

WESTON LEADER

VOL. XXXIV.

WESTON, OREGON, FRIDAY, MAY 14, 1915.

NO. 47.

GERMANS SINK LUSITANIA; THOUSAND LIVES ARE LOST

Liner Off Irish Coast Attacked Without Warning

STEAMER SUNK NEARING PORT

Two Torpedoes Crash Into Side of Vessel While Passengers Are at Luncheon--Many Injured Die in Hospitals.

London—The Cunard liner Lusitania, which sailed out of New York last Saturday with more than 2000 persons aboard, lies at the bottom of the ocean off the Irish coast. She was sunk by a German submarine Friday afternoon, which sent two torpedoes crashing into her side, while the passengers, seemingly confident that the great vessel could elude the German under-water craft, were having luncheon.

How many of the Lusitania's passengers and crew were rescued cannot be told at present, but the official statements from the British admiralty up to midnight accounted for not more than 500 or 600. It was reported at the Cunard offices, however, that between 500 and 600 had been landed at Queenstown and about 300 at Clonakilty. There were 1251 passengers and 816 in the crew, a total of 2067. It is believed more survivors will be accounted for. Many are reported to have died in hospitals.

A Dublin dispatch to the Exchange Telegraph company says that the latest telegrams indicate a loss of life about 1000. There were dead and wounded among those brought ashore; some since have died.

The Lusitania was steaming along about 10 miles off Old Head Kinsale, on the last leg of her voyage to Liverpool, when about 2 o'clock in the afternoon a submarine suddenly appeared, and so far as all reports go, fired two torpedoes without warning at the steamer. One struck her near the bows and the other in the engine room. The powerful agents of destruction tore through the vessel's side, causing terrific explosions. Almost immediately great volumes of water poured through the openings and the Lusitania listed.

Boats, which were already swung out on the davits, were dropped overboard and were speedily filled with passengers who had been appalled by the desperate attack.

A wireless call for help was sent out and immediately rescue boats of all kinds were sent both from the neighboring points along the coast and Queenstown.

Within 15 minutes, as one survivor estimated, and certainly within half an hour, the Lusitania had disappeared.

Many rescued were taken to Queenstown by steamers. Others are reported as having been landed at the ports of Clonakilty and Kinsale. Some dead and injured were taken ashore with the survivors. Several have died in hospitals.

Formal Opening of Celilo Canal Witnessed by 10,000 Spectators

The Dalles, Or.—The government Wednesday presented to the people of the Northwest a \$5,000,000 instrument to aid them in developing their resources and delivered to them an emphatic note of warning.

The present consists of the Celilo canal, which overcomes the natural barrier in the Columbia River between The Dalles and Tumwater, and which, heretofore, has been the only obstruction to continuous water traffic between the Pacific and the great inland Empire.

Liner Not Proved Armed. Liverpool—Scenes reminiscent of the Titanic and the Empress of India disasters were to be witnessed in Liverpool Saturday, when a large crowd, chiefly women relatives of the crew of the Lusitania, gathered outside the Cunard office, anxiously awaiting news of their men.

Little was available, however, but the people remained calm, although the strain was terrible.

So far as could be learned here the Lusitania had no guns aboard.

Two Lifeboats Picked Up. Dublin—The motorboat Elizabeth has arrived at Kinsale and reports that at 8:30 o'clock Friday she picked up two lifeboats containing 65 and 16 survivors of the Lusitania, respectively. A cork tug took the rescued to Queenstown. They were mostly women and children.

The passengers said that owing to her list to port the Lusitania could not launch many of her lifeboats.

THE TITANIC DISASTER.

The liner Titanic, of the White Star Line, on her maiden voyage from Liverpool to New York, struck an iceberg at 10:15 p. m., April 14, 1912. She sank in four hours. Of the 2206 persons aboard, 1500 perished.

Of these 1500 were men, 103 women and 53 children. Of the 703 survivors, 315 were men, 336 women and 52 children.

