

NEW U-BOAT ISSUE IS EMBARRASSING

Wilson, in Sussex Note, Has Taken Position Open Boats Are Poor "Security."

INQUIRY WILL BE MADE

President Finds Himself on Horns of Dilemma—Germany Expected to Contend Assurances Have Been Observed.

BY JOHN CALLAN O'LAUGHLIN. NEW YORK, Oct. 8.—(Special).—As a result of the activity of the German submarine U-53 off the New England coast, the United States is facing the gravest international situation the war has produced. Either it must hold Germany to a strict accountability or it will be held to strict accountability itself by the allied governments.

President Wilson, therefore, finds himself on the horns of a dilemma. In spite of the assurances hitherto given to this Government—assurances that following the unwarlike torpedoing of the British Channel liner Sussex—a German submarine, undoubtedly in accordance with instructions carefully defined by the Berlin Admiralty, has sunk a liner and other ships almost wholly American waters, without placing passengers and crew in "places of safety" as demanded by President Wilson.

Boat First Enters Port. The boat which committed these depredations first entered and left an American port with the permission of the American authorities. It is in the absence of an emphatic protest made by the British Ambassador to the State Department. The British Ambassador has been that submarines should be treated differently from other vessels of war and that the enemy ships of this type on arrival in American ports should be interned.

The State Department held that a submarine should be regarded as a vessel of war. The surface craft are regarded and treated. The British Embassy also points out that as a result of the representations of this Government it modified instructions to its warships patrolling the American Atlantic Coast with reference to the visit and search of the merchantmen. The U-boat may have obtained supplies from a vessel which escaped the British patrol in consequence of the desire to accept the American view of international law.

President to Delay Action. That President Wilson will not act hastily is the expectation of those who know the way his mind works. To break off relations summarily with Germany without first learning all the facts would be an unprecedented step that he could not afford to take. Therefore, it is predicted that he will order an investigation, probably by Admiral Knight and several other officers stationed at Newport. This board will examine the survivors of all the ships sunk and particularly will seek to establish:

- 1. Whether the ships were sunk without warning.
2. Whether the ships were ordered to stop and visited and searched.
3. Whether the ship's papers were examined to determine their enemy character.
4. What measure of security was provided for passengers and crew in the case of the Stephano and the crew in the case of the other vessels sent to the bottom.
5. Warning is indicated.
6. Unofficial information thus far received permits the immediate arrest of some of the points. The fact that passengers and crews were forced to take to the small boats in itself shows that the vessels were warned. It is by no means established, however, whether the ship's papers were examined. That they probably were not is shown by the action of the U-boat commander in sinking neutral as well as belligerent merchantmen. The most important question of all, the "measure of security provided," is answered by the confirmed reports that all passengers and members of the crews were found in small boats in the open sea. It will be recalled that the President, in the Sussex note, referred to the use of boats under such circumstances as a "poor measure of security." From time to time in correspondence with Germany he has insisted that the interests of humanity dictated that innocent persons should not be subjected to the danger of hardship and death inseparable from the German submarine policy.

German Explanation Forecast. Germany undoubtedly will contend that none of the ships destroyed was sunk without warning, and that measures were taken to save the human lives endangered. They will hold that she has scrupulously observed the assurances given this Government. Also unquestionably will observe that although the assurances given by her were transmitted to this Government on May 5 last, five months ago, the United States has made no representations to the allies designed to force them to abandon the illegal practices which this Government in previous communications has condemned.

