

WEATHER FORECAST:
Fair tonight and tomorrow.
(Full Report on Page Two.)

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HOME
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PRICE ONE CENT.

FORESEES G. O. P. MAJORITY OF 10 IN THE HOUSE

Chairman Woods, of Congressional Campaign Committee, Confident of Success.

MUST CHANGE 12 DISTRICTS

Republican Gain in Sixteen States Now Seems Sure, Reports Say.

NEW YORK, Oct. 23.—That the next House is to be Republican by a small but comfortable working majority was the report made to National Chairman William R. Wilcox by Congressman Frank P. Woods, of Iowa, head of the Republican Congressional campaign committee.

The committee has been conducting its own campaign for the election of a Republican House, with offices in this city, Washington and Chicago. Congressman Woods, who puts in most of his time in Washington, conferred with Mr. Wilcox and with Senator John W. Weeks of the Senatorial committee, with which the Congressional committee is co-operating.

The fight for the next House of Representatives has been exceedingly bitter in the last few weeks, and it was admitted by Republicans that the number of doubtful districts had increased rather than diminished in this time. It is the labor centers which are causing trouble.

Adamson Eight-Hour Law Argument
Reports received by the committee show that Samuel Gompers and the American Federation of Labor are at work with speakers and literature in every one of these districts trying to elect Democratic Congressmen, using the Adamson law as their chief argument.

The political activities of the federation, according to those in close touch with this situation, exceed anything ever seen, and the labor leaders are making a terrific drive in many districts which ordinarily would be considered safely Republican. The result of this has been to make prognostications regarding the Congressional election difficult.

The Democratic majority in the present House is twenty-three. To insure a Republican House the Republicans must carry at least twelve of the Democratic districts and hold their present strength. While Congressman Woods and his associates are not ready as yet to give out any figures, they have told Chairman Wilcox and other Republicans here that they expect to win the House by at least ten seats.

Estimate Is Conservative.
This is a most conservative estimate, however, and is based on conditions as they are at the present time. It is the general belief that conditions will improve in the next two weeks, and some

(Continued on Second Page.)

Asked One Flower Of Each Mourner

Will of William H. Beck, Also Stipulated That There Be No Funeral Sermon.

Disposition of an estate valued at approximately \$600,000 is made in the will of William H. Beck, filed for probate in the District Supreme Court today.

"I wish no more than one single flower from any single person," says the testator; "no music, and no religious services other than those of the Grand Army, but do wish that any of my friends who have anything to say will be allowed to do so, as I prefer this to the perfunctory sermons by clergymen."

A sum of \$100 is devoted by the will to cover the expenses, traveling and hotel, of three friends of the deceased to the testator's funeral.

Bequests of \$1,000 each are made to Children's Hospital, the Home for Incurables, and the Episcopal, Ely, Ear, and Throat Hospital.

A dozen or more Government employees, friends of the testator during his life are made beneficiaries of bequests ranging from \$100 to \$1,000 by the terms of the will. Among these beneficiaries are Miss Nina Morse, Miss Mary K. Easton, Miss Isabel Smith, Navy Department; Miss Queenie Smith, General Land Office; Mrs. Clara B. Taylor, Miss Mary R. Wilcox, Bureau of Indian Affairs, and Mrs. Nellie E. Fealy, of the Department of Agriculture.

After numerous other similar bequests, the testator leaves \$50,000 to Royal C. Beck, a nephew of Philadelphia; \$20,000 to Harry C. Beck, another nephew; \$50,000 to Ada B. Myers; and to Mrs. Mary B. McCoy \$5,000 and an annuity of \$200 a year.

Valeria B. Myers is left the residue of the estate and is named as executor.

MACKENSEN'S ARMY ROUTES ROUMANIANS, TAKING CONSTANZA

Invading Forces in Dobrudja Capture Most Important Roumanian Seaport and Terminus of Railroad; Hailed by Berlin as Greatest Victory of Campaign.