The Titanic was a much larger vessel than the Lusitania, being the largest vessel ever floated up to that time. She was 882 feet 6 inches long, 92 feet 6 inches beam, 64 feet deep, with a registered tonnage of 45,000, but an actual displacement of 66,000 tons.

Sinking of Big Vessel by Germans Greatly Stirs Official Washington

Washington, D. C.—Destruction of the British liner Lusitania with the loss of many lives shocked officials of the United States government and spread profound grief in the national capital.

Although it was not known how many, if any, of those lost were Americans, the view was general that the most serious situation confronted the American government since the outbreak of the war in Europe.

The warning of the United States that Germany would be held to a "strict accountability" for the loss of "American lives," irrespective of whether they were aboard belligerent or neutral vessels when attacked, focused attention on the White House, where President Wilson until late in the night read the dispatches with the greatest interest. The President made no comment.

Secretary Bryan, Counselor Lansing, senators and members of the house who were in the city, waited until a late hour for definite news of the passengers and crew of the sunken ship. Earlier in the day they had construed the positive announcements from abroad that no lives had been lost as final, but later advices dashed their hopes.

German Military Attaché Justifies Act of Sinking Ship by Submarine

New York—Captain Franz von Papen, military attaché of the Imperial German embassy, is quoted by the New York World as making the first official German statement regarding the sinking of the Lusitania. He says:

"It is deplorable, if true, that so many lives have been lost. I am shocked to hear the news, especially that American lives have been sacrificed."

"But it was absolutely criminal for the Cunard company to carry, and for the British government to allow the ship which was transporting explosives and munitions of war to be used by Great Britain and her allies."

"The ship's manifest will show that she carried a large amount of picric acid and other explosive materials. They certainly were not intended for peaceful uses. They were to be used against Germany and Germany had to defend herself against them. The best way was to destroy the ship, and such destruction was amply justified under the rules of war."

Manifest Shows Ammunition Valued at \$200,024 on Lusitania

New York—One of the items of the Lusitania's cargo was ammunition, valued at \$200,024. The ship carried 5471 cases of cartridges and ammunition according to the ship's manifest.

Such a passenger ship, it was explained, would not carry high explosives, for those articles are shipped on the British cargo ships. The Lusitania had a cargo of 1200 tons, which is practically all she could carry. Its value was put at \$850,000.

Jitneys Lose Test Case.

Seattle—The test case, brought in the Superior court to obtain a decision on the constitutionality of the new state law imposing burdensome regulations on 5-cent motor buses, was decided against the bus owners. Notice of appeal was given. This decision removes the protection given by the prosecuting attorney to the 500 motor bus drivers, few of whom have taken out the state bond. Agents of the Traction company have obtained the names of all unbonded motor bus drivers, and all will be arrested.

Starving Campers Found.

San Bernardino, Cal.—Marooned in the mountains nearly a week by snow-blocked roads and on the verge of starvation, 18 campers in Little Bear Valley were rescued by a searching party sent out by county officials. Two of the rescued, G. W. Allen of Milwaukee, and Melvin Case, of Fenton, Mich., were seriously ill when found. The campers had kept themselves alive for several days on bacon rinds and coffee.

The passengers said that owing to her list to port the Lusitania could not launch many of her lifeboats.

Oregon State Highway Fund Is Running Short

Salem—According to figures furnished the State highway commission by State Highway Engineer Cantine, Henry L. Bowby, late highway engineer, expended \$9333.89 more than was apportioned by the board for building the road between Biggs and Wasco, in Sherman county.

State Treasurer Kay said that while he was opposed to making an appropriation for the road, it was done early in 1914 to supply unemployed work. Major Bowby estimated the cost at \$29,201, and the board apportioned \$30,000. Subsequently the highway engineer reported that \$5000 more would be needed to construct a

stretch of road from Biggs to the river, and this was allowed. According to Mr. Kay, it was supposed that the work had been done for \$35,000. In addition to a monthly financial report, Mr. Cantine submitted a detailed report of the work that is being done by the department. He said he would submit such reports monthly in the future. The engineer reported that the work of removing slides, opening ditches, etc., was started May 3 on the Siskiyou mountain section. Mr. Cantine said the Pacific highway in Josephine county, for the most part, is in excellent condition. He said a road south of Canyonville, in Douglas county, had been completed.

