

SCHLEY ON A VISIT

Famous Rear-Admiral Spends a Day in Portland.

LIKES FREEDOM OF PRIVATE LIFE

Ex-Master of Battleships Will Travel Over United States, Then Settle Down in Washington, D. C., to Write His Book.

An Oregonian reporter sent in his card to Admiral Schley at the Portland Hotel yesterday.

"A newspaper artist," read the inscription, "and an ordinary newspaper man would be glad to intrude on your 'retired' life."

A Senegambian bellboy returned with an invitation. "If my 'retired' life is of any interest to you," said the note, "I will be glad to meet you." And so once more the man who made Cervara sad told of the "privacy" that has come to him since he retired to private life.

"No," he said, "I do not get tired of shaking hands. I am, I confess, rather astonished at the interest which the people of the cities I am visiting display in me. But it is very gratifying. It makes me feel that whatever service I have been able to perform for my country must have been properly done if it satisfied the people."

"I am a great believer in the common sense of the masses of the people. I have always felt throughout my career that they were indeed the court of last resort, the last tribunal to which a man could appeal. And I believe that in nearly every instance in history has the common sense of the people failed to manifest itself. The majority is usually right."

Admiral Schley—to be accurate, Rear-Admiral Schley—said that a man whose appearance suggests in some intangible manner the 40 years which he has spent on the ocean. "Nothing of the 'sea-dog' is in his carriage, and still a certain virile bluffness tells the story of a life in which the plank ton and the ping-pong table have had little place."

"I am now going to see all the beauties of the United States," said the Admiral. "My career has kept me close to the sea for many years and I have had no time or opportunity to travel far inland. For instance, I have never before been in Oregon. I like the freedom of private life here. The warrior looked thoughtfully at a throng of citizens who were waiting to shake the hand of greatness, and after I have seen a little more of the country, I shall take up my residence in Washington, D. C., and will settle down."

"To write your book?" asked the reporter.

"Oh, that book. To tell the truth I do intend to write it, but how soon is another matter. I fancy that its preparation will take some time. The reminiscences of a lifetime are not to be readily thrown together. When I do write it, however, I trust that the public will find it a correct account of many things."

The Admiral paused as if waiting for the next question, and the reporter forbore to ask if he would discuss in his autobiography the much-vexed question of who it was that sank the Spanish fleet at Santiago.

"You have not asked me," said the Admiral, "anything about Dewey and the German Emperor."

The reporter was not to be beguiled, and pointed out that it was not to be expected that the question would be replied to if asked.

"No," said the sea-fighter, "it would not. I noticed your omission of this query, because it has been asked me so often in the last few days. Through the experience of others I have learned that the wisest thing for naval men to do is to keep their mouths closed on things which do not directly concern them."

"Why should my views on politics, for instance, be of interest. I wouldn't know a politician if I saw one. I have opinions on various subjects, of course, but where they might involve any criticism I find it wise to say nothing."

Admiral Schley and his party arrived in Portland yesterday morning from San Francisco at 10 o'clock. It had been arranged that during his brief stay in this city, the famous visitor should be the guest of the Scottish Rite Masons. He was met at the depot by a committee from this order and was immediately driven to the Portland Hotel.

Between the rainstorms prominent Masons took their distinguished guest for short drives through the city. In the afternoon, B. B. Beckman and George H. Hill escorted the Admiral to the new Scottish Rite Cathedral. The ladies of the party, Mrs. Schley, Mrs. McClure and Mrs. Schley's niece, Misses Welch and Curtis, remained at the hotel. Grand Master P. S. Malcolm, the head of the Scottish Rite in this city, presided the master of battleships through the cathedral, while many other prominent members of the Masonic fraternity were present. The Admiral is an enthusiastic Mason himself, and was much pleased with the arrangements of the new cathedral which has been fitted up at a large expense.

Last night the Admiral was the honored guest at a reception given by the Scottish Rite Masons, at the Scottish Rite Hall in the Marquon building. The reception, which was informal, was attended by 25 members of the Masonic Lodge, as well as a few guests who were not members of the lodge. Among the guests were Mayor George H. Williams and H. W. Scott. The Admiral and Mayor Williams were inseparable during the evening, and talked over old times when they had been the best of friends.

At a late hour Admiral Schley and Colonel McClure bade farewell to their many friends and were escorted to the Union Depot by Messrs. George H. Hill and B. B. Beckman, who had acted as an escort to the party during the entire day. At the depot the Admiral expressed to the gentlemen his admiration of the city, as well as of the courteous treatment he had received at the hands of the Portland people.

The Schley party left for Puget Sound last night at 11:30 and occupied the private car of President J. J. Hill of the Great Northern Railroad. The car was sent from St. Paul to meet the Admiral at this point, and during his trip East the famous sailor will be the guest of the railroad magnate.

TO SUCCEED JUDGE DUNBAR

H. C. Phillips, of Goldendale, to Get Vancouver Appointment.

H. C. Phillips, of Goldendale, will be appointed to succeed Judge Dunbar as register of the Vancouver Land Office. Private advice received yesterday from United States Senator Addison G. Foster, of Washington, indicated the department was only awaiting more complete information relative to Mr. Phillips' qualifications before making the appointment. These advices were furnished by prominent Washington state politicians who are now in Portland.

The appointment of Judge Dunbar was originally made by President McKinley at the suggestion of Senator Foster, and he was reappointed six months ago by President Roosevelt. It has been understood for several weeks that Judge Dunbar would be compelled through ill-health to give up the office, though his death was not entirely expected. Under the circumstances, however, a successor had been picked out and his appointment agreed upon in the event Judge Dunbar gave up the office.

Mr. Phillips' appointment is expected to reach him within a few days. Senator

main in the National capital until the office at Vancouver has either been filled or satisfactory assurance are received by him that the President will name Mr. Phillips.

The appointment of Mr. Phillips has been suggested by George H. Baker, of Goldendale, Wash., a member of the Washington State Senate, and Republican National committee man for that state, together with a number of other prominent Republicans. He is entirely satisfactory to United States Senator Levi Ankeny.

Mr. Phillips is well known in Southwestern and Eastern Washington. He is a prominent Republican worker, and has been a well-known grain buyer for several years.

At one time Mr. Phillips served as auditor for Klondike County, Washington, and he has been engaged in the abstract business. Both as County Auditor and as an abstractor Mr. Phillips has become acquainted with the work that he would be called upon to do as register of the Vancouver Land Office, and his qualifications are regarded by department officials as entirely satisfