

U. S. Warships Victorious In Battle With Submarines

Washington, Aug. 1.—Details of the attacks by German submarines upon the first expedition of American troops sent to France became known for the first time today, when the report of Rear Admiral Gleaves, commanding the naval convoy, was made public by Secretary Daniels.

The first attack was made on Admiral Gleaves' flagship, leading the first group of the expeditionary force, and at least two submarines were indicated to be engaged. The admiral stated the belief that the U-boats had knowledge of the coming of the troop ships and were on watch for them.

The second group of transports also were attacked by two submarines, one of which apparently was sent to the bottom by a bomb dropped from an American destroyer.

There is disagreement among officers of the third group as to whether they were attacked, but much evidence is presented to indicate that they also were assailed.

Report Laid Before Senate Committee.

Secretary Daniels made the report public, with certain military information deleted, after he had sent an uncensored copy in confidence to the Senate naval committee, members of which recently inquired as to the truth of charges in the Senate that the official account of the attack published July 3 was greatly exaggerated.

The report was prepared by Admiral Gleaves while at a French port and was submitted to Admiral Mayo, in command of the Atlantic fleet, who forwarded it to the navy department. Its full text as made public follows:

"1. About 10:15 p. m. June 22, the first group of the expeditionary force, of which the flagship was the leader, encountered the enemy's submarine—in latitude * * * N, Longitude * * * W.

"2. At the time it was extremely dark, the sea unusually phosphorescent, a fresh breeze was blowing from the northwest which broke the sea into white caps. The condition was ideal for a submarine attack.

"3. (Paragraph 3 gives the formation and names of the vessels, together with the speed they were making and method of proceeding and nothing else. It is therefore omitted for obvious reasons.)

Flagship First Attacked.

"4. Shortly before the attack the helm of the flagship had jammed and the ship took a rank sheer to starboard; the whistle was blown to indicate this sheer. In a few minutes the ship was brought back to the course. At this time the officer of the deck and others on the bridge saw a white streak about 50 yards ahead of the ship, crossing from starboard to port at right angle of our course. The ship was immediately run off 90 degrees to starboard at full speed. I was asleep in the chart house at the time. I heard the officer of the deck say, 'Report to the admiral a torpedo has crossed our bow.' General alarm was sounded, torpedo crews being already at their guns. When I reached the bridge the A and one of the transports astern had opened fire, the former's shell fitted with tracers. Other vessels of the convoy turned to the right and left, in accordance with instructions. B crossed our bow at full speed and turned toward the left column in the direction of the firing.

"5. At first it was thought on board the flagship that the wake was that of a torpedo, but from subsequent reports from other ships, and in the opinion of the lieutenant X, who was on the bridge, it was probably the wake of the submarine boat itself.

"Two torpedoes passed close to the A from port to starboard, one about thirty yards ahead of the ship and the other under her stern, as the ship was turning to the northward. Captain Y reports the incident thus: 'Steaming in formation on zig-zag courses, with base course 75 degrees psc, standard speed. At 10:25 sighted wake of a torpedo directly across our bow about thirty yards ahead of the ship. Changed course 90 degrees to left and went to torpedo defense stations. Fired two one-pounder shots and one five-pound shot from port battery in alarm, in

addition to six blasts from sirens. Passed through two wakes, one being that from the U. N. S. C. in turning to northward, the other believed to have been from the passing submarine. A second torpedo wake was reported at about 10:35 from after lookouts. After steaming in various courses at full speed, resumed course 89 degrees psc at 11:10 for rendezvous. At 12, set course 56 degrees psc.'

"6. The torpedo fired at the D passed from the starboard to port, about forty yards ahead of the ship leaving a distinct wake which was visible for about 400 or 500 yards. Col. Z, U. S. A., was on the starboard wing of the bridge of the D at the time, and states: **Saw White Streak In Water.**

"I first saw the white streak in the water just off the starboard bow which moved rapidly across the bow very close aboard. When I first saw it it looked one very wide awake and similar to the wake of a ship, but after crossing the bow and when in line with it there appeared two distinct and separate wakes with a streak of blue water between. In my opinion they were wakes of two separate torpedoes."

