GERMANS SCORED IN LUSITANIA REPORT

British Inquiry Court Finds Deliberate Intent to Cause Deaths of Passengers.

CREW IS HELD BLAMELESS

Vessel Declared Unarmed and Munition Cargo Is Said Not to Have Exploded—Lifesaving Facilities Adequate.

FEATURES OF FINDINGS OF BRITISH COURT ON SINKING OF LUSITANIA.

Loss due to two torpedoes from German submarine, fired almost simultaneously.

Court holds act was done with deliberate intent to destroy lives.

Life-saving facilities declared to have been adequate.

Conduct of crew found above blame, and of passengers praiseworthy, except for slight panic in steerage.

Reduction of vessel's speed from 24 to 21 knots defended.

Warnings by Germany declared only to have aggravated crime of sinking.

Liner was unarmed; cargo included 5000 cases of cartridges.

LONDON, July 17.—The findings of the British court of inquiry that investigated the sinking of the Lusitania were read today by Lord Mersey, who presided at the hearings. The court found that the liner was torpedoed by a German submarine and that "the act was done not merely with the intention of sinking the ship, but also with the intention of destroying the lives of the people on board."

The vessel was held to have been unarmed. Conduct of the officers and crew was held blameless. Life-saving facilities were declared to have been adequate. The Cunard Line, owner of the vessel, is exculpated from all blame. No incompetence or neglect is found. Mishaps attending the launching of the boats were declared unavoidable.

Passengers' Conduct Praiseworthy.

Passengers were declared also to have conducted themselves in a praiseworthy manner, except for a slight panic in the steerage. The vessel's cargo was a general one, but included 5000 cases of cartridges. These cartridges did not explode, according to the findings of the court.

There were several American survivors in the small audience that listened while the report was read. They made no secret of their disapproval of the passages exonerating the line and the captain and commending the discipline of the crew. These phases of the findings are expected to have an important bearing on possible litigation against the steamship company. Among the spectators were Walter Webb-Ware, representing the Vanderbilt family; Major F. Warren Pearl and Mrs. Pearl, of New York, and F. B. Jenkins, of Chicago, survivors; and William Crichton, of New York, whose wife was lost.

Captains Declared Efficient.

Lord Mersey, in handing down the judgment, said in part:

"The captain of the ship, Mr. Thomas Turner, gave his evidence truthfully and well. I am quite satisfied that the two captains and the officers are competent men and that they did their duty. Captain Turner remained on the bridge until he was swept into the sea and Captain Anderson was working on deck until he went overboard and was drowned."

The court here praised Leslie M. Morton, a member of the crew who shipped at New York, and was acting as extra lookout man at the time the Lusitania was torpedoed, saying: "He was only 18 years old, but he seems to have exhibited great courage, self-possession and resource. He was the first to observe the approach of the torpedoes and before they had touched the ship he had reported them to the bridge by means of a telephone."

Though knocked off his feet when a torpedo hit the Lusitania, and later having to swim for his life, Lord Mersey said the youth, aided by a member of the crew named Parry, righted a collapsible boat and was instrumental in saving nearly 100 lives.

The court here analyzed the passenger list, giving the saved and lost by sex and by nationality, and commenting on the lack of a general panic.

Passengers in Way in Helping.

"Some passengers attempted to assist in launching the boats, and in my opinion they did more harm than good," Baron Mersey added. "It is, however, quite impossible to impose any blame on them. They were all working for the best.

"The cargo was a general cargo of the ordinary kind, but a part consisted of cases of cartridges—about 5000. This ammunition was stored well forward on the upper and lower decks, and about 50 yards away from where the torpedo struck the ship."

Lord Mersey then reiterated that the Lusitania carried no masked guns or troops.

The warnings issued by Germany before the ship left, he found, only aggravated the crime of her sinking.

Explaining the curtailment of boiler power, Lord Mersey said the Lusitania had made five successive trips in this fashion before the disaster, and in "my opinion this reduction of the steamer's speed was of no significance and was proper in the circumstances."

