

URGES CHANGE IN STEAMBOAT DISTRICT HERE

George Uhler, Supervisor General of Inspection Service, Writes Personally to Members of Delegation.

SAME PEOPLE WILL INSPECT BOATS, HE SAYS

Steamers to Operate Between Portland and Frisco Under Same Conditions.

Washington, Feb. 28. — (WASHINGTON BUREAU OF THE JOURNAL.) — Reiterating the position he has heretofore explained in an interview for the Journal, Supervisor General George Uhler of the steamboat inspection service has written a letter to members of the Oregon delegation in reply to a protest made by the Portland Chamber of Commerce against including the Columbia river in a proposed new district with Seattle. This is the plan provided in a bill before congress endorsed by the department of commerce.

General Uhler's letter says: "There will be no change whatever regarding the relations of the Portland shipping from its present conditions."

Only One Change Proposed.
The vessels will be inspected by the same people as have always inspected them, and they will continue under the same arrangements as have always prevailed, with the single exception that instead of being in the first district, with headquarters at San Francisco, they will be in the new district, the headquarters of which will be at Seattle.

"It was found necessary to divide the present single Pacific coast district for the reason that it was believed there was too much work and too much territory to be covered by one supervising inspector, and hence in the division of the district, the department has tried to divide the work as near equally as may be possible under the circumstances."

Proposed Division of Tonnage.

"For instance, under the latter arrangement there were inspected in the first district, which includes all of the Pacific coast, Alaska and the Hawaiian Islands, 1,108 vessels, with the total tonnage of 1,988,799. Under the proposed division, there will be in the San Francisco district 606 vessels, with the total tonnage of 651,094, and in the new district 601 vessels, with the total tonnage of 447,706."

"The work of the two districts will be almost exactly similar, because in each district there will be ocean steamers of the largest class, lake, bay and sound steamers, and the ordinary type of river steamers, side wheel, stern wheel and propeller."

Under Seattle Supervision.
"As I said in the beginning of my letter, there will be no change, whatever, in the condition respecting the inspection or classification of these vessels, and it simply means that in the division of the district, instead of Portland being under the supervision of a supervising inspector at San Francisco, it will be under the supervision

of a supervising inspector at Seattle. "Steamers operating between San Francisco and Portland will continue to operate under exactly the same conditions as they are now operating. They will be inspected at the same port at which they were always inspected, and the division of the district is simply for the better adjustment of conditions, at the same time having due regard for an equitable distribution of the work."

EXAMINATIONS TO BE HELD IN OREGON FOR CADETS AT ANNAPOLIS

Washington, Feb. 28. — Congressmen Simonot announces a competitive examination of candidates for naval cadets at the Annapolis academy will be held March 12 at The Dalles, Pendleton, Bend, Klamath Falls, Ontario, Baker and La Grande. The candidate highest in this competition will be certified for the final examination at Vancouver, Wash., April 12, the second and third highest as alternates. Cadets to the academy must be allowed, candidates are requested to appear at the postoffices at the cities designated without further announcement. The appointment will be for the second Oregon district under the new law authorizing additional cadets.

GERMANY TO SINK ARMED ENEMY SHIPS

(Continued from Page One.)

Zwedenek, the Austrian charge d'affaires, and Von Bernstorff, at which the German ambassador was told that the instructions sent him would also apply to Austria's stand in the matter. As a result, Von Bernstorff represented both of the Teutonic empires.

Government officials admitted the situation was grave, but said there was still a possibility of the material points being made the subject of further negotiations.

Armed Vessels Not Peaceful.

Von Bernstorff told Lansing that there was no reason to assume that rules of international law, now observed generally, will be broken. Peaceful ships, he said, will be protected, but pointed out that it was impossible for Germany to assume that an armed vessel, irrespective of where the guns are mounted, is peaceful. He insisted that secret orders given out by the British admiralty nullified the pledges made by Sir Cecil Spring-Rice, the British ambassador, in 1914. The British orders, Von Bernstorff said, showed that armed British vessels were required to attack submarines.

