

GERMAN CAPTAIN REFUSED PLEA TO SAVE LEELANAW Submarine Commander Would Not Jettison Cargo of United States Ship.

Raiders Treated American Crew Kindly and Gave Them Food, Reports Captain Delk to Consul at Aberdeen—Ship Shelled.

Many of Kaiser's Seamen German-Americans—Give Ample Time for Launching of Small Boats and Allowed Victims to Save Personal Effects.

ABERDEEN, Scotland, July 28. The official story of the destruction of the American ship Leelanaw by a German submarine in the North Sea on Sunday was told today by William P. Quinn, the United States Consul here, by Eugene Delk, captain of the destroyed steamship.

The chief features of Captain Delk's story were these: First, That plenty of warning was given to the Leelanaw and that the crew was given all the time necessary to leave the vessel before it was attacked.

Second, That the crew of the German submarine treated the crew of the Leelanaw with kindness and courtesy, supplying them with food.

Third, That the captain of the submarine declared that he could not spare the Leelanaw because he had not been in the habit of jettisoning contraband cargoes.

(4) After the Leelanaw's crew had left their ship the Germans fired shells into her, but this method proving too slow they discharged a torpedo aimed at her. The American ship was burning when she went down.

(5) Most of the seamen on the submarine could speak excellent English and seemed to have been residents of the United States before the war broke out. The vessel which brought the Leelanaw's crew to port brought also the crews of the ships Grangewood and Rubina, which had been sunk by German submarines at sea.

THE CAPTAIN'S STORY. "We were about 65 miles northwest of the Orkney Islands on Sunday afternoon when I observed two ships to the southward," said Captain Delk. "While looking them I heard a shot and upon looking closer I saw a submarine lying on the surface of the sea.

"Almost immediately one of the two ships was observed to be of British nationality and began to settle. The submarine made off toward the other merchantman and I heard another shot. The Germans' attention to the second ship was short-lived, however, for just then the commander of the submarine must have spotted my vessel, for he made off in our direction.

"My first thought was to seek safety in flight and after altering my course I ordered full steam ahead. The submarine put on all her speed and the chase was on. The German boat was a very swift one and made good headway. When she saw we were going to make a run a shot was fired, but it fell about 200 yards short of us. She then slowed down until her nose pointed toward the submarine.

"The submarine continued in our direction and sent up a signal ordering us to send my papers on board. I did so, and the German commander studied them carefully. He discovered that I was bound from Archangel to the United States by way of Halifax, and he then sent up another signal ordering us to leave the ship immediately. Then a small boat left the submarine and when it was within halting distance an officer shouted in good English:

"Take your time, but get all your crew into the boat. Get together as much of your personal belongings as you can and then row away from your ship."

"The German said that we would be carried toward the mainland of the Orkneys in the submarine. We were ordered, getting into our small boats as quickly as possible, at the same time carrying as many of our personal belongings as we could get together. When we had rowed off for some distance the submarine fired five shots into the hull of the Leelanaw on the starboard side, but the vessel still remained afloat, as all struck above the water line.

"Upon seeing this the German commander fired a torpedo which struck the vessel squarely amidships. She immediately began to sink. We were ordered to get into our small boats as quickly as possible, at the same time carrying as many of our personal belongings as we could get together. When we had rowed off for some distance the submarine fired five shots into the hull of the Leelanaw on the starboard side, but the vessel still remained afloat, as all struck above the water line.

"We were taken on board the submarine, and our two lifeboats were taken in tow. The submarine did not make off at once, but stood by until the Leelanaw was nearly under water. The Leelanaw disappeared at 3 p. m. Then we made off toward the Orkneys, keeping a steady pace until 8:30 at night. When we were a few miles off land, we were ordered into our boats again, and we obeyed with alacrity.

I WENT TREATED. "I want to say that the captain of the submarine treated us with all the courtesy in the world. He served us with ground coffee and German cigarettes. The commander explained that he had to destroy the Leelanaw, as he was not in the habit of jettisoning contraband cargoes.

