

U-BOATS GET 10 IN U.S. WATERS

American Coasting Ships Attacked Off Jersey Coast.

AMERICANS START SUBMARINE CHASE

Destroyers, Airplanes and Dirigibles Flock to Scene From Maine to Florida—Convoyed Vessels Are Avoided.

Washington, D. C.—Ten American vessels were known Tuesday to have been sunk by German submarines off the North Atlantic Coast since May 25. The largest to fall prey to the raiders, which are seeking to prevent the sailing of transports with troops for the battlefields of France, was the New York and Porto Rico liner Carolina, of 8000 tons, which was attacked Sunday night about 125 miles southeast of Sandy Hook.

The fate of her 220 passengers and crew of 130, who took to the boats when shells began to fall about the vessel, was unknown late Tuesday night, but there was hope they had been picked up by some passing ship or would reach shore safely in the small boats.

Not a life was lost in the sinkings, according to the late reports. Besides the Carolina, the known victims of the U-boats are the Atlantic Refining company's tanker Herbert L. Pratt, the steamship Winneconne, of 1800 tons, and six schooners, the largest of which is the Hauppauge, a new ship of 1000 tons, and the Edward H. Cole. The crews of these eight vessels have been landed at Atlantic ports.

The steamer Texel was sunk by a German submarine Sunday afternoon 60 miles off the coast. The crew of 36 were landed at an Atlantic port.

Reports brought ashore by the survivors indicated that the Winneconne and nearly all the schooners were sunk by the same U-boat which had been lurking in the path of shipping off the New Jersey coast and the Delaware capes since last month.

The stories told by the skippers of the schooners indicated that the commander of the submarines was unusually humane for a German submarine officer.

In no instance, so far as is known, was a lifeboat shelled, and in all cases reported the crews were given opportunity to escape or were taken aboard the submarine, where some of them were kept prisoners for eight days before they were turned adrift to be picked up by a passing vessel.

Germany at last, has brought her submarine warfare to the shores of the United States, apparently in a forlorn hope of striking telling blows on this side of the Atlantic and of drawing home some of the American naval forces from the war zones, where the U-boat menace is being slowly but surely strangled to death.

New York—Scores of United States warships are ranging the waters off the North Atlantic coast in search of the German submarines which made their long-expected attack on American shipping in home waters late Monday afternoon.

While the details of naval operations were withheld, it is known that destroyers, fleets of submarine chasers and other vessels are flashing their searchlights over the waters along the coast and far out at sea from Maine to Florida.

Hydro-aeroplanes and airplanes arose like flocks of huge birds from every naval station along the Atlantic coast when the warning was flashed to them, and soon were scouting over the waters where it was believed submarines would be most likely to be lurking. Foreign aviators and American students as well as the regular American flyers eagerly volunteered for service.

Man Shot at Launching.

San Francisco—The Isanti, an 8800-ton steamer, built for the United States emergency fleet corporation, was launched successfully from a shipyard near here Sunday. The vessel's name was chosen by Mrs. Woodrow Wilson. The ship is 427 feet long with a beam of 54 feet. An unidentified man, who attempted to climb over the stockade surrounding the yard and who disregarded or failed to hear a warning, was shot by a sentry. His condition was said to be serious. He was unable to make any statement.

Comfort to Cross Alone.

Washington, D. C.—The naval hospital ship Comfort, formerly the War Line steamer Saratoga, has been selected for service as an ambulance ship between this country and the American naval base abroad. She has been specially refitted to bring home sick and wounded sailors and marines. The present plans are to send the Comfort across without convoy, notifying the German government of her intended voyage and its purpose.

CHARLES W. FAIRBANKS DIES

Ex-Vice President Departs After Brilliant Political Career.

Indianapolis, Ind.—Charles Warren Fairbanks, ex-Vice President of the United States and former United States senator from Indiana, died at his home here at 8:55 o'clock Tuesday night.

Death was due to interstitial nephritis, which had been a chronic ailment with him but not regarded as particularly serious until recently.

All members of the former Vice President's family, except Major Richard Fairbanks, who is in France, were at his bedside.

The distinction of birth in a log cabin, which illustrious Americans of an earlier day commonly had, was also that for former Vice President Fairbanks. It is probable that he was the last of American statesmen to have been born in one of these humble cabins.

The one where he was born on May 11, 1852, was at Unionville Center, Ohio.