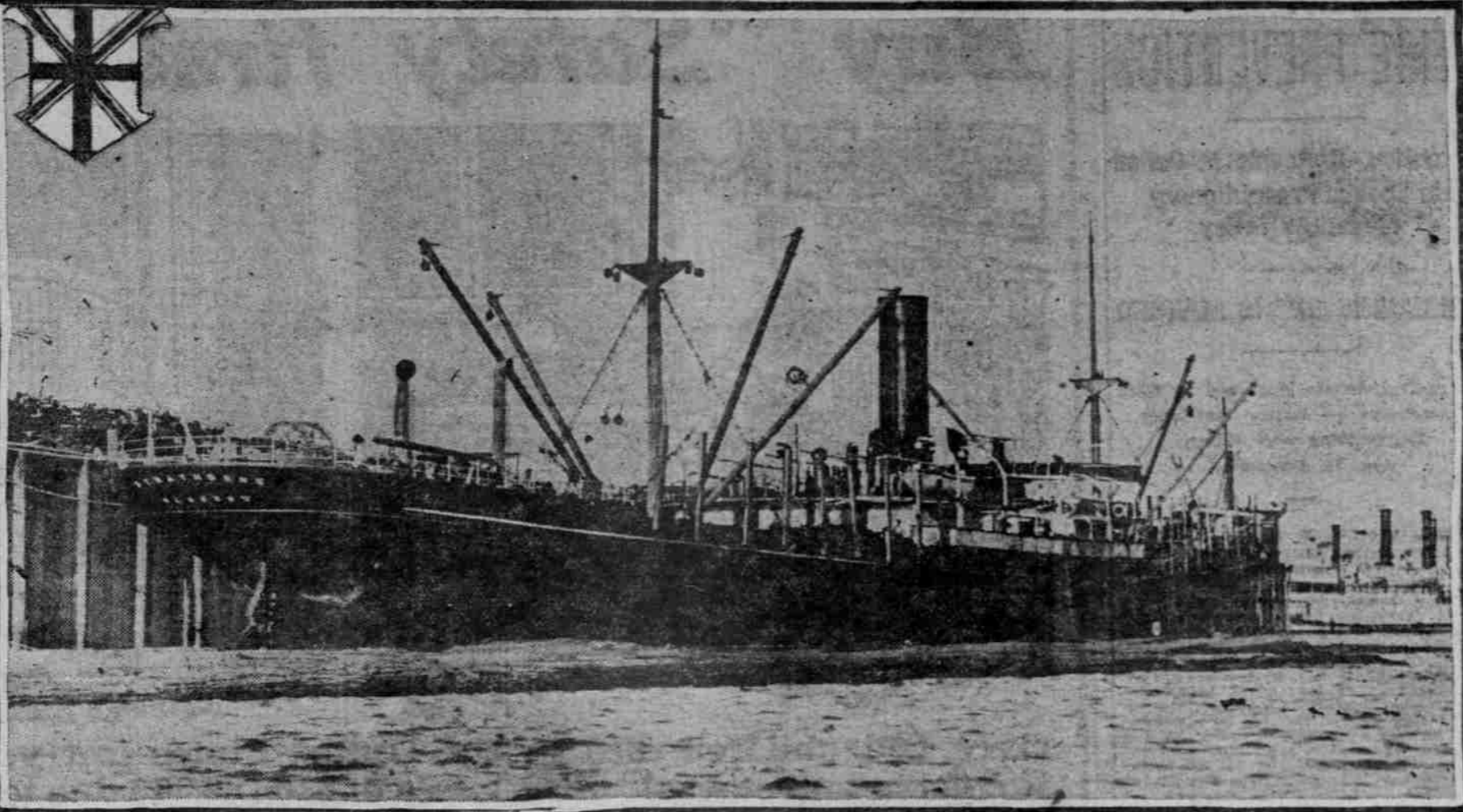
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VESSEL WELL-KNOWN HERE AMONG THOSE DESTROYED OFF AMERICAN COAST BY GERMAN U-BOAT



BRITISH STEAMER STRATHDENE. The British steamer Strathdene, which was torpedoed yesterday off Nantucket, has been in Portland harbor a number of times. She arrived last on October 18, 1914, coming here from San Francisco and Eureka, Cal., where she loaded part cargo. She took on 2,605,000 feet of lumber, valued at \$25,050, at the St. Johns Lumber Company dock for Adelaide, Australia. She cleared from Portland October 24, 1914, and crossed out at the mouth of the river October 25. She was in command of Captain Wilson on that voyage. She was also in this harbor during 1912 and 1913, engaged in the lumber carrying trade.

SUBMARINES SINK 6

Four Are British, One Dutch, One Norwegian.

HURRIED WARNINGS SENT

Shippers on Atlantic Thrown Into Panic by News—One Presumed to Be U-53—Another Suspected. Torpedo-Boats Rescue.

