

OPAL'S STORY IS CORROBORATED BY LOCAL ATTORNEY

Added interest attaches today to "The Story of Opal," diary of Opal Whiteley, former Cottage Grove girl, by reason of the statement of G. Everett Baker, Portland attorney, who declares that Mrs. Whiteley told him herself that Opal was a foster daughter.

Since the first installment of Opal's diary was published in an Eastern magazine, friends of the girl, who is in many ways a remarkable character, have debated her assertion that the Whiteleys of Cottage Grove, lumber camp followers, were not her parents. On this point Baker says: "It was in the fall of 1913, as I recall, that we held in Cottage Grove, Oregon, a splendid convention. As president of the state organization I spoke at the meeting and noted particularly the keen attention Opal paid to every word that was said. Her attention impressed me with the fact that she was a very bright girl, and I determined to further interest her in the junior work of the C. E. forces."

MRS. WHITELEY SPEAKS "Following the meeting, I had occasion to talk with Opal and Mrs. Whiteley. After a brief conversation Opal left with some friends and Mrs. Whiteley started to speak of the girl.

"Mrs. Whiteley was encouraged by my appraisal of the girl and was anxious that her interest in Christian endeavor work be developed. As I recall her statement, she said: "Opal is a splendid girl and I want to see her go ahead. She is not our daughter, but was adopted by us following the death of our own little girl. We took the motherless child because she was unusually bright, even then, and I saw great possibilities for her."

Baker declares he has not read Opal's own statement, but what he says coincides with the girl's assertions in print. Meanwhile Mrs. Whiteley is dead and the supposed father of the girl declines to lift the veil of mystery by admitting the girl is an orphan and not his daughter.

Mrs. Baker's statement so impressed Whiteley that in future Christian Endeavor addresses he referred to her case frequently, setting the girl up as an object lesson in likening the accomplishments of the orphan to girls with parents to guide them. His references were never contradicted.

"Because of Mrs. Whiteley's statement, too, I made an effort to identify the girl, Baker said, and there after she became very active in Christian Endeavor work, speaking at meetings and in the like.

"I recall Mrs. Whiteley's statement as certainly as I recall my own name. All I have to back this information is that statement, for I have not read Opal's diary."

Baker declares that not only is Opal a normal girl, but adds: "She was the most remarkable girl I had met in my 15 years of work among children."

"Somewhere, I am sure, there is a Mrs. Whiteley talked to me, that she had not told Opal what I had been told about her being an orphan," Baker said.

STORY OF LUSITANIA TOLD BY U-BOAT LOG (Continued From Page One) covers. But it is history. I am not at liberty to explain how I got possession of these important papers from the naval archives for 24 hours to enable them to be photographed. But that is comparatively unimportant.

LIE IS DISCLOSED Schwieger's terse account, intended only for official eyes, contradicts and brands as false Germany's subsequent announcement that the captain who sank the Lusitania did not know he was firing on a passenger vessel. But Schwieger did not know until approximately 10 minutes after the torpedo was fired that the stricken ship was the Lusitania. No stern flag was flying and it was not until he saw in gold letters on the liner's bows "Lusitania," that he knew the identity of the vessel.

The favorite tactic of merchant ships hunted by submarines was to speed ahead on a zig-zag course. The attacking "U" boat without waiting to learn the name of its quarry would then set out to get in front of the vessel to give a mortal blow.

This apparently explains why Schwieger did not seek to identify the Lusitania, before he fired on her.

IMPORTANT REVELATION From the standpoint of settling allied conjectures and theories, probably one of the most valuable revelations contained in the log is its proof that the

Woolworth on Fifth Avenue Astonishment has been expressed that a five and ten cent store is so successful on fashionable Fifth Avenue.

Because the wealthy frequent the Avenue, it is assumed that all are wealthy and that small coins are disdain.

second mysterious explosion came from within the Lusitania itself. Schwieger did not attempt to define actually what caused this, but suggested "boiler, coal or powder." Fire broke out and the smoke obscured somewhat the view of the submarine commander.