Mr. Fairbanks traced his ancestors to the days of Oliver Cromwell, who counted "Fayerbankes" among his supporters. Jonathan Fayerbankes, the first member of the family to come to America, landed at Boston in 1636. Mr. Fairbanks' father was Loriston Monroe Fairbanks, a wagon maker of Vermont, who emigrated to Union county, Ohio. His mother was a sister of the late William Henry Smith, once general manager of the Associated Press.

The Fairbanks home frequently was the hiding place of runaway slaves, and no black man was ever turned away from the door. Fairbanks was 8 years old when Abraham Lincoln was elected President. Then followed the Civil War, the stirring scenes of which the future Vice-President followed with keen interest.

Soon after he was graduated from the Ohio Wesleyan College at Delaware, O., Mr. Fairbanks was appointed agent of the Associated Press at Pittsburg, Pa., holding that position for one year. His most important assignment was the rally of the Democrats and liberal Republicans in 1872. This was one of the largest meetings of the campaign and was addressed by Horace Greeley. Later in life he frequently referred with keen delight to his work as a newspaper man.

U-BOAT TOLL 58 IN MISSING AND DEAD

New York—The toll of dead and missing from the raid of German submarines against shipping off the American coast apparently stood Tuesday night at 58, all from the steamship Carolina, of the New York and Porto Rico line.

Sixteen of this number are known to have perished when one of the ship's boats capsized in a storm Sunday night after the vessel had been sunk. The fate of the others is not known, but it is hoped they have been picked up by a passing ship and will yet reach shore safely.

Officials of the company have placed the number of passengers aboard the Carolina when she was attacked 125 miles off Sandy Hook at 220 and the crew at 130, making 350 in all.

Captain Barbour, of the Carolina, reported to the company that he was on board the schooner Evan B. Douglas with 150 passengers and 94 of the crew. The schooner is being towed to this port by a tug and is expected to arrive soon.

A boat containing 28 survivors, 21 passengers and 7 of the crew arrived at Atlantic City Tuesday afternoon. Another lifeboat with 10 passengers and nine members of the crew arrived at Lewis, Del., with the report that 16 of the 35 who had started from the ship had lost their lives in the storm Sunday night.

If the company's figures as to the number aboard the ill-starred liner are correct, this leaves 42 unaccounted for. That number might have been crowded into one lifeboat.

The only possible clue to their fate was found in the fact that an empty boat, marked with the name of the Carolina, was picked up at sea, by a British steamship which arrived here Tuesday. It had every evidence of having been riddled by gunfire. It may have carried the passengers and sailors who still are missing. Another ship was added to the list of victims of the U-boats when the American schooner Edward R. Baird, Jr., was found in a sinking condition off the Maryland coast, after having been bombed.

Spain Exonerates Allies.

Madrid—German newspapers have asserted that British and French hospital ships are being used for the transportation of munitions of war, the Spanish ministry of foreign affairs has issued an official note declaring that an inquiry made by the government enables it to affirm that British, French and Italian vessels employed as hospital ships, on board of which are Spanish naval delegates, are being employed in a perfectly correct manner and for the exclusive transport of sick and wounded.

Thirteen Iowa Soldiers Slain.

Des Moines, Ia.—Thirteen Iowa soldiers, including five from Dubuque, three from Mason City, two from Des Moines, two from Winterset and one from Red Oak, were killed in action in France May 27, according to official notices received by relatives Wednesday night.

Captain E. O. Fluor, Des Moines, and Lieutenant C. R. Green, Winterset, are among the number. All are of the Rainbow division.

WORLD HAPPENINGS OF CURRENT WEEK

Brief Resume Most Important Daily News Items.

COMPILED FOR YOU

Events of Noted People, Governments and Pacific Northwest and Other Things Worth Knowing.

More than 140 indictments, charging violations of the espionage law, have been returned by the Federal grand jury at Milwaukee, Wis., involving prominent men.

Captain Archie Roosevelt, who was wounded in action in March, is making excellent progress. His arm has been removed from the sling and he walks several miles daily.

The Lord Lieutenant of Ireland issued a proclamation Tuesday night asking for 50,000 voluntary recruits and thereafter 2000 to 3000 monthly to maintain the Irish divisions.

Naval officers at Norfolk, Va., said Tuesday their reports indicated five German submarines had been operating along the Atlantic coast and that two had been sighted off the Virginia capes.