"Our worst anxiety was for the crew at the very last. While rowing toward the mainland we lost our way in the darkness and got mixed up in some rapids; the sea was very treacherous and our two boats were nearly swamped, but the wind was in our favor, and finally we arrived at Kirkwall at 6 o'clock the following morning without any mishap.

"The members of the crew of the submarine gave us plenty of food and talked to us in the most affable manner. Most of them could speak English and seemed to have lived in the United States before the war.

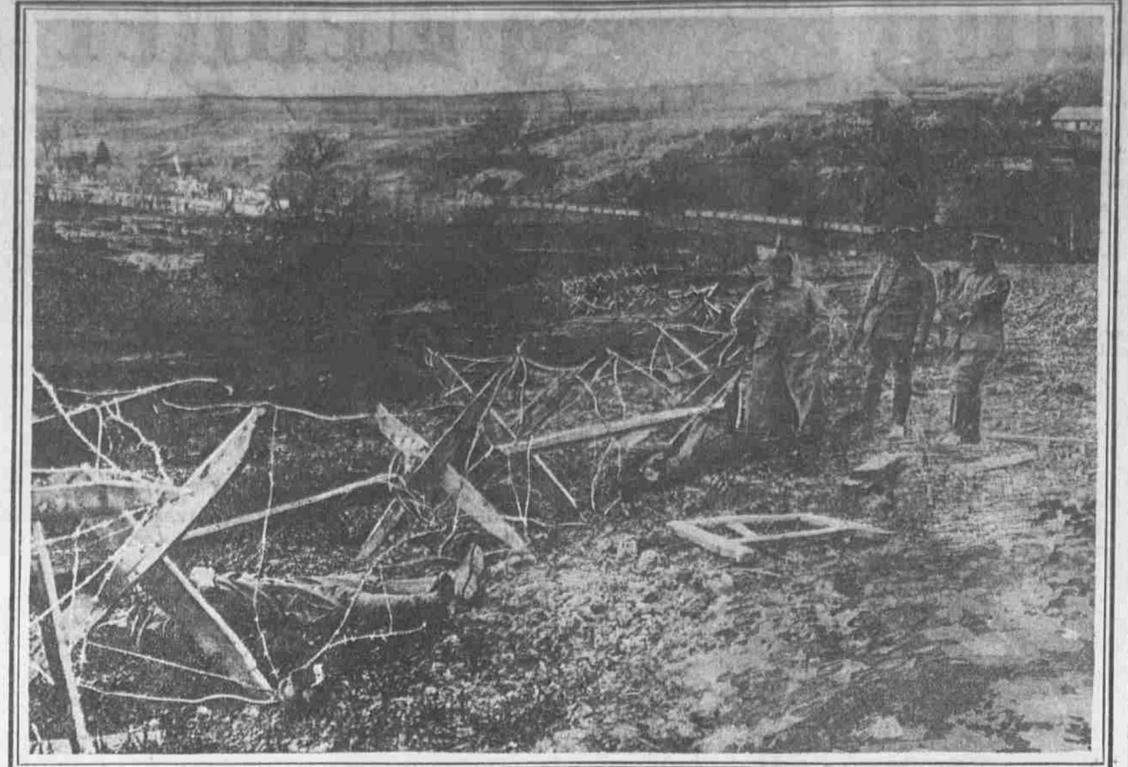
"The crew of the Leelanaw was mostly American, although there were some Scandinavians among them. We were surprised that two of the men who were on the Leelanaw were German nationals. When the submarine captain found that out he detained one of the boys. He evidently did not know the other boy was a German, too, or he probably would have kept him on the submarine also.

"We were wet through and through and chilled to the bone when we reached Kirkwall, but we were treated very kindly and soon recovered from our exhaustion.

"The Kirkwall authorities arrested the second German messenger boy of the Leelanaw, whose nationality had escaped the notice of the submarine commander. The members of the Leelanaw's crew left for Dundee.

Dr. Castle to Address Dental Congress. Dr. Theodore Castle, instructor in various acids and oxygen in the Philadelphia Post-Graduate School of Dentistry, will leave on August 1 for the International Dental Congress, which will be held at the Hotel de Ville in Paris. Dr. Castle will read a paper before the Dental Congress on experimental blood tests taken before, during and after the administration of various acids and oxygen.