BERLIN, Oct. 23.—Constanza, Roumania's greatest seaport, and only commercial outlet to the Black Sea, has fallen before Field Marshal Mackensen's armies, it was officially announced this afternoon.

Capture of the city is the greatest single achievement for the central powers since Roumania entered the war eight weeks ago. The victory is hailed by German military men as of more importance than all the gains made by the allies since the Somme offensive began.

Official dispatches from the German and Bulgarian war offices indicate that the Russo-Roumanians have suffered a disastrous rout. Smashing northward along the Black Sea coast, Mackensen's army occupied first the Roumanian port of Tuzla and then swept onward through strongly fortified Roumanian lines of defense, marching twelve miles to Constanza in a little more than two days.

The rapidity of the Teutonic advance is accepted as an indication that the Russians and Roumanians became demoralized and made an extremely disordered retreat.

BERLIN EXPECTED VICTORY.

An official statement from Sofia earlier in the day, reporting the capture of a village six miles south of Constanza, prepared Berlin for news of a great victory. No surprise was manifested here when it was announced that Mackensen had pushed on through the ruins of the old Trajan's wall and had occupied Constanza itself.

Since Roumania entered the war, Russian transports have been bringing Slav troops, munitions, and other war supplies to the aid of the Roumanians.

Large bodies of Russian troops have arrived in Roumania through the port of Constanza, whose capture by the central powers effectively puts an end to the transportation of re-enforcements via the Black Sea.

The thirty-five-mile Constanza-Cernavoda railway, leading across the Danube, is the carrier over which Roumania has derived a large quantity of her supplies. The Teutonic right wing is now within striking distance of the city. Mackensen's center and left wing are swinging forward to capture the railway.

(Continued on Second Page.)

TWELVE BODIES ARE TAKEN FROM MINE FOR HALF HOLIDAY

Expect Deaths From Explosion Inform President Wilson of to Reach Probably Twenty When Rescue Is Over.

BIRMINGHAM, Ala., Oct. 23.—The death list resulting from the gas explosion in the Marvel mine, thirty-five miles south of Birmingham, will contain fifteen and possibly twenty names, it became known today, when the twelfth body was brought out by rescuers. They reported at least three more bodies to be recovered, and there are five other men unaccounted for.

The rescue is being directed by Governor mine-rescue men, and State Inspector C. H. Nesbitt. Thousands of persons crowded about the shaft throughout the night.

The mines were tested a few hours previous to the explosion.

Surgeon's Strange Death Causes Stir

Dr. Alexander A. Uhle, Philadelphia, Dies After Injection of Cocaine for Operation.

PHILADELPHIA, Oct. 23.—Medical circles in this city have been stirred to a high pitch by the peculiar death of Dr. Alexander A. Uhle, one of the best-known surgeons in this country. Joseph R. Stubb declared Dr. Uhle had died after he permitted Dr. R. F. Rine to give him an injection of cocaine Saturday afternoon prior to a minor throat operation.

Gaining body was brought out by rescuers. They reported at least three more bodies to be recovered, and there are five other men unaccounted for.

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Steel Hits New High Record Price

NEW YORK, Oct. 23.—United States Steel, common, set a new high record price at 12 1/4, making a gain of \$2 a share during a three-quarters-of-a-million-share morning on the stock exchange today.

Two or three points were made by many market leaders, while several specialties moved to new high record prices.

SOUTHWARD TO PUT STOP TO NEGRO EXODUS

Laborers Get Past State Guards in Migration to North.

300 PASS THROUGH CAPITAL

Leader of Party, During Stop Here, Tells How Charges Got Through.

A batch of 300 negro workmen from Jacksonville, Fla., consigned to Eastern cities, arrived in Washington Saturday night. The train came over the Atlantic Coast Line railroad, and the negroes have already been sent on to their destinations.

The trainload of negroes was in charge of a former Washingtonian, well known in this city, who has made Jacksonville his home for some years. He talked freely about it, telling the methods of getting the negroes past the State guards, and other details.

