

HOARD OF GERMAN RIFLES ELUSIVE

Witnesses at Hearing Repeat Reports as to Existence of Arms, Munitions.

HIDING PLACES ARE NAMED

Alleged Itemized Statement Shows Huge War Stores Said to Have Been Brought to United States From Essen.

NEW YORK, May 14.—Reports that thousands of rifles had been secretly imported from the Krupp works at Essen, in order to "Germanize" the United States, were related today at an inquiry conducted by State Attorney-General Lewis into rumors of hoarding of arms by German interests in the United States.

Charles H. Murray, a hotel owner of Washington, D. C., testified he had heard of the existence of the rifles through a Russian agent, Ivan Norodny, who claimed they had been taken to an upstate New York farm and that he had fired one of them himself. Norodny said Lussing had a farm at Woodbury Falls and that a party of German officers, including Captain Hans Tauscher, had visited it after dining at the German Club in New York.

Itemized Statement Quoted. Through Norodny, Murray met Lussing and was shown an itemized statement of the quality of rifles hidden as follows:

Four hundred and fifty thousand Mauser guns, 250,000,000 cartridges, 100,000 carbines, 100,000 rounds cartridges, 1,000,000 rifles and 600 machine guns.

Edgar A. Holmes, a witness, credited the reports to a man named James H. Crossley, Holmes, as a broker, tried to buy the rifles, he said. During the negotiations, he said, Crossley told him that some 1,000,000 rifles had been imported from Essen, via the Hoboken docks of two German steamship companies, and were to be used in the United States if the Germans were successful in reaching the English Channel ports.

Mr. Holmes identified a copy of a letter written by himself offering to sell 1,000,000 Mausers and 1,000,000 cartridges. The letter was addressed to Dr. Thomas Darlington, of New York, former Health Commissioner.

U. S. Officer Alleged. Mr. Holmes testified he had never seen the articles but had talked with an engineer named Frank L. Judd, who said he had seen boxes containing 250,000 rifles. Two months ago, Holmes said, the United States tried to buy them, but they were not produced. Holmes had been in touch with United States officials throughout the negotiations, he said.

Gustave Lussing was named by Holmes as the man who was said by various intermediaries to be able to deliver the goods. Judd told Holmes the rifles had been in an East Side warehouse in New York and had been removed, but they were within an automobile ride of an hour and a half from Broadway.

Lussing, according to the witness, said they were stored in 40 different places in the United States.

Russian Rumors Reported. Robert T. Tucker, a tanner of Charleston, S. C., testified of hearing of the rifles through his acquaintance with Russians in this country.

Judd told Tucker, he said, that he had seen cannons and rifles at a warehouse in Brooklyn. According to a witness, a New York lawyer finally told him the rifles had been sold.

"I am thoroughly convinced that those rifles are in this country and that Lussing knows where they are," said Tucker at the close of his examination.

William H. Ford, attorney for Lussing, testified that he did not believe the rifles existed now because Lussing had received no answer from his principals in regard to an offer for the rifles made in behalf of the United States Government by Major Nicholas Biddle, of the Army Intelligence Bureau, two months ago.

Philadelphia "Parties" Named. Lussing had never told who his principals were, Ford said, and he had concluded the owners were "Philadelphia parties," and that the rifles were in that city.

Ford testified that he and Lussing expected to divide \$2,000,000 profits on the sale of \$75,000,000 worth of rifles and cartridges. The lawyer added that his client had a farm in New Jersey and had been interested in mono-rail and coke-oven projects.

Francis L. Judd, a New York mining engineer, testified that he had seen Mauser rifles in January, 1916, in a storehouse in Liberty street, New York, near the East River. He was then representing Edward Kotontieff, a Russian agent, who was trying to buy rifles.

With a man whose name he did not recall, Judd was shown in the storehouse an old Gatling gun, a couple of old Colts, a one-pound field piece and cases he was told contained rifles and cartridges. The lawyer added that his client had a farm in New Jersey and had been interested in mono-rail and coke-oven projects.

Read The Oregonian classified ads.

Read Harley's article, page 11.—Adv.

NUXIRON PEPSIN and

SARSAPARILLA — Effective Spring Medicine Combination.

