

# SCHOONER SUNK TO SUPPLY SUBMARINE

## Commander of American Vessel, Arriving in Port, Describes Attack.

### RELEASE ONCE ORDERED

#### Touton Officer Then Decides on Destruction, but First Takes Gasoline, Food and Instruments Aboard His Own Craft.

CIVITAVECCHIA, Italy, via Paris, Feb. 18.—Captain McDonough, commander of the American schooner Lyman M. Law, which was sunk by a submarine, with the members of his crew, has arrived here aboard an Italian steamer. He was met by United States Consul Tredwell and several newspaper correspondents.

In describing the destruction of his ship, Captain McDonough said that they were sailing peacefully along when they heard a cannon shot. About five miles distant they observed a submarine, which was flying a national flag, but had hoisted a signal with the letter "H" which in the international code means "Halt."

This was 9 o'clock in the morning, and the Law, obeying the injunction, stopped. The submarine approached with two guns showing.

Captain McDonough, undisturbed, as he already had been visited several times by submarines, prepared to show his papers, but all on his ship were ordered to go aboard the submarine, where they were interrogated by an officer, apparently the commander. According to Captain McDonough, this officer had all the physical characteristics of the German race. The submarine showed his papers, which were examined, and described his cargo, which means while he was inspected by another officer. Captain McDonough was then permitted to return aboard his ship and was allowed to proceed.

The ship had scarcely moved when the submarine again stopped her, the commander of the under-water boat declaring through the megaphone that he considered that the cargo, which was consigned to an Italian firm, was contraband. He ordered the captain and crew to quit the Lyman M. Law, which, he said, must be destroyed.

### CAPTAIN PRESERVES DIGNITY

#### American Skipper Refuses to Show Resentment When Vessel Is Sunk.

ROME, Saturday, Feb. 17, via Paris, Feb. 18.—Captain McDonough and the crew of the American schooner Lyman M. Law, recently sunk by a German submarine, arrived in Rome last night with Roger Trevelyan, the United States Consul at Turin, and were interrogated at the American embassy. Captain McDonough repeated his story of the sinking of the schooner, adding that the vessel had a large supply of canned goods, especially meat, chickens and vegetables, which he doubts attracted the officers and crew of the submarine in their search for food.

Captain McDonough described the submarine crew as "men of all big, blond, husky fellows." He said: "If my ship had been armed with a five-pounder I could have destroyed the submarine as easily as buttering a piece of bread. Neither myself nor my men lowered our dignity by showing any resentment. I didn't ask them to spare the ship, and let her smile, while the Germans smiled."

### CONGRESS BACKS WILSON

(Continued From First Page.) see to American prosperity which it involves. It is realized now by the Administration that a diplomatic blunder was committed when the invitation was addressed to Turkey to follow the American lead in breaking off diplomatic relations with Germany. It was

### Alice Brady

in a picturization of George Broadhurst's famous stage success—

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Matinees 10c.

### PEOPLES

Alder at West Park

# DEFENSE LAWS NOW DEPENDED ON WILSON

## Congress Will Be Guided by Wishes of President as to Emergency Legislation.

### GENERAL BILLS IN DOUBT

#### Rivers and Harbors Bill May Be Among Those Crowded Out. Railroad Labor Measure Also One of Uncertainties.

WASHINGTON, Feb. 18.—With the end of the Sixty-fourth Congress only two weeks off, Administration leaders are concentrating their energies to the enactment of revenue and National defense legislation.

In the Senate the revenue and naval bills are to be given the right of way as soon as the espionage and anti-conspiracy bill, now under consideration, is out of the way. The House will pass the Army appropriation bill within a few days, and then devote its attention to the sundry civil and general deficiency appropriations.

What emergency legislation may be enacted before adjournment is entirely upon the decision of the President. Many members of the Senate and House believe he will communicate to Congress next week his plans for handling the international crisis.

#### Making of War Not Asked.

While there is no definite understanding among Congress regarding the course of the Administration, the prevailing opinion is he will ask Congress for authority to use the armed forces of the United States for the protection of American seamen and American rights on the high seas, not with the purpose of making war, but to open the sea to shipping.

While awaiting the next step, what- ever it may be, the Senate is determined to hasten action on the revenue bill, the naval appropriation bill amended by the naval affairs committee to carry \$533,000,000, an increase of \$165,000,000 over the House bill, and the Army appropriation bill. In addition to these measures the shipping bill urged by the Senate, extending the powers of the Government to control commercial shipping is of paramount interest.

#### General Bills in Doubt.

Whether there will be time for passage of railroad labor legislation and other general bills, in view of the congestion of essential measures, is seriously doubted by the leaders of both parties. It has been determined to proceed with the most urgent matters, regardless of the possibility of an extra session, and there is confidence that all the appropriation measures, except possibly the rivers and harbors bill, can be enacted by March 1.