Lord Mersey described at some length the events immediately preceding the torpedoing of the vessel, giving her speed as 18 knots and recounted details regarding the position of the ship as testified by Captain Turner.

Torpedoes Almost Simultaneous.

"The blow of the first torpedo broke No. 5 lifeboat to splinters," he continued. "A second torpedo was fired almost immediately afterward, which also struck the ship on the starboard side. The two torpedoes struck the ship almost simultaneously."

Of what happened in the engine-room after the torpedo struck, Lord Mersey said: "Orders given to the engine-room are difficult to follow and there is an obvious confusion about them. It is not, however, important to consider them, for the engines were put out of commission almost at once by the inrush of water.

"Complaints were made by some witnesses of the manner in which the boats were launched and about their leaky condition. I do not question the good faith of these witnesses, but I think their complaints were ill-founded. There were doubtless some accidents in handling the ropes, but it is impossible to impute negligence or incompetence in connection with them. There is no satisfactory evidence that any of the boats leaked."

Dwelling on the instructions to Captain Turner, Lord Mersey said: "It was abundantly plain to me that the Admiralty had devoted most anxious thought and care to questions arising out of the submarine peril and that they had diligently collected all available information likely to affect the voyage of the Lusitania. I do not know the officials to whom these duties were entrusted. They deserve the highest praise. Captain Turner was advised as to the means which, in the view of the Admiralty, were best calculated to avert the peril he was likely to encounter.

No Blame Placed on Captain.

"It is certain that in some respects Captain Turner did not follow the advice given him. It may be, though I seriously doubt it, that had he done so, his ship would have reached Liverpool in safety. But the question remains: Was his conduct that of a negligent or an incompetent? The conclusion I arrived at is that blame should not be imputed to the captain.

"The advice given to him, although meant for his most serious and careful consideration, was not intended to deprive him of the right to exercise his skilled judgment in difficult questions that might arise time after time in the navigation of ships. His omission to follow this advice in all respects cannot fairly be attributed either to negligence or incompetency.

"He exercised his judgment for the best, and though others may have acted differently and perhaps more successfully, he ought not, in my opinion, to be blamed. The whole blame for the destruction of life in this catastrophe must rest solely on those who plotted and those who committed the crime."

The report will be presented to both houses of Parliament.

Germans Bitterly Assailed.

Lord Mersey said the torpedoes that struck the Lusitania exploded almost simultaneously. He added:

"Both of these were discharged by a German submarine from a distance variously estimated at from 200 to 500 yards. No warning of any kind was given."

Lord Mersey bitterly assailed the German government, saying the act was "a murderous attack because it was made with a deliberate and wholly unjustifiable intention of killing the people on board."

Of the testimony of a second-cabin passenger, a witness describing himself as a French subject who said that he had heard an explosion similar to the rattling of a Mixim gun, Lord Mersey said:

"I do not believe this gentleman. His demeanor was very unsatisfactory and there was no confirmation of his story. It may be worth noting that Leith, the Marconi operator who was in the second dining-room, speaks of the explosion. In my opinion there was no explosion of any part of the cargo."

GERMAN EMPEROR AND AUSTRIAN LEADER AT LEMBERG.

—Photo, Copyright, by Underwood.

KAISER WILHELM (CENTER) AND ARCHDUKE FREDERICK OF AUSTRIA (LEFT).

LOSSES AT ARRAS HEAVY

Germans Estimate French Casualties in Battle at 74,800.

BERLIN, July 17, via wireless to Sayville, N. Y.—The Overseas News Agency announced today that the German authorities have succeeded by various means, especially by questioning the many prisoners taken, in securing accurate figures of the French losses in the great Arras battle.

"These," the agency announcement says, "reached the grand total of 74,800 in killed, wounded and captured, distributed as follows:

"Third army corps, 15,000; Ninth army corps, 5000; Tenth army corps, 10,000; Seventeenth army corps, 4800; Twentieth army corps, 10,500; Twenty-first army corps, 8000; Twenty-third army corps, 11,000; Forty-eighth division, 6000; Fifty-fifth division, 3500."

