

NINE SHIPS SUNK

(Continued from page one.)

For instance, the big American liner steamer Philadelphia, with passengers and freight from New York for Liverpool, was in the waters from which the reports of German submarines have come today. The Scandinavian-American liner Frederick VIII is somewhere off that part of the coast, bound from Copenhagen to New York with Ambassador Gerard aboard.

One of the mysteries of the undersea campaign is the escape of the steamer Kansa, chartered by the French government and carrying an enormous cargo of munitions.

Fourteen Babies in Boats.

By F. W. Getty. (United Press staff correspondent.) Newport, R. I., Oct. 9.—Dripping with brine, which stood out like sweat on their steel sides from the prodigious efforts of rescuing passengers of six torpedoed merchant ships, four United States destroyers arrived here before dawn today bringing the first stories of the European war carried to America's doorsteps.

While searchlights flashed and whistles sounded, the destroyer Ericsson—the first to arrive—noised her way back from the scene of operations of Germany's U-boats.

Of the 41 persons picked up from small boats by the Ericsson, not one was injured. Practically all, however, had lost every personal belonging. They had only the clothes they wore.

Fourteen babies were in the boats the Ericsson found bobbing on the water which had become the grave of the

steamer Stephano, bound from St. Johns to New York. Many were sleeping peacefully in the arms of their mothers or nurses as the lifeboats rolled and rocked with the gentle sway of the sea. Almost all night long, the boats had drifted. Only the dim light of a lanterns in the lifesaving craft and the soft rays of the moon, sifting intermittently through the clouds, served the light the scene, which but a few hours before had been one of America's peace.

Took to Boats Sunday.

The passengers of the Stephano took to the small boats at 6:30 Sunday evening. They were adrift until about 2:30 this morning.

There was no sign of hysteria or fright as men, women and even an eight-year old child, told their stories of being suddenly roused from dining tables, from little social gatherings in saloons and of babies hurriedly washed from sleep to be hustled over the side and into lifeboats. Only a short distance away floated a sea green monster. The submarine rested low in the water, her bulging sides and pointed snout giving her the appearance of a giant man killing fish.

When the first alarm was given and a shot came crashing across the bow of the Stephano, many passengers refused to believe they were being attacked by a submarine. They laughed when an officer rushed by, shouting that all must don life preservers and take to the boats. But the serious mien of the captain, the hurrying about of the crew and a glimpse from the deck of the ship convinced them.

Thousands thronged the Newport waterfront as the destroyers put into port, with their cargoes of human freight picked up from the sea. New-

port society turned out in force. Mrs. Elsie French Vanderbilt sent her limousine down to the wharf and four women passengers from the Stephano were taken to her home. Other society women also sent their cars to the dock and the mothers and babies taken from the U-boats' victim ships are being cared for today in the parental homes of Newport's elite.

Rich Women Care for Them.

On the forward deck of the destroyer Ericsson, as she swung into her dock, was one of the strangest groups ever seen on an American warship. A little band of women, with babies in their arms, wept silently, trying not to show their sorrow over the loss of precious possessions to the children, frightened by their strange surroundings.

They came, for the most part, of part of hardy Canadian stock and when asked if they were frightened when they learned a submarine had attacked their ship, they simply shrugged their shoulders and replied:

"No."

One blonde haired baby wore a sailor's cap rakishly over one eye. In her haste to leave the Stephano, the mother had not had time to get the baby's bonnet and a seaman had furnished the necessary head covering. Another bright-eyed youngster was having the time of his life as he lay in his mother's lap gurgling joyously at the sailors as they gushed such things as submarines existed.

Arriving at the naval hospital here, the Stephano's passengers and crew had their first meal in 14 hours.

The United Press correspondent was the only newspaper man permitted aboard the destroyer Ericsson which brought to port the gripping story of the war carried to American waters.

When the Ericsson dropped anchor Admiral Gleaves, commanding the destroyer flotilla, ordered health officers aboard to examine passengers and crew from the Stephano.

The youngest passenger aboard was little brown-eyed Warren Driscoll, of St. Johns. Warren is four months old. With 13 other babies he is safe ashore today after an experience, the thrill of which, may never be repeated though he may live to be a gray haired man. Miss Elizabeth Butler, of St. Johns, telling of her experience, said:

"I lost everything I owned except what I've got on. My God, it was awful!"

"We had just sat down to supper when suddenly we heard a shot. Someone called that the ship had been fired upon. Then I heard the captain yell to everyone to get their life preservers on. I went below deck and put on a life belt and life preserver. There was no time to pick up belongings. The officers urged the utmost haste. As we went over the side we knew for certain that a submarine had stopped our ship, though some of the passengers could even then hardly believe it. I lost \$150, all the money I have been able to save."

Kitty Trumblett, of St. Johns, said she had started to New York for a holiday. She also lost all of her money and her visions of an outing were shattered, but she pluckily declared she didn't care much."

A. C. Tickell, chief of the Stephano, celebrated his third submarine sinking when he was taken off the ship. He was on the Marquette when she was sunk without warning in the Dardanelles. The Marquette was a troop ship and Tickell was a soldier at that time.

Shortly after this Tickett was on the

troop ship Manitou which was sunk off Malta by a German submarine. The chief was wounded this time. Commenting on the attack on the Stephano, Tickett's only remark was:

No Loss of Life Reported.

Newport, R. I., Oct. 9.—A total of nine ships have been sunk by German submarines up to an early hour this morning, according to an officer of the destroyer Ericsson, arriving here.

This officer said he understood more than one submarine was surely taking part in the attacks. He said information at Nantucket was that two and possibly three submarines had been sighted. His information was all from Nantucket and confirms the reports given out there as to messages picked up from wireless flashes.