The Senate was in session today for eulogies to three members who died during the last session—Senators Clark, of Arkansas, the president of the Senate; Shively, of Indiana, and Burleigh, of Maine.

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#### U-BOATS NOT DREADED

### SHIPPING MEN SAY CHANCES ARE GOOD FOR ESCAPE.

Vessel Carrying Guns for Defensive Purposes Is Said to Have Advantage Over Submarine.

TACOMA, Wash., Feb. 18.—(Special.)—That passing through the submarine zone along the English coast carries no more terrors for them than coming up the Sound here in a fog is the declaration of an officer in command of the Harrison line steamer Ormiston, Captain McKillop, now leading here. This cargo is bound for the United Kingdom. The Ormiston is one of the vessels that carried guns for defensive purposes. The guns are mounted atop the stern of the ship on a special platform, just above the steering gear.

Considerable work is required in placing these gun platforms, as they must be well up and decks reinforced to hold the "kick" of the gun when discharged. Naval gunners operate the guns, but in the outward trip the vessel was chased by a "sub" for more than an hour, but by keeping his ship in a zigzag course, Captain McKillop managed to escape.

The officers of the vessel declare that the submarine menace is not near so great as reports would indicate. They declare that if a vessel is armed and can keep ahead of a submarine for a short distance, the chances are good that she will escape, and the chances are equally as good that the submarine will get shot.

The last vessel of the Harrison type, the Dramatist, from Tacoma, was sunk on the homeward passage.

### TWELVE STEAMERS SAIL

#### ONE AMERICAN VESSEL DEPARTS TO BRAVE RESTRICTED ZONE.

#### Two Are Passenger Liners; Several United States Ships Expected to Start From New York Today.

NEW YORK, Feb. 18.—Twelve steamships, one of them flying the American flag, sailed from here today, presumably for European ports, which will necessitate their passage through the "prohibited zone" announced by Germany. Three vessels that came through the restricted area, one of which was of American registry, arrived here.

Two of the steamers departing today—the British liner Laconia, for Liverpool, and the French liner Roma, for Marseilles—are passenger ships. Whether there were any Americans on board either vessel was not disclosed. The City of Puebla was the one American sailing today to brave the dangers of the submarine zone. Her captain and officers—13 in all—are Americans, while the crew is composed of Russians, Norwegians, Japanese, Swedes and Scotch. The steamship is bound for Havre, France, with a cargo of merchandise.

It is expected several American steamships will leave for the danger zone tomorrow, among them the Monticola and the Algonquin. The Monticola is equipped to carry passengers, and is one of three vessels bought by the Atlantic Transport Line of West Virginia from the Pacific Mail Steamship Company a year and a half ago. The Algonquin is a freighter.

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Write Department P-13, Yeon Building, Portland.

# ESTATE MUST PAY TAX

### L. V. HARKNESS WAS RESIDENT OF NEW YORK, COURT RULES.

Payment of \$6,000,000 Required—Finding Points Out Oil Magnate Never Exercised Rights as Citizen.

NEW YORK, Feb. 18.—(Special.)—Surrogate John F. Cochran decided Saturday that Lamon V. Harkness, the Standard Oil man, who died in California two years ago, had a legal residence in this city and that his estate must pay a transfer tax here. This decision will enrich the state by about \$6,000,000, for Mr. Harkness' estate has been estimated at \$170,000,000.

The Harkness estate has contended that the decedent was a resident of Kentucky because he also had an estate in Lexington. "Stress is laid," said Surrogate Cochran, "on the fact that the decedent never voted in New York and never paid personal taxes in New York. Both these arguments lose weight when it appears—and it does appear—that this man of admittedly large means studiously refrained from appearing on the tax lists anywhere and never exercised his right as a citizen to vote.

"In the decision of this matter it is important to note that after his wife's death his place of abode was constantly changing—California, Europe, Kentucky, Florida, Pittsburg, New York City, East Hampton and several yachting and hunting trips. There was no fixed or permanent home. Throughout it all his business office was maintained at New York City and the greater part of his banking there carried on.

"When he died in California his body was sent for burial in Woodlawn Cemetery, New York; the funeral being held from his late residence, 933 Fifth avenue, New York City."

### 1000 Take 450,000 Acres.

THE DALLES, Or., Feb. 18.—(Special.)—The Dalles land office, with an increased force, is now a month behind in entering the filings under the 648 additional homestead act. Up to January 17 1000 entries have been made, which cover approximately 450,000 acres of land taken up in this district. Entries are still pouring in to the office and it will be some months before the rush will be abated.

### A Arnet, 86, Is Buried.

SILVERTON, Or., Feb. 18.—(Special.)—A. Arnet, a native of Germany and a resident of Silverton for the past 26 years, was buried here Saturday. He was 86 years old and had been ill only a few days.

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