

ATTACKS ON U. S. TROOPS DETAILED

Admiral's Report Made Public by Daniels.

THREE ATTEMPTS INDICATED

U-Boat Crosses Bow of Flagship Few Yards Ahead.

ONE SUB APPARENTLY SUNK

Torpedoes Pass Close to American Warship, Which Put Assaultants to Rout—Conditions Are Favorable for Attack.

WASHINGTON, Aug. 1.—(Special.)—Details of the attack by German submarines upon the first expedition of American troops sent to France became known for the first time today when the report of Rear-Admiral Gleaves, commanding the naval convoy, was made public by Secretary Daniels. The first attack was made on Admiral Gleaves' flagship, leading the first group of the expeditionary force and at least two submarines were indicated to be engaged.

The Admiral stated the belief that the U-boats had knowledge of the coming of the troop ships and were on watch for them.

The second group of transports also was attacked by two submarines, one of which apparently was sent to the bottom by a bomb dropped from an American destroyer.

There is disagreement among officers of the third group as to whether they were attacked, but much evidence is presented to indicate that they also were assailed.

Secretary Daniels made the report public with certain military information deleted, after he had sent an unclassified copy in confidence to the Senate naval committee, members of which recently inquired as to the truth of charges in the Senate that the official account of the attack published on July 3 was greatly exaggerated.

Mayo Forwarded Report.

The report was prepared by Admiral Gleaves while at a French port and was submitted to Admiral Mayo, in command of the Atlantic fleet, who forwarded it to the Navy Department. Its full text as made public follows:

"1. About 10:15 P. M. June 22 the first group of the expeditionary force, of which the flagship was the leader, encountered the enemy's submarine in latitude 48° 15' N. longitude 12° 15' W.

"2. At the time it was extremely dark, the sea was unusually phosphorescent, a fresh breeze was blowing from the northwest which broke the sea into white caps. The condition was ideal for a submarine attack.

"3. (Paragraph gives the formation and names of the vessels, together with the speed they were making and method of proceeding, nothing else. It is therefore omitted for obvious reasons.)

"4. Shortly before the attack the helm of the flagship had jammed and the ship took rank sheer to starboard; the whistle was blown to indicate this. In a few minutes the ship was brought back to its course. At this time the officer of the deck and other time the bridge saw a white streak about 50 yards ahead of the ship, crossing from starboard to port at right angles to our course. The ship was immediately run off 90 degrees to starboard at full speed.

"5. I was asleep in the charthouse at the time. I heard the officer of the deck say, 'Report to the Admiral a torpedo has crossed our bow.' General alarm was sounded, torpedo crews being already at their guns. When I reached the bridge the A and one of the transport sterns had opened fire. The former's shell fitted with tracer. Other vessels of the convoy turned to the right and left, in accordance with instructions. B crossed our bow at full speed and turned towards the left column in the direction of the firing.

"6. One Ship Has Close Call.

"7. At first it was thought on board the flagship that the wake was that of a torpedo, but from subsequent reports from other ships, and in the opinion of Lieutenant X, who was on the bridge, it was probably the wake of the submarine boat itself. Two torpedoes passed close to the A, from port to starboard, one about 30 yards ahead of the ship and the other under her stern as the ship was turning to the northward. Captain Y reports the incident thus:

"8. Steaming in formation on zigzag course, with bow course 75 degrees per standard speed. At 10:15 sighted wake of a torpedo directly across our bow about 30 yards ahead of the ship. Changed course 90 degrees to left and went to torpedo defense stations. Fired two one-pound shots and one five-pound shot from port battery in alarm, in addition to six blasts from sirens. Passed through two wakes, one being that from the U. N. S. C. in turning to northward, the other believed to have been from the passing submarine. A second torpedo wake was reported at about 10:35 from after lookouts. After steaming to various courses at full speed resumed course 85 degrees per standard speed. At 11:10 for rendezvous at 12 set course 55 degrees per standard speed.

"9. The torpedo fired at the D.

TOO MUCH LOVE NOT GOOD, TEACHER SAYS

"MASTER PASSION" BLAMED FOR MENTAL TROUBLES.

Psychologist Tells Oregon Students Fear, Anger, Pity and Love Rule Human Nature.

EUGENE, Or., Aug. 1.—(Special.)—Too much love is not good, Dr. G. Stanley Hall, noted psychologist and professor of the Clark University, told the students at the University of Oregon Summer School today.