RUSSIANS KILLED UNDER OWN BARBED WIRE FENCES IN RETREAT ON WARSAW



On their long retreat from Galicia the Czar's troops sought to stem the advance of the enemy by erecting a succession of these fences, which in many cases hampered their own forces more than the Austro-Germans.

WASHINGTON HOPES FOR CONCESSIONS IN COMING BRITISH NOTE

Points Conceded by Grey in Supplemental Communication Could Be Passed on to Berlin as Basis for Adjusting Differences.

WASHINGTON, July 28. The Anglo-German-American situation was regarded today as entirely "up in the air."

Officials were not prepared to make predictions until they saw the expected supplement to the British note on the Order in Council.

If concessions were offered by the British, it is said, they could be passed along to Germany with a request for corresponding submarine warfare concessions, and the whole controversy might speedily be straightened out.

As to the main American note, however, was only guesswork. Officials merely hoped so.

Ultimate arbitration of British seizures of American ships and cargoes, which it was hinted the London Foreign Office might propose, would be unsatisfactory, it was stated, because British interference with American trade is involving losses for which damages, months or years hence, cannot compensate the losers; no arrangements can be satisfactory but to have this interference stopped now.

From the Leelanaw incident officials had settled down to the belief that nothing but a diplomatic correspondence was to be expected.

As to the American note to Germany, it was believed the Kaiser, like the Washington Administration, was waiting to see what the supplemental British communication would have to say.

Reports that submarines chased the liner Carpathian, and earlier, the Baltic, were considered too intangible to lead to any exchange of messages between Washington and Berlin.

Within the next few days it was believed Russia, having already expressed a willingness to remove its embargo on shipments to the United States, would notify the Administration its conditions for authorizing a resumption of trade.

ENGLAND HAS "SECOND WIND," SAYS "SKY PILOT" AUTHOR

Ralph Connor Sees Hope in Changed Conditions.

TORONTO, Ont., July 28.—"Every man in the British Empire that ought to be listened to sees no hope of victory—absolutely none—and little hope even of a drawn battle, unless conditions be changed."

This statement is contained in an article called "Britain's Second Wind," written by the Rev. C. W. Gordon (Ralph Connor), author of "The Sky Pilot."

The author writes to say that England has been overconfident since the beginning of the war, not realizing the seriousness of the conflict.

"Who was wrong?" the fact was simply this: That the British people were standing and looking with newly opened eyes at the spectre of defeat loomed up through the Channel, as a spectre unlike the traditional spectre of our dream, sleeping or waking, in that it refused to disappear, and wore a shiny, steel helmet.

Doctor Gordon says that this is all changed now, and that England, finally being aroused, has got her second wind.

Worry Drives Man to Suicide. Charles Schreiner Kills Himself as Wife Waits Downstairs.

Worry over his daughter, who is in the State Hospital for the insane, and the loss of a will so distressed Charles Schreiner, of 234 East Dargahin street, that he committed suicide this afternoon.

The man left a note in which he blamed his troubles on an attorney. The note was written on a piece of wrapping paper, with lead pencil. Schreiner had been preparing to visit his daughter this afternoon, and after Mrs. Schreiner had gone downstairs her husband shot himself in the head.

Fear for Bryn Mawr Man Unfounded. Anxiety of friends over his delayed arrival, started the police of St. Louis, Mo., on a search today for D. L. Magruder, Jr., an attorney and electrical engineer of Bryn Mawr, who, it was thought, had not with an accident of some kind. Magruder was to have arrived in St. Louis Saturday, but when he failed to reach there today his friends notified the police of that city. His sister, however, with whom he resides, declared there was no reason for his friends' anxiety. She said he had been detained in another city on business and had so advised her.

TEUTONS REACH BUG RIVER; POUND RUSSIAN DEFENSES

Continued from Page One. The Kaiser's forces. The casualties suffered by the Germans during the fighting of the last four days were officially estimated here today at 35,000. Russia's finest troops are now on the battle front and their presence is making itself felt in crushing line. Germans. Had that Warsaw will be saved is increasing hourly.

