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WIRE DISPATCHES

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SALEM, OREGON, THURSDAY, AUGUST 3, 1916

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DRIVING WEDGE DEEPER INTO ENEMIES' ARMIES

Russians Harassed by Victories Pay No Heed to Natural Obstacles But Drive Steadily Ahead—Kovel Only Twelve Miles Away and Lemberg in Danger—May Turn Flanks of Teuton Armies—Little Changes Made on Western Front But Fighting Is Fierce

Petrograd, Aug. 3.—The battering of Teuton defenses along the Kovel-Lemberg line showed no signs of abatement today. Unofficial dispatches from the front said the Russian forces were mixing infantry attacks with heavy artillery bombardment in a series of battles at various points. German counter attacks in rapid succession are being launched against the Muscovite columns, so far without success, except temporarily halting the forward movement of the Russians.

Press dispatches today said General Kaledine was less than a dozen miles from Kovel and continuing his advance. He is threatening momentarily to take the Kovel-Lemberg railway, spreading still wider the Russian wedge between the German and Austrian forces. This same wedge threatens a turning of the flanks of the two Teuton armies.

Marshy terrain is hampering the Russian attacks slightly, but the czar's forces are so confident of early victory and so encouraged by the success which has so far attended their drive that they are disdainful of natural obstructions.

German Story of Day

Berlin, Aug. 3.—Both British and French attacks on the western front yesterday failed, according to today's war office statement.

"Strong English attacks on both sides of the Albert-Banque road east of Trones wood broke down," it asserted. "French advances near Barleux and Estrees were repulsed."

"Between Maurepas and the Somme seven French assaults were made," the communique continued. "We remained masters of our positions after stubborn fighting. The enemy only succeeded in penetrating to Moncu farm, also a trench north of that point. At the Thiamont work, southeast of Fleury the enemy was completely repulsed, likewise in the mountain and forest nearby, after temporarily breaking our lines. They suffered heavy losses. The enemy obtained a footing on Pepper ridge, southwest of Fleury and they recaptured a trench section lost Tuesday in Lauffe forest."

"On the eastern front Russian advances on both sides of Lake Nobel failed. Southwest of Lubieszew a strong attack broke down. An enemy advance around Kowelsarany was driven off."

As the French Tell It

Paris, Aug. 3.—Material progress south of Fleury was reported in today's communique detailing French operations. Pressing their advantage, the French troops advanced to a point beyond yesterday's station and took 700 German prisoners, making a total of 1,300 since Tuesday night captured on the right bank of the Meuse.

The German losses since July 30 have been so heavy, the communique declared, that all their regiments have had to be reformed.

South of the Somme German counter attacks south of Estrees were checked. On the right bank of the Meuse, the German forces violently counter attacked trenches captured yesterday but the official statement relates they were everywhere checked by the French fire, losing heavily.

The English Version

London, Aug. 3.—British forces last night continued consolidation of ground gained so far during their thrust at the German lines, according to the report of General Sir Douglas Haig today. He said there has been almost constant artillery firing from both sides.

At dawn the enemy's fire slackened and a small mine was exploded near Souchez without inflicting any casualties on the British troops and with but little damage to the terrain.

Bugged Two Aeroplanes

Paris, Aug. 3.—In air reconnaissance on the Somme front, Sergeant Chaintat of the French flying squad yesterday bugged two German aeroplanes, making a total of eight so far brought down by him. His exploit was announced in an official statement.

Another German aeroplane, it was stated, was defeated in an air combat near Chauny.

Another Zeppelin Raid

London, Aug. 3.—The fourth German air raid on British east counties occurred early today and like previous excursions of like character resulted in little damage, according to first official reports.

Six or seven Zeppelins formed the squadron. They dropped "a considerable number" of bombs, according to the war office statement, but exact reports of damage have not yet been received.

It is reported one of the raiders was hit and badly damaged by anti-aircraft guns.

British patrols sighted the Zeppelins very soon after they reached points over British soil and anti-aircraft guns opened at once. The dirigibles flew at heights of from 3,000 to 5,000 feet.

In the fourth air raid in less than seven days British patrols were able to sight the aerial invaders before they passed over British soil. Warnings were sent broadcast over all the east coast coast long before the dirigibles appeared overhead.

Gas Gave Warning

Petrograd, Aug. 3.—Timely discovery of German gas, warning of approaching Teuton attacks, enabled Russian forces in the region of Smorgnen to beat back their foes with heavy losses before they even reached the barbed wire entanglements before the Russian positions.

The war office statement today describing the incident, asserted that the Teutonic forces lost heavily and a number of machine guns and rifles were captured.

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Tipton Bud's son that went to South Dakota about a year ago has written his father for a homeseeker's ticket. The father takes lemonade soon gets drowned out of the conversation.

