

SCHOONER MENZEL SUNK; CREW SAVED

Survivors Bring Word That Suggests Destruction of Six More Vessels.

U. S. OFFICIALS SKEPTICAL

Men From Ship Sent Adrift by U-Boat Commander and Are Picked Up After Floating All Night.

NEW YORK, June 5.—The American auxiliary schooner Menzel, a 215-ton vessel, was sunk Sunday afternoon 175 miles off New York and 11 men of her crew were brought here today by a Danish steamship.

The Menzel, according to the crew, was on her way to New York with a cargo from the West African coast. The vessel was sunk by bombs after the men had taken to the boats at the command of the U-boat commander.

The Samuel C. Menzel was a vessel of 215 gross tons, was built in 1916 at Bath, Me., her owner's record being the Axim Transportation Company. The Menzel's commander, Captain H. T. Hansen, said the sinking of his vessel occurred at 6:30 P. M., and that he was told by the commander of the submarine that the U-boat had previously sunk three schooners and three steamers, one of which was a large passenger ship of about 5000 tons.

More Sinkings Possible. These sinkings, Captain Hansen said, had taken place, the submarine commander told him, on the day previous—Saturday. If this is true it means the destruction of six vessels not previously known to have been sunk.

Officials were inclined to doubt that the U-boat commander had told the truth or thought there had been some misunderstanding.

"We sighted the submarine," Captain Hansen said, "about 6 P. M. Sunday. At first I thought it was an American or a British war vessel.

"She hoisted the signal flags 'M. N.', which meant stop, and at the same time showed a German flag, and the officer on her deck sang out, 'Ease ship.' I knew then for sure he was a German, for an American or a Britisher would have said 'Heave to.'

German Boards Ship. The commander, accompanied by his lieutenant, came on board and brought with him six armed sailors. I was told that I was to be sunk, and to get my men into the boats. The German spoke good English and he said not to hurry, as there was plenty of time, saying, 'You fellows first, us afterward.'

"The captain wanted all my papers, but I told him that I needed the ship's articles, as that was all I had with which to reckon the time and pay due me and my crew. I had an extra crew list, however, and when I produced that he let me keep the ship's articles. He took with him all my papers.

"While waiting for my crew to get their clothing together the submarine captain said that the day before (Saturday) he had sunk three schooners and three steamers, one of which, he said, was a large passenger ship, but he did not tell me their names. Whether did I learn the name of any designating numbers of his craft nor the name of the officer.

Commander Refuses Tow. "When we took to our boats I asked him to give us a tow, but he refused, saying, 'You are all good, husky fellows and even if you can't row to land somebody will pick you up.'"

"After we had cleared our ship the Germans ripped up the hatches and put several bombs inside her which were connected with some kind of a time bomb inside a can which hung over the side. We were several hundred yards away when the explosion came and we could see the schooner sinking.

"We floated all night and were picked up early Monday morning by the ship which brought us here."

SIMS PRAISES SAILORS

SMALL LOSS OF LIFE ON LINCOLN DUE TO GOOD SEAMANSHIP.

Admiral Makes Detailed Report to Washington of Sinking in Which 26 Perished.

WASHINGTON, June 5.—A detailed report of the torpedoing of the American transport President Lincoln, was cabled to the Navy Department today by Vice-Admiral Sims. Twenty-six men lost their lives in the sinking. The Admiral's report reads:

"The President Lincoln was struck simultaneously by three torpedoes on May 21 and sank in 18 minutes. Three other vessels in company with her at the same time. The crew and passengers abandoned the ship in excellent order. All passengers, including the sick, were saved. The submarine which sank her left the vicinity immediately and returned about 2 P. M., looking for the captain and apparently for other vessels engaged in rescue."

"The two destroyers which Admiral Sims described as being excellently handled arrived on the scene in a surprisingly short time. One of them brought 500 survivors and the other brought the remaining survivors to European port."

Admiral Sims states that the small loss of life was due to the thorough discipline of the ship's company and the excellent seamanship of the captain of the United States steamship Commander Foster, U. S. N. The Army senior officer present with the detachment commended the work of the Navy high seas.

Admiral Sims reports that he intends sending the survivors home on a troop transport in the near future. None of the survivors were seriously injured.

SHIP MEETS FATAL DISASTER

Kenilworth Castle Reports Several Dead and Missing.

LONDON, June 5.—Several persons were killed by explosions or drowned in the capsizing of the Hibernian steamer Kenilworth Castle, which reached a British port today in a crippled condition as a result of a collision. A number of persons are also reported to be missing.