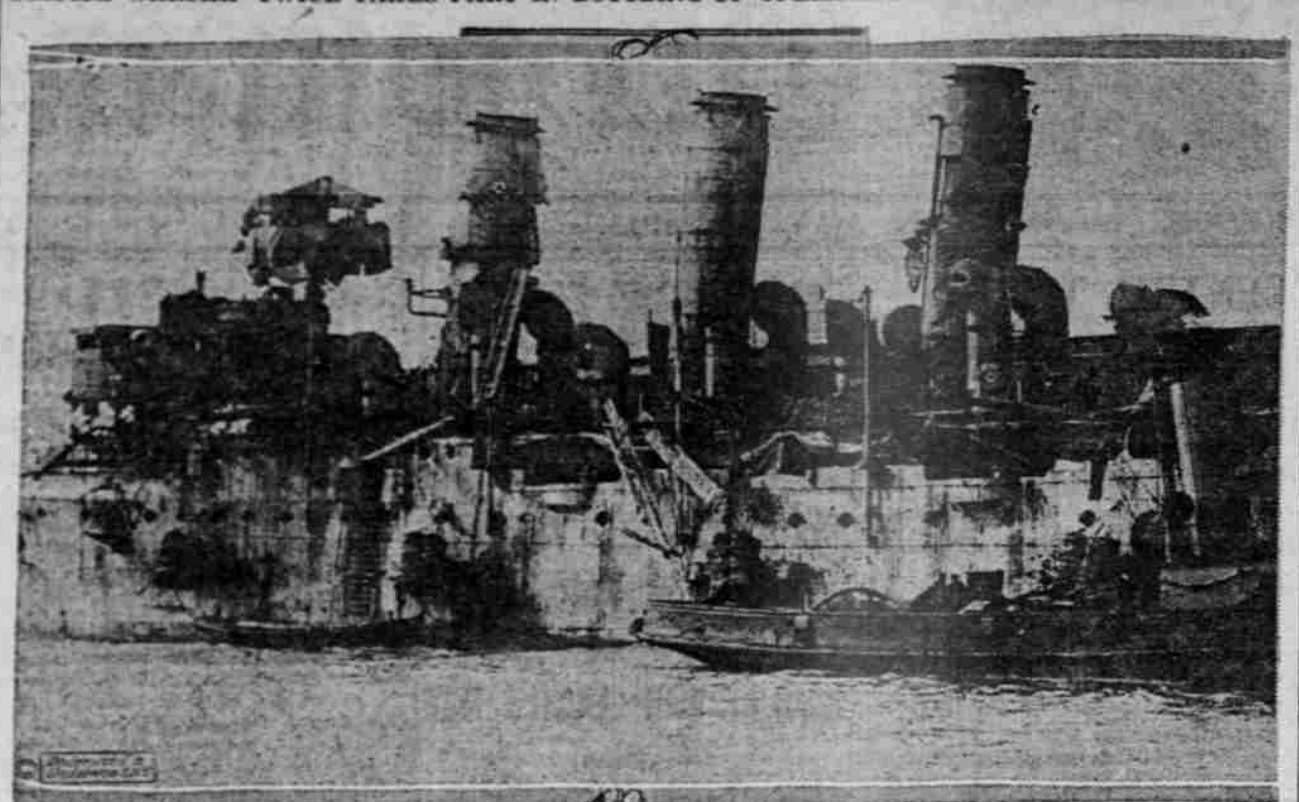
As comprised in Hood's SARSAPARILLA and Pepsin, taken in conjunction, these valuable remedies possess unequalled value for the quick relief of a long train of ailments common in the Spring season. You know well the great tonic properties of iron. They are much increased and improved in this combination—Hood's SARSAPARILLA before meals and Pepsin after.

In these days of rushing and pushing, beyond endurance of even the most robust, nearly every man and woman needs this blood-purifying, cleansing, upbuilding in the Spring. If it is not supplied, the blood and the broken-down nerves may soon give way to permanent ill health.

If cathartic is needed, as where there is biliousness or constipation, Hood's Pills should be taken. They are purely vegetable, do not irritate.—Adv.

Pianos, Player Pianos and Talking Machines
HOVENDEN
PIANO COMPANY
57 FIFTH ST. Broadway 677

BRITISH WARSHIP TWICE TAKES PART IN BOTTLING-UP OPERATIONS OF GERMAN U-BOAT BASES.



CRUISER VINDICTIVE RETURNING TO PORT AFTER RAID ON ZEEBRUGGE PRIOR TO LATER ATTACK ON OSTEND.

Terribly battered by the intense German shell fire experience in the daring raids against Zeebrugge and Ostend on April 23, the British cruiser Vindictive returned to her home port, was repaired and again went back to the harbor-blocking game. For the second raid the Vindictive was filled with concrete and taken to Ostend and sunk across the channel, virtually completely blocking the entrance to the main base at Bruges.

NEW FLEET AFLOAT

First Million Tons of U. S. Ships Delivered by Board.

159 VESSELS COMPLETED

Report Covers Steel Construction, Great Wooden Programme Delayed by Lack of Machinery.

WASHINGTON, May 14.—The first million tons of ships completed and delivered to the United States Government under the direction of the Shipping Board have been put on the high seas to help defeat Germany.

A total of 159 vessels of 1,108,521 tons was completed up to May 11, statistics of the Shipping Board show. Since January 1, more than half of the total tonnage, 667,826, has been delivered, and the monthly totals have shown a steady increase.

