arising From the Unwarned Sinking of Ship

London, Nov. 1.—Five Americans are missing and believed to have perished in the sinking of the British steamer Marina, according to the latest dispatches received here today.

They are: Daniel Thomas, Wilmington, Del.; Josh Brown, Roanoke, Va.; — Brown, Charlotte, N. C.; Geo. Sedbury, Fayetteville, N. C.; — House, Norfolk, Va.

The United States consul at Queenstown has taken the joint affidavits of 28 Americans landed at Berehaven and 14 landed at Crookhaven, declaring that the Marina was attacked without warning.

Twenty-eight survivors were landed at Dublin.

Washington, Nov. 1.—The situation growing out of the sinking of the British steamer Marina by a German submarine today loomed up as an issue fraught with the most serious possibilities since the torpedoing of the Sussex.

With six Americans believed to be dead as the result of the sinking of the British ship, and no evidence yet to show that the submarine gave them a chance for their lives, the situation has become extremely grave.

Germany has been asked for the submarine commander's report of the affair, while the United States' diplomatic and consular representatives near the scene have been directed to forward by cable all information that can be gathered. If the evidence finally shows that the Marina was sunk without warning, the German government, it was agreed, will face the necessity of taking drastic action to expiate the offense. One submarine commander will have been proven guilty of prosecuting "relentless and indiscriminate" warfare against vessels of commerce, the penalty for which, this government declared in its Sussex note of April 18, would be the breaking off of diplomatic relations. Recognition of the gravity of such action by a submarine commander was shown at the German embassy, where it was said the commander would be punished, if found guilty, his action disavowed by the government and reparation made.

Today it was made clear that in asking Berlin, through the American embassy there, for the admiralty's information on the sinking of the Marina, it was not intended to intimate Germany's submarine pledges have been violated. Such information as Germany may have is likely to be essential in the clearing up of disputed points in the case.

Because of the large number of Americans among the survivors, their affidavits probably will prove the deciding factor in determining this government's action.

Secretary Lansing has refused to discuss the matter in the absence of definite proof of just what the circumstances actually were.

HALLOWEEN PRANK BRINGS FRACTURED SKULL

Portland, Nov. 1.—Portland awoke today to find the downtown shop windows soaped, car tracks greased and a pile of empty vinegar barrels on one corner as a result of Halloween observances. Benjamin Wilson is suffering from a slight skull fracture, due to a blow on the head from an irate householder's fist.

THE BATTLE CRY OF THE NEW FREEDOM

(With Apologies to George Frederick Root.)



For he kept us out of war, boys, he'll always keep us out.
Shouting the cry of watchful waiting.
'Neath our flag of snowy white, we will be too proud to fight,
Shouting the cry of watchful waiting.

CHORUS.
The Union forever, hurrah, boys, hurrah!
Down with the soldier, up with the pen.
For he kept us out of war, boys, rally once again,
Shouting the cry of watchful waiting.

When the sword is at our throat, he will write a little note,
Shouting the cry of watchful waiting.
For he kept us out of war, boys, he kept us out of war,
Shouting the cry of watchful waiting.

Let your hearts with rapture burst as we sing of safety first,
Shouting the cry of watchful waiting.
When the hated foreign foes walk around upon our toes,
We'll shout the cry of watchful waiting.