Fear, anger, pity and love, the speaker declared the ruling emotions in human nature. Love he called the master passion, for he said it dominates human behavior more than any other passion. He attributed a great majority of nervous and mental troubles to some abnormality in the love life.

"Anger well directed is a tremendous source of power," said the speaker, "for it enables the individual to draw upon ancestral sources of energy."

He opposed the idea that absence of anger is a sign of finer qualities, and declared that righteous anger is a great power for good and is based in a deep-rooted sense of justice.

"Where there is no fear, wisdom languishes," he said.

S. S. MOTANO TORPEDOED

Arthur Hansen, of Bay Center, Wash., Mate on Steamer.

LONDON, Aug. 1.—The American steamship Motano, of 2730 tons gross, was sunk by a Teuton submarine on July 31. Twenty-two survivors were landed.

NEW YORK, Aug. 1.—The Motano sailed from New York July 2 for Queenstown, Ireland. The vessel was in command of Captain L. S. Stratton and carried a crew of 34 men, of whom 15 claimed American citizenship when signed on her before the United States Commissioner on Shipping. The Motano was built in 1890 at Newcastle, England.

Among the Americans in the crew was Arthur B. Hansen, mate, Bay Center, Wash.

UTAH FEARS AEROPLANES

Reports Are Credited That Enemy Planes Make Nightly Flights.

SALT LAKE CITY, Aug. 1.—Convicted that enemy airplanes have been flying over Southern Utah, Leon Bone, special investigator for the Department of Justice, has asked that the War Department send airplanes to this state to make an investigation of the reports from Utah and Colorado counties as to nightly flights of airplanes.

NORWEGIAN SHIP IS SUNK

One Passenger and One of Crew Killed on High Seas.

BERGEN, Norway, Aug. 1.—The Norwegian steamship Cavis has been torpedoed at a point 20 miles to sea from Holmgroa.

One passenger and one sailor were killed. The crew of the vessel has arrived here.

BUTTE VIGILANTES LYNCH I. W. W. HEAD

Frank Little Is Hanged From Bridge.

DISLOYAL TALK IS CHARGED

National Guardsmen Are Hurling Into City.

BITTER FEELING PREVAILS

I. W. W. Leaders Restrain Men From Acts of Retaliation, but Declare They Know at Least Five of the Men Involved.

BUTTE, Mont., Aug. 1.—

National Guardsmen are pouring into this city tonight in anticipation of disturbances which may arise from the lynching of Frank Little, I. W. W. leader, early this morning. More than 300 soldiers are camped in the outskirts of the city, an unestimated number arriving late tonight and more are reported to be on the way here.

Feeling among the members of the radical labor organization is running high and expressed in bitter language wherever they gather. The whole city is tense, awaiting developments. Fear is expressed that there may be street rioting such as accompanied the labor troubles here three years ago.

Authorities Seek Vigilantes.

"Every effort possible will be made to apprehend the perpetrators of the outrage," declared Mayor W. H. Maloney tonight. "I have instructed J. J. Murphy, Chief of Police, to put every available man on the case. Sheriff John K. O'Rourke assures me that he and his men are doing all that they can to run down the murderers."

"We are watching the I. W. W. closely in an effort to prevent possible disturbances." Strike leaders have received numerous warnings, W. G. Sullivan, legal adviser to the miners, said tonight, but it was believed that nothing worse than deportation was being planned. "The idea of a lynching did not occur to any of us," he declared.

Strikers Promise No Rioting.

"Little had nothing to do with the local strike, and why he should have been chosen, I cannot understand. We are in possession of complete information regarding the identity of the lynchers and everything concerning them. The lynchers themselves were only tools of a desperate and ruthless machine, and while they are relying upon the strength of their allies, we will be able to cope with the situation with something just a little more formidable and efficient."

Mr. Sullivan asserted that there will (Concluded on Page 2, Column 1.)

NEW JAIL FAILS TO HOLD PRISONERS

KEY MADE FROM METAL COMB LIBERATES TWO.

Alleged Embezzlers Get Tired of Waiting for Trial and Leave, Saying They Will Return.