Loss of the naval motor launch Ozark, with one member of her crew, Charles E. Richards, fireman, of Chipley, Fla., in a heavy sea off the coast May 12, is announced by the Navy department.

Federal courts have no jurisdiction over the selective draft boards, the Supreme court in effect decided Monday, in denying mandamus proceedings to have an order of a local board in Milwaukee, Wis., reviewed.

War risk rates took an abrupt jump upon receipt of the news of submarine warfare on this side of the Atlantic. Marine underwriters advanced insurance from one to two per cent to all ports, coastwise as well as trans-Atlantic.

Woman suffrage for Hawaii is authorized in a senate bill passed Tuesday by the house and sent to President Wilson for approval. It empowers the Hawaiian legislature to provide that women may vote in all territorial and municipal elections.

The Austrian Social Democrats, according to the Socialist Arbeiter Zeitung, of Vienna, have decided that the time is inopportune for strikes. The conference warned against rash acts which would lead to disaster and "deprive labor of power in the future."

Twelve of a fleet of 30 or more fishing vessels were sunk by a German submarine, says a Belfast dispatch to the London Daily Telegraph. The submarine ordered the fishermen to take to the boats and row ashore. It then sank the vessels by shelling them.

Validity of Federal statutes prohibiting sale of alcoholic liquors to soldiers was in effect sustained by the Supreme court, which Tuesday declined to review proceedings convicting Cornelius O'Sullivan, a hotel proprietor, of Sault Ste. Marie, Mich., of violating the law.

Representatives of 500,000 railway shopmen have asked the railroad administration not to put into effect the new wage scale without an upward revision for their crafts, saying great dissatisfaction would be created and intimating that it might be impossible to avoid many strikes.

One hundred men enlisted in the Naval Militia between the hour when news of the U-boat campaign off the New Jersey coast first became known on the street and the closing of the recruiting office in New York Monday night, according to an announcement made by the enrollment officer for this branch of the service.

Tobacco has been classed by the government as a necessity and producers will be given preferential fuel supplies. Senator Swanson, of Virginia, was informed by the War Industries board in response to an inquiry that the board was working out with the Fuel administration a plan for supplying the industry with coal.

Two hundred thousand men of draft age, who, because of minor defects, have been held by examining surgeons over the country for limited service, are to be employed in producing or handling equipment for the army.

German airmen Wednesday night deliberately dropped bombs on hospitals in which there were scores of American and hundreds of French sick and wounded. The hospital is in a town many miles in the rear of the front.

Francis S. Nash, a medical director of the navy, and his wife were indicted by a grand jury in Washington, D. C., Thursday on a charge of hoarding foodstuffs. Investigators found among other foodstuffs more than a ton and a half of sugar stored in the Nash home.

Twenty-two thousand men of the army, engaged in the spruce forests of Oregon and Washington, have been transferred from the control of the chief signal officer at Washington, D. C., to the Western department of the army according to orders received at headquarters at San Francisco.

Final Log of Vindictive Is Tale of Glory

Hail of Fire Sent Ship to the Bottom of Ostend Harbor.

SURPRISE IS WELL PLANNED

Attack Comes From Sea, Land and Air Before Germans Awake—Vindictive, Screened by Smoke From Launches, Plods Silently to Its Goal.

The British admiralty issued the following graphic story of the recent raid on Ostend, which resulted in blockading nearly all the entrance to the U-boat base by the sinking of the old cruiser Vindictive across the channel:

"The Sirius lies in the surf some 2,000 yards east of the entrance to Ostend harbor, which she failed so gallantly to block, and when, in the early hours of the morning, the Vindictive groped her way through the smoke screen and headed for the entrance it was as though the old fighting ship awoke and looked on.

"A coastal motor boat had visited her and hung a flare in her stack and rusty rigging, and that eye of unsteady fire, pulsing in the blaze of star shells, or reddening through the drift of smoke, watched the whole great enterprise from the moment when it hung in doubt to its ultimate success.

Depended on Surprise Attack. "The planning and execution of that success had been entrusted by Vice Admiral Sir Robert Keyes to Commodore Hubert Lynes, who directed the previous attempt to block the harbor with the Sirius and Brilliant. Upon that occasion a combination of unforeseen and unforeseeable conditions had fought against him.

"Upon this, the main problem was to obtain the effect of a surprise attack upon an enemy who was clearly, from his ascertained dispositions, expecting him. The Sirius and Brilliant had been baffled by the displacement of the Stroom bank buoy, which marks the channel to the harbor entrance. But since then aerial reconnaissance had established that the Germans had removed the buoy altogether and that there now were no guiding marks of any kind.

