



2 SHIP STOPPED; 150 LIVES ARE LOST

Swift Submarines Hit Fleeing Vessels.

NO TIME FOR ESCAPE GIVEN

Shots Fired While Passengers Are Lowering Boats.

TRAWLERS RESCUE SCORES

British Liner and British Steamer Victims of Powerful German Under-Sea Raiders—Dutch Ship Is Sunk by Mine.

**TWO DAYS' TOLL OF VESSELS
DESTROYED IN BLOCKADE.**
British.
African liner Falaba, sunk by German submarine in St. George's channel. Loss of life 118.
British steamer Agulla, sunk by German submarine off Penang. Loss of life 25.
Dutch.
Dutch steamer Amstel, blown up by mine off Flamborough Head. No loss of life.

LONDON, March 29.—About 150 lives were lost in the sinking by German submarines of the African liner Falaba and the British steamer Agulla, bound from Liverpool for Lisbon.
The Falaba was torpedoed in St. George's Channel Sunday afternoon. The vessel carried a crew of 99 and about 150 passengers, and of this total only 149 were rescued. Of those rescued eight died later from exposure.
The Agulla had a crew of 43 and three passengers and of these 23 of the crew and all the passengers were lost.
In both cases on sighting the submarine the captain tried to escape by putting on all speed possible, but the under-water craft overtook the steamers, showing that Germany now has some of her most modern submarines engaged in the blockade operations against England.

Warning Not Sufficient.
The captain of the Falaba, who was one of those lost, was given five minutes to get his passengers and crew into the boats, but, according to the survivors, before this was possible a torpedo was fired, striking the engine-room and causing a terrible explosion. Many persons were killed and the steamer sank in ten minutes.

Trawlers which happened to be in the vicinity rescued most of those who were saved; others got away in the boats, which were quickly lowered when the order was given to abandon the ship.
Those who were still on the steamer when the explosion occurred were thrown into the sea and it took the fishermen an hour or more to pick up the persons in the water who managed to keep themselves afloat.

Women Passenger Killed.
The Agulla was attacked off the Pembrokeshire coast. The submarine, which in this case was the U-28, opened fire with her gun, shells from which killed a woman passenger, the chief engineer and two of the crew. Even after the crew had commenced to lower the boats, according to the story of the survivors, the Germans kept up their fire, and some of the boats were riddled with bullets.

The captain of the trawler Ottilie, whom the commander of the submarine told of the sinking of the Agulla, went to the rescue and picked up the three boats containing 18 of the crew. The fourth boat, which contained the other members of the crew, could not be found. On their arrival at Fishguard several of the crew were bandaged, having been wounded by the fire from the submarine.
Another Dutch steamer, the Amstel, of 495 tons, has been blown up by a mine off Flamborough Head, but her crew was rescued.

SCENE OF HORROR DESCRIBED

Falaba's Passengers Tell of Shot at Ship Sill Manned.
CARDIFF, Wales, March 29.—One of the Falaba's passengers, in telling of their experiences, said that when the submarine ordered the passengers to take to the boats, the boats were lowered immediately and the passengers were served with life belts, but no one was allowed to take any personal effects.
"Then followed a horrible scene," said the passenger. "Some of the boats were swamped and the occupants were thrown into the sea. Several were drowned almost immediately."
"Barely 10 minutes after we received the order to leave the ship I heard a report and saw the vessel leet over. The Germans actually fired a torpedo at her at a range of about 100 yards, when a large number of passengers, the captain and other officers were still distinctly to be seen aboard."

All the passengers and officers say that the submarine fired a torpedo before all the boats were lowered, and while many persons still were aboard the steamer. One officer said:
"I was sitting in a boat which was suspended from the davits and was waiting for two women passengers"

F-4 AT MOUTH OF HONOLULU HARBOR

LOST SUBMARINE IS LOCATED 43 TO 60 FATHOMS DEEP.

Ill-Fated Craft's Position Known Within Radius of 50 Yards, 2800 Yards From Light.