The Germans are understood to have thrown into action on the front all their available forces and the Russian military critics assert the enemy will be unable to bring up reinforcements.

The conflict on the Narew front is the fiercest battle of the war. Without cessation either night or day, the combat is raging. Both Russians and Germans have their heaviest artillery in action. A dispatch to the Bourne Gazette from Warsaw states that more than 2000 guns are in action along the circular front extending from Ostroienka on the Narew to Sokal on the upper Bug.

Each movement has for its design the cutting of a railway which would carry Russian troops to safety. Once the roads are cut the flow of Russia's present fighting force, the best that the Grand Duke Nicholas can put on the fighting line, will be completely isolated. It will be unable to receive supplies or food and to which run the smaller lines which pass to the west and south through Suwalki, Grodno and other cities. This is a region in which there are hundreds of thousands of Russian troops fighting the battles of the Pless and the Ormaluk.

Theater comes in the respective German drives, one across Ostroienka to the eastward and in the wide valley toward the Bug through which run railways and the Government post roads.

The great drive over the Narew and in the direction of the Bug comes next, aiming at the only avenue now open for the Russians to receive supplies, reinforcements or ammunition. The forces before Novo Georgievsk and the Vistula, as well as the forces on the Bionia line within seven miles of the inside chain of forts, the line at Grodek, are simply sectors to prevent any operations in that direction. Then come the important movements on the Lublin-Cholm railway line and the attack on Iwanow.

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RUSSIANS RAID TURK PORTS; SINK 150 SHIPS

Destroyer Flotilla Makes Successful Attacks in Two Harbors on Coast of Trebizond.

PETROGRAD, July 28. In the most successful raid on Turkish shipping since the war began, Russian Black Sea destroyers on Sunday sank 150 Turkish sailing vessels in the harbors of Samzun and Hiss, on the coast of Trebizond. A Russian motor launch pursued and sank a loaded Turkish vessel that attempted to escape.

An official statement today, dealing with the operations of the Black Sea squadron and the fighting in the Caucasus, reported that the Turks in the vicinity of Mush have been reinforced and are making a stubborn resistance. A Russian cavalry regiment charged and sabred two companies of Turks in a hot engagement along the Euphrates and drove their remnants to the right bank of the river.

"As an auxiliary movement in the north they have started a campaign against Riga, employing six infantry and four cavalry corps, hoping to engage the large Russian force having control of the Gulf of Riga. However, the Russians have protected all the roads on the Riga side of the sea by naval fire, while the force defending the landward side is sufficient without disturbing the main body around Warsaw."

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WAR MOVES OF TODAY SEEN AT A GLANCE

German attainment of the Bug River after a week of fruitless attempts imperils Warsaw more sharply on the north. Berlin authorities chronicle the advance of Gallwitz's right wing and state that the Russians are being driven back to their last line of river defenses. Apparently the German onslaught on Warsaw from the north has made gains after an admitted check for 24 hours. Petrograd, announcing resumption of the offensive along the entire Poland front and estimating German casualties of 35,000 in four days' desperate battle between the Narew and Bug, maintains that the foe has been definitely held in this terrain. Although the drive has come within 20 miles of Warsaw the Russian counter-offensive campaign in the south seems to have spent its force.

GERMANS PIERCE LINES OF FRENCH AT SOUCHEZ BUT HOLD ONLY PART

Paris Admits Foes Penetrate Trenches in Three Night Attacks—Report All but 20 Yards Retaken by Counter-Assaults.

PARIS, July 28. Desperate fighting has been resumed in the Arras region north of Souchez. The communique issued by the War Office this afternoon tells of the repulse of violent German attacks there. The enemy gained 20 yards, but the assault on the French line was checked.

The text of the communique follows: In Arrais, to the north of Souchez, the Germans, after a heavy bombardment, launched against our positions at three different points last night several attacks. After a violent battle they were driven out of the trenches which had just been penetrated, with the exception of one point, where they still hold 20 yards of a mine works before our front. Positions were bombarded during the night.

"In the Argonne, in the regions of Latonville-aux-Charmes, the enemy launched an attempted attack. He was thrown back into his trenches by our infantry. On the rest of the front the night was calm."