- HIG STEAMERS IN DANGER ZONE OF SUBMARINES. The following well-known steamships are regarded as being in the new submarine danger zone: American liner Philadelphia, with passengers and freight, New York to Liverpool. Scandinavian-American liner Frederick VIII, passengers, including Ambassador Gerard and Mrs. Gerard, from Copenhagen to New York. French liner Espagne, Bordeaux to New York. Anchor liner Cameronia, Glasgow to New York. Cunard liner Alaunia, New York to Falmouth. Several other smaller steamships.

when the U-53 quietly slipped into Newport Harbor, and as quietly slipped away three hours later, was nothing to the shock in shipping circles when wireless reports of submarine attacks began to come into the naval radio stations just before noon today. Within a few minutes the air was literally charged with electricity, as wireless messages of warning were sent broadcast along the coast.

The submarine or submarines had taken a position directly in the steamer lanes.

Ships Hasten to Safety Zone. Vessels of the entire allied nations and neutral bottoms carrying contraband of war scurried to get within the three-mile limit of the American coast. Several that were following the outside course, and made for the inside lane. The Stephano, of the Red Cross line, however, was caught outside the neutral zone.

The destruction of this vessel was perhaps the biggest prize of the day. The craft had been sold to the Russian government, and would have been used as an ice-breaker after her present trip. Up to late tonight none of the British and French patrolling fleet had been sighted.

All steps possible in the circumstances are being taken to deal with the situation. The text of message received by the Associated Press tonight from the commander-in-chief of the British North Atlantic squadron, at Halifax, N. S. It was in reply to a request for a statement by him.

During the day no word came from the British and French patrol vessels that have been watching the Atlantic Coast. Rumor had it that a fleet of German submarines was off the coast. Another was that the Germans had established a submarine base on the Canadian coast. Supply Ships May Be at Sea. Another speculation was that supply ships were co-operating with the U-53. It was pointed out that the submarine, after ostensibly cruising the Atlantic coast at Newport fully provisioned for three months, and not requiring fuel or so much as a jug of water. Samuel Procy, New England agent of the American Hawaiian Steamship Company, which owns the Kansas, said tonight he had received no information from the Kansas concerning the incident. The Kansas was expected to arrive here today, but changed her course in response to distress calls from the steamer West Point. At 1 o'clock the Kansas notified the Boston Navy-yard that she was 55 miles from the disabled steamer and expected to reach her in five hours, traveling at a speed of 12 knots.

WILSON IS WORRIED

New Submarine Activity Giving Deep Concern.

MIND WILL BE KEPT OPEN

Discussion of Question With Ambassador Von Bernstorff Today Is Probable—President Will Make Trip to Indiana.

LONG BRANCH, N. J., Oct. 8.—President Wilson and Government officials here expressed deep concern tonight over the sinking of the four British steamships off the American coast by a German submarine, but up to a late hour no official word had been received indicating that complications would follow. The Government officials were plainly worried over the situation, and made efforts to get all information obtainable. It was said that the President would keep his mind open until definite information is supplied through official sources.

West Point Is Shelled. Later messages gave further details. One said that the steamer was being shelled by the submarine when the message was sent at 11:18 A. M. The steamer Kansas picked up the distress signals and proceeded to her assistance. The Boston Navy-yard at 1:30 o'clock received a message from the Kansas saying that the West Point was sinking, and that the Kansas was going to the rescue. The West Point was then 55 miles distant and the Kansas was making 13 knots.

Five British Ships Sail. Warnings of Submarines Off New England Coast Disregarded. NORFOLK, Va., Oct. 8.—Despite warnings of the presence of one or more German submarines off the New England coast, five British ships sailed today, each loaded with grain, foodstuffs and mixed cargoes.

Allied Cruisers Off Nantucket. NANTUCKET, Mass., Oct. 8.—The British cruisers arrived off Nantucket Island at 2:40 o'clock this morning. Radio messages in code were constantly exchanged by the vessels. Other cruisers of the allied naval forces were expected in the same waters soon.

SHIP'S PASSENGERS SAFE. (Continued From First Page.) use her as an ice-breaker, was recently announced. Her sister ship, the Florisel, of the same line, also has been sold to Russia for ice work. It was expected in marine circles

THE POWER OF Co-Operation

THE more than 23,000 business men and women, housewives and young people, that bank at The Northwestern National, have available the aid of these bankers and business men, who form the Management.

The Power of Co-Operation

The radio stations were suddenly closed to the press by an order from the Navy Department at Washington. Gerard's Steamer 600 Miles Out. The Frederick VIII, of the Scandinavian-American line, which is bringing home the American Ambassador to Germany, James W. Gerard, and Mrs. Gerard, was 600 miles east of New York at noon today. Assurances that the Ambassador and his wife were on a neutral vessel was given to inquiring friends by the press.