Bernstorff Does the Talking.
Ambassador von Bernstorff, it was learned, monopolized the conversation. Secretary Lansing received Germany's memorandum and then listened to what Bernstorff had to say.

Secretary Lansing, however, is reported to have taken the position that the suggestions outlined in the memorandum were unsatisfactory, and that this fact was made plain to Von Bernstorff.

Baron Zwedenek also presented Secretary Lansing with a memorandum similar to that presented by Von Bernstorff. Secretary Lansing declined to say whether a new communication would be addressed to the Teutonic empires, saying that the United States had accepted Germany's and Austria's new submarine declarations as virtual repudiation of their pledges in the Arabio, Lusitania and Ancona cases.

Congress to Await Results.
If the leaders are able to control the situation, congress will wait until every diplomatic action has been exhausted before any action is taken. The position the administration is to take is being carefully guarded. Neither President Wilson nor Secretary Lansing would give any intimation regarding the next step to be taken by this government. It is understood that both Presi-

dent Wilson and Secretary Lansing are impressed with the German position, and that the German government is determined to attack submarines and that if affidavits presented through Ambassador Gieseler are deemed conclusive, the entente powers will be asked for an explanation before any action is taken with reference to Germany.

Situation Is Grave.
The situation is extremely grave inasmuch as it is realized that Germany's position is at variance with the standard of international law, and Secretary Lansing's administration is irrevocably committing his administration to the doctrine that international law permits the arming of merchant vessels for defense.

Germany's position is that inasmuch as a submarine cannot defend itself for a distance of more than 2000 yards, while the range of guns carried by the average merchantman is 12,000 yards, submarines have the right to attack armed merchantmen without warning.

Will U. S. Await an Affront?
Secretary Lansing announced that Ambassador von Bernstorff had left a memorandum with him and that it will be submitted to President Wilson. The contents of the memorandum were not disclosed.

The chief question now is whether the Wilson administration will await an incident abridging American rights before any action is taken. It is believed, however, that it will. Only a few Americans are traveling on beligerent merchantmen and it is possible that such vessels may be torpedoed without abridging American rights. President Wilson may, however, bring the matter to a head, by rejecting Germany's offer of a settlement of the Lusitania case with the statement that the new German campaign repudiates the agreement.

Secretary Lansing yesterday received the reply of the Italian government to the proposals made January 18, suggesting that the entente allies disarm their merchantmen in return for pledges from Germany and Austria to exempt unarmed merchant vessels from attack.

The reply is a long, discursive document which discusses both the legal and the equity phases of the armament question.

One of the significant features is the reference made by the Italian government to the Ancona attack. The reply, it is understood, says that the Italian merchant vessels were not armed until the Ancona was torpedoed. The fact that the Ancona was shelled after it had come to a stop and while the passengers were disembarking is understood to be the main argument advanced by Italy in justification of its right to arm vessels defensively.

Allies May Have Disagreed.
Italy's action in making an individual reply is accepted as evidence of a disagreement among the allies on the disarmament question. Her action is taken as proof that the Italian government would not subscribe to the British view. The French government has always refused to accept the view that merchantmen have the right to arm. France also is expected to make an individual reply.

There were indications today that the lack of unity on this question among the allies may induce Secretary Lansing to transmit new proposals for a modus vivendi with such amendments governing the character and use of guns as may be suggested by the answers of the allied powers.

Says Negotiations Ended.
Amsterdam, Feb. 28. — (I. N. S.) — The Cologne Gazette, referring to President Wilson's note to Chairman Sigsbee, says: "The letter discloses an attitude which, according to our opinion, does not leave a loophole for any further negotiations."

OLD MAN FIRES FROM AMBUSH; KILLS TWO; ARRESTED, CONFESSES

(Continued from Page One.)

been blown off by a rifle shot, while the wife had died from a bullet wound through the breast. The team which they had been driving was shot and they had gone but a short distance from their home, and been unhitched from the buggy and led to one side and shot.

Case of Neighbor Found.
Near the scene of the tragedy was found a cane belonging to an old bachelor, P. C. Bousman, who lives on a homestead adjoining the Akers' place. There had been blood between the Akers' family and Bousman for many months. Six months ago Akers appealed to the county attorney for protection.