WASHINGTON, March 29.—Searchers for the lost submarine F-4 reported late today that they had determined the location of the vessel within a radius of 50 yards and that she lay at the bottom of the mouth of the Honolulu Harbor in water ranging from 43 to 60 fathoms in depth.
Rear-Admiral Moore, at Honolulu, sent a telegram to Secretary Daniels which had been received by wireless from Lieutenant Smith, commanding the searching fleet:
"We know location within radius of 50 yards; depth varies from 43 to 60 fathoms; Honolulu Harbor light bearing 24 degrees; true distance 2800 yards."
All hope that any of the crew of 21 might be alive was abandoned two days ago, but department officials and naval officers here are waiting anxiously for news that the bodies have been recovered or for any information throwing light on how the vessel went to her doom.
It is feared, however, that the submarine may prove to be the tomb of her crew and that it never will be known what accident befell her. Naval officers say that if the boat is covered by 50 fathoms, or 500 feet, of water, it is unlikely that she can be raised.
Reports that grapnels have brought up parts of the superstructure of the F-4 have not been confirmed by official dispatches. Officials think the presence of oil and the rising of bubbles to the surface must have enabled the searchers definitely to locate the submarine's position.

HEAVY RAIN FLOODS ROADS

Country Around Walla Walla Is Drenched by Downpour.

WALLA WALLA, Wash., March 29.—(Special.)—The heaviest rain in weeks fell today, filling dry gulches, overflowing roads and making them impassable in some places, washing out plowed fields to a small extent and also bringing gladness to the farmers. The total fall last night and today was .56 inch, which cuts the deficiency for the year to 1.34 inches. Northwest of the city so much water fell that some feared a cloudburst.
The rain was general all over the valley. While the grain has not been suffering for lack of moisture, farmers have been eagerly waiting such a precipitation. The grain now has a good stand and, with conditions favorable, an excellent crop is expected.
The light-land sections received nearly as much rain as the heavier-soiled districts.

IDAHO BOARDS SELECTED

Women's Wage and Irrigation Code Commissions Filled.

BOISE, Idaho, March 29.—(Special.)—Governor Alexander today appointed the members of two commissions created by the last Legislature, the Women's Minimum Wage and the Irrigation and Drainage Code commissions. As members of the Minimum Wage Commission he appointed Mrs. Theresa Graham, of Coeur d'Alene; George E. Hill, of Rigby, and E. F. Caton, of Boise. The Commission is to organize April 21.
State Senator Elliott, of Sandpoint, drew a place on the Irrigation and Drainage Commission as one of the two Republican members. The other members are: Chase A. Clark, Mackay, chairman; Ernest Anderson, Parma, and D. L. Carter, Cambridge, Democrats; J. A. Waters, Twin Falls, Republican.

SHOT 'STRAY,' SAYS BRITAIN

Explanation of Wounded American in Bermuda Is Offered.

WASHINGTON, March 29.—American Consul General at Hamilton, Bermuda, called the State Department today that the British authorities had informed him "it was a stray shot" that hit George B. Montgomery, of Buffalo, N. Y., who recently was shot in the foot and seriously wounded while sailing near a camp of German prisoners of war in the Bermudas.
The Consul said a full report was being forwarded by mail.

CONVICT CONTRACTS END

Missouri Will Install Factories in Connection With Prison.

JEFFERSON CITY, Mo., March 29.—Governor Major signed a bill today providing for a termination of the contract system of convict labor in the State Penitentiary, December 1, 1918.
An industrial agent will be appointed at an annual salary of \$5000 to introduce state manufacturing plants at which convicts will be employed under the new system.

GREECE ORDERS SHIPS OUT

Damaged French and British Craft Must Leave Saloniki in 24 Hours.

BERLIN, March 29 (by wireless to Sayville).—The Overseas News Agency today gave out the following:
"Information has been received from Constantinople to the effect that the Greek government has ordered that damaged French and British warships which put in at Saloniki must leave port within 24 hours. The ships were towed to Malta."