It is significant to note that, although the German embassy at Washington had notified travelers not to sail on the Lusitania, the U-20 was not under explicit orders to sink that ship.

German submarines were too few and precious to the German admiralty to detail them to hunting and sinking a single vessel.

As the log of the U-20 consists of technical and nautical terms and a translation into American naval language would be mostly unintelligible to the average reader, I will paraphrase parts of it except those relating to May 6 and May 7. For these were the days when the U-20 sank three large passenger liners, the Lusitania, the Ansonia and the Celtic.

IT IS HIS WAR DIARY The inscription upon the little paper-bound volume containing Schwieger's log follows:

"H. U. Boat U-20, for the time from March 18, 1915, to August 31, 1915. Commander Captain Lieutenant Schwieger."

"The log tells of the start: "April 20, 1915, 7 a. m.—Put to sea from Emden on long distance mission to Irish sea. 10:10-30 a. m., trial test dive. 12 noon, steer carefully to avoid suspected mine field. Afternoon spent trying out radio equipment, and in sending and receiving messages from H. M. S. Arno. 8 p. m., pass several fishing boats flying Dutch flag on Dogger bank."

Schwieger devotes his log for May 1, 2, 3, 4 and 5 to accounts of the weather and his flights from squadrons of patrolling warcraft. He tells of efforts to attack merchant ships. On May 4, 24 miles about open fire against a vessel which turned out to be a neutral Swedish ship Hibernia. On May 5, he sank the "Earl of Latham" of Liverpool and turned the crew adrift, in small boats.

"CANDIDATE" IS SUNK Continuing the log, the captain lieutenant wrote: "May 6, 12:30 a. m., North Atlantic, wind southeast, one swell southeast. Two fog. Inflated tanks look round around. Visibility 30 meters. 12:40 p. m., went on at 24 meters depth. 4:40 a. m., inflated tanks. Took look around. Visibility no greater, therefore went to 24 meters depth. 10:40 a. m., inflated tanks. Fog thickens. Fog. Tanks blown out. It has cleared up somewhat. Trip continued above water with empty diving tanks. A very large steamer sighted at 12:40. Took look around. No danger for the boat to be rammed or shot with this poor visibility. Steamer turns off radio. U-20, intensifies pursuit above surface does not seem to me to be dangerous in the fog. Herd toward the steamer and shot at her with artillery. After we have hit her twice, she disappears for a short time in the fog. When the target again becomes visible shoot at her with shells. 1:45 a. m., clean bow shot (bronze torpedo) 2 1/2 meter depth adjustment at 500 meters range. Shot his engine room with little effect. Ship settles somewhat astern, then remains lying in that position. On this account make toward her and fire with guns at stern water line. Thus ascertain that the painted over name at stern is "Candidate" of Liverpool. Now sinking slowly."

ANOTHER VICTIM APPEARS "11:40 a. m.—New steamer on horizon following converging course. Slighter soon disappears in fog bank. 12:10 p. m., fair visibility. Quick dive because vessel comes out of fog square off port. Tried with high speed to get bow shot position. At 12:40 p. m., a passenger liner of White Star line of about 14,000 tons. Carried 1:45 p. m., weather clear. Steamer comes in sight on starboard. Adjusted tanks at 1:45 p. m., clean bow shot. Torpedo hit. Crew immediately quits ship. Ship was an Englishman of about 6000 tons; name painted over; no stern flag. It will get clearer during the next few days. (2) In the foggy weather, a sighting on time of the strong engine watch, fishing snarls and destroyers in the Georges channel and Irish sea, is not possible, resulting in continual danger and underway travel; (3) Nights not quite clear, watching above surface outside of Liverpool for outbound transports out of the question, as accompanying destroyers cannot be made out, and it is to be supposed that eventual transports are leaving Liverpool at night and are accompanied; (4) On the trip up to Georges channel the use of fuel oil has already been so great that a return to Liverpool around the south of Ireland would not be possible, and I start on the return trip when two fifths of the fuel oil has been con-

