

SURVIVOR OF SUSSEX SAYS EXPLOSION WAS DEADLY IN RESULTS

Many Were Blown Overboard, Either Dead or Badly Injured; Women Jump.

CURIOSITY SAVED LIVES

Group of Americans, Who Had Been Standing in the Row, Moved to Watch Maneuvers of Airplane.

By John H. Hearley. Paris, March 25.—(U. P.)—Tanke curiosity saved the lives of at least a dozen Americans aboard the channel liner Sussex when she struck a mine or was attacked by a submarine off the French coast Friday afternoon.

Every one grabbed for a life preserver and then ran for the upper deck. Four civilians launched a lifeboat and dropped it over the side.

Our boat had just struck the water when we heard a woman scream on the upper deck. The next instant she jumped from the third deck, landing squarely in the middle of our boat.

While we were back there admiring the skill of the aviator, we heard a muffled roar. I ran forward and saw the whole front of the Sussex crumbling away as a huge spurt of water threw debris upon the deck.

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AMERICANS ON SUSSEX

London, March 25.—(U. P.)—Following is the official list of Americans who were on board the steamship Sussex, as made public tonight by the American embassy:

GERTRUDE W. WARREN, New York and St. Louis. MRS. TALLIOTE FENNELLE LILLIAN C. S. HARDE. EDNA S. HARRIS. SAMUEL B. BEHRE, Medford, Mass. HENRY BEER, New York. IDA BEER.

EDWARD S. BUXLEY, New York. FRANK E. DRAKE. GEORGE HERBERT CROCKER JR., Fitchburg, Mass. CHARLES THOMAS CROCKER. WILLIAM G. PENFIELD, Wisconsin. (Rhodes scholar at Oxford.) JOSHUA A. ARMITAGE. EDNA FRANCES HILTON, New York.

MISS DOROTHY HILTON. TINGLEWOOD E. HILBERTSON. DANIEL SARGENT, Boston. EDWARD MARSHALL, New York. (War correspondent.) EDNA HALL, New York. J. MARK BALDWIN. HELEN BALDWIN. (Reported in hospital at Boulogne.) MISS ELIZABETH R. BALDWIN. (Reported killed.) ALICE W. RUISE. JOHN W. HEARLEY, Albany. GERTRUDE BARNES, New York.

Other Americans who are reported to have been on board but whose names do not appear on the list, are: MRS. CLARENCE HANDY, New York. W. W. CULBERTSON, Pittsburg. GEORGE HENRY PARKER JR. It is probable that these names have been confused in telegraphic transmission with similar names of the official list.

mained behind with her at Boulogne, though none of the Americans reaching Paris tonight could recall having seen the Baldwin girl after the explosion. The fear is growing that they may have been lost.

P. W. Culbertson of Pittsburg, one of the American survivors who was en route to France to join an ambulance corps, reported to the American embassy that he saw Miss Baldwin lying in the midst of wreckage aboard the Sussex, bleeding from a wound in the head. A woman was attempting to staunch the flow of blood.

Embassy Gets Affidavits. Ambassador Sharp obtained affidavits from several American survivors. He told us upon our arrival here that he was convinced that any Americans lost their lives, in view of the contradictory reports.

The naval and military attaches of the American embassy left Paris tonight for Boulogne to begin an investigation of the cause of the explosion, whether the Sussex was torpedoed or struck a mine. They plan to question the officers of the channel steamer and to examine the hull of the Sussex when she is docked.

At least a dozen persons must have been killed outward when the explosion wrecked the forward part of the Sussex as she was nearing the French coast.

U. S. Troops Secure View of Villa Force

Villistas Are Seen But No Engagement Follows, Though Carranzistas Have Brushed With Other Bandits.

By H. D. Jacobs. With the American Army, Colonia Dublan, Mexico, via Radio to Columbia, N. M., March 25.—(U. P.)—American troops engaged in an encompassing movement with Carranzistas near Nampiqui today got their first sight of Villistas. There was no fighting between the bandits and the United States forces, but the Carranzistas had two brushes with other bands, reports to General Pershing's headquarters stated.

The pursuit was continued today in a storm. The bandits the Americans sighted were a small body, and it is not known whether Villa himself was among them. The reports to headquarters gave their location as 120 miles south by southeast of Dublan. The dispatches indicated that Villa has split up his forces.

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SLOWNESS OF SENATE IN HANDLING PROGRAM MAY EXTEND SESSION

Efficiency of Upper House Sacrificed for Dignity While Business Suffers.