"7. The submarine which was sighted by the flagship was seen by the B and passed under that ship. The B went to quarters. When the alarm was sounded in the B, Lieutenant W. was roused out of his sleep and went to his station and found unmistakable evidence of the presence of a submarine. He had been there only a few seconds when the radio operator reported 'Submarine very close to us.' As the submarine passed the B and the flagship's bow and disappeared close aboard our port bow, between the columns, it was followed by the B, which ran down between the columns and when the latter resumed her station she reported that there were strong indications of the presence of two submarines astern which were growing fainter. The B then was sent to guard the rear of the convoy.

"8. When I was in Paris, was shown, by the United States naval attaché, a confidential bulletin of information issued by the general staff dated July 6, which contained the following: 'Punta Delgada, Azores, was bombed at 9 a. m. July 4. This is undoubtedly the submarine which attacked the E on June 25, 400 miles north of the Azores and sank the F and G, on the 29th of June, 100 miles from Terceira (Azores). This submarine was ordered to watch in the vicinity of the Azores, at such a distance as it was supposed the enemy American convoy would pass. Submarines in Waiting.

"9. It appears from the French report quoted above that enemy submarines had been notified of our approach and were probably scouting across our route. It is possible that they may have trailed us all day on June 22 as our speed was well within their limits of surface speed and they could have easily trailed our smoke under the weather conditions without being seen; their failure to score hits was probably due to the attack being precipitated by the fortuitous circumstances of the flagship's helm jammed and the sounding of her whistle, leading enemy to suppose he had been discovered.

"10. The H, leading the second group, encountered two submarines, the first about 11:50 a. m., 26 June, 1917, in latitude — N, longitude — W, about 100 miles off the coast of France and the second two hours later. The I investigated the wake of the first without further discovery. The J sighted the bow wave of the second at a distance of 1500 yards and headed for it at a speed of 25 knots. The gun pointers at the forward gun saw the periscope several times for several seconds, but it disappeared each time before they could get on, due to the zig-zagging of the ship. The J passed about 25 yards ahead of a mass of bubbles which were coming up from the wake and let go a depth charge just ahead. Several pieces of timber, quantities of oil, bubbles and debris came to the surface. Nothing more was seen of the submarine. The attacks on the second group occurred about 800 miles to the eastward of

where the attacks had been made on the first group. **Fired at Object In Water.**

"11. The voyage of the third group was uneventful.

"12. In the forenoon of June 28, when in latitude — N, longitude — W, the K opened fire on an object about 300 yards distant which was thought was a submarine. The commander of the group, however, did not concur in this opinion, but the reports subsequently received from the commanding officer of the K and Lieutenant V are too circumstantial to permit the incident from being ignored. The commanding officer states:

"The only unusual incident of the trip worth mentioning was on the 28th day of June, about 10:05 a. m. The lookouts reported something right ahead of the K (I had the bridge at the time). When I looked I saw what appeared to be a very small object on the water's surface, about a foot or two high, which left a small wake. On looking closer and with the aid of binoculars I could make out a shape under the water about 250 to 300 yards ahead and which was too large to be a black fish, lying in a position about 15 degrees diagonally across the K's course.

"I ordered the post gun to open fire on the spot in the water and sounded warning siren for convoy; when judging that ship had arrived about the spot first seen I ordered right rudder in order to leave the submarine astern.

"A minute or two later the port after gun's crew reported sighting a submarine on port quarter and opened fire at the same time. The lookouts from the top also reported seeing the submarine under the water's surface and about where the shots were landing.

"The ship kept zig-zagging and firing from after guns every time something was sighted.

Saw Submarine Fire Two Torpedoes.

"Lieutenant V, U. S. N., was in personal charge of the firing and reports that he saw, with all the gun crews and lookouts aft, the submarine fire two torpedoes toward the direction of the convoy, which sheered off from base course to right when alarm was sounded.