sumed, avoiding, if possible, the route through the North channel, because of the kind of watch the U-20 met with up there on the last long distance voyage. (5) There are only three more torpedoes our disposal, two of which, if possible, I will save for the return trip. It is decided to remain south of the entrance to the Bristol channel and to attack steamers until two fifths of the oil has been consumed, especially as here are greater opportunities for attacking with less danger of counter-effect than in the Irish sea near Liverpool. 7:10 p. m., thick fog. Went to 11 meters when inflated tanks; took a look find. Visibility 30 meters. Therefore went to 24 meters and kept into the sea during the night so as to be able to load up the batteries in the morning far away from the fire ships.

"May 7, 6 a. m., North Atlantic. Thick fog, then sunbitten. Wind north, three. Blast out tanks. Course 270 degrees; loaded. Now and then it is clearing up. 10 a. m., as the fog does not lift, I decide now to begin the return trip, in order to pass from outside into the northern channel. Weather 11:30 a. m. It clears up. A fishing steamer (watch vessel) comes toward us from the side; it is yet far off. 11:30 a. m. Very good visibility. Went to 11 meters depth; watching steamer. Suddenly very good visibility. Steamer making but little headway. 11:30 a. m. Wind north-northeast. Therefore submerge to 24 meters and run away from him. I will go 10 1/2 meters again at 1 o'clock and have a look. 12:30 p. m. A ship with very powerful engines is passing over the boat. When the boat comes to 11 meters it turns out that the vessel which ran over the U-20 10 minutes ago is an English warship; old, small cruiser. (Furious type) with two masts, two funnels. Try after trying to be able to attack it when changing course. The cruiser runs a zig-zag course at high speed, and by and by passes out the direction of Queenstown. 1:45 p. m. Visibility very good. Very fine weather. Therefore pump out tanks. Continue trip. Waiting on the heights of Queenstown does not seem to be a mistake. I am in LUSITANIA IN SIGHT

"2 p. m. Right ahead appear four funnels and two masts of steamer with course vertical to us (she steered from south-southwest coming toward Olney Head). Ship is made out only by large passenger steamer. 2:05 p. m. Submerged to 11 meters and traveled with high speed on converging course toward steamer, hoping she would change course to starboard along the Irish coast. 2:08 p. m. The steamer turns starboard directly on course towards Queenstown, and made possible approach for a shot. Ran at high speed until 3 p. m. in order to attain a position directly ahead. 3:10 p. m. Clean bow shot from 700 meters. The shot was a direct hit. A very strong explosion cloud (high in air over first smokestack). To the explosion of the torpedo there must have been a second explosion (boiler or coal or powder?). The superstructure over point and the high bridge are blown asunder, fire breaks out, and smoke envelops the high bridge. The ship stops immediately and quickly heels to starboard at the same time diving deep at the bow. It has the appearance as if it were a capsule very soon. Great confusion arises on the ship; the boats are being made clear and part being let down into the water. In this they must have lost their heads, many boats, crowded full, were let down bow first or stern first into the water so that they were immediately dashed full (sic) fewer lifeboats can be made clear on the port side than on the starboard owing to the slant of the boat. The ship blows off, in front appears the name Lusitania in gold letters. The stacks were painted black; no stern flag was raised. She was running at a speed of 20 sea miles at 2:25 p. m. It seems the vessel will keep afloat only a short time, submerge to 24 meters and put to sea.