WASHINGTON CONCERNED

(Continued From First Page.)

mans came without warning, the view which impressed officials tonight was that German submarines had not abandoned their attempts to destroy enemy passenger vessels, whether carrying contraband or not, and that American citizens seemed still to be subject to hazards from which under previously accepted rules of international law they should be immune.

Secretary Lansing said tonight he would have no announcement to make on the case until it was brought to his attention in some official way by Americans who were passengers on the ship. It is believed likely that the British Embassy will submit the statement of the Orduna's captain for the information of the American Government.

CREDIT GIVEN ANGELS

War Miracle Tales Find Believers in England.

STORIES OFTEN REPEATED

Troop From Heaven Declared to Have Stampeded German Cavalry at Mons—Transport Saved by Prayers of Crew.

LONDON, July 1.—(Correspondence of the United Press.)—Most clergymen, both Church of England and nonconformist, are convinced that England's cause is just and that God is on her side. Some of them actually believe that angels are helping the British troops to triumph over the Germans. A Church of England clergyman at Southampton writes in his parish magazine:

"The daughter of a well-known canon of the church knows two officers who themselves saw the angels who saved our left wing in the retreat from Mons."

Then he goes on to describe how the German cavalry in overwhelming numbers were swooping down on the British.

"They saw between them and the enemy a whole troop of angels," he goes on. "The German horses turned around, terrified, and stampeded. The men tugged at their bridles, but the poor beasts tore away in every direction from our men."

Angelic Intervention Credited.

Dr. Horton, a distinguished Congregationalist, lends the weight of his authority to this same story of the angelic intervention. In a sermon delivered at Manchester he said:

"There is a story repeated by so many eye-witnesses that if anything can be established by contemporary evidence it is established—of the retreat from Mons. A section of the line was in imminent peril and seemed as if it must inevitably be borne down and cut off.

"Our men saw a company of angels interposed between them and the German cavalry and the horses of the Germans stampeded. Evidently the animals beheld what our men beheld. The German soldiers endeavored to bring the horses back to the line, but they fled. It was the salvation of our men."

Transport Saved by Prayer.

In the same sermon Dr. Horton told another story of how a transport ship in the Dardanelles was saved, as he believes, by prayer. He said:

"I had news from the Dardanelles last week but one. A sailor on one of our transport ships told me in the simplest language how airships of the enemy came over the vessel dropping bombs. The captain, who is a man of God, gave the order to the men to pray. They knelt on the deck and prayed and the Lord delivered them. The 18 bombs which seemed to be falling from overhead fell harmlessly into the sea."

BOULDER DERAILS CARS

Sheep Killed as Freight Train Leaves Tracks Near Butler.

VANCOUVER, Wash., July 17.—(Special.)—A loosened boulder rolling onto the rails of the North Bank Road near Butler early today derailed 15 freight cars. Passengers were transferred around the derailment.

Several sheep were killed, but no person was injured. The Spokane trains were sent over the O.-W. R. & N. tracks. The tracks will be cleared probably early tonight.

Farmers Flock to Burns for Talks.

BURNS, Or., July 17.—(Special.)—President Kerr and his party of Oregon Agricultural College instructors arrived here today and talked at the Farmers' Round-Up at the station, fully 500 farmers hearing the addresses on the work of the college in conjunction with and in benefit to the farmer.

WAR

ITALY LIKELY TO ASTONISH WORLD

Carolyn Wilson Says Gains Have Been Steady, Though Slow, From Start.

LOSSES RELATIVELY LIGHT

Wonderful Bersaglieri, Who March Six Miles an Hour and Climb Perpendicular Cliffs, Rush Resistlessly Forward.

BY CAROLYN WILSON.

(Copyright, 1915, by the Chicago Tribune. Published by Arrangement.)

TNRIN, June 21.—Before I came to Italy, we used to sit around and hold post mortems over the sad remains of Italy when Germany had finished with her.