"All the officers and men aft had observed the torpedoes traveling through the water and cheered loudly when they saw a torpedo miss a transport. They are not certain, though, which one it was, as the ships were not in line then and more or less scattered.

"The gunnery officer and all the men who were aft at the firing are certain that they saw the submarine and the torpedoes fired by same.

"A separate report of Lieutenant V., U. S. N., the gunnery officer is herewith appended.

"The K kept zig-zagging until it was considered that danger was past, and in due time joined the escorts and convoy formed column astern.

"Report by signal was made to the group commander of sighting the submarines and torpedoes."

"13. (Paragraph 13 deals exclusively with a recommendation as to the best methods to be employed in the future for the purpose of saving life. It is plain this ought not to be made public.)

"14. Copies of reports of commanding officer's flagship, A, D and H, are enclosed, also copy of report of Lieutenant V of the K."

AIRPLANES ARE SEEN IN MANY PARTS OF STATE

Salt Lake, Aug. 2.—Corroborative reports from several sections of the state seem to indicate that the report of airplane activities over Utah has more than a mythical foundation. Airplanes in flight were first reported seen in the southern counties July 4, with the result that a conference was held at Fort Douglas by federal agents and military officials. It was reported from Brigham City last night that airplanes are scout-

ing at night time and lining up the various manufacturing plants in northern Utah. The machines are said to fly low in the neighborhood of factories. W. L. Halst, a prominent business man of Brigham City, said yesterday that while out driving Wednesday evening with his family he saw a flying machine at a high altitude making its way in a western direction. He watched it until it disappeared below the western horizon. Two Brigham City boys report seeing two machines flying low over the cement plant near that city, and casting a powerful searchlight down into it. Similar reports are heard in Cache county.

Group of Aeroplanes Seen Near Provo.

Farmers north of Provo and toward Provo canyon claim to have seen a number of airplanes in a group passing to the north at 10 a. m. Wednesday. They say they heard the whir of the machines, which were at a high altitude and somewhat indistinct. They believe the planes are the same that passed over Grand county recently.

In support of the idea that the German enemy is operating aircraft from a southern base, possibly in Mexico, farmers who have been roused by airplane reports say that in the La Sal range of mountains, the watershed of the Green river, there are many mesas and tablelands inaccessible save by a few almost impassable trails that would furnish a splendid base from which to send out fliers. These mountains are covered with timber, and are well provided with water. Deer are plentiful. The mesas are easy to locate and would be easy to land on with an airplane, it is said.

La Sal Range Probable Base.

Airplanes having a base in the La Sal range, it is said, could only be dislodged by the use of air planes. It would be impossible to find them with artillery, infantry or cavalry. Such is the contour of the land, it is said, that one man may hide from another in a minute's time and not be found in hours' of search.

Sheriff East confirms the report of airplanes passing over to the north of Provo Wednesday. R. P. Flagel of the United States geological survey asserted yesterday he had traced the flight of airplanes from Mexican Hat to Moab and La Sal, a distance of 100 miles. As he was returning from Arizona a few days ago, Dr. James B. Reid of San Juan saw an object in the air which resembled an airplane, he states. He is convinced that the residents of La Sal ranch have seen a number of flying machines recently.

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BRIDE IS SWEPT OVER THE DAM IN OGDEN CANYON

Ogden, Aug. 1.—The bridal trip of two Tremonton residents nearly had a disastrous ending yesterday when the bride, while posing for her photograph, fell from the footbridge across the power dam in Ogden canyon, was swept over the dam and slid down the spillway into the whirlpool below.

Names of the members of the party were not learned. They had motored to Ogden from Tremonton, it was stated.

She was rescued from her predicament, bruised, frightened and wet, but she was able to proceed with her husband after a short rest at the home of C. A. Porter, caretaker at the Utah Power & Light company's dam.

BRINGS DOWN HIS FIFTIETH AIRPLANE

Paris, Aug. 1.—Captain George Guynemer, one of France's leading aviators, has brought down his fiftieth German airplane.

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