PRESIDENT VISITS ON FOREIGN SOIL

Argentine Flag Flies Over Wilson.

GOOD BEHAVIOR IS PROMISED

Trip to South American War- ship Breaks Precedent.

FINAL UNION PREDICTED

Executive Emphasizes Growing Bonds of Affection Between Na- tions of Western Hemisphere.

Will Work for Common Aid.

ANNAPOLIS, Md., March 29.—Emphasis on the "growing warmth of affection as well as of understanding" between the United States and other nations of the Western Hemisphere was made by President Wilson in an address at a luncheon given today in his honor by Dr. Romulo S. Naon, the Argentine Ambassador, on board the new Argentine battleship Moreno in Annapolis roads. The President spoke in reply to an address in a similar vein delivered by Ambassador Naon.
From the time of the President's arrival here on the Mayflower, shortly after noon until his departure for Washington at 7 o'clock tonight his attention was given to ceremonial and recreation. The lunch, exchanges of formal visits and golf games here late this afternoon filled his time. He is expected to arrive in Washington at 8 o'clock tomorrow morning.

Wilson Technically on Foreign Soil

Technically the President was on foreign soil during his visit to the Moreno. "It is with great pleasure that I find myself in this interesting company and in this interesting place," he said in his address. "There has obtained a custom of the United States which has seemed to amount almost to a superstition that the President of the United States should not leave its territory. I do not know whether that was out of distrust of the President or out of precaution for the country; whether there was fear that he would not behave himself outside of his own jurisdiction, or whether it was thought that he was absolutely necessary to the country and its administration. I shall try on this occasion, at any rate, to relieve the country of the fear of his misbehavior."
Pleasant Relations Lauded.
"I am particularly glad that this great vessel, which I have so much admired, should represent some part of the reciprocity and connection between the United States of America and the great Republic of Argentina. We have been the more glad to be instrumental in supplying you with this great arm of war because we are so sure that neither of us will ever use such an arm against the other. I feel that I am speaking the sentiments of my fellow citizens."
(Concluded on Page 2.)

INDEX OF TODAY'S NEWS

The Weather.
YESTERDAY'S—Maximum temperature, 53.3 degrees; minimum, 49 degrees.
TODAY'S—Showers; southerly winds.
War.
Absolute prohibition being considered in England. Page 15.
British officers think commander of Eitel intends to internise ship. Page 2.
France cares for American, blinded while fighting grips Cuba as Johnson-Willard fight approaches. Page 9.
German submarines torpedoed two British steamers, 150 lives are lost. Page 1.
Austrians drive Russians across Dniester River in East Galicia. Page 6.
Mexico.
Garza's army said to be about to abandon Mexico City to Carranza's forces. Page 2.
National.
President Wilson, by visiting Argentine warship, technically goes to foreign soil. Page 1.
Government files reply in International Harvester anti-trust case in Supreme Court. Page 8.
Domestic.
Submarine F-4 located from 43 to 60 fathoms deep at mouth of Honolulu harbor. Page 1.
Thousands at fair bid adieu to Mr. Marshall, man of ideals. Page 2.
Railroads are pleased as beneficiaries in rate hearing case. Page 3.
Sport.
Portland to try to put jinx to rout in opener with Los Angeles. Page 4.
Boxing grips Cuba as Johnson-Willard fight approaches. Page 9.
Frank Moran knocks out English champion, Arthur Wallis, in 10th round of 20-round bout. Page 6.
Pacific Northwest.
E. I. Cantine, of Portland, to succeed Major Bowlby as Highway Engineer. Page 1.
W. A. Jones elected Secretary of State fair. Page 2.
Commercial and Marine.
Hide market depressed by lack of export leather trade. Page 15.
Active demand for all classes of stock at North Portland yards. Page 13.
Cessation of peace talk sends wheat up at Chicago. Page 15.
Sensational advance in Bethlehem Steel in Wall street. Page 15.
Two grain carriers arrive. Page 12.
Portland and Vicinity.
Ex-teacher's suit against school board for dismissal starts. Page 16.
Case against Ex-banker of Roseburg given to jury. Page 7.
Conferee from Chicago declares railroads are in urgent need of tidewater rate readjustment. Page 7.
Matinee benefit plans for child welfare work near completion. Page 11.
Methodist ministers in annual session pay tribute to pioneers. Page 9.
Ciphotomen asked to present dancers at public hall. Page 11.