The trouble between the neighbors had been caused by line fence differences and like disputes, and Bousman had been abusive and threatening, according to the report of the Akers to the county attorney.

Attorney Miller used his good offices and it was believed the trouble had been quieted. Mr. and Mrs. Akers had lived in the Wilderville neighborhood for 12 years, and were a mild and well liked couple. Mr. Akers had been a preacher at the Wilderville church. He has a brother, Sam Akers, living in Portland.

Murderer Tries Suicide.
After killing Mr. and Mrs. Akers, Bousman went to his cabin, where he attempted to take his own life, drinking laudanum from a small bottle. This he said, made him deathly sick, but failed to his mission. Then he went to bed, where he was found late tonight by Sheriff Smith and his deputies.

The murderer made no resistance to being taken into custody, though he seemed to greatly fear that he might be the victim of mob violence, and was much relieved when safely behind the bars.

Bousman An Old Man.
Bousman has lived in the Wilderville district for 11 years, and while he gives his age as 65, he looks much older. His hair is long and tangled and his whiskers nearly white. He says that the receipt of a letter from the county attorney last week warning him to leave the Akers family alone caused him to kill them.

Story of Tragedy Told.
He said that the troubles between himself and his neighbors had so preyed upon his mind that this morning he loaded his 25-35 Winchester carbine, putting in seven cartridges, and at about 9 o'clock hid in the brush and laid in wait for Mr. and Mrs. Akers, whom he knew would soon appear on their way to Sunday school. Once his nerve failed him, and he started away, but just as he came out into the road Mr. and Mrs. Akers drove toward him. "I first shot one of the horses," said the old man, "then I shot the woman, for she had harassed me more than had Akers himself. I wounded Akers. He came out of the buggy to fight me, and the next thing I knew, Akers and his wife were both dead and my rifle was empty. I had fired all seven shots."

NEUTRAL MERCHANT SHIPS LEAVE PORTS TO BECOME RAIDERS

Newspaper Says Government Has Evidence of Three From South America.

WATCH KEPT IN THE U. S.

British Patrol Service on the Atlantic Is Believed Increased; One Such Ship Has Left New Orleans.

Providence, R. I., Feb. 28. — (I. N. S.) — The Providence Journal this morning says:

"The government is in possession of evidence which shows that at least three merchant vessels, which have left South American ports in the last three months under neutral flags, have been transformed into German sea raiders on the Atlantic."

"This knowledge has been coupled also with the story that efforts are being made continuously to move vessels from American ports under false manifests to be used for this same purpose. In this connection, orders have been issued to government officers at all United States ports within the last few days to maintain the closest possible scrutiny of every vessel sailing from America under a neutral flag."

One Vessel Leaves New Orleans.
"There is reason to believe that at least one ship of this type has already got away successfully from New Orleans."

"It is known that four weeks ago one merchant ship left an Argentine port ostensibly under the Swedish flag, and that one other ship left Rio over three weeks ago, also flying the Swedish flag. Both of these ships are in reality German commerce raiders."

"One vessel, which is supposed to have left Rio some weeks ago, was a self-armed German freight carrier, which sailed away practically in ballast, alleging as its destination an American port. This vessel has not yet been heard of."

British Increase Patrol Service.
"It is believed that the British authorities are keenly alert to this situation and that they have recently largely increased their cruiser strength in both the north and south Atlantic on the lookout for these escaped vessels."

"Within the next few weeks the heaviest munitions shipments that have yet been sent out from this country are scheduled to leave for Europe. The Journal is informed on very high authority that at least four of these commerce raiders are now on the Atlantic, and that their intention is to sink ships of the allies without warning and without any attempt to save the passengers or crews."

"It is said to be the purpose of the naval officers commanding these commerce raiders to overtake and sink all merchantmen, and then to wait on, leaving the fate of such vessels to be guessed only when they have become long overdue in English, French or Italian ports."

P. & O. LINER IS SUNK BY MINE IN SIGHT OF DOVER; 150 DROWNED

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cars. In the first cabin were 36 men, 23 women and seven children. Among the passengers was Justice O'Neil of the India high courts. His fate is unknown.

