FURTHER RAIDS BY U-BOATS EXPECTED

Atlantic Coast to Be Vigilantly Guarded—Defense Measures Are Ordered.

DIVER REPORTED SIGHTED

Craft Said to Have Been Captured or Sunk Off Virginia Coast—American Steamer Chased by Hun Submarine.

AN ATLANTIC PORT, June 8.—A British trans-Atlantic steamer which arrived tonight reported that a wireless message had been received from an Anchor line steamer 800 miles off the New England coast last Wednesday that a submarine was close by. The steamer at once headed at full speed for this port. Whether the Anchor liner was attacked was not known.

WASHINGTON, June 8.—Plans of the Navy Department for constant vigilance in American waters against further depredations by German submarines were believed today to have been set in motion. Putting into effect of the home campaign known to have been formulated some time ago has only been hastened by the visit of raiding U-boats to the Atlantic Coast.

Future visits from the German raiders may be expected, it was said, and Atlantic Coast waters must not henceforth be considered as submarine proof. The Navy Department would not venture a prediction today as to whether the craft which preyed upon American coastwise shipping early in the week might still be lurking in waters on this side of the Atlantic.

Bombs Used on Vinland.

The Navy Department announced last night the sinking late Wednesday of the Norwegian steamer Vinland, of 1193 tons, 65 miles off the Virginia Capes. The crew of the Vinland was landed safely at Cape May, N. J., yesterday. The sinking of the Vinland followed that of the British steamer Harpathian by nine hours and occurred 35 miles nearer the Virginia Coast. Bombs were used in the attack on the Vinland.

AN ATLANTIC PORT, June 8.—Unconfirmed reports circulated in shipping circles here today were that a German U-boat either had been captured or sunk off the Virginia Coast yesterday by a United States destroyer. A destroyer which has been patrolling the coast in this vicinity returned to port today. Members of the crew refused to talk regarding their operations.

AN ATLANTIC PORT, June 8.—An American steamer loaded with foodstuffs put back to port here today and reported she had been chased by a submarine. The ship's captain was said to have requested the naval authorities to arm his vessel that he might proceed again.

Steamer Hastens to Port.

The captain is said to have told naval officers that the submarine was sighted off the Virginia Capes. Before torpedoes could be dispatched with any accuracy of aim, the steamship turned toward this port, leaving the submarine behind.

DEPTH BOMBS ROUT U-BOATS

Red Cross Worker Tells of Lively Experiences at Sea.

LONDON, Thursday, June 6.—German submarines were foiled in their attempts against a convoy which included ships carrying American troops and American Red Cross workers, according to Rev. Father Joseph Wareing, of Baltimore, one of the Red Cross party and who arrived in London yesterday. The protecting destroyers got into action quickly on two occasions last Sunday, but Rev. Mr. Wareing did not know whether any submarines had been sunk.

To the Associated Press, Rev. Father Wareing, who had a trying experience following the torpedoing of the British steamer Laconia in February, 1917, said:

"Soon after we reached the danger zone, our convoy was attacked by German submarines and for a few minutes, I thought I was in for another experience of the same kind as I had on the Laconia. The exact number of the enemy U-boats was not determined, but at least two were seen.

"We had a lively escort of British destroyers, however, and they were on the trail of the periscope like a flash. Guns and depth charges began popping like giant firecrackers on the Fourth of July. Fifteen depth charges were dropped into the nest of German submarines. Whether any submarines were sunk, I cannot say, for we were on a fast ship and enveloped in smoke, but I know we did not lose a single ship. Our convoy carried a large number of American troops—I cannot tell you how many.

"When the first alarm was sounded for the passengers to go to their lifeboat stations late on Sunday afternoon, I was in my stateroom. Word was passed around that enemy submarines had been sighted. I had no sooner reached my station than depth charges began to explode, shaking our ship. After a few minutes of anxious waiting at the lifeboat stations, we received the signal: 'The enemy has been beaten off.'