We moaned a bit at the prospective blows which were to fall, and we hesitated for courage to write the King of Italy and tell him, just as one friend to another, that it really wouldn't pay.

I think we were a "little previous." Indeed, I'm not sure that Italy isn't going to astonish the world. You know as well as I do what she has to face. If you don't, take out your atlas, or better yet, buy a relief map of that mountainous country and marvel at the steep passes that have already been taken, and shudder at the slaughter which must be before the rest are conquered.

There is nothing in France as difficult. Yet the Italians have gone forward like a resistless wave; not in exaggerated victory, but slowly and steadily.

From day to day they make progress and they seem to be making it at a slight loss of men. I heard definitely June 17, which is slightly over three weeks after the beginning of war, and a period of time which has already put an appreciable crinkle in the map of Europe, that the casualties up to that time had not passed 22,000 men.

Cliff Scaled, Position Taken.

You know how they do it, don't you? Did you read of the splendid assault of 30 Bersaglieri on a seemingly unapproachable pass? It was a sheer wall of rock, with here and there a half-developed shrub, and it guarded one of the most important passes in the Friuli.

There had been countless assaults upon it which had all been repelled by a mere handful of men who were on the top of the mountain with their small cannon.

At last the men drew lots for 30 to scale the cliff at night and try and take the Austrians by surprise. They went up that almost perpendicular rock like fleet, silent chamois, so quietly that not even a falling stone disturbed the stillness of the night. They overpowered the surprised sentry and walked in on the 40 men who were guarding the supposedly impregnable spot and made prisoners of them.

Have you ever seen these Bersaglieri marching through the streets, or ever been in some of those out-of-the-way mountain spots in the Summer and seen them doing their trick mountain climbing? They are fully as wonderful in their way as the Russian Cossacks, who do their horsemanship feats, or the native Indian riders who are such a marvel to the French nowadays.

Men March Six Miles an Hour.

These Bersaglieri are trained to march at a pace of six miles an hour and keep it up. That ceases to be marching, you see, and becomes a good, steady run.

I have seen them going through the streets of Naples, 2000 strong, their heavy packs bowing down their backs a little as they bent forward, marching over these big, flat, uneven paving stones as if each man had little invisible Mercury wings attached to his feet. I tried keeping up with them and it was an impossibility even at a run.

They can fire with accuracy, storm with impetus, approach with the quiet cunning of a cat, or doggedly, sullenly hold a pass until there is but one man left to defend it. They are tireless, ardent, obedient, a type of the best soldier in the world.

But it is perfectly possible for the intentions to be good and yet for failure to be the result if the inner life of the country is not organized and arranged. This has been the case with England, who has only given her sons to die, not to advance or to gain, simply because something was wrong at the center of the organization.

Italy has had ten months to observe, to plan, to build. Theoretically, and I am not sure but practically also, she was as ready when she went into the war as Germany was, only on a small scale, of course.

For months before the war she had been buying ammunition from France—what could be spared. She had also been getting a great deal from America—not ammunition alone; all the machinery with which to make herself independent when war was actually upon her. I have heard it stated that ten trainloads of ammunition were going weekly into Italy from the Creusot works in France alone.

Country Independent and Prepared.

Now she is independent. She is not asking for any ammunition from the outside. She is manufacturing it herself. She doesn't want motors or lorries or other mechanical adjuncts of war, and such staples of clothing as she does need she has already arranged for by contracts advantageously placed before the beginning of the war, and contracts so carefully drawn up that they leave no chance for inferior goods.

She has organized her Red Cross service to a state of near perfection. Her aviators are splendid. She has the press completely trained and muzzled so that it barks only when it is told to. Censorship has reached a point in Italy undreamed of in any of the allied countries, where, heaven knows, it is bad enough.

Her food supply is assured, her state relief is well organized. The opinion of the stay-at-homes is favorable in every respect.

There are faults, probably, and there undoubtedly will be many more. But for a Latin race which has never been noted for the inherent Teutonic virtue of preparedness it seems to the casual observer that Italy has gone into this war wise, prudent, ready, and foresighted. The Italians have an old saying which translated runs:

"He who profits by the mistakes of others weaves for himself an impenetrable coat of mail."