Maloja Two Miles Off Dover.
The Maloja was two miles off Dover Sunday morning, steaming through a rough sea, when without warning there was a terrific explosion. It was so violent that houses on the waterfront of Dover were shaken and hundreds of windows broken. A great part of the stern of the ship was torn away. She was flooded instantly and began to sink.

"Before the Maloja sank she turned completely over and for a second or two her keel was visible. Then a second explosion, probably from her boilers, occurred while the vessel was under water and she righted herself, her masts became visible for an instant and she went to the bottom."

Empress of Port William Outward Bound.
The Empress of Port William outward bound from Montreal to the Clyde, was within three miles of the Maloja when the attack occurred. She was unable to reach the liner the Maloja had gone down. The Empress, bent on rescuing the survivors, struck a mine or was torpedoed within a short distance of the spot where the Maloja went down.

Meanwhile small boats had put out from Dover. From two steamers more than 400 persons were either dead or struggling in the water. Just how many of them were saved it is impossible to tell.

Captain Apperard's Story.
Captain W. D. Sheppard of the Empress, on landing at Dover, told the following story: "We were proceeding to Dover. The liner, owing to her superior speed, had overhauled the Empress and soon got well ahead. When we were reaching Dover I saw the liner head for the harbor gates. She was well down by the stern and I could see that something was the matter, although I had heard no explosion."

"I promptly gave orders for all speed possible and also to have all boats swung out to go the rescue. We were doing all we possibly could, but our vessel was quite slow. We could see vessels coming out from Dover harbor to the liner's assistance."

Take Photograph of Vessel.
"It reminded me of the picture of the sinking of the German cruiser Blucher. I took a photograph of the vessel, but owing to my ship meeting similar fate a few minutes later, I lost my camera."

"In my opinion, the rescue boats kept too far from the liner. Had I had the speed I would have been alongside. My vessel was about a mile astern of the Maloja when we ourselves met disaster. We were either mined or torpedoed and sank in about 30 minutes. All our crew of 20 were saved."

The Maloja was an Australian mail

boat. She was a sister ship of the Fernia, which was torpedoed and sank off the island of Crete on December 20 last with a loss of 386 lives. She was 350 feet long, 62 feet beam and 24 feet deep. She was built in Belfast in 1911.

Details of the other accidents have not been received. The passengers of the Mecklinberg, it was reported, were taken off by the liner Westerdijk. The Mecklinberg was of 2335 tons, built in Glasgow in 1909.

There were three steamships named Birgit, two Swedish and one Norwegian. The largest, flying the Swedish flag, is 220 feet long and of 1117 tons.

The Suverior is of 2899 tons. She sailed from New York on February 11.

American Is Safe.

Topeka, Kan., Feb. 28. — (U. P.) — Ralph Foster, who was en route to Egypt to take up Y. M. C. A. work with the British forces, escaped without injury in the destruction of the liner Maloja, he cabled his father here today.

Recover Bodies From Dido.
London, Feb. 28. — (U. P.) — The bodies of the captain and eight sailors of the Wilson liner Dido, sunk early Saturday, were washed up today on the Lincolnshire coast.

Swedish Steamer Sunk.
Marathon, Feb. 28. — (I. N. S.) — An unidentified Swedish steamer was torpedoed and sunk by a submarine in the Mediterranean Sea today. The crew was saved.

Submarine Sinks Russian.
London, Feb. 28. — (I. N. S.) — The Russian steamship Petshenga has been over snow with a dog team.

sunk by a submarine, according to announcement here today. Fifteen members of the crew were saved, but several are missing. The location of the disaster was not given.

Norwegian Ship Wrecked.
Shields, Feb. 28. — (I. N. S.) — The Norwegian steamer Ander has been wrecked in Blyth bay, according to advice received here today. Four members of the crew were drowned.

Siegel Must Again Face Indictments

Banker, on Release From Prison March 1, Will Be Arrested as Result of Omission of Depositors.