He knew of no political purpose to the exportation of negroes from the South, seeing in it only the economic fact of the men going where they could get higher wages.

Visited Labor Department.

The conductor of the 300 negroes paid visits to the Department of Labor and Justice this morning, to see if his activities had violated any laws or regulations. Officials of both departments were much interested in his statement, but would make no comment on it.

It was learned that up to a few months ago the Department of Labor had been transporting labor from the South to Northern points, where it secured their employment. It discontinued this practice about August of this year. Several hundred negroes are understood to have been brought North by the Department of Labor.

The conflicting views of the movement of negroes from the South to Northern States have been taken by both the Department of Labor and Justice. It is to the effect that the movement is for political purpose, purely and simply, and that the negroes are being sent North to vote the Republican ticket and turn the election.

Those holding this view found favor in the minds of officials is that the movement is solely an economic one. Those holding the latter view are on Northern railroads and industrial establishments. That these companies are instrumental in importing negroes from the South to take the places of discharged negroes, Slovaks, and other foreigners who have in the past been employed is urged.

Wanted in Trenton.

"When we were nearly here," he declared, "a man entered the train and approached me, giving his credentials as a company representative. I was twenty-five educated negroes, men who could read and write, for Trenton, N. J.," he told me. He said that he wanted them there to take the place of baggage smelters with a transfer company. He declared that labor was a scarce article in Trenton, and that the company had returned to Europe to fight in the war.

"About 100 of the men I brought with me went to Baltimore. Others went to Trenton. Most of them went with a certain large Eastern railroad, which has been clamoring for men for some time. I understand that other Eastern roads intend to adopt the same methods to get men."

The labor agent declared that an average of \$2 per head was paid by Eastern employers to agents bringing negroes from the South. He described the difficulty of getting the men out of the South, and the subterfuges employed.

"It is six months in jail in Florida if you are caught," he said. "I was brought North from the State of Florida alone was the estimate of 'The Times' a high-toned man who declared that the labor market of the South was being sadly depleted by the exodus of negroes."

THREE ELECTROCUTED IN BETHLEHEM PLANT

Tragedy Caused By Electricians' Mistake, Is Charge.

ALLENTOWN, Pa., Oct. 23.—A searching investigation into the death of three men, who were electrocuted at the plant of the Bethlehem Steel Company last night, is under way here today. The men were the victims of a mistake by an electrician, it is charged.

The victims, an electrician, were repairing a high-tension wire. It is said another man turned on the current. Four others near the wire narrowly escaped a similar fate.