ENGLAND REGARDS LIQUOR WORST FOE

Lloyd-George Insists Action Imperative.

STRICT PROHIBITION LIKELY

Drink Held Worse Enemy Than Germany or Austria.

BRITISH CABINET TO ACT

Chancellor Insists Root and Branch Methods Only Will Avail—Pro- ductiveness of Workers Shown to Have Decreased Much.

LONDON, March 29.—"We are fighting Germany, Austria and drink, and so far as I can see the greatest of these three deadly foes is drink," said David Lloyd George, Chancellor of the Exchequer, replying today to a deputation of the Shipbuilding Employers' Federation, the members of which were unanimous in urging that, in order to meet the national requirement at the present time there should be a total prohibition during the period of the war of the sale of intoxicating liquors. This should apply not only to public houses, but also private clubs, so as to operate equally with all classes of the community.
It was announced that, despite the fact that work was being carried on night and day seven days in the week, the total working time on the average in nearly all the British shipyards was actually less than before the war, and the average productiveness had decreased. There were many men doing splendid and strenuous work, probably as good as the men in the trenches, but many did not even approximate full time, thus disastrously reducing the average.
Receipts at Public Houses.
Notwithstanding the curtailment of the hours they are allowed to keep open, the receipts of the public houses in the neighborhood of the shipyards had greatly increased, in some cases 40 per cent. As an instance of one of many similar cases, that of a battleship coming in for immediate repairs, was cited. She was delayed a whole day through the absence of riveters, who were drinking and carousing.
In one yard the riveters have been working on the average only 40 hours a week and in another yard only 35 hours.
In conclusion, the deputation, which included representatives of the leading shipbuilders of the country, drew attention to the example set by France and Russia and urged upon the Chancellor the need of drastic action.
The Chancellor of the Exchequer, in the course of his reply, said the reason why the government had not heretofore taken more drastic action on the liquor question was because it needed to be assured that it was not going adverse to public sentiment; otherwise (Concluded on Page 2.)

300 IN WRECK ON FRANCISCO BAY

Excursion Boat Hits Rock and Panic Follows.

Forty-five Orphans Aboard When Boat Strikes 100 Yards From Exposition—All Rescued.

SAN FRANCISCO, March 29.—With 300 passengers on board, mostly women and children, including 45 orphans, the General Frisbie, a small bay steamer, struck a submerged rock 100 yards off the Panama-Pacific Exposition grounds tonight and began to sink. Lifeboats from United States warships anchored nearby promptly took off all hands and brought them ashore. All, it was said, had been accounted for. None was injured.
The party on the General Frisbie were part of the Solano County delegation who participated today in dedication ceremonies at the exposition. The orphans were from the Good Templars' Home at Vallejo.
At 9 o'clock tonight they returned to the steamer for the homeward trip. The General Frisbie after leaving the dock, cruised along close to the shore to give the party a final view of the exposition. Just in front of the Idaho State pavilion she jammed her nose into the rock.
There was a rending crash of timbers on the stern, the exposition's waterfront promenade. Cries of the excited passengers mingled with prolonged distress whistling of the craft. Panic prevailed on the steamer. The impact threw many passengers from their seats. Many rushed about wildly, especially the children, and it was with difficulty that the ship's officers managed to calm them.

TWO COYOTES IN ONE TRAP

Douglas Trapper Has Captured 30 in Two Years.

ROSEBURG, Or., March 29.—(Special.)—To catch two coyotes in a double trap at almost the same time was the novel experience of F. E. Weaver, a well-known trapper in the Middle section of Douglas county. When Mr. Weaver visited his trap Friday he discovered the two coyotes, one of which was dead and had been partly devoured by the other animal.
Mr. Weaver believes they had been in the trap about four days before he found them. During the past two years Mr. Weaver has caught more than 30 of these destructive animals.