One report declares there were two submarines—the U-53 which put in at Newport Saturday, and the U-54. Another report mentions the U-61. There is no way of establishing definitely how many submarines are on the scene.

All latest information is that there has been no loss of life. All passengers from the steamers which were sunk have been taken off the Nantucket light ship and have been landed or are en route to Newport aboard United States destroyers. Passengers from the Stephano, and crews of the Strathden, the West Point, the Kingston, the Bloomersdijk and the Christiana Kudson, were taken off during yesterday afternoon and late last night.

Was Not the U-53.

Boston, Mass., Oct. 9.—A German submarine, other than the U-53, halted the Hawaiian-American steamer Kansa, officers of the vessel declared on reaching port here today. Their statement, after viewing a photograph of the U-53 taken during the latter's hurried call at Newport Saturday, was taken as conclusive proof that more than one German submarine operated off the New England coast over Sunday.

After studying the photograph, both officers and men said the ship halting them was different and that the men aboard were not the same as those depicted on the U-53.

The submarine raider did not board the Kansa. Instead, the German captain hailed the vessel from deck, after spotting her American flag, and the U-boat dropped out of sight just as abruptly as it had appeared, after being shown the Kansa's papers and having them examined.

Was Carrying Contraband.

Shipping men were surprised that the German should have let the Kansa go free, inasmuch as her cargo consisted of steel, hay and grain from New York for the French government at St. Nazaire.

The Kansa will take 2000 horses aboard her and sail again for the French port. She was chartered some time ago by the French government. She is a 15,000 tons.

The theory that there is more than one submarine off the coast was also borne out by the story told by Captain E. L. Smith of the Kansa.

Smith declared he had hardly departed from the U-boat which held him up when he heard the call of the steamer West Point saying she had been fired on. The West Point was some distance away, Captain Smith said:

Examined Her Papers.

"I left New York at 10 a. m. Saturday and arrived 3 miles off the Nantucket lightship at 4:35 Sunday morning. The first warning I had that a German submarine was even in the vicinity was when I heard a shot fired across the Kansa's bows. I immediately ordered the engines stopped, but before we could come to a standstill there was a second shot. We came to a stop within a few minutes. I then sighted the submarine for the first time. She was a short distance away and an officer hailed the Kansa from the boat. He asked for our papers. I immediately put over a boat with Second Officer McNamara in charge. He rowed to the submarine and presented our papers. They were carefully examined and McNamara was told we could proceed. An hour after we were first stopped we were under way again.

"Before we could get along, however, the submarine disappeared beneath the waves, diving out of sight as suddenly as she had appeared. We had hardly left the U-boat until I heard the wireless call of the West Point, saying she was being attacked by a submarine. I put the Kansa about and started to her assistance. Before we had gone far we learned that the United States destroyers were within striking distance so I changed my course again and proceeded to Boston."

Captain Smith could not explain how the submarine commander happened to permit him to continue his voyage. He admitted the Kansa was carrying contraband and was under charter by the French government.

Allied Cruisers Watching.

Nantucket, R. I., Oct. 9.—Allied cruisers are cruising off Nantucket shoals in search of German submarines. Wireless messages picked up early today indicate that three British cruisers have arrived only a few miles off Nantucket. The British vessels are apparently listening in on all wireless in the hope of getting some report as to the whereabouts of the raiders.

State House News

Complying with the law which requires the state board of control to approve the budgets for the various state institutions and have them in readiness for submission to the legislature by November 1, the board made the first of a series of visits to the institution Saturday for the purpose of securing the needs thereof before approving the estimates made and submitted by the several superintendents.

The heads of 10 state institutions have submitted estimates to the board. All but the eastern Oregon hospital for the insane ask for an increase over the amount asked for two years ago. The budget total is \$2,947,515.54, which exceeds the former one by \$1,200,991.93. The amount asked for by the several superintendents are as follows:

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|-----------------------------|---------|
| Oregon state hospital | 760,134 |
| Eastern Oregon hospital | 259,260 |
| Penitentiary | 253,300 |
| Tuberculosis sanitarium | 119,926 |
| Soldiers' home | 90,830 |
| Institute for feeble-minded | 291,450 |
| Girls' industrial school | 78,850 |
| State training school | 90,000 |

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Brownsville, Oregon—
Crandall's Drug Store
Ringo's Drug Store

things, and the last named asking \$31,850. The school for the deaf, it is stated, will require but \$4,255 for this purpose, while \$6,821.04 will be needed by the school for the blind.

Corporation Commissioner Schulderman denies a statement recently made by E. E. Miller that the action revoking the permit of the Wapinitia Irrigation company had tied up the project. The commissioner declares that the revocation is only temporary and only prohibits the company from selling its stocks and bonds. Certain litigation is in progress which might involve the company's title to the water rights, and this is the reason for the revocation order from the corporation department.

Governor Withycombe has appointed C. I. Lewis, of Corvallis; O. C. Allen, of Medford, and Dr. C. A. Muerum, of Portland, as a committee for Oregon to devise methods for the creation of a market for northwestern fruits. The governor has also appointed Miss Donn, parole officer of the industrial school for girls, a special agent with additional authority in carrying out her duties.

The car shortage on the Southern Pacific is gradually increasing. Latest figures received at the office of the public service commission show the shortage to be 1,741. A total of 64 empty cars have been received at Ashland since Friday.

Articles of incorporation have been filed at the corporation department by the Standifer-Clarkson company, Portland, shipbuilders, capital stock \$225,000; Pellick Mines company, Bamble, \$100,000; Woodworth Motor company, Albany, \$1,000.

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