New York, Feb. 28. — (I. N. S.) — Henry Siegel, who will be released from the Monroe county penitentiary March 1, will be arrested as he leaves prison to face 12 remaining indictments. Depositors of the Siegel bank have been nagging the district attorney to bring Siegel to trial on these indictments.

Man Journeys 9000 Miles to His Mother

New York, Feb. 28. — (I. N. S.) — William Cody, an Alaskan gold miner, arrived here today on the last leg of a 9000 mile journey which he undertook to spend Christmas with his mother in New Foundland. He arrived on the Red Cross liner Stephanos and hopes to reach Iditarod, Alaska, by May. Five hundred miles of his trip will be made over snow with a dog team.

Stricken Dead as He Digs a Grave

Walla Walla, Wash., Feb. 28. — Overcome by heart failure while digging a grave in the Dayton cemetery Saturday afternoon, J. L. Davis, pioneer sexton of that city, suddenly fell dead, sinking down upon the earth newly turned by his own spade. Mr. Davis was 70 years of age and had been sexton at the Dayton cemetery for the past 21 years. He leaves a wife and three sons, two of whom make their homes here.

Girls Are Ignorant Of Current Events

Radcliffe Students Prove That They Need New Course Study; Hear Word of Secretary of State Lansing. Cambridge, Mass., Feb. 28. — (I. N. S.) — An examination to determine whether Radcliffe girls stand in need of a course in current events has just been completed with startling results. Sixteen girls were chosen for the experiment, four from each class and all members of the Civic club. The questions dealt with names and places connected with the war. The name of Secretary of State Robert Lansing may be a household word, but two of the 16 never heard of him. Three had a hazy idea that he was

secretary of war, while another said that he was "an American ambassador of some sort."

Files Closed in 6 to 14 Days. Delegates refused money if PAID OINTMENT. Trade in cure Russian Blind. Hocking From the Files. First application gives relief. 50c. 25c.

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Every "Domestic Science girl" got busy, sharpened her pencil, got her teacher busy, and the ideas began to come in—pour in. And in this number the first ideas are given—what these girls in the new Domestic Science have found out that their mothers didn't know. And, believe us, the ideas are interesting—mightily so.

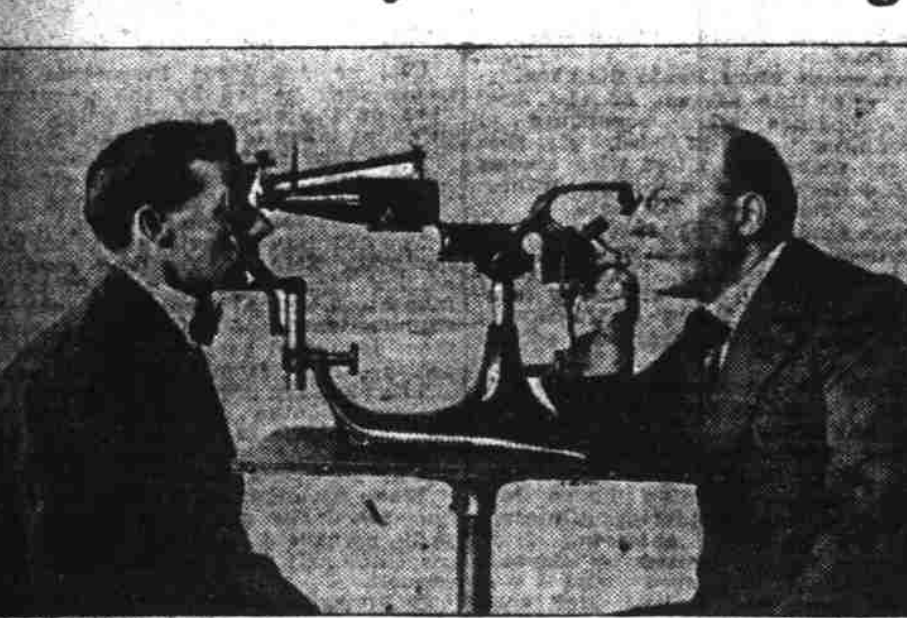
See for yourself if they aren't. The first are

in the March issue of

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