Monday's War Moves

FAST and powerful submarines of the German navy have torpedoed two more British steamers in the waters adjacent to the British Isles, took the Falaba and Agulla, both to flight at the sight of the submarines, but were speedily overhauled, with the result that both vessels were sent to the bottom, with a loss of lives estimated at between 140 and 150.
Only a few minutes were allowed the passengers and crews to put off in the boats, and according to the survivors, the Germans turned their guns on the captured ships, and thereby added to the loss of life by shell fire.

Since the French merchantman Admiral Gautreaux, with 2600 refugees from Belgium and French coast towns aboard, was torpedoed—October 26—the Falaba, which was in the West African service, is the only steamer carrying any great number of passengers that has been sunk by a German submarine.
The Falaba had aboard, according to the latest official list published by the Elder Dempster Company, 151 passengers, of which 88 were saved. Four passengers are reported to have been killed and 61 are missing. Forty-three of the crew also are missing and four were killed.
In the Agulla the three lone passengers and 23 of the crew were lost.

A measure of vast importance is forecast by the conference which British shipowners have had with David Lloyd George, Chancellor of the Exchequer. The Shipbuilding Employers' Federation unanimously urge the total prohibition of the sale of intoxicating liquors during the period of the war. The Chancellor in describing drink as the greatest of "three deadly foes," declared he was convinced that nothing but "root-and-branch" methods would be of the slightest avail in dealing with the evil. He intimated that the Secretary for War, Earl Kitchener, and Field Marshal French were of the same opinion, and that King George was "very deeply concerned" on this question, and he promised to take the subject up with the other members of the Cabinet.

In the land operations of the war, the Eastern zone still occupies the center of interest, for in the Carpathians the Russians continue their drive toward the plains of Hungary, with the Austrians apparently being forced back on the western mountain front, but with the aid of the Germans holding their positions on the eastern line.
In Northern Poland the Germans have taken the town of Taueroggen, which has changed hands several times, while on the front west of the mine sweepers have been steadily at work. A Constantinople dispatch says that General Liman von Sanders, a German officer, has been placed in command of the Turkish forces on the Dardanelles.
There has been little activity in France, but the Germans have bombarded the town of Neuport and Neuport-Bains, in Belgium.

Insubordination Is Resented.
"Many petitions from counties have been received as a result of his act," continued the Governor. "It has placed this board in an awkward position. It was the prerogative of the Commission to make public these estimates. Nothing can be done now, but if we conduct departments that way there will be nothing but a chaos. I have called the attention of the board to this because of the principle involved, and I wish to say in the future I shall favor the dismissal of any man guilty of such insubordination."
Mr. Kay said Major Bowlby's estimate for Jackson County was wrong, being \$18,000 less than the board would have to give the county under a bill passed at the recent session of the Legislature. Governor Withycombe said there had been constant trouble between Major Bowlby and the County Courts, and not one of them supported the Highway Engineer. He said that could not be made successfully without the support of the County Courts.
Published Reports Denied.
Mr. Gleason said an engineer would have trouble. Mr. Kay declared the sooner a change was made the better it would be for the state. The State Treasurer also took occasion today to deny published reports that he had favored W. W. Lucius for Highway Engineer, or had been asked by I. N. Day, State Senator from Multnomah county, to vote for Mr. Lucius. He called attention to his announcement several weeks ago that he would support any man recommended by the Governor, because the executive would have the appointive power when the new law became effective.
Governor Withycombe said 18 applicants for the place had excellent recommendations and that he had decided upon Mr. Cantine after considerable investigation. He believed Mr. Cantine is more thoroughly acquainted with Oregon conditions than the other applicants, and favored him particularly because of his reputation for economy and hard, conscientious work.
Frequent Inspection Desired.
"The statement of the Clatsop delegation before the Board recently that Major Bowlby had been on the road in that county, costing \$213,000, only once, when he inspected a wall which had fallen, is appalling," declared the Governor. "The engineer must go over the (Concluded on Page 2.)"