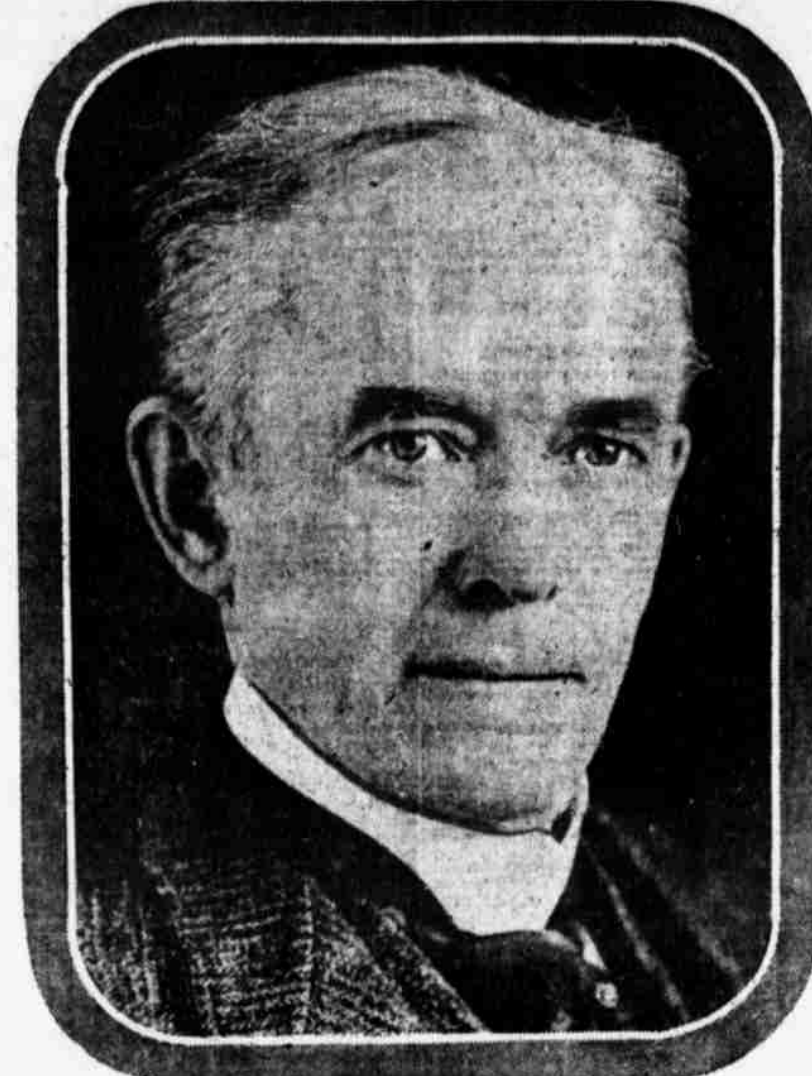
Express Earnings Show Big Increase

Four Hundred Per Cent Rise in Income Is Shown.

A 400 per cent increase in operating income of nine interstate express companies during the fiscal year of 1916 over the fiscal year 1915 was reported by the Interstate Commerce Commission today. The figures were \$10,640,000 against \$2,556,000.

A total of \$175,000,000 was collected during the year as express charges.

FIRST OF VALUATIONS OF RAILROADS IN U. S. GIVEN OUT BY I. C. C.



JUDGE C. A. PROUTY.

BAKER TARGET FOR LAKE ERIE STORM ROOSEVELT SHAFTS TOLL IS GROWING

Secretary of War an "Amiable Pacifist Unfit for Present Position," Says Colonel.

ALBUQUERQUE, N. M., Oct. 23.—Colonel Roosevelt fairly ate his way through Albuquerque, New Mexico's largest city, today. Due for a five-hour stop, he was given a breakfast reception from 8 to 9:30 and a noon banquet from 12 to 1:30 after he had spoken at 10 a. m.

Secretary of War Baker was the particular target for Roosevelt's campaign today. It became known today that the Colonel probably will answer the appeals of West Virginians and stop in that State when he goes to Baltimore to speak Monday or Tuesday of next week.

The secret of the unexpectedly long stop at Gallup, N. M., came out today. At Gallup the Colonel got his worst taste of heckling. The Roosevelt special was supposed to stop less than five minutes. It was held up twenty-five minutes. It has since been learned that some one turned a screw which kept the brakes tight until every brake was examined and the trouble remedied. Railroad officials have started an investigation.

Roosevelt's speech was largely devoted to an attack on Newton D. Baker, Secretary of War.

"When men occupy an improper and unpatriotic position and seek to justify themselves by precedents from the past," he said, "they are unwelcome."

Fairfax Man Loses His Life in Wreck

Engineer John R. Francis Loses Life in Crash Near Perryman, Md.

WILMINGTON, Del., Oct. 23.—Taking a closed switch at a high rate of speed near Perryman, Md., early this morning, a Baltimore and Ohio freight train was derailed and wrecked, and Engineer John R. Francis, of Fairfax, Va., and Fireman E. R. Randall, of Coakley, Md., were instantly killed.

While the engine and thirteen cars were piled up on the tracks, the engine crashed into the wreckage, injuring fireman Algard, who was removed to a Baltimore hospital.

Traffic was delayed by the wreck until 10 o'clock this morning. All trains being switched over the Pennsylvania lines between Bay View and this city.