"Discipline on board was superb. The troops behaved as if a submarine attack was part of the everyday routine and there was not the slightest flurry anywhere on board. For coolness in time of emergency I do not think you can beat these young Americans. Their nerves are like steel.

"Two hours later on the same day, while I was preparing for dinner, another alarm was sounded and almost simultaneously the destroyers began dropping depth charges. One landed within about 500 yards of our ship and gave it a good shaking.

"At no time during the attack did I see a periscope or the track of a torpedo.

"When the first alarm was sounded, I have to admit I felt a certain nervousness for the alarm bell brought back to my mind my Laconia experience, when I suffered considerably from exposure."

NEW "SUB" DECLARED FAILURE

Latest Type German Diver Said to Be Accomplishing Little.

PARIS, Friday, June 7. — The new type of German submarine cruiser accomplishes little, according to an official note commenting on German undersea boats. Exact information relative to the operation of two of these boats which left Germany at the end of 1917, cruised as far as the equator and were absent for four months, shows that they accounted for only 29,000 tons of shipping.

This was equal to only one day's total loss from submarines in April of the same year. At this rate Germany would require 60 submarine cruisers at sea simultaneously to inflict the same loss as that visited upon shipping by submarines in European waters in a month.

"But Germany cannot maintain more than 20 of these boats," says the official note, "since the allies destroy submarines faster than they are built. However, if they sink few ships, the submarines operating in European and American waters are useful because their cargo space enables them to bring back to Germany valuable materials which are totally lacking there."

SLAVS HOPE ALLIES WIN

RUSSIAN PEOPLE DECLARED TO WANT ECONOMIC SUPPORT.

Commercial Body at Moscow Sends Letter to Wilson; Soviet Abolishes Envoy Titles.

WASHINGTON, June 8.—Hope for a complete victory over Germany is expressed in a communication received by President Wilson today from the Russian-American Chamber of Commerce at Moscow. The Russian people, it is declared, rely on the economic support of the allies for the reconstruction of the power of Russia.

Swedish reports to the State Department announce that the Russian soviet republic has abolished all titles of Ambassadors and Ministers. Both their own and foreign representatives are called without distinction "representative plenipotentiaries."

LONDON, June 8.—The entente allies have a great opportunity for a combined diplomatic offensive with a view to explaining to Russia and the Austrian Slavs what an allied victory will mean for them, in the opinion of the Daily Express.

The newspaper calls upon the allies to translate vague references to self-determination into concrete terms and to let their pronouncement appear above the signature of the United States as well as the European allies.

"The better the details of the Brest-Litovsk treaty are understood," it continues, "the more general is Russia's discontent and hostility."

Official Casualty List.

OTTAWA, Ont., June 8.—The following names appear in today's casualty list:

Wounded—F. Mathews, Tacoma, Wash.

Gassed—R. E. Westburg, Seattle, Wash.

Ill—R. M. Jones, Moscow, Idaho.

WASHINGTON, June 8.—The Army casualty list today contained 108 names, divided as follows: Killed in action, 30; died of wounds, 10; died of airplane accident, 4; died of accidents and other causes, 6; died of disease, 6; wounded severely, 35; wounded, degree undetermined, 17.

Officers named were: Killed in action, Captain Rufus F. Montgall, Kansas City, Mo., and Lieutenant Hamlet P. Jones, Kaufman, Tex. Died of airplane accident, Lieutenant Lester L. Meyer, Glendale, Cal.

Wounded severely, Lieutenants Harry L. Dunn, Santa Barbara, Cal.; George D. Jackson, Kingwood, W. Va.; Chester F. Wright, Waterloo, Ia., and Thomas H. Wyllie, Newport, R. I.

The list includes Private Ellert Lunde, Kalispel, Mont.