Most of the ships delivered were constructed on the ways or in contract form when the United States entered the war. Virtually all are of steel construction. None of the ships of the great wooden programme has been delivered, although 46 have been launched. This is due to delay in obtaining machinery and other machinery.

Speed Trials in Progress. The first completed wooden ship built on contract for the Government is now undergoing speed trials off the Pacific Coast. Deliveries of ships made last week were made at Seattle, Sparrows Point, Md., Chicago, Ecorse, Mich., Gloucester, N. J., Wilmington, Del., and New York.

AN ATLANTIC PORT, May 14.—An American torpedo-boat destroyer put in here today after a trial spin with the figures 23, indicating her speed in knots, standing out boldly on her superstructure.

The vessel, soon to be launched in commission, went to sea later for other endurance tests.

PORT PLUGGED BY HEROES

(Continued From First Page.)

of the Royal Marine Artillery in Flanders, among the largest guns ever placed on land mountings, stood by likewise to neutralize the bigger artillery of the great wooden programme, who were to collaborate with an aerial bombardment of the town, waited somewhere in the darkness overhead.

Destroyers patrolled to seaward of the small craft.

The Vindictive, always at a solemn grail, found the flagship's light buoy and bore up for where a coastal motor launch was waiting by a calm flare upon the old position of the Strom Bank buoy.

"Four minutes before she arrived there, and only five minutes before she was due at the harbor mouth, the signal for the guns to open was given. Two motorboats dashed in toward the ends of the high wooden piers and torpedoed them. There was a machine gun on the end of the western pier and that vanished in a roar and leap of flames.

Airplanes Open Fire. "Over the town a flame suddenly appeared in the air and sank slowly eastward—the signal that the airplanes had seen and understood. Almost with their first bombs came the first shells, whizzing up from the monitors at sea. The surprise, despite the Germans' watchfulness, seems to have been complete. Up until the moment when the torpedoes of the monitors exploded there had not been a shot from the land.

"The motor launches were doing their work magnificently. These perfect warships, manned by officers and men of the Royal Naval Volunteer Reserve, are specialists at smoke production. They built to either hand of the Vindictive's course the likeness of a dense sea mist, driving landward with the wind. Star shells paled and were lost as they sank in it, the beams of searchlights seemed to break off short upon its front. It blinded the observers in the great batteries, which, suddenly, upon the warning of the explosions of guns, roared into action.

Shore Batteries Open Up. "There was tremendous uproar. The coast about Ostend is ponderously equipped with batteries, each with a name known and identified as Von Tirpitz, Von Hindenburg, Deutschland, Cecilia and the rest. They register from six inches to monsters of 15-inch naval pieces in land batteries and the royal marine artillery fights a war-long duel with them. These now opened fire into the smoke and over it at the monitors and marines. The monitors replied.

"Through all this stridency and blaze of conflict the old Vindictive, still unhurrying, was walking the lighted waters toward the entrance. It was then that those on the destroyers became aware that what seemed to be merely smoke was wet and cold, that the rigging was beginning to drip and that there were no longer any stars. A sea fog had come on.

The destroyers had to turn on their lights and use their sirens to keep in touch with each other. The air at-

lack was suspended and the Vindictive, with some distance yet to go, found herself in gross darkness. There were motorboats on either side of her escorting her to the entrance. These were supplied with what are called Dover flares, enormous lights capable of illuminating square miles of sea. At once every pistol was fired as a signal to light these, but the fog and smoke together were too dense for even the flares.

Vindictive Passes Entrance. "The Vindictive then put her helm over and started to curve to find the entrance. Twice she must have washed across, and at the third turn, upon reaching the position at which she first lost her way, there came a rift in the midst and she saw the entrance and the piers on either side and an opening ahead.

"The motorboat U-P No. 22, commanded by Acting Lieutenant Guy L. Cockburn, raced on into the opening under heavy fire and planted a flare on the water between the piers and the Vindictive steamed over it and on. She was in.

"The guns found her at once. She was hit every few seconds after she entered her scarred hull broken afresh in a score of places, her decks and upper works swept by machine guns. The machine guns at the end of the western pier had been put out of action by a motorboat's torpedo, but from other machine guns at the in-shore end of the pier, from a position on the front and from machine guns apparently firing over the eastern pier there converged upon her a hail of lead.

Shell Wrecks Control. "After her control was demolished by shell which killed all the kitchen staff, including Sub-Lieutenant Angus H. MacLachlan, who was in command of the upper and lower bridges and the chartroom, swept by bullets, Commander Godsal ordered the officers to go with him to the conning tower. They observed through the observation slit in the steel wall of the conning tower that the eastern pier was breached some 200 yards from the seaward end, as though at some time a ship had been in collision with it. They saw the front of the town silhouetted again and again in the light of the guns that blazed at them. The night was a patchwork of fire and darkness.