Chief Executive Does Not Believe Legislative Program Should Be Out Short for Political Reasons.

Washington, March 25.—(WASHINGTON BUREAU OF THE JOURNAL)—Logic and expediency may combine some day in reforming the rules of the senate. Until that day comes, there will always be congestion of important business, congress will be kept almost continuously in session, and the threat of filibuster will keep many a worthy measure in the background.

There is no question as to the responsibility of the senate for the legislative jam that threatens. In more than three months the senate has voted on only three bills, the constitutional amendment, the anti-lynching bill, and the anti-rape bill, and has taken up another, not counting preparedness.

In the House 10 hours were allowed for general debate on the Hay army reorganization bill, but the House worked out in detail after weeks of hearings before the committee on military affairs. There the experts appeared, and the bill was passed.

Up to this point senate and House are neck and neck with preparedness. Their committees have finished the task assigned to them at approximately the same time. The difference comes in the attention hereafter to be given. Instead of taking 10 hours for general debate, the House will talk indefinitely, while rural credits, the water power development bill, general leasing bills and other important measures dealing with internal affairs are compelled to wait.

More Dignity, Less Dispatch. The senate lacks in efficiency what it gains in dignity. In a handful of its members lies the power of waiting away weeks of time; and this power goes on for days. Some day the country will realize that it is getting something more than a detail of senate procedure. Then it will be made a major issue, and the senate will become an actual legislative body.

Talk of finishing the session of congress before the national conventions, which was heard at one time, is now remembered as a dream. No one dares to predict when congress will adjourn. Until September, when the House declares that campaign pressure will be so great before that time that adjournment will be taken, whatever the state of business by that time has found it necessary to convey "speed up" messages to the senate twice during the present session. Probably he will find it necessary to do so again.

White House indicates that the president does not believe the legislative program should be cut short to fit political exigencies.

Primaries Play Franks. Presidential primaries are playing pranks that are not to be taken lightly. The verdict of the politicians is unambiguous. Four years ago, with Taft and Roosevelt racing in one ring, and Wilson centering around with Champ Clark in the other, the show was interesting. This year there is no Democratic contest, and the favorites have not been entered in the Republican test. This has robbed the primaries of their thrill. The excitement is reserved for Chicago.

HONORED BY CHINESE RULER

John Watson Foster, former secretary of state and father-in-law of Secretary of State Lansing, who has just been honored by the Chinese emperor with the decoration of the Order of the Golden Grain for his services to the Chinese government.



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RAILROADS ARE NOT BLOCKING INTERURBAN LINE, SAYS O'BRIEN

On Contrary, Lines Are Encouraging Stephen Carver Project, It Is Declared.

COMMON USER DISCUSSED. Charges made by Stephen Carver before the city commission that the railroads are trying to block his project in building the Portland & Oregon City Interurban line were denied yesterday by J. P. O'Brien, vice president and general manager of the O-W, R. & N. company who declared that, on the contrary, the established lines are offering him every help and courtesy.

On March 11 Mr. Carver explained in a letter to Commissioner Daly that his construction work in being hampered by a lack of cooperation by the P. H. L. & P., the S. P. & S., and the O-W, R. & N. He said the roads were trying to "put him off" on the common user rights to trackage provided for in city franchises.

So far as the O-W, R. & N. is concerned, Mr. O'Brien authorized the statement that the first official intimation he had had that Mr. Carver proposed to use part of the O-W, R. & N. trackage was contained in a letter from Carver dated January 6, 1916, when he applied for the rights of common use of the East Third street track between Hawthorne avenue and Morrison street.

On January 10 Mr. O'Brien replied, saying the franchise matter was being looked into and that full reply would be made later. This full reply was made by Mr. Carver on January 18, when Mr. O'Brien wrote that the O-W, R. & N. was prepared to admit the use of the tracks on payment of the proper proportion of the cost, in accordance with ordinance No. 20,478, the Carver company to pay all the costs of electrification. This letter called attention to the necessity for consulting the S. P. & S., which had been admitted to common user rights previously under ordinance No. 26,552.

Certain contracts on file with the city auditor were also referred to with the suggestion that Mr. Carver make his plans in accordance with them. On February 10, Mr. O'Brien said, Mr. Carver had asked for a copy of the trackage agreement with the S. P. & S., which was mailed to him on February 13.