The list:

Killed in action—Captain Rufus F. Montgall, Kansas City, Mo.; Lieutenant Hamlet P. Jones, Kaufman, Texas; Sergeant Carl G. Thoete, Cincinnati, Ohio; Corporal Clifford R. Manchester, Newark, N. J.; Corporal Carl Sandman, Brown Valley, Minn.; Corporal David Schwartz, New York City; Wagoner Patrick J. Coyne, Charlemont, Mass.; Mechanic James J. Cosgrove, Lynn, Mass.; Privates Thomas H. Abbott, Concord, N. H.; Fred H. Almos, South Heart, N. D.; Herman Dotz, New York City; Knut Ellingson, Bothsay, Minn.; Martin Erickson, Arcadia, Wis.; Lloyd W. Pinnerin, Pittsburg; Alfred T. Francisco, Wilmette, Ill.; Ross Gawlet, Pittsburg, Okla.; Guy Emmett Haddox, Youngstown, Ohio; John J. Hart, Erie, Pa.; Jack Humphrey, Waterloo, Wis.; William Kershaw, Coffen, Ill.; Valeryun Kumpulainen, Detroit; Albert V. Macdougall Cleveland, O.; Russell S. Marshall, Indianola Ia.; Daniel S. Miller, Norristown, Pa.; Vernie Newton, Boston, Ky.; Roger J. Nolfi, Derry station, Pa.; Clarence Rockwell, Toledo, O.; Preston W. Wall, Beach, N. D.; Joseph F. Ward, New York City; Roland C. Winchenbach, Baltimore.

Died of wounds—Sergeant Edward Nesterowicz, Yonkers, N. Y.; Corporal Henry Anglin, Fairmont, W. Va.; Corporal William Robbins, Bloomingdale, Ind.; Privates Earl C. Bates, Columbus, O.; Bernard H. Bolt, South Bethlehem, Pa.; James Papineau, Saginaw, Mich.; James M. Shannon, Sewickley, Pa.; Charles A. Smith, Huntington, Ind.; Ivan D. Sweeney, Council Bluffs, Ia.; Herbert A. Tobey, Haverhill, Mass.

Died of disease—Corporal Thomas Huggins, Elloree, S. C.; Wagoner William A. McCollough, Easton, Pa.; Privates Frank J. Adams, Crappes Bluff, Ia.; David S. Jones, Homestead, Pa.; Richard Wafer, Jr., Bridgeport, Pa.; Charlie Winston, Call, Texas.

Died airplane accident—Lieutenant Lester L. Meyer, Glendale, Cal.; Cadet Rexford Shilliday, Columbus, O.; Master Signal Electrician George M. Martin, Long View, Texas; Private William L. Messinger, Watsontown, Pa.

Died of accidents and other causes—Sergeants Raymond H. Leighton, Ensign, Mich.; Thomas Arnold, Prescott, Ariz.; Privates Fred Bauer, Chicago; Dean B. Arye, Scituate, Mass.; Lark Landis, Scalfe, Ark.; John W. Lafferty, Brooklyn.

Wounded severely—Lieutenants Harry L. Dunn, Santa Barbara, Cal.; George D. Jackson, Kingwood, W. Va.; Chester F. Wright, Waterloo, Ia.; Thomas H. Wyllie, Newport, R. I.; Sergeants Walter B. Brant, Dorchester, Mass.; Walter M. Johnson, Gadsden, Ala.; George W. Peter, Mountain Lake, Minn.; Janson E. Shue, York, Pa.; Dennis A. Sullivan, Auburn, N. Y.; Corporals Joseph H. Buckley, New York City; Alcide J. Comeau, Leominster, Mass.; Lawrence R. Dunn, Philadelphia; Arthur L. Easterday, Indianapolis; Hubert A. Hammack, Doerun, Ga.; Earl C. Miller, Malden, Mass.; Eugene Roy, North Attleboro, Mass.; Carter C. Seife, Bristow, Va.; Russell S. Swain, Hinckley, Minn.; Privates Walter L. Barker, Jr., Beverly, Mass.; Lewis E. Blackley, Lockport, N. Y.; Logan Breuss, Willows, Cal.; Joseph A. Drozdzewski, Jersey City, N. J.; Harold Erickson, Ironwood, Mich.; Henry Jaworski, Scranton, Pa.; John Kowalski, Cleveland, O.; William Kuzmesky, Grodna, West Russia; John R. Lay, Elk Valley, Tenn.; Herbert K. Lennox, Pottsville, Pa.; John F. Lindsay, Boston, Mass.; Ellert Lunde, Kalispel, Mont.; Harold J. McCarthy, South Chicago; William M. Magarrell, Adair, Iowa; Humphrey D. Moynihan, Dorchester, Mass.; Lorin Ernest Ross, Delavan, Wis.; Gerhard W. Thitgren, St. Peter, Minn.