The Dalles, county seat of Wasco county, has been on the map since the early days of Oregon, but never in such a pronounced fashion as at present. Here is the focusing point of 2300 miles of territory embraced within the county, and the clearing house for all the trade that originates in the wealthy district.

And the city is well able to care for the business that looks to it, and in addition its citizens are reaching out for a more comprehensive market.

Of the 19,000 people who make Wasco county their home, 6000 reside within the city, the oldest in Eastern Oregon, and one which stands in a position for greater development now that the Dalles-Celilo canal has been completed. Heretofore it had looked like a trade zone embraced in the county and west along the Columbia river. With the canal completed it is now possible for it to make itself a center for up-river markets as well.

With a rich back country only partially developed, The Dalles is bending its energies to attract more agricultural

HIGHWAY WORK OUTLINED.

Salem—State Highway Engineer Cantine, who returned recently from a trip inspecting the Pacific Highway, announced that the money apportioned by the state to Jackson county this year would be expended on a stretch of road starting at a bisecting thoroughfare which leads to Klamath Falls and extending to the California line. Mr. Cantine said the highway was in fine condition, with the exception of short stretches in Pass canyon and south of Canyonville.

"Work on the Siskiyou Mountain section was started this week," continued the highway engineer, "and it soon will be ready for summer traffic. The section below the California line also will be made ready for tourist travel at once. The engineering and supervision of the work leading from Central Point to the Josephine county line has been placed under the supervision of this office, and I have put men to work. In Josephine county the money apportioned by the state will be used for reconstruction where necessary."

Baker Wants to See Relic.

Baker—In just one day 1200 Baker public school pupils signed a monster petition to the Councilmanic committee of Philadelphia in charge of the trip of the Liberty Bell, asking that the bell be allowed to stop here a few hours on its way to Portland. The petition when completed was just 34 feet long and was signed by every child in school.

The bell is routed to pass through here, but the children want it to tarry several hours that all may see it and hold ceremonies in its honor. A day-long celebration will be held and children from 100 miles around are to be invited if the bell stops here.

Grangers in Tillamook.

Tillamook—The Oregon State Corvallis Woman Named.

Salem—George Palmer Putnam, private secretary to Governor Withycombe, announced that the executive had appointed Miss Pauline Kline, of Corvallis, a member of the board of inspectors of child labor, to become effective May 21. She will succeed Henry Kundret, of Portland, who was appointed in 1905 and reappointed in 1911. The other members are: Mrs. Millie R. Trumbull, of Portland; Mrs. Sarah A. Evans, of Portland; Mrs. Turner Oliver, of La Grande, and Stephen G. Smith, of Portland. The term of office is five years.

The visitors were met at Wheeler from S. A. Kendall, of Pittsburg, Attorney O. P. Coshow, counsel for Kendall Brothers, is asked to prepare for the incorporation here of a company for handling the proposed railroad from this city to the Cascade forest reserve.

In the incorporation papers a provision is asked that the road may be extended across the state to Boise, Idaho. Another feature mentioned in the letter is the fact that Kendall Brothers propose to erect at Roseburg a sawmill of 250,000 feet daily capacity.

Gaston Club Reorganizes.

Gaston—At an enthusiastic meeting of the Gaston Commercial club it was decided to enlarge the scope of the club to embrace all of the country tributary to Gaston.

The name was changed to the Gaston Community club and the following officers were elected: V. S. Abrahams, vice president; Glenn Stappleton, treasurer, and Mrs. Thomas Carmichael, secretary. It was decided to continue the affiliation of the Gaston club with the Portland Commercial club.

Gold Hill Has Big Blaze.