MARSHFIELD, Or., Aug. 1.—(Special.)—Confined in Coos County's new jail at Coquille for the past three months, A. R. Weldner and F. W. Raley, indicted for embezzlement of funds belonging to Frank B. Cameron, editor of the Agitator, walked out of the bastille, leaving letters promising to return for trial in October unless sooner apprehended and returned by force.

The break was accompanied by many sensational features. The prisoners had taken time to write voluminously to Sheriff Gage; they mailed a letter to their attorney, ex-District Attorney L. A. Liljeqvist; they claimed to have frequently left the jail in the night and mailed letters in the Coquille postoffice returning without being missed or noticed in their proceedings; they stated they had no assistance in releasing themselves from the new, modern concrete second-story jail and that they manufactured the key with which they opened the door from a comb. Their first attempt was made with a wooden key, which broke. The metal comb, however, stood the test and opened the door.

YAKIMA BOARDS ARE READY

Call for Physical Examination Will Be Sent Out Today.

NORTH YAKIMA, Wash., Aug. 1.—Physical examinations of Yakima registrants for military service will be held next Tuesday, Wednesday and Thursday, according to notice which will be mailed out tomorrow. The initial call in this county under the draft will be for 600 men. The county's quota is 768.

The Fraternal Order of Eagles has given its hall for the examinations, and five local doctors will assist the medical members of the board.

BRUSSLOFF QUILTS POST

Korniloff Succeeds to Command of Russian Armies.

PETROGRAD, Aug. 1.—General Alex. A. Brusiloff, commander-in-chief of the Russian armies, has resigned. General L. G. Korniloff, commander-in-chief of the Russian armies on the southwestern front, has been appointed generalissimo.

General Tcheremissinoff, commander of the eighth army, has been appointed to succeed General Korniloff on the southwestern front.

BRITISH DRIVE GERMANS

War in East Africa Goes Against Kaiser's Troops.

LONDON, Aug. 1.—British troops have driven the Germans from their positions on the Liguanga River in German East Africa and also are pushing forward in the Kilwa region. The War Office makes this announcement today.

SENATE VOTES TO SUBMIT PROHIBITION

Wets Are Defeated by Big Majority.

HOUSE IS YET TO TAKE ACTION

States Have Six Years to Ratify Constitutional Amendment.

COMPENSATION IS DENIED

Stone Proposal That Government Take Up Losses to Liquor Industry Is Rejected—Several Antis Support Resolution.

WASHINGTON, Aug. 1.—

A resolution for submission to the states of a prohibition amendment to the Federal Constitution was adopted late today by the Senate.

The vote was 65 to 20, eight more than the necessary two-thirds. As adopted the resolution contains a provision that the states must be asked to ratify the amendment within six years. The House still must act on the resolution.

12 Democrats Oppose.

Senators opposing the resolution were: Democrats—Broussard, Culberson, Gerry, Hardwick, Hitchcock, Huston, James, Lewis, Phelan, Pomerene, Reed and Underwood. Total 12. Republicans—Brandagee, Calder, France, Lodge, Penrose, Wadsworth, Warren and Weeks. Total, 8. Total against 20.

Senators voting for the resolution were:

Democrats—Ashurst, Bankhead, Beckham, Chamberlain, Fletcher, Gore, Hollis, Jones of New Mexico, Kendrick, King, Kirby, McKellar, Martin, Myers, Newlands, Overman, Owen, Pittman, Ransdell, Robinson, Salsbury, Shafroth, Sheppard, Shields, Simmons, Smith of Arizona, Smith of Georgia, Smith of South Carolina, Stone, Swanson, Thompson, Trammell, Vardaman, Walsh, Williams and Wolcott. Total, 36.

Action Is First in Congress.

Republicans—Borah, Brady, Cole, Cummins, Curtis, Fernald, Frelinghuysen, Gronna, Hale, Harding, Johnson of California, Jones of Washington, Kellogg, Kenyon, Knox, La Follette, McCumber, McNary, Nelson, New, Norris, Page, Poindexter, Sherman, Smith of Michigan, Smoot, Sterling, Sutherland and Watson. Total, 29. Total for 65.

The proposed Constitutional amendment is the first initiated by Congress since that providing for popular election of United States Senators, approved in 1911. It is the first time that either branch of Congress has approved such a measure.

15 CRASH TO ROCKS WHEN BRIDGE FALLS

C. JONES, IN HOSPITAL WITH BROKEN BACK.

John Day Structure Collapses When Donkey Engine Is Moved, Injuring Entire Crew.