Wounded (degree undetermined) — Sergeants Howard M. Johnson, Mason City, Ia.; Robert N. Vance, Winterset, Ia.; John H. Wintrode, Winterset, Ia.; Corporals Robert A. Breeding, Winterset, Ia.; John L. Mathis, Dubuque, Ia.; Walter H. Oleson, Des Moines, Ia.; Archie M. Stimpson, Indianola, Ia.; Edmund E. Yates, Glasford, Ill.; Mechanic Harry E. Lewis, Dubuque, Ia.; Privates Russell V. Bakken, Lake Mills, Ia.; Willis T. Chester, Des Moines; Joseph M. Escher, Corwith, Ia.; Andrew C. Granere, Clifton, Kan.; Lee E. Hoag, Mowenqua, Ill.; Glen Livermore, Hampton, Ia.; Fred E. Neeley, Lorimer, Ia.; Glen G. Wickliffe, Carlisle, Ia.

Previously reported missing, now reported to have returned to duty—Privates Frank Kriwacky, Paterson, N. J.; Alfred E. Lafountain, Athol, Mass.; Joseph R. Liberty, Uxbridge, Mass.

Previously reported killed in action, now reported slightly wounded—Private Ernest F. Miner, Thornton, R. I.

Women to Register in Vancouver.

VANCOUVER, Wash., June 8.—(Special.)—All women in Vancouver who are Germans, being enemy aliens, have been notified to register at the Vancouver police station during the week commencing June 17, in pursuance of the Federal order requiring the registration of women alien enemies as well as men. The registration will be under the direction of Chief of Police L. E. McCurdy.

GIBBONS CAUGHT IN MACHINE GUN-FIRE

Correspondent Wounded While Watching Battle Northwest of Chateau Thierry.

THICK OF FIGHTING SOUGHT

Courage Displayed by Writer in Going After News and Mishap Regarded as Something to Be Expected.

BY M. F. MURPHY.

PARIS, June 7.—(Special cable to the Chicago Tribune and The Oregonian. Published by arrangement. Delayed.)—Floyd Gibbons, who was wounded last night while with the American troops when they made their gallant advance with the French northwest of Chateau Thierry, described in French and American official night statements, is now in an American hospital at Neuilly. He suffered a fracture of the skull over the eye, one eye badly damaged, and a flesh wound in the left arm. His condition is serious, but is not regarded as dangerous. The hospital officials say there are no complications.

Gibbons was watching the battle, which began at 5 o'clock, under conduct of Lieutenant A. E. Hartzell. They observed the operations for a while from the top of a hill, and then, hearing a machine gun put-putting away lower down, decided to go down where it was.

Request to Advance Denied.

They stayed with this company until it was ordered forward, and Gibbons, always eager to be in the thick of it and never afraid of consequences, requested that he be allowed to go forward with it. The commander of the company refused permission, and Hartzell dissuaded him from making the attempt, which seemed unnecessarily dangerous.

They started for another portion of the front, where they met another officer, superior to Hartzell, whose machine gunners had been ordered forward, but not to so advanced a post as the first company with which Gibbons had tried to go.

Gibbons and Hartzell went along, the two proceeding through a wood. Reaching a clearing, they started across it when enemy machine gun bullets began to rain about them.

All Rush to Cover.