"They also had cut gaps in the piers as a precaution against a landing, and further, when toward midnight Thursday, the ships moved from their anchorage, it was known that some nine German destroyers were out and were at large upon the coast.

Night Nearly Windless. "The solution of the problem is best indicated by the chronicle of events. It was a night that promised well for the enterprise—nearly windless—and what little breeze stirred came a point or so west of north. The sky was lead blue, faintly star-dotted, with no moon, and a still sea for small craft, motor launches and coastal motor boats, whose work was done close inshore.

"From the destroyer which served the commodore for a flagship the remainder of the force were visible only as silhouettes of blackness.

"From Dunkirk a sudden brief flurry of gunfire announced that German airplanes were about. They actually were on the way to visit Calais, and over the invisible coast of Flanders the summer lightning of restless artillery rose and fell monotonously.

"There's the Vindictive! The muffled seamen and marines standing by the torpedo tubes and guns turned at that name to gaze at the great black ship seen mistily through the screening smoke from the destroyers' funnels, plodding silently to her goal and end.

"She receded into the night astern as a destroyer raced to lay a light buoy that was to be her guide, and those on board saw her no more. She passed thence into the hands of the small craft whose mission was to guide her, light her, and hide her in the clouds of a smoke screen.

"There was no preliminary bombardment of the harbor and batteries, as before the previous attempt. That was to be the first element in the surprise. A time-table had been laid down for every stage of the operation, and the staff work beforehand even included precise orders for laying the smoke barrage, with plans calculated for every direction of the wind.

Gait Always Solemn. "Monitors anchored in firing positions far seaward awaited the signal. The great sea batteries of the Royal Marine artillery in Flanders, among the largest guns that were ever placed on land mountings, stood by likewise to neutralize the bigger German artillery along the coast, and the airmen who were to collaborate with an aerial bombardment of the town waited somewhere in the darkness overhead. Destroyers patrolled to seaward of the small craft.

"The Vindictive, always at that solemn gait of hers, found the flagship's light buoy and bore up for where a coastal motor boat commanded by Lieut. William R. Slayter was waiting by a calcium flare upon the old position of the Stroom bank buoy.

"Four minutes before it arrived there and fifteen minutes only before it was due at the harbor mouth, the signal for the guns to open was given. Two motorboats, under command of Lieut. Albert L. Poland, dashed in toward the ends of the high wooden piers and torpedoed them. There was a machine gun on the end of the west-

ern pier, and that vanished in a roar and leap of flames which called to the guns.

"Over the town a flame suddenly appeared high in the air and sank slowly earthwards—the signal that the airplanes had seen and understood. Almost coincidentally with their first bombs came the first shells, whooping up from the monitors at sea. The surprise part of the attack was sprung.

"The surprise, despite the Germans' watchfulness, seems to have been complete. Up until the moment when the torpedoes of the motorboats exploded there had not been a shot from the land—only occasional routine star shells.

Great Batteries Blinded. "The motor launches were doing their work magnificently. These pocket warships, manned by officers and men of the Royal Naval volunteers reserve, are specialists at smoke production. They built to either hand of the Vindictive the course the likeness of a dense sea mist driving landward with the wind. Star shells paled and were lost as they sank in it; the beams of searchlights seemed to break off short upon its front. It blinded the observers in the great batteries, which suddenly, upon the warning of the explosions of guns, roared into action.

"There was a while of tremendous uproar. The coast about Ostend is ponderously equipped with batteries. These now opened fire into the smoke and over it at the monitors and marines. And the monitors replied.

"Meanwhile the airplanes were bombing methodically, and anti-aircraft guns were searching the skies for them. Star shells spouted up and floated down, lighting the smoke banks with spreading green fires, and those strings of luminous green balls, which the airmen call "flaming onions," soared up to lose themselves in the clouds.

"Through all this stridency and blaze of conflict the old Vindictive, still unhurrying, was walking the lighted waters toward the entrance. It was then that those on the destroyers became aware that what seemed to be merely smoke was wet and cold; that the rigging was beginning to drip, and that there were no longer any stars. A sea fog had come on.

Air Attack Suspended. "The destroyers had to turn on their lights and to use their sirens to keep in touch with each other. The air attack was suspended, and the Vindictive, with some distance yet to go, found herself in gross darkness.