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MINERS WANT SMELTER

GOVERNMENT URGED TO ENTER NEW INDUSTRY IN ALASKA.

Act of Congress Would Be Required, However, and Bureau of Mines Has Not Been Convinced.

OREGONIAN NEWS BUREAU, Washington, July 16.—The Government has been urged to go into the copper-smelting business in Alaska. The request came from U. S. Rush, of Kassan, Alaska, near Ketchikan, who wrote the director of the bureau of mines suggesting that the Government establish a smelter at some convenient point in Southeastern Alaska to handle the copper ore produced in Alaskan mines.

It would require an act of Congress to establish a Government smelter in Alaska, and at present the bureau of mines is not convinced that it would be advisable to invest in such an enterprise. It is understood that at least one member of Congress from an Eastern state has declared his purpose of introducing a bill making an appropriation for a Government smelter in Alaska and his purpose to press this bill.

The complaint of Mr. Rush is that the small copper producer in Alaska is not getting a square deal from the smelters in British Columbia, where much of the Alaska copper ore is shipped. The copper from the Guggenheims' Bonanza mine in Alaska, of course, is shipped to their own smelter at Tacoma, with some other of the Alaska ore. The small producers charge that the smelters do not pay them fairly for their ore, and undervalue their shipments, thus depriving them of a part of their legitimate earnings. This is the old complaint heard from the small producer in every copper field.

The idea of Mr. Rush and others who are supporting him is that if the Government would establish and operate its own smelter in Alaska the individual miners would get fair treatment. While this argument in itself appeals to the bureau of mines, officials say that a commission of experts has been investigating conditions at the leading smelters of the United States, and is preparing a report recommending a standardization of smelter methods. Beyond this the bureau, at this time, is not disposed to go.

France plans to put into effect an arrangement whereby war babies from northern departments will be taken to Paris and so disposed of that all trace of their origin will disappear, although it will still be possible for the mother to find her child if she wishes.

WOMEN ASK CHANCE TO MAKE MUNITIONS

Monster Demonstration in London Attends Public Call on Lloyd George.

MRS. PANKHURST LEADS

Suffragist Tells Minister It Is Crime for Men to Be Doing Work That Women Can Do—Intense Enthusiasm Aroused.

LONDON, July 17.—Enormous crowds of women thronged Victoria Embankment today despite a drizzling rain to participate in the women's procession voicing the demand that the British government utilize women in the work of making ammunition and in replacing the men.

It is estimated that 50,000 marchers, led by Mrs. Emmaline Pankhurst, founder of the Women's Social Political Union, were in the ranks, which contained many titled women, including Lady Colebrook and Lady Knollys and Mrs. Waldorf Astor. The main body was made up of groups representing France, Russia, Japan, Serbia and Poland in national costumes.

"British Women Beat German Women."

Thousands of banners were borne in the procession, and 100 bands played stirring music. Some of the inscriptions on the banners read: "Shells made by a wife may save a husband!" "British women will beat the German women!" "Women will save England!"

The main thoroughfares of the city were packed and the marchers received an enthusiastic greeting. The women proceeded to the Ministry of Munitions, where the demands of the marchers were presented to David Lloyd George, the head of the department.

Mrs. Pankhurst told Mr. Lloyd George it was a crime for men to be doing work that could be performed by women. There was a remarkable scene when the Minister of Munitions appeared at the side of Mrs. Pankhurst on a platform overlooking the procession, as it made its way.

Services of All to Be Utilized.

In response to loud cries for a speech, the Minister said that the government purposed to utilize the services of every one prepared to assist and declared that victory would eventually be won. There were dark clouds looming in the East, but he looked to the indomitable courage of Russia to meet this hurricane, declaring Russia would "emerge once more formidable and deadly to help the great democratic countries in the West achieve a victory for the freedom of Europe."