"This sum up all our negotiations with Mr. Carver for the use of our Third street tracks," Mr. O'Brien said, "it will be seen that we have acceded to every request he made of us and have agreed to admit his line under the provisions of our franchise ordinance, and will only those restrictions that the ordinance impose. The O-W, R. & N. at least is making no effort to prevent the construction of his line."

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AMENDMENT PROPOSED IN THE INTEREST OF SETTLERS IN OREGON

Washington, March 25.—(WASHINGTON BUREAU OF THE JOURNAL)—Recognizing that penalties provided for settlers on reclamation projects who have been tardy in accepting provisions of the extension of payment act are too severe, as they have been fixed in a bill recently passed by the house, the reclamation commission, with the approval of the interior department, has submitted an amendment to be offered in the senate.

Protest regarding this bill came to Representative Sinnott from water-users on the Klamath project in Oregon. He conferred with Assistant Secretary Jones of the interior department, about it, and the amendment now proposed is expected to meet objections.

The bill as passed by the house imposed a penalty of five days' month of the full construction charge from the time notice of the extension act was formally given in the case of settlers who have not accepted its provisions, but desire to do so. It is proposed to change this to impose a penalty merely equal to 1 per cent of the installment of the construction charge that would have been paid had the act been accepted within the time fixed.

The extension act was passed August 13, 1914, and authorized reclamation settlers to pay up construction charges in 20 annual payments, instead of 10 annual payments. Many settlers, through indifference or lack of information, failed to accept this provision within the six months' time limit after notice was given, which in the case of the Klamath project was September 24, 1914.

Legislative Committee Named. Washington, March 25.—(WASHINGTON BUREAU OF THE JOURNAL)—J. T. Hinkle, of Oregon, and T. M. Rice, of Washington, were appointed today on the legislative committee on irrigation legislation, by the conference of reclamation delegates from western states. The committee will remain here for hearings on Senator Jones' bill guaranteeing irrigation districts bonds. The conference endorsed the bills of Jones and Smith of these states, and the irrigation committee has agreed to report favorably later.

Would Close Flood Gates. Washington, March 25.—(WASHINGTON BUREAU OF THE JOURNAL)—Interior department has submitted a proposition through Representative Sinnott to the Klamath drainage district, Oregon, for permanent closing of flood gates on railroad right of way, to the effect that the district must pay \$23,000 to enable the government to supply water to people who would be deprived of water by the closing of the gates. The proposal includes repayment of expenditures made by the government in the past, aggregating \$255,000, distributed over a term of years.

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SUSSEX STRUCK BY TORPEDO IS OFFICIAL CLAIM

and only her watertight compartments saved her from sinking. Nine third class passengers and five others were killed by the explosion or blown into the water and drowned. Fifteen to 20 others were drowned by the capsizing of a lifeboat. Eight or 10 others were washed off rafts and drowned.

None of the survivors who has thus far arrived in London saw a periscope or a submarine.

Miss Baldwin Reported Dead. A Lloyd's dispatch from Dover tonight reported that Miss Elizabeth Baldwin, the American girl, reported injured, is dead. The dispatch also added G. H. Crocker of Fitchburg, Mass., to the number of injured, stating that Crocker and W. G. Penfield of Hudson, Wis., have fractured skulls.

Lloyd's listed among the missing Americans Miss Gertrude Barnes of New York, a buyer at Wanamaker's, who was en route for Paris and Miss Hilton of New York. Both Miss Barnes and Miss Hilton, however, are reported rescued in United Press dispatches from a staff correspondent at Boulogne.

Rapid Transporting Of Troops Wonderful

Captain Kleinschmidt Says He Has Seen 40,000 Men Taken From West to East Front in 90 Hours. New York, March 25.—Germany's system for the rapid transportation of troops from one battlefield to another has been described by Captain Kleinschmidt, who has returned after 16 months with the Austro-German forces on the western front.

The rapidity of movement of the German armies has been realized when it is seen that entire corps may be moved from the western to the eastern front, or back in two and a half days. What the limit of the transportation is, it is hard to do not know, but I know of my own personal knowledge of 40,000 soldiers being started from the western front and made ready for action against the Russians in 93 hours.

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Civil War Eagle to Have a Monument

"Old Abe" Was Carried by Eau Claire Company; Memorial Also to Veterans of Two Wars. Eau Claire, Wis., March 25.—"Old Abe," the famous war eagle of the Civil War, carried by Eau Claire's eagle company, is finally to have a monument erected in his honor.

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