"There were motor boats on either side of her escorting her to the entrance.

"The Vindictive then put her beam over and started to cruise to find the entrance. Twice she must have washed across, and at the third turn, upon reddening the positions at which she first lost her way, there came a rift in the mist and she saw the entrance and the piers on either side, and an opening dead ahead. The Vindictive steamed in.

"The guns found her at once. She was hit every few seconds after she entered, her scarred hull broken afresh in a score of places, her decks and upper works swept by machine guns.

"After the control tower was demolished by a shell which killed all the occupants, including Sublieut. Angus H. MacLachan, who was in command of it, the upper and lower bridges and the chartroom, swept by bullets, Commander Godsal ordered the officers to go with him to the conning tower. They observed through the observation slit in the steel wall of the conning tower that the eastern pier was breached some 200 yards from the seaward end, as though at some time a ship had been in collision with it.

Noise Against Pier. "Immediately after passing the breach in the pier Commander Godsal left the conning tower and went on deck, the better to watch the ship's movements. He chose a position and called in through the slit of the conning tower his order to submerge the helm. The Vindictive responded and held her battered nose to the eastern pier and prepared to swing her 320 feet of length across the channel.

"It was at that moment that a shell from the shore batteries struck the

conning tower. Lieut. Sir John Allan and Lieut. V. A. C. Cruteley were still within. Commander Godsal was close to the tower outside. Lieut. Cruteley was stunned by the shell. Lieut. Cruteley shouted through a slit to the commander, and received no answer, rang for the port engine to full speed astern, to help the swing ship. By this time she was lying at an angle of about 40 degrees to the pier and seemed to be hard fast; it was impossible to bring her far around.

"After working the engines some minutes to no effect, Lieut. Cruteley gave the order to clear the engine room and abandon ship, according to the program previously laid down.

Engineer Lieutenant Commander William A. Bury, who was the last to leave the engine room, blew the last charges by a switch installed aft. Lieutenant Cruteley blew the auxiliary charges in the forward six-inch magazine from the conning tower.

Her Work is Finished. "Those on board felt the old ship shudder, as the explosive tore the bulkheads and bulkheads from her. She sank about six feet and lay upon the bottom of the channel.

"Her work was done. "It is to be presumed that Commander Godsal was killed by the shell which struck the conning tower. Lieutenant Cruteley, searching the ship before he left her, failed to find a body or that of Sublieut. MacLachan in that wilderness of splintered wood and shattered steel.

"All was according to program. He called rockets for the small craft and fired from the flagship at 2:30 a. m.

"It is not claimed by the officers who carried out the operations off Ostend harbor is completely blockaded. But its purpose to embarrass the enemy and make the harbor impracticable to any but small craft and dredging operations difficult, has been fully accomplished. The position of the Vindictive is with stem on to the eastern pier, and not her stern, as shown in certain published illustrations."

Counterfeiter Shortage Another Result of War

Washington.—The war has caused a shortage even of counterfeiters.

The spurious ten-dollar note, the fashioning of which was the favorite indoor sport of a group of skilled imitators, has practically disappeared. It was said by secret service operatives, who are inclined to the belief that the slump is directly due to the war. It was thought that the foreign members of these bands had been rounded up in the mobilization of reservists, and that the Americans had been taken in the draft. However, secret service operatives are not resting on their oars. On the contrary, recognizing the possibility of new talent appearing almost at any time, they are continuing to subject the nation's paper currency to the closest scrutiny.

BUILD "FABRICATED VESSELS"

Component Parts of British Ship Made Inland and Assembled on Coast.

London.—"Fabricated" vessels are one of the latest and most interesting developments of Great Britain's ship building drive. A fabricated ship is one whose component parts are manufactured in other than shipbuilding yards, usually in plants inland. The new fabricated ship is larger than most of the standard ships and there is not a curved frame in it.

In fabrication of ships the aim was to increase speed of production and also to utilize for shipbuilding purposes such plants as bridge-building yards and land engine factories.

It is expected that ships of the new type soon will materially increase the tonnage output.

FRENCH REFUGEES FLEE FROM GERMANS



With all their household goods loaded on the cart and their two cows being led behind these French refugees are fleeing to points of safety before the British lines. Many of the inhabitants of the front-line towns were launched. Many less fortunate than those pictured in this British official photo were compelled to leave all their worldly possessions behind when they fled.