Flier Drops Flowers For Mrs. Wilson's Grave

ROME, Ga., Oct. 23.—A wreath of flowers entwined with an American flag, was dropped from a height of 1,400 feet by John Green, an aviator, on the cemetery here in which Mrs. Ellen Wilson, wife of the President, is buried. The wreath was placed on Mrs. Wilson's grave as Rome's tribute to her memory.

British Steamer Sunk.

LONDON, Oct. 23.—The British steamer Fortuna has been sunk. Ten of the crew were landed today, but it is believed the captain and fifteen others were drowned.

MUCH 'WATER' FOUND IN CAPITAL OF ONE BIG ROAD

Atlanta, Birmingham and Atlantic's Liabilities Declared to Exceed Its Worth.

HETTY GREEN ROAD IS O. K.

Texas Midland's Value Placed High Above Its Capitalization—Subject to Review.

The Interstate Commerce Commission today began answering the question:

"Are the railroads of America overcapitalized?"

Tentative valuations of two railroads, as made by the physical valuation division, of which Judge C. A. Prouty is the head, were announced through the commission.

These roads are the Texas Midland, and the Atlanta, Birmingham and Atlantic, both well-known lines of the South.

FIRST TO BE VALUED.

These are the first roads in the country whose valuations have been tentatively finished, subject to review by the entire commission.

In the case of the Texas Midland, which is known as the Hetty Green road, it is found that its value exceeds its capitalization. But in the case of the Atlanta, Birmingham and Atlantic, it is found that the capital and liabilities outstanding are far in excess of the valuation figures of the commission.

When the physical valuation law was passed it was declared freely in Congress that the roads of the United States were overcapitalized and their security issues badly watered.

No General Rule.
It was given as the opinion of officials of the Interstate Commerce Commission today that the valuations of the first two roads in the country demonstrated that no general rule could be laid down and that some roads would be found heavily overcapitalized and some would not.

What the aggregate for the country will show when the valuation is finished several years hence is speculative.

The tentative valuation figures, as given out today, have to the Texas Midland, with 111 miles, a value, less depreciation, of \$2,527,417.

This is the cost of reproduction and is exclusive of certain land. The capital stock and mortgage indebtedness is \$2,112,000. Of this, \$112,000 is capital stock at par.

Value More Than Liabilities.
Comparison of valuation and of the capital and mortgage liability against the road shows that its value exceeds the paper against it.

The Atlanta, Birmingham, and Atlantic, with a little over 633 miles, is given a valuation, with depreciation allowed for, of \$18,071,950. This is the cost of reproduction of road and equipment. If depreciation is not taken into consideration, the cost of reproduction is \$22,716,586.

The total outstanding capital and liabilities of the company, as of June 30, 1914, is given by the commission as \$4,671,154.

In addition, there were outstanding \$4,000,000 of receiver's certificates and certain other paper, whose liability the Atlanta company shared with a construction company.

The road has \$25,000,000 common and \$10,000,000 preferred stock, and a total of \$35,000,000 mortgage bonds outstanding. In addition to equipment notes and receiver's notes.

Results Now Expected.
The fixing of the tentative valuations of the two roads named indicates that the operations of the physical valuation division have reached a point where they will show results. Figures on other roads will be announced in the near future.

The next question is whether the roads will be able to combat successfully the figures tentatively set forth. In the announcement by the commission today, it is stated the roads will have thirty days from November 1 to file protests to the commission.

If they make a showing in protest, their objections will be heard. Otherwise the commission will order the figures of the physical valuation division to stand.

Surveys Progressing Rapidly.
Such rapid progress has been made in the field survey work in valuing the roads that in round numbers the survey of 100,000 of the 250,000 miles of road in this country has been completed.

The survey is going ahead at the rate of 50,000 miles a year and in three years more will be finished.

It will take a year after that for the valuation division to complete its office work and the fixing of prices.

But in the meantime, prices will be computed on one road after another as