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Aided Executioner In Adjusting Noose and Pinning Arms

"I DIE FOR MY COUNTRY" WERE HIS LAST WORDS

Ignoble Ending of Life Filled with Work for Good of Humanity

London, Aug. 3.—Roger Casement paid penalty for treason today with his life. He was hanged at Pentonville prison at 9:07 a. m. today. Ten minutes later his body was cut down, life being pronounced extinct.

The Irish leader's last words, spoken while he waited fearlessly for the drop to be sprung were:

"I die for my country."

The Rochdale barber, Ellis, the prisoner's regular executioner, sprung the drop after he had adjusted the hempen noose—not the silken cord which the former knight had hoped up to a few weeks ago would be granted as his instrument of death, in accordance with the ancient privilege granted men of his title.

The hanging was witnessed only by officials of the prison. A large crowd waited outside the grim goal and when the bell tolled announcing the law's satisfaction there were a few cheers intermingled with groans. Several Irish men standing at the rear of the Bentonville jail attempted a demonstration, led by an Irish member of parliament, but were quickly hustled off the scene by guards.

It was said Casement went calmly to his death, led by a Catholic priest who ministered to him when he retired last night for the last time at 10:30 and when he arose early today. The Irish leader has only been recently converted to Catholicism.

Two Catholic priests, Fathers Ring and Carey, heard Casement's last confession and administered holy communion to the condemned man. Both accompanied him to the scaffold.

Smiled at His Guards

Leaving his cell on the summons to death, the Irishman appeared slightly nervous, but there were no signs of a breakdown and he smiled gravely at his guard, remarking: "It is a beautiful morning."

Several of the Irishmen in the crowd outside the jail fell on their knees and prayed fervently during the tolling of the bell which announced Casement's death. On the other hand there were a few in the watchers, men and women, who waved hats and handkerchiefs.

Last night guards said Casement spent considerable time in writing, but slept soundly after he had retired.

Casement expected a reprieve and commutation of his sentence up to last night, but when darkness came he realized there was no hope it was said, and without emotion went about setting his affairs in order.

Those who witnessed the hanging said the Irishman was master of himself, walking to death and waiting for the noose to tighten. When the priest recited the prayers for the dead, Casement responded in a clear voice: "Lord have mercy on my soul."

The sentence was granted just one boon before his death—and that was permission to wear his own clothes instead of the prison garb to which he objected strongly on his incarceration in the condemned cell. He did not wear a collar. He assisted the executioner in adjusting the noose and pinning his arms and legs.

Brief Story of Offense

The government turned a deaf ear to all pleas for commutation of the degraded knight's sentence. Petitions have been coming in at the home office for weeks. It was in answer to these that Lord Robert Cecil asserted that no doubt existed as to the Irishman's guilt and that the only ground on which commutation could be based would be political expediency—a "difficult ground to put forth in this country."

Solicitor Gavin Duffy, who was Casement's counsel, was indignant at refusal of the prison authorities immediately to turn over the body of the Irish knight after the law had been satisfied.

"Representing deceased relatives at the inquest," he said, "I applied to the home office for possession of the body. Their refusal to turn it over to me was a monstrous act of indecency."

Prison Governor Davis testified at the inquest that Casement's death was instantaneous.

The late Sir Roger Casement was arrested on April 22 after having landed on the Irish coast from a German submarine which was conveying a German transport steamer loaded with arms and ammunition for Irish revolutionists. Two days later the Dublin revolt broke out.

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CLOUD BURST KILLS 25, FOURTEEN MISSING

Area Six Miles by One Swept Clean by the Terrific Flood

Middlesboro, Ky., Aug. 3.—Twenty-five persons were drowned and 14 others are missing as the result of a cloud-burst in Barren Valley, Claiborne county, Tennessee, today.

The dead:

Bob Johnson and wife.

Buck Ferguson, wife and seven children.

W. P. Zachery, wife and five children.

Mrs. D. C. Edmonds, four children and two grandchildren.

Lillie and Minnie Wiley, daughters of S. H. Wiley, Monroe, Mich., who were on a visit.

Few of the bodies have been recovered, rescue parties waiting until the flood recedes.

Bush Hagson and wife, bodies recovered; their two children are believed drowned but the bodies have not been recovered.

The home of Crockett Edwards was washed away. No trace of Edwards and his wife and four children has been found.

Two bridges on the southern railroad between Middlesboro and Knoxville were washed out. Train service will be delayed at least 24 hours.

The property damage will amount to several thousands of dollars.

Citizens of Tazewell, Tenn., organized rescue parties and are searching for bodies.

TODAY'S BALL SCORES

National	R.	H.	E.
Chicago	0	7	0
New York	1	4	2
St. Louis	2	7	1
Pittsburg	2	7	1
Brooklyn	7	10	4
Philadelphia	4	9	3
St. Louis	4	9	3
Philadelphia	10	14	1
Washington	1	7	1
Cleveland	3	7	1
Bush and Haley; Bagley and Daly.			