E. I. CANTINE TO BE HIGHWAY ENGINEER

Major Bowlby to End Work He Began.

VOTE FOR CHANGE IS 2 TO 1

Advisory Board of Three Mem- bers Is Named.

GOVERNOR MAKES CHARGES

Publication of Estimates for Road Work Without Sanction Called Insubordination That Is Re- sented—April 1 Date Set.

SALEM, Or., March 29.—(Special.)—By a vote of two to one the State Highway Commission today appointed E. I. Cantine, of Portland, State Highway Engineer to succeed H. L. Bowlby, resigned.
It was decided, however, that Major Bowlby be retained in charge of the work in Hood River County and that he have charge of the settlement of all disputes and settlements for work done under his supervision in Columbia, Clatsop and Jackson counties. Mr. Cantine will assume his new duties April 1, and it probably will take three months for Major Bowlby to finish the work assigned to him by the commission.
Governor Withycombe and State Treasurer Kay voted for Mr. Cantine and Secretary of State Gleason voted for the retention of Major Bowlby. Mr. Kay said that inasmuch as the Governor would have the appointive power of the Highway Engineer when the department, under a new law, would be merged with the State Engineer's department May 25, he would vote for any man Governor Withycombe favored.
Advisory Board Is Named.
Mr. Gleason said he had voted for the retention of Major Bowlby at a former meeting and to be consistent, he would support him again. The resolution providing that he be retained to complete work started by him was supported by all members.
The Commission was unanimous in its decision to name an advisory board for the Commission, and S. Benson, of Portland; John H. Albert, of Salem, and Leslie Butler, of Hood River, were named. Governor Withycombe said all of them had notified him they would accept. John B. Yoon, of Portland, declined a place on the advisory committee because of his road work in Multnomah County, but he assured the Commission he would meet it any time it desired and aid it in every possible way.
After the appointment of Mr. Cantine, Governor Withycombe declared that in his opinion Major Bowlby had been guilty of insubordination in making public his recommendations for the appointment of the state fund this year before the board had acted upon them.

"Insubordination" Is Resented.
"Many petitions from counties have been received as a result of his act," continued the Governor. "It has placed this board in an awkward position. It was the prerogative of the Commission to make public these estimates. Nothing can be done now, but if we conduct departments that way there will be nothing but a chaos. I have called the attention of the board to this because of the principle involved, and I wish to say in the future I shall favor the dismissal of any man guilty of such insubordination."
Mr. Kay said Major Bowlby's estimate for Jackson County was wrong, being \$18,000 less than the board would have to give the county under a bill passed at the recent session of the Legislature. Governor Withycombe said there had been constant trouble between Major Bowlby and the County Courts, and not one of them supported the Highway Engineer. He said that could not be made successfully without the support of the County Courts.
Published Reports Denied.
Mr. Gleason said an engineer would have trouble. Mr. Kay declared the sooner a change was made the better it would be for the state. The State Treasurer also took occasion today to deny published reports that he had favored W. W. Lucius for Highway Engineer, or had been asked by I. N. Day, State Senator from Multnomah county, to vote for Mr. Lucius. He called attention to his announcement several weeks ago that he would support any man recommended by the Governor, because the executive would have the appointive power when the new law became effective.
Governor Withycombe said 18 applicants for the place had excellent recommendations and that he had decided upon Mr. Cantine after considerable investigation. He believed Mr. Cantine is more thoroughly acquainted with Oregon conditions than the other applicants, and favored him particularly because of his reputation for economy and hard, conscientious work.
Frequent Inspection Desired.
"The statement of the Clatsop delegation before the Board recently that Major Bowlby had been on the road in that county, costing \$213,000, only once, when he inspected a wall which had fallen, is appalling," declared the Governor. "The engineer must go over the (Concluded on Page 2.)"