"Immediately after passing the breach in the pier Commander Godsal left the conning tower and went on deck, the better to watch the ship's movements. The Vindictive laid her sterned pier and the eastern pier and prepared to swing her 250 feet of length across the channel. It was at that moment that a shell from the shore batteries struck the conning tower. Lieutenant Sir John Alleyne and Lieutenant V. A. C. Crutchley were still within. Commander Godsal was close to the tower outside. The shell struck Alleyne was stunned by the shock. Lieutenant Crutchley shouted through the slit to the commander and receiving no answer rang for the port engine full speed astern to help the swinging ship. By this time she was lying at an angle of about 45 degrees to the pier and seemed to be hauled fast. It was impossible to bring her farther around.

"After working the engines some minutes to no effect, Lieutenant Crutchley gave the order to clear the

engine room and abandon ship, according to the programme previously laid down. Engineer Lieutenant-Commander William A. Bury, who was the last to leave the engine room, blew the main charges by a switch installed aft. Lieutenant Crutchley blew the auxiliary charges in the forward 4-inch magazines from the conning tower.

"Those on board felt the old ship shudder, as the explosive tore the bottom plates and bulkheads from her. She sank in about six feet of water and lay upon the bottom of the channel. Her work was done.

OVERMAN BILL IS PASSED

Congress Disposes of Measure After Long Fight.

WASHINGTON, May 14.—The long fight in Congress over the Overman bill, empowering the President to reorganize Government departments and agencies, ended today with passage of the measure amended by the House. It now goes to President Wilson for his signature.

The vote was 235 to two, Representatives Sterling, of Illinois, and Gillett, of Massachusetts, both Republicans, casting the only negative votes.

Former Speaker Cannon came to the support of the bill, and in a debate on the Overman bill.

Representative Gillett, of Massachusetts, Republican leader, led the fight against the bill.

Both Democrats and Republicans, Mr. Cannon said, would continue to support the President in the war until victory was won. He departed from his subject to attack George Creel, chairman of the committee on public information, and said that if he had his way he would "take Creel by the seat of the breeches and the back of his neck and throw him into space."

Representative Gillett told the House that he was not a supporter of the bill, and said that he had given them over to the President.

ASTORIA WORKERS MEET

Two-Day Labor Demonstration On in Lower Columbia City.

ASTORIA, Or., May 14.—(Special.)—A two-day labor demonstration was launched here today with the arrival of Thomas Barker, of the speakers' bureau of the Department of Labor, accompanied by officers of the State Federation of Labor.

During the afternoon a visit was made to the shipyards, where short talks were made to the men, and this evening a banquet, at which over 300 people were seated.

Mr. Barker was the principal speaker. He brought a message direct from Washington in which he gave a glowing tribute to the character of President Wilson. Tomorrow evening there will be a labor parade, followed by a meeting.

IRISH FAIR HUGE SUCCESS

Hibernians Put Over Novel Stunts for Benefit of Soldiers.

Sure, they were all there, the Grosvenor and O'Brien, not to mention the Murphy, McGee and Mayor Harley from Astoria. Every mother's son of them were enjoying themselves at the Irish Fair last night.

Under a big banner which read "Cead Mile Failte" Celtic for "One Hundred Thousand Welcomes," the big crowd in the Hibernia Hall had good time and realized considerable money to buy comforts for the enlisted men. Tomorrow night the fun fest will be repeated and the automobile will be given away, as well as a liberty quilt, containing 32 shamrocks, representing the 32 counties of Ireland represented in the state of Oregon.

The event of the evening was the

awarding of the green sweater. Mike Murnane was the lucky man.

Astoria Depot to Be Probed.

ASTORIA, Or., May 14.—(Special.)—Chairman Miller, of the State Public Service Commission, was here today for a conference with the officers of the Astoria Chamber of Commerce on the complaint which the chamber has filed

regarding the unsanitary conditions and lack of proper accommodations at the local S. P. & S. depot. The proceedings thus far have been informal, but as a result of this conference a formal complaint will be filed and hearing will be held in the near future.

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OUR CONGRESSMAN IS 100 PER CENT AMERICAN

NO. VOTE

21 X



NO. VOTE

21 X

RE-ELECT

C. N. McARTHUR REPUBLICAN

NOW AT HIS POST OF DUTY—VOTE TO KEEP HIM THERE

"Pledges continued support to America's great task—the winning of the war."

McArthur Bill Before Congress Will Make National Eight-Hour Day

He says: "I believe eight hours should constitute a day's labor in all industries except agriculture, where the short seasons for planting and harvesting crops render such restrictions impossible."

(Paid Advertisement.)

C. N. McArthur Campaign Committee, 1109 Northwestern Bank Bldg.

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