THE DALLES, Or., Aug. 1.—(Special.)—While the crew of 15 men were at work on the steel bridge at Cotton Hill on the John Day river, part of the false work collapsed, dropping the crew to rocks below.

Everyone was hurt, the most serious being C. Jones, the foreman, and W. C. Watkins. They were rushed to The Dalles, a distance of 25 miles.

At the hospital Jones was found to have suffered a broken back and other injuries. He is in a serious condition. Watkins' skull was fractured but his condition is not very serious. Dr. Morse, of Wasco, was called to the scene and brought the injured men to The Dalles.

The accident came while the men were moving a donkey engine.

HOMER LEEP STILL LOST

Oregon Woman, Lured to New Orleans, Finds No Trace of Husband.

OREGONIAN NEWS BUREAU, Washington, Aug. 1.—Further mystery developed today in the case of Homer H. Leep, of Myrtle Point, Or., who was reported to have been killed or seriously injured last Sunday at New Orleans. A telegram was received here from Mrs. Leep saying she had been unable to find any trace of her husband in New Orleans, or to get any news regarding his reported injury or death.

The telegram which lured Mrs. Leep to New Orleans was signed "Lieutenant P. D. Young." At his hotel Mrs. Leep was advised that Young had left for New York. The Army list contains no such name.

FIRES CREDITED TO I. W. W.

July's Loss in State Increased by \$165,000 at Klamath Falls.

SALEM, Or., Aug. 1.—(Special.)—Members of the I. W. W. are charged with \$165,000 of the total fire loss of \$420,870 in Oregon during July, in a report issued by State Fire Marshal Wells, by causing fires at Klamath Falls, which was the heaviest sufferer of 47 towns in the state last month. Albany and vicinity reports a loss of \$23,000; Huntington, \$25,000; Dallas, \$10,000; Hamilton near Dallas, \$25,000; Crawfordville mill, \$15,000; shingle mill at Weaver, \$10,000; Sherman County grain field, \$6000.

Oriental Labor Not Contemplated.

OREGONIAN NEWS BUREAU, Washington, Aug. 1.—The Department of Labor today advised Senator Chamberlain that it does not contemplate importing Oriental labor into the United States to overcome the existing shortage.

INDEX OF TODAY'S NEWS

YESTERDAY'S—Maximum temperature, 83 degrees; minimum, 60 degrees.

TODAY'S—Fair and continued warm; moderate northerly winds.

War.

Russians offer stronger resistance on Galician front. Page 2. Admiral Jellicoe discusses submarine menace. Page 2. Heavy rain hampers allies in big drive. Page 2. Kaiser's crack guards defeated by Welsh troops. Page 4.

Foreign.

Premier Ribot denies statements of Chancellor Michaelis. Page 2.

National.

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Senate adopts Nation-wide prohibition constitutional amendment resolution. Page 1. Conference report agreement on food bill. Page 1.

New shipping board wants all ships possible, whether wood or steel. Page 5.

Domestic.

Southern Pacific trainmen threaten to strike Saturday. Page 1.

Vigilantes at Butte lynch Frank Little, leader of I. W. W. Page 1.

United Mine Workers demand Federal intervention for deported members. Page 3.

Sports.

Pacific Coast League results—San Francisco 1, Portland 1; Oakland 2, Vernon 2; Salt Lake 11, Los Angeles 9. Page 12.

Basler, of Los Angeles, leads Coast League at bat. Page 12.

Benny Leonard is in great demand. Page 12.

Eastern intercollegiate football schedules are nudged. Page 12.

Pacific Northwest.

Striking Seattle streetcar men resume work today. Page 6.

15 buried to rocks when John Day bridge collapses. Page 1.

Coos County's new jail opened by key made from metal comb and prisoners escape. Page 1.

Noted psychologist tells Oregon students too much love is not good. Page 1.

Commercial and Marine.

Community apple packing-houses help solve labor problem in Northwest. Page 17.

Sharp break in Middle Western corn market. Page 17.

Steel leads war stocks in advance. Page 17.

Steam schooner Juanita Costa, first of Snyder fleet to load lumber at Seattle. Page 14.

Shipbuilding in Grays Harbor stopped by sympathetic strikers. Page 14.