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Advertisement for The Northwestern National Bank. Features a large illustration of the bank building and lists names of officers: H. L. Fittcock, Pres.; Emory Olmstead, Geo. W. Hoyt, Lloyd L. Mullis, Carl Detering, Wilfrid F. Jones, Roy H. B. Nelson, Edgar H. Henselbach, O. L. Price.

Pendleton Normal School Proven Necessity

(Copied from Portland Oregonian.) MONMOUTH, Or., June 26.—The Oregon Normal School opened this week. . . students enrolled 755, largest on record for State Normal in Oregon . . . how to care for large student body a problem . . . 800 being crowded into auditorium with seating capacity of 550. Galleries added with extra chairs in aisles. More than 150 students seated on platform. New boarding-houses completed. Additions to rooming houses built and tents used. One hundred girls sleep on upper floor of school. The official school report gives 150 grade pupils in Monmouth for teacher practice.

Read what those you have elected to handle the affairs of your state and who are thoroughly informed regarding school conditions in Oregon have to say concerning measure 308 on the ballot at the coming election:

- By James Withycombe, Governor of Oregon: "Oregon is unquestionably in need of more normal school work and Pendleton is the logical place for a school of this class in Eastern Oregon."
By J. A. Churchill, State Superintendent of Public Instruction: "I trust that the voters of the state will assist in raising the standard of our schools by establishing a State Normal School at Pendleton."
By F. L. Campbell, President of the University of Oregon: "At least one additional Normal School is urgently needed in Oregon."
By W. J. Kerr, President of the Oregon Agricultural College: "Since the people of Pendleton are initiating a measure for the establishment of a Normal School at that place, it will give me pleasure to support this measure."
By J. H. Ackerman, President Oregon Normal School at Monmouth: "A careful analysis of the situation will convince anyone that Oregon needs a Normal School in Eastern Oregon, and Pendleton fills all the Government requirements."
By the County School Superintendents of Oregon: "Resolved, That it is the sense of the County School Superintendents of the State of Oregon, in convention assembled, that the best interests of the schools of that state demand increased facilities for the training of teachers, and that we, therefore, endorse the initiative measure to establish a Normal School at Pendleton."
By Mrs. Charles H. Caster, President of the Oregon Federation of Women's Clubs: "I most heartily endorse the location of said Normal School at Pendleton."
Prof. Robert C. French, Former President of the Normal School Located at Weston: "An immediate establishment of such a school at some central point such as Pendleton would prove a great asset to the State of Oregon."
H. F. Mulkey, Ex-President Southern Oregon Normal School: "I shall support the location of an Eastern Oregon Normal School at Pendleton."

State Board of Regents of Oregon Normal School declares that "the necessity for additional Normal School facilities in Oregon is apparent." Portland Chamber of Commerce indorses measure 308 and says Pendleton most logical location for Normal School in Eastern Oregon.

308 X YES Is a Vote for Your Children

Eastern Oregon State Normal School Committee. By J. H. Gwinn, Sec'y, Pendleton, Or. (Paid Advertisement.)

that this was intended as one of the last of the regular sailings of the Stephano prior to her sailing for the White Sea. Outside Course Vessels' Endings. The liner was under command of Captain Smith, who had been in the company's employ for several years. He is 48 years old and he is known as a skillful navigator. Shipping men here conjectured that Captain Smith had taken the outside course in rounding Nantucket lightship and thereby had fallen like a ripe plum into the grip of the undersea raider.

Ordinarily, the Stephano takes the inside course, if the weather is favorable. This takes her in water too shallow for a submarine, and brings the ship within easy reach of the neutral three-mile limit. At this time of the year, however, nights are foggy, and in order to avoid navigating in a well-traveled shipping lane the Stephano, it was thought, took the outside course.

NEUTRALS ON WAY TO EUROPE. Bloomerdijk's Destination Rotterdam, Knudsen's London. NEW YORK, Oct. 8.—The steamship Bloomerdijk sailed from New York for Rotterdam yesterday. She was commanded by Captain Dewitt and was a vessel of 3201 tons.

The Christian Knudsen, a tank steamer of 2143 tons, in command of Captain Grotness, sailed from New York yesterday for London.

Japan is planning to adopt an alphabet of 47 letters, including most of the Roman letters, and some Russian and the rest original symbols.

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