The people of England, said the Minister, were panting to help; they had painted 12 months behind, to catch the foe, who had been preparing for years, but they would catch him.

The conclusion of the Minister's speech was the signal for a great patriotic demonstration; hats and flags were waved enthusiastically while the bands played the national anthem.

MANY HEAR CANNING TALKS

Crowds Travel Far for Demonstration Lecture at Aurora.

AURORA, Or., July 17.—(Special.)—The Southern Pacific canning demonstration car, in charge of Professor Griffin, of Oregon Agricultural College, drew a large crowd of interested people here last night and another this morning. Many traversed long distances for the lectures and demonstrations.

At Hubbard, the lecturer had to talk to the crowd in the open air, the cars being too small to accommodate the crowds. At Conley and Molalla similar interest was shown.

Pasteur Treatment Urged for Two.

SALEM, Or., July 17.—(Special.)—State Veterinarian Lytle tonight advised J. N. Jones, a farmer living near Independence, and Veterinarian Mills, who recently treated a cow that died from hydrophobia, to take the Pasteur treatment in Portland. The cow belonged to Mr. Jones. He and the veterinarian failed to take the precaution of wearing gloves in handling it. After it died they sent the head to Dr. Marcellus, of Portland, who determined the cause of death.

Heat a Menace to Lives of Old Folks

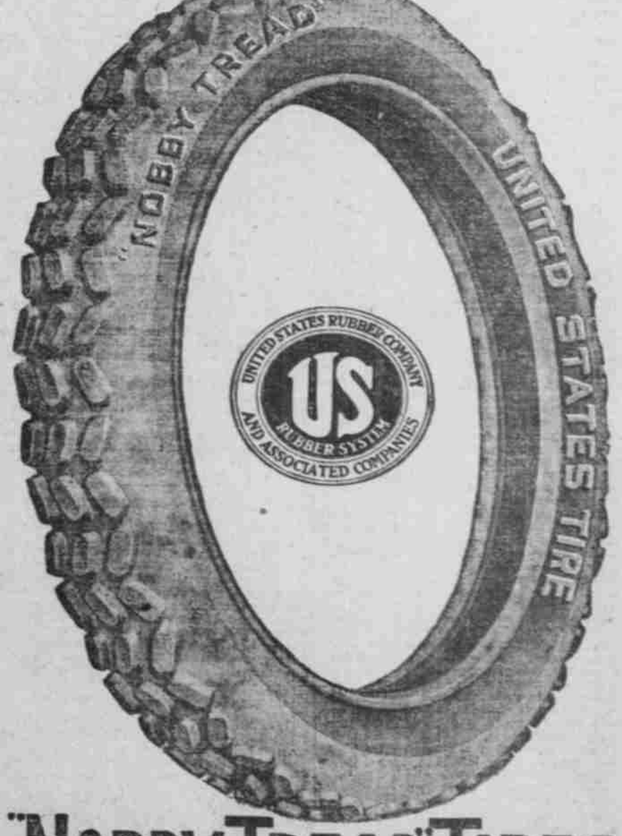
Sickness and Misery Are Caused by Constipation In Hot Weather.

People of advancing years should be very careful of their health during the hot months. One has only to follow the mortality record of elderly people as reported in the papers, to realize that these are the hardest months of the year for them.

It is most important to the maintenance of health and vigor at this time to avoid constipation, with its accompanying headaches and muscular and blood congestion. This can be best accomplished by the timely use of a gentle laxative, such as Dr. Caldwell's Syrup Pepsin, an ideal remedy that is pleasant to the taste, easy and natural in its action and does not gripe. Its tonic properties build up and strengthen the system.

Elderly people should avoid strong physics, cathartics, purgatives, salts and pills, as these afford only temporary relief and are a shock to the entire system. In every home a bottle of Dr. Caldwell's Syrup Pepsin should always be on hand. It is inexpensive and can be obtained in any drug store for only fifty cents. For a free trial bottle write to Dr. Caldwell, 453 Washington St., Monticello, Ill.

"THE ARISTOCRATS OF THE ROAD"



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