GENERAL CHRISTODOULOS, COMMANDER OF THE GREEK ARMY, WITH HIS AIDE, IN TENT AT KUPRI. General Christodoulos is directing the movements of the Greek army in conjunction with the allied commanders. Little has been heard of what Greece has accomplished since her entry into the war, for most of the time has been spent in equipping and mobilizing the army for service. The Greek army, which had formerly been divided, while Greece was swaying from neutrality to war, is now a unit and the men are all anxious to fight for the great common cause.

SOUTHERN PACIFIC ASKS MEDIATION

Reply Made to Threat of Trainmen to Strike.

8500 EMPLOYEES AFFECTED

Difference Over Grievances Is Cause of Walkout.

WHOLE SYSTEM INVOLVED

Strike, if Called, Will Concern Line From Portland to El Paso, Tex., and From San Francisco, East to Ogden, Utah.

SAN FRANCISCO, Aug. 1.—Federal mediation of differences over which 8500 employees of the Pacific division of the Southern Pacific Company threaten to strike Saturday night was suggested today in a letter sent by W. R. Scott, vice-president and general manager of the road, to members of the co-operative board of the general committee of the four unions involved.

Scott's letter was sent in answer to a communication from members of the co-operative board. This latter document declared that "having exhausted all resources to adjust amicably these matters, without avail, the co-operative board, representing men employed in engine, train, yard and hostler service, does hereby give notice that the men it represents will withdraw from the service in a body and go on strike as authorized by their vote on the question as issue at 8 P. M. Saturday unless the committee's contentions are granted before that time."

Decisions Are Rejected.

Differences between the company and employees, according to the correspondence, grew out of settlement of grievances of various employees against the company. The decisions of railroad officials in 35 of the engineers and firemen's cases were accepted by the union and 82 were rejected. One decision in conductors' cases was accepted and ten rejected. Union officials wrote that in practically every case listed as rejected the decisions were repetitions of former unsatisfactory replies and were contrary to understandings reached between the two parties in recent conferences. Mr. Scott's reply to this document called upon the patriotism of the men and pointed out the war time importance of railroad transportation at present.

Appeal Made to Patriotism.

"The present is not the time in which to enforce demands by strike," it read. "Patriotism should be the dominant idea in the minds of every living man in this country at this time. We are daily moving large amounts of freight and men for the Government. The company desires to be more than fair with its employees and has no desire or inclination to withhold from them any compensation or emolument covered by a liberal interpretation of their schedules. Hope you will realize that an amicable avoidance of this strike is a patriotic duty."

Mr. Scott says:

"Reference be mediated by the Government under the Newlands act, or be left to a board of five members, two to be selected by the company, two by the labor organizations and a fifth to be selected by these four. If they are unable to agree the fifth member is to be appointed by the Federal judge of this district."

Portland to El Paso Affected.

The strike, if called, will affect engineers, firemen, conductors and brakemen on the Southern Pacific line from El Paso, Tex., to Portland, Or., and on the Central Pacific line from San Francisco to Ogden, Utah. Negotiations for the men are being conducted by M. E. Montgomery, assistant general manager, and L. L. Sanford, general chairman of the Brotherhood of Locomotive Engineers; A. Phillips, vice-president, and O. W. Kern, general chairman of the Brotherhood of Locomotive Firemen and Enginemen; T. A. Gregg, vice-president, and S. Vatch, general chairman of the Order of Railway Conductors, and H. McIntyre, vice-president, and F. L. McDowell, general chairman of the Brotherhood of Railroad Trainmen.

At a late hour tonight Mr. Scott had received no reply to his suggestion of Federal mediation.

J. H. DYER AT SAN FRANCISCO

Assistant General Manager Consults With Other Officials.

J. H. Dyer, assistant general manager of the Southern Pacific in Portland, now is in San Francisco in connection with the pending difficulty with the trainmen. He has been in consultation with other Southern Pacific officials there at various times for the last two or three months.

All negotiations affecting the controversy are being conducted at the San Francisco headquarters. The local offices are advised of developments from time to time.

Included in the subjects in dispute are a number of grievances brought on account of trainmen on the Portland division, involving payment for overtime and other complaints, not of great importance in themselves, but reaching substantial proportions when taken in the aggregate.

Trainmen Become Impatient.

GRANTS PASS, Or., Aug. 1.—(Special.)—Members of the four railroad (Concluded on Page 2, Column 4.)