SECOND SHOT SPARED "I could not have fired a second torpedo into this throng of humanity attempting to save themselves, anyway. 4:15 p. m. Went to 11 meters depth to a look about. In the distance stern are drifting a number of lifeboats. Nothing more is to be seen of the Lusitania. The wreck must lie: Old head of Kingsdale lighthouse in 23 degrees E. W. 14 sea miles away, at a depth of about 90 meters (27 sea miles from Queenstown), and 51 degrees 22.6 north and 8.2 west. The shores and lighthouses were to be seen quite distinctly. 4:20 p. m. On observation, port ahead, large steamer in sight with course on Fastnet Rock. Attain an advanced position at high speed to get a stern shot. 5:08 p. m. Stern angle shot at 30 degrees on 500 meter range. Estimated cutting angle 90 degrees. Conditions for whole shot were very favorable; a miss out of the question, if the torpedo had the right course. Torpedo missed. As the periscope cut under the water for a while after the shot, unfortunately it could not be determined what caused the miss. The torpedo left the torpedo tube properly. It is left the deck not

PIONEER OF M'MINNVILLE DIES SUDDENLY, AGED 91



McMinnville, March 23.—Wayman C. Hembree, one of the oldest residents of this city, died suddenly Monday evening. He was 91 years old March 7. He had lived in McMinnville almost since the founding of the town in the early fifties. He leaves four daughters and two sons, one son, Walter, being postmaster of this city.

Hembree took a ride in an airplane last fall and at that time was believed to be the oldest man who had ever had that experience. He had posted posts all day Monday for his farm.

sumed, avoiding, if possible, the route through the North channel, because of the kind of watch the U-20 met with up there on the last long distance voyage. (5) There are only three more torpedoes our disposal, two of which, if possible, I will save for the return trip. It is decided to remain south of the entrance to the Bristol channel and to attack steamers until two fifths of the oil has been consumed, especially as here are greater opportunities for attacking with less danger of counter-effect than in the Irish sea near Liverpool. 7:10 p. m., thick fog. Went to 11 meters when inflated tanks; took a look find. Visibility 30 meters. Therefore went to 24 meters and kept into the sea during the night so as to be able to load up the batteries in the morning far away from the fire ships.

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HURLBURT SEEKS ANOTHER TERM IN SHERIFF'S OFFICE

Sheriff T. M. Hurlburt announced his candidacy for renomination and reelection as sheriff of Multnomah county this morning. In his announcement he says that he has made his decision after having given careful consideration to the request of a large number of friends. He will stand on the record he has made during his administration, and that he will continue his oath of office to mean "complete and effective enforcement of law, with no interest to serve except the public interest"; that he will treat all people alike in the performance of his duties, and that he will strive to avoid injustice as well as to serve justice.

He will point to the reorganization of the tax collecting department as a worthy achievement and to the reforms he has made in the feeding of public prisoners.

Upon Sheriff Hurlburt's recommendation the legislative assembly enacted a law authorizing the county to feed the prisoners at actual cost and now no one derives any profit from the work.

Sheriff Hurlburt was born at Albia, Iowa, and came to Portland in August, 1870, when he was a little over 10 years of age. He was civil engineer by vocation before his election as sheriff.

During the world war Sheriff Hurlburt was actively identified with all the patriotic movements. He was the head of the Multnomah Guard. All the guardsmen were armed and equipped under the direction of the sheriff and carried commissions as deputy sheriffs.

Sheriff Hurlburt's son, Ralph, was killed at the battle of the Argonne forest, while serving as a lieutenant with the Ninety-first division.

RESIGNATION OF GERMAN CABINET IS DEMANDED (Continued From Page One) The government of President Ebert were overturned, Dreesl intimidated. WORKMEN ARE SHOT Striking workmen and militia clashed at Johannstadt, a Berlin suburb, late yesterday. The workmen disarmed the militiamen and beat them. Regular troops came to the militia's aid and violent fighting followed. Several were killed. Regular troops were said to have captured one group of workmen, lined them up and shot them.

All members of the Ebert cabinet reached the city last night. It was planned to have the reichstag meet Wednesday.

Dispatches from Leipzig said the situation there was quiet following bloody fighting for several days. Ebert troops controlled the city and the general strike was ended.

GOVERNMENT RELAXES In order to placate the workers, the government has begun to reduce its military measures. The cabinet has countermanded orders for an "offensive" and government officials declared today that the reichswehr would be used only for defensive warfare.