The steamer had on board about 300 passengers and men from South Africa. The explosions followed the collision. The Kenilworth Castle is a steamer of 12,975 tons. She was built in Belfast in 1904 and is owned by the Union Castle Mail Steamship Company.

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—People have been enthusiastic about the first two days of this Second Annual King Cotton Sale, but they will continue to grow more and more enthusiastic!

King Cotton Chuckled With Delight Over This Extraordinary Sale—3000 Women's HANDKERCHIEFS At 15c Each or 4 for 50c

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HANDKERCHIEFS THAT ARE COPIES OF FINE ENGLISH TAPED BORDER HANDKERCHIEFS—ALL WITH DAINY CROSS-BARRED BORDERS AND QUARTER-INCH HEMSTITCHED HEMS—VERY SPECIAL AT 15c EACH, OR FOUR FOR HALF A DOLLAR.

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King Cotton Said We'll Bring Good Cheer to Many a Heart When We Mark These New

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of fine lingerie cloth; cut full and embroidered in the daintiest of designs; in many different patterns.

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EMBROIDERED FLOUNCINGS, 98c Yard

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—Eyelet designs on cambric cloth; 12 inches wide and in the prettiest designs. Special at 35c.

NEW CORSET COVER EMBROIDERY at 35c

—Dainty eyelet and blind embroideries, in pretty designs, on cambric and nainsook. Special at 35c yard.

Pretty CORSET COVER EMBROIDERIES at 25c

—Cambric and nainsook embroideries in eyelet and blind patterns, with scalloped edges and beading top. Special at 25c yard.

LAWN EMBROIDERY EDGES—Special 10c

—Dainty patterns, in unusual designs; in widths from 2 to 4 inches. Very special at 10c yard.

EMBROIDERY EDGES AND INSERTIONS at 5c

—All white embroideries and copies of Appenzell embroideries. Very special at 5c yard.

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15 SHOTS MISS SHIP

Tanker Long-Distance Target for U-Boat.

RADIOLEINE FIRES BACK

German Submarine Submerges in Time to Dodge American Destroyer Speeding to Answer Distress Signal.

WASHINGTON, June 5.—The story of the captain of the French tanker Radioline, attacked by a submarine off the Maryland Coast yesterday, reached the Navy Department today, showing that the raider had fired 15 shots at the Frenchman from long range before an American destroyer, answering a "S O S," appeared.

Following is the Navy Department's summary of the Frenchman's story: "The submarine was so big that at first the lookout thought it was an American destroyer. It was about six miles from the Radioline. The submarine when sighted lay about two lengths from a three-masted sailing ship (probably the schooner Edward R. Baird, Jr., which later was bombed and sunk) and the lookout reported it to the captain as a destroyer. But the captain with his glasses recognized it as a submarine.

"The captain was in doubt as to the nationality, so did not fire, but manned his guns. He changed his course from east to west and the submarine opened fire, but the Frenchman still held his fire until the submarine fired the second time. Then he fired, range about 12,000 meters.

"The submarine fired between 15 and 20 shots. The Frenchman heard two shots about 15 minutes before he sighted the submarine. He believes that these were fired to stop the sailing ship.

"The Radioline was making good speed while getting away. No shots hit her. No damage was done, and there were no casualties.

"The destroyer passed the Radioline at 8:10 making 21 speed heading in the direction of the submarine. Apparently the destroyer did not see the submarine until the Radioline changed course to starboard, as the captain of the Radioline purposely kept between the submarine and the destroyer so the submarine would not see the destroyer.

"As soon as the submarine saw the destroyer he submerged. The captain did not see the submarine again and is unable to tell what the destroyer did because the Radioline was too far away when the destroyer reached the spot where the submarine disappeared."

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Into the Buckhecht Army Shoe are put the finest materials and workmanship possible. It's a shoe you can depend on for ease and comfort and service.

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Back of it stands more than a half century of honest shoe manufacturing.

The Buckhecht Army Shoe is sold in Portland by C. H. Baker. In other towns by principal dealers.

Manufacturers BUCKINGHAM & HECHT San Francisco

A. Fleming Fined \$50.

OREGON CITY, June 5.—(Special).—A. Fleming, appealing from a decision of the local Justice Court sentencing him to 30 days in jail and a fine of \$50 today was fined \$50 and costs by

Judge Campbell in the local Circuit Court. Fleming was arrested several months ago charged with carrying concealed weapons. He was an employee of the Crown-Willamette Mills and said he had the gun for protection against strikers. On payment of accrued costs

in the case, Judge Campbell remitted the fine.

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