Hillsboro—Hillsboro will start macadam work on four streets at once and will expend about \$14,000 on the improvements. Ex-county Judge J. W. Goodin will supervise the laying of the rock under a municipal payroll.

To Begin Work on Roads.

Portland—Scenes reminiscent of the Titanic and the Empress of India disasters were to be witnessed in Liverpool Saturday, when a large crowd, chiefly women relatives of the crew of the Lusitania, gathered outside the Cunard office, anxiously awaiting news of their men.

Little was available, however, but the people remained calm, although the strain was terrible.

So far as could be learned here the Lusitania had no guns aboard.

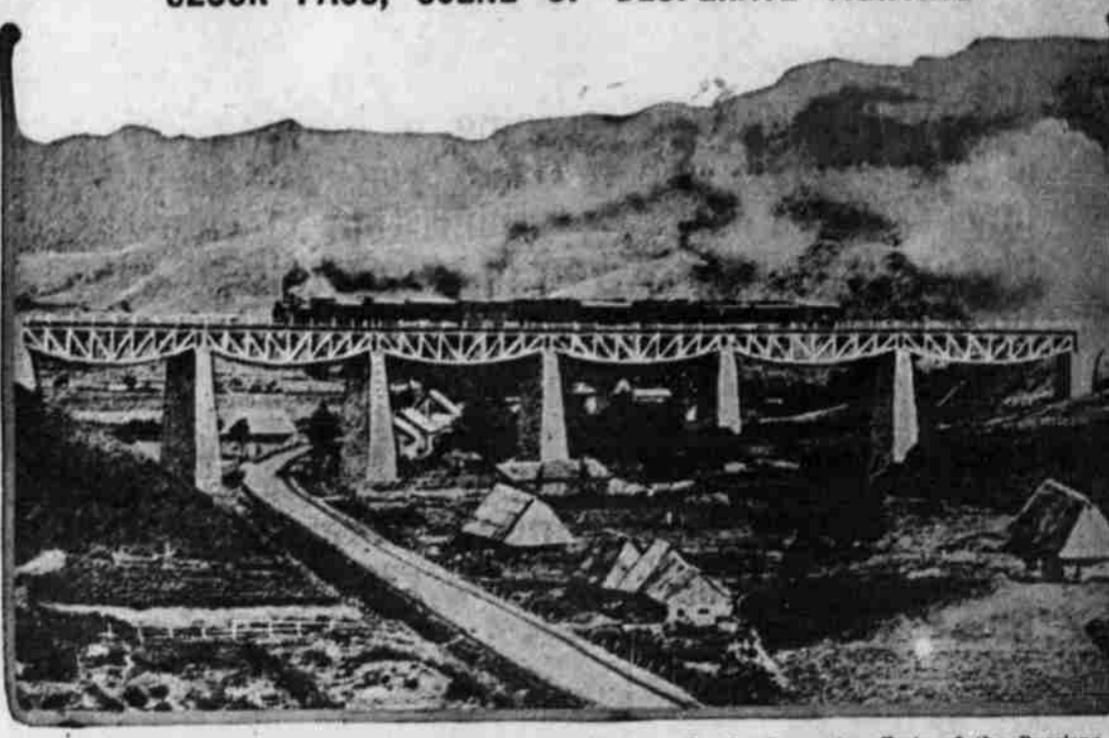
Two Lifeboats Picked Up.

Dublin—The motorboat Elizabeth has arrived at Kinsale and reports that at 8:30 o'clock Friday she picked up two lifeboats containing 65 and 16 survivors of the Lusitania, respectively.

A cork tug took the rescued to Queenstown. They were mostly women and children.

The passengers said that owing to her list to port the Lusitania could not launch many of her lifeboats.

UZSOK PASS, SCENE OF DESPERATE FIGHTING



A view of the Uzskok pass showing one of the railroad bridges. In the desperate efforts of the Russians to take and the Austrians to hold the Uzskok pass, fighting of the fiercest character took place, with astonishing casualties on both sides. The Uzskok pass is the key to Hungary.