The death penalty will not be imposed unless President Ebert signs the individual execution order, it was stated. The lifting of martial law, in order to appease the strikers, is being discussed.

NOSE IS FORCED OUT OF OFFICE, LONDON REPORTS By Ed L. Keene London, March 23.—(U. P.)—Reports of new radical successes continued to come from Germany today. Gustave Noske, President's Ebert's

Baker Purchases Hot Springs Right; Dispute Is Settled Baker, March 23.—Settlement of the dispute between the city and the Hot Springs Land & Improvement company and George Pullman was reached by the payment of \$28,000 to the company for deeds to the entire flow of the Sam-O hot springs, with the exception of 2500 feet a day, which is to be retained by the Sam-O Bottling works. The water is for use in the new municipal natatorium.

COMING TOMORROW GLADYS BROCKWELL IN THE DEVIL'S RIDDLE TODAY SOONER or LATER COLUMBIA ORCHESTRA ALWAYS

Nothing Smarter in all Portland

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FORMER MINISTER OF PORTLAND IS HONORED



Dr. Henry Russell Talbot, ex-Rector of St. David's Church, Portland.

Word has been received in Portland that Dr. Henry Russell Talbot will be invested as dean of the National Cathedral at Washington, D. C., March 25. Dr. Talbot was in service overseas during the war period of fourth United States chaplain of the American expeditionary forces. At the Argonne he was severely wounded but has entirely recovered. Dr. and Mrs. Talbot have taken an apartment near the Cathedral in Washington for the winter. Mrs. Talbot was a daughter of Mrs. J. B. Montgomery of this city.

Washington, March 23.—(I. N. S.)—President Wilson has nominated Henry T. Morgenthau to be ambassador to Mexico, it was officially announced at the White House today.

Class Is Entertained Cathlamet, Wash., March 23.—The pupils of the high school were entertained with a St. Patrick's day party by their domestic science teacher, Mrs. M. Malery. The rooms were artistically decorated with little emblems of the Emerald Isle. The domestic science class here has made a record in demonstrating its culinary art, and has been serving hot lunches since the first of the year.

Minister of defense, has been forced to resign, a Berlin dispatch said. Other resignations of cabinet members may be expected, the dispatch said. Ebert has promised complete reorganization, with the labor unions participating.

BOLSHEVIK MONEY BEING MADE BY GERMAN SOVIETS By Frank Masco Berlin, March 23.—(I. N. S.)—(Night)—Bolshevik money is being printed by the local soviet established in Mecklenburg and Pomerania, the foreign office announced tonight. Government troops are holding the towns in those districts, but the laborers are imitating the Russian Bolsheviks and are seizing large estates.

Warrant Is Issued for Ludendorff London, March 23.—(U. P.)—A warrant has been issued in Berlin for the arrest of General Erich Ludendorff, an Exchange Telegraph dispatch said today. Ludendorff, the dispatch added, has disappeared.

LUCKENBACH CO. SELECTS PORTLAND AS PORT OF CALL

The Luckenbach Steamship company of New York intends to make Portland one of the Pacific coast ports of call in a new inter-coastal freight service was indicated this morning by a message received from officials of the company by the foreign trade department of the Chamber of Commerce. It asked that a survey be made here to determine the amount and class of tonnage available for such a service.

Reorganization of the Luckenbach company was completed only last week and the company has been guaranteed three shipping board steamers, the first of which will be on berth at New York for loading to the Pacific coast April 1. The company is planning to have a steamer operate to the Pacific ports from New York every three weeks after the sailing of the first freighter.

Before the war the Luckenbach company operated 11 steel steamers in the intercoastal service. All of these were withdrawn for war service in 1918 and four of the fleet were sunk by submarines.

The company recently has had 15 steel steamers built—11 of the 12,000 ton and two of the 15,000 ton type. It is believed that the three week sailing service now planned will be augmented later by more shipping board allocations. If the company decides to make Portland a port of call it will likely place its own agent here.

Boy's Leg Broken, Skull Fractured, In Fifteen Foot Fall Joseph E. Wiley, 5 years old, tumbled from a second story balcony Monday evening. The boy suffered a broken leg and his skull was fractured in two places when he struck the ground 15 feet below. He was taken to the Good Samaritan hospital.

He is the son of Joseph Wiley Sr., 717 Patton road, and was visiting at the home of R. E. Williams, 771 Park avenue, when the accident occurred. Portland a port of call it will likely place its own agent here.

Pullman Allowed To Ask Increase Washington, March 23.—(I. N. S.)—The interstate commerce commission today granted the Pullman company permission to file a petition for an increase of 20 per cent in Pullman car rates.

"HOP ABOARD A trolley car—find how soft our payments are," says one dealer in the used car column. That's just it! It's pretty soft for anyone wanting a car and not having the price of a new one. The Journal has a page of used car bargains every day. If you have a car to sell—

The price of a small Ward Ad—say about 12 words—is only twenty-five cents —IN THE JOURNAL.

Plenty of Fillers and All for a Quarter of a Dollar

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President Neilson Of Smith College Gives Reed Address

Dr. William Allan Neilson, president of Smith college, in addressing a Portland audience at Reed college this afternoon, his theme centered "the growing influence the college is exerting, and means of perfecting that influence."

This evening President Neilson will be guest of honor at a dinner to be given at the University club by Portland alumni of Smith college.

Dr. Neilson was formerly head of the department of English at Harvard.

Building Permits Given Sixty-eight building permits were issued at the city hall Monday. The majority of them being for repairs on residence property. J. C. Clineham secured a permit for the erection of a garage costing \$5500 at 82-84 Third street, between Gilman and Flinders. Private permits were issued for twenty-five garages. Nine permits were issued for the construction of dwelling houses ranging in cost from \$3500 to \$4500.

School Board Meets Tonight The school board will hold its regular meeting tonight at 8 o'clock, postponed from last Thursday because of the lack of a quorum of directors.

There is no substitute for imported Pompano Olive Oil.—Adv.

THIS WEEK LIBERTY WE ARE SHOWING "MARY'S ANKLE" TO THOUSANDS OF SATISFIED CUSTOMERS AND THEY TELL US IT IS WORTH GOING MILES TO SEE

Pullman Allowed To Ask Increase Washington, March 23.—(I. N. S.)—The interstate commerce commission today granted the Pullman company permission to file a petition for an increase of 20 per cent in Pullman car rates.

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This evening President Neilson will be guest of honor at a dinner to be given at the University club by Portland alumni of Smith college.

Dr. Neilson was formerly head of the department of English at Harvard.

Building Permits Given Sixty-eight building permits were issued at the city hall Monday. The majority of them being for repairs on residence property. J. C. Clineham secured a permit for the erection of a garage costing \$5500 at 82-84 Third street, between Gilman and Flinders. Private permits were issued for twenty-five garages. Nine permits were issued for the construction of dwelling houses ranging in cost from \$3500 to \$4500.

School Board Meets Tonight The school board will hold its regular meeting tonight at 8 o'clock, postponed from last Thursday because of the lack of a quorum of directors.

There is no substitute for imported Pompano Olive Oil.—Adv.

THIS WEEK LIBERTY WE ARE SHOWING "MARY'S ANKLE" TO THOUSANDS OF SATISFIED CUSTOMERS AND THEY TELL US IT IS WORTH GOING MILES TO SEE

Pullman Allowed To Ask Increase Washington, March 23.—(I. N. S.)—The interstate commerce commission today granted the Pullman company permission to file a petition for an increase of 20 per cent in Pullman car rates.

"HOP ABOARD A trolley car—find how soft our payments are," says one dealer in the used car column. That's just it! It's pretty soft for anyone wanting a car and not having the price of a new one. The Journal has a page of used car bargains every day. If you have a car to sell—

The price of a small W