By dint of very hard fighting the French forces in the Vosges completed yesterday the conquest of a highly important crest of hills which the Germans had powerfully fortified. These hills dominate the principal valley of the Fecht and the highway leading through it to Kolmar. French artillery placed on the new positions will be able to make life for the Germans in the valley beneath very uncomfortable, if not absolutely impossible.

Further progress has been made by the Italians on the Dobrodo front, and the Italian army has captured the route leading to Trieste by way of Dobrodo. The Austrians have lost all their important positions around Dobrodo.

The whole of the Carso plateau is now in the hands of the Italians with the exception of a few hundred yards of trenches, where the Austrians are still holding out.

On the Fogliano-Starrezzo-Radfolgia front the Italians are driving against the Austro-Hungarian lines in terrific attacks.

Stiffler-Joch (Stelvio Pass), fighting, which has been in progress for 15 days, is developing into an engagement of great proportions. A violent artillery duel is in progress there; Italian infantry has been ordered to capture the summit of Scartuzzo was stopped by the heavy snow.

Details of the capture of Monte Sel Bui have been received from Bologna. The Italians attacked at night under 11 glare of magnesium shells or "star bombs"; five charges were made in the light of the stars before the Austrians were finally dislodged.

Noted Author Fulfills Threat to Renounce American Citizenship.

108 BODIES IN RIVERS. Coroner Publishes Record of Suicides, Deaths and Accidents.

One hundred and eight unidentified bodies were picked up in the Delaware and Schuylkill rivers near this city in 1914, according to the annual report of Coroner William R. Knight, Jr., just issued. A total of 2908 inquests was held, January being the busiest month, with 350 cases.

April of last year was the leading suicide month, with 35, the total for the year being 270, including 190 males and 80 females, 361 white persons and nine colored. Peluso was the favorite method, 145 of last year's suicide victims using it.

Accidents other than in transportation caused 855 deaths last year, of which 323 were due to drownings, 375 to falls, 228 to illuminating gas and 218 to scalding. A wide range of causes brought about the other deaths. Proflees caused 67 deaths, including subway and elevated accidents, while railroads caused 78, and automobiles 57.

"WAR OF ENDURANCE," DECLARES PREMIER ASQUITH. British Fleet Stronger Than at Beginning of Conflict.

LONDON, July 28.—Speaking as the official mouthpiece of the British Government, Premier Asquith, in the House of Commons today, discussed the conduct of the war and the position of England.

"This is a war of endurance," declared the Premier. "The submarine menace is not going to inflict substantial injury upon our trade. Our fleet has not been impaired. It is stronger now than at the beginning of the war."

MOTORISTS TO BUY PIKE. Harrisburg Club Will Present Road to State.

HARRISBURG, July 28.—Members of the Harrisburg Motor Club will purchase the Dappin and Berks turnpike, between Harrisburg and Pottsville, and turn it over to the State Highway Department.

A committee from the club took the matter up with State Highway Commissioner Cunningham today, who approved the plan and offered assistance.

Young 'Tony's' love for firearms fostered by the war is said to be indirectly responsible for the affair. The lad has an old unloaded gun at home and delights in playing with it. He frequently pointed at his sister, and saying "I'll shoot you," would pull the trigger in a spirit of fun.

Today Katherine arose shortly after 8 o'clock. She was in her kitchen waiting for breakfast when "Tony" rushed in with a shotgun he had discovered in an upstairs closet. He pointed it at the girl and pulled the trigger. The house vibrated about with the report of the discharge and Katherine sank to the ground in a pool of blood. Her brother became hysterical from grief.

Swedish and Danish Ships Among Those Destroyed Off British Coast.

LONDON, July 28. Four more neutral ships, one Swedish and three Danish, have been sunk in the North Sea by German submarines. The victims were the Swedish steamship Emma and the Danish sailing ships Napstones, Elna and Marie.

They were attacked and sunk off Longstone on Monday. The crews were landed today.

All four ships were laden with lumber and bound for England. The Emma was sunk with a bomb. The other three vessels were burned. The submarine stopped the Norwegian