Marion Veterans Elect Officers

Silverton, Ore., Aug. 3.—(Special to the Journal).—Joseph Dummels was today elected president of the Marion County Veterans' association at the meeting in session at Silverton. The other officers elected are: Mr. Hendricks, of Woodburn, vice-president; Mrs. Emma Cobb, of Silverton, secretary; Gideon Stolz, of Salem, treasurer; Brice McKinley, marshal; Mrs. Lizzie Smith, of Salem, deputy marshal.

The attendance today was probably the largest ever held since the organization of the association.

August 18, Salem's chances of hearing the candidate will all depend on whether arrangements can be made for the trip down the Willamette valley on the Oregon Electric, Wednesday, August 16. Judge Charles L. McNary, chairman of the republican state central committee will confer with the republican committee having the itinerary in charge and will be able to announce within a few days whether Mr. Hughes will speak in the city.

Salem May Have Chance to Hear Hughes

If Salem folks have the chance to hear Charles H. Hughes, republican candidate for president, it will be on the morning of Wednesday, August 16. Mr. Hughes and his party of 28, which includes newspaper men, will leave New York on his western trip, August 5. Sunday the 13th will be spent at Spokane. Tuesday the 15th he will be in Tacoma and the next morning arrive in Portland at 7:30. Right here is where Salem will come in if his party can be prevailed on to take an Oregon Electric special on a day trip south, speaking at Salem, Albany and Eugene, returning that afternoon in time for the big event in Portland.

He is billed to appear at a meeting in San Francisco on the evening of

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Conditions Favored Watchers

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Norfolk, Va., Aug. 3.—Somewhere in the direction of Germany, safely past the allied warship patrol, the submarine merchantman Deutschland is boring her way through the Atlantic toward her home port of Bremen. Reports coming into Hampton Roads indicate the pioneer submarine blockade runner has not poked her periscope above the water since she submerged near the capes last night. At that time the nearest British warship was five miles distant, according to the tug Thomas F. Timmins, which accompanied the Deutschland as far as the capes.

Expectation of a thrilling chase and perhaps some sort of a fight in connection with the Deutschland's departure was disappointed. Folks on shore saw nothing and sight crews who filled big and little harbor craft saw little more.

From Cape Henry came the word long after sunrise that no sign had been seen of the Deutschland. A single disappointed British dog of war lay off Cape Henry light and not another vessel was in sight.

Conditions Favored Watchers

Weather conditions favor the allied patrol, however, not the Deutschland. The Cape observer reports a clear sky and only a slight breeze.

The submarine's actual submersion was witnessed only by her pilot tug, the Timmins, and those aboard the Timmins were not close enough to be sure they had seen the dive made until wave after wave of the heavy sea had come up and gone down without the submarine's light again showing.

The submersion was made about a mile outside the capes, the Timmins' crew reported when they put into Norfolk early today.

Captain Hirsch, of the interned German liner Neckar, who was aboard the Deutschland, said the last act of Captain Koenig and his crew before they went below was to give three cheers for America and the American people. This was as they neared the capes. Then all disappeared from the upper structure of the submarine, Captain Koenig being last to descend, shouting a farewell to Captain Hirsch as he disappeared.

Captain Hirsch said the Deutschland planned to submerge only during the day time when well out to sea and in dark time only when absolutely necessary.

"She will proceed on the surface like any other vessel at night as soon as out of the danger zone," he said.

"We expect to hear from her—or about her—before she reaches Bremen."

"That's the last that will be seen of her until she bobs up in Bremen," declared Captain Hirsch.

Captain Zach Cullison, of the Timmins, would only say: "I'm glad she's gone."

It's the most worrisome bit of pilot Captain Zach has had to handle in many a day.

May Work Along Coast

It has been understood Captain Koenig planned to work his way along the coast, north or south after submerging, putting into some port if forced to do so by the enemy patrol. He desired to dive out into the Atlantic, the moment he was sure the patrol had been avoided.

The United States cruiser North Carolina, assigned to neutrality duty, was ordered in from the capes today, indicating the belief of government officials at least, that danger of neutrality violation had passed.

The Deutschland appeared in the bay after spending the day in Tangier Sound, 35 miles up, just about sunset and was cutting across toward the capes as darkness began to fall. She was displaying red and green lights close to the water, but soon put these out.

Approaching the cape sentry lightship the submarine moved in close to shore and held back while the Timmins proceeded some distance out, presumably to determine if hostile vessels were in sight. Presently she signaled and the Deutschland moved on past the cape. This was about 9 o'clock.

The Deutschland drew near enough to her pilot tug to permit the shouting of farewells and the cheering for America and then the rolling water began to pile up between them. She signaled briefly with her periscope light. Then that blinked out and the tug turned back to Norfolk.

WINKED GOODBYE WITH PERISCOPE AND DISAPPEARED

Submersion Was Made About One Mile Outside of the Capes

UP TO WATCHING FLEET TO CATCH HER IF IT CAN

Last Act of Captain and Crew Was "Three Cheers for America"

By Carl D. Groat.
(United Press staff correspondent.)
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Captain Hirsch said the Deutschland planned to submerge only