The superior officer told Gibbons and Hartzell it was time to get under cover. He got into the woods, but Gibbons and Hartzell threw themselves flat in the grass as the best way to avoid the bullets. They were lying several yards apart in the long grass when Hartzell heard Gibbons say in a matter-of-fact tone: "Believe I'm hit."

A little later he added, "Believe I'm hit in the eye."

Hartzell crawled over to him and every movement of the grass brought a fresh swarm of machine gun bullets.

This was about 6 o'clock in the evening. Hartzell thought it better to wait for dark so as to get Gibbons out of his exposed position without attracting the German gunners.

They lay there a couple of hours and then Hartzell conducted Gibbons to a dressing station, where his wounds were cared for before he was brought into Paris to the American Hospital at Neuilly.

Simple Fracture Found.

At the hospital the doctors operated and found the bullet had hit Gibbons in the eye and ranged upward, making a simple fracture of the skull. The wound in the arm is not regarded as of any importance, being but a flesh wound.

Gibbons was gritty, as usual, and regarded the mishap as something to be expected. He was able to dictate telegrams to his wife, who is at Dijon.

Gibbons was active up to the last minute before going into the fight. His last dispatch to the Tribune was filed a little over two hours before he was hit by German bullets.

He was covering the action for two other correspondents who were at another part of the front and probably the last thing he wrote in his own hand before being wounded was a note to me advising how to deliver the matter to these correspondents.

HUNDRED CHURCHES RAZED

Equal Number Partly Demolished by Germans in Soissons.

PARIS, June 7.—The Bishop of Soissons, who is now in Paris, today described the havoc wrought in the bishopric of Soissons during the recent offensive of the Germans.

He said 100 churches had been razed to the ground by the Germans and that at least 100 others had been pillaged and partially demolished. The famous cathedral in Soissons suffered severely.

The bishop added that the Germans knew neither faith nor law; they knew nothing but war and pillage. They were methodically stripping and carrying away everything, he said.

The bishop also asserted that women, children and old men had been brutally murdered by German aviators, who flew over and with their machine guns fired upon long lines of refugees on country roads.

MISS HEMPEL NOW CITIZEN

Metropolitan Opera Star Becomes Bride of American.

NEW YORK, June 8.—Miss Frieda Hempel, colorature sorprano of the Metropolitan Opera Company, and William B. Kahn, a business man, were married here today at St. James Church.

The wedding marks the culmination of a romance of several years and Miss Hempel, German-born, has thus become an American citizen. She will sing at the Metropolitan the coming season, it is announced.

Registrants Are Called.

CATHLAMET, Wash., June 8.—(Special.)—The local draft board has selected Elbert Fredrickson, H. C. Appler and Guy Dunham as the men to receive instruction in mechanical work. One of the men will be sent to the Modern Auto School in Spokane and the other two men to the State College at Pullman.

GIRLS EMPLOYED IN MILLS

Replacement of Men in Industrial Lines Continues.

KELSO, Wash., June 8.—(Special.)—The replacement of men in industrial lines here continues, the McLane Fir Products Company now having girls doing the tallying work at their sawmill, and the J. N. Moore plant will have girls doing similar work when it begins operations soon. At the McLane shingle mill nearly a dozen girls are packing shingles, most of them earning as much as $3 a day.

A crew of girls is also working on the section here and at Ostrander, while others will assist with harvesting and haying work on the farms of this vicinity. In all these employments they are receiving the same wages as men.

WAR CHEST FUND SUCCESS

Aberdeen System Attracts Attention of Many Northwest Cities.

ABERDEEN, Wash., June 8.—(Special.)—A delegation of Puyallup business men are coming here to study Aberdeen's methods of handling war activity funds, according to a letter received from the Chamber of Commerce secretary of that city. Inquiries concerning the Aberdeen war chest fund and the city's system of sustaining memberships for the Red Cross have attracted the attention of many cities.

The income of the Aberdeen Red Cross chapter, derived entirely from working people, now amounts to about $4300 a month. Business men and loggers are paying about $6000 monthly into the city's war chest, from which all war drive assessments on the city are met.