GERMAN BICYCLE SCOUT SQUAD IN POLAND

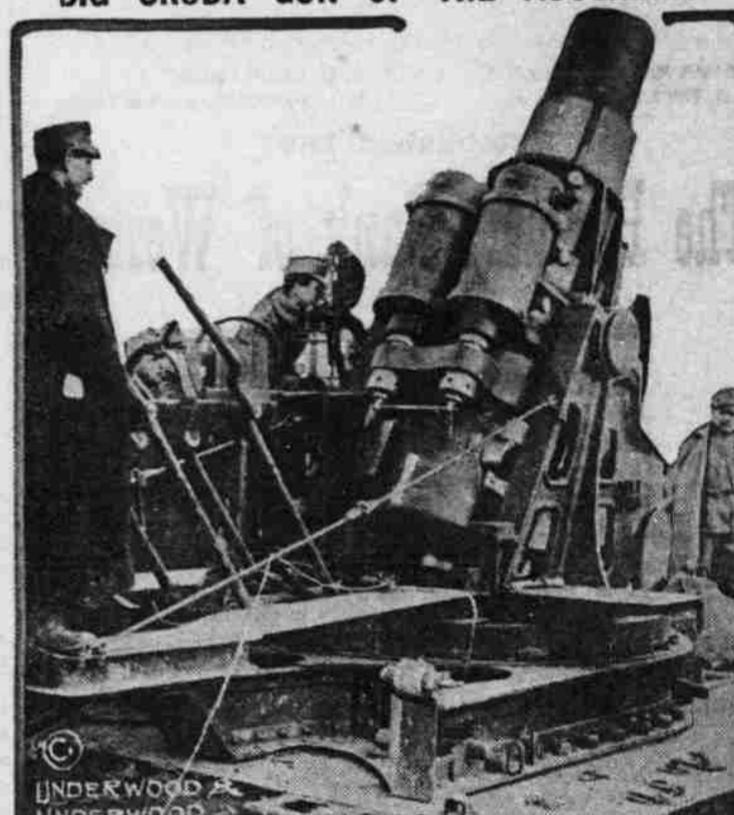


DECORATED FOR BRAVERY



Miss Muriel Thompson of the British First Aid Nursing Yeomanry corps, who was personally decorated by King Albert of Belgium with the order of Leopold II for her bravery in rescuing wounded men from the trenches under heavy shell fire.

BIG SKODA GUN OF THE AUSTRIANS



The Austrians have made excellent use of the Skoda 30.5 centimeter guns in the fighting in the Carpathians. One of these guns is shown here about to be fired.

PADEREWSKIS WORKING FOR POLAND



Ignace Paderewski, the famous pianist, and his wife photographed on their arrival in this country, where they are carrying on a campaign for the raising of funds to relieve the distressed people of Poland.

SOLDIERS' QUER BISCUITS.

The Indian and Australian can make their own army biscuits; the former is a "chapatty," the latter "damper." A chapatty results from the mixing into a stiff paste by an Indian of flour, salt and water, and baking it on a metal disk over a hot fire. But the Indian cook seems a necessary ingredient to make it tasty as well as nutritious.

Damper needs flour, baking powder, water and wood. A hole in the ground is the oven. Fill it with wood, and while that is burning make your dough. Then lay it on a large stone, cover it with a tin, and cover the tin with the hot wood ashes, and the result will be damper.

WHERE THE SLOWEST LEAD.

When motor trucks loaded with ammunition are dispatched to the front from a depot in the rear of the firing lines, it is now self-understood that the slowest trucks go in front, while the fastest bring up the rear. This was found necessary because of the tendency of ammunition drivers to go at top speed when the call for shells and cartridges comes. If the slow trucks are in the rear of the column, the latter is strung out over miles of road, with great gaps between trucks—offering an inviting target for an attack by reconnoitering armored motor cars or cavalry.—Scientific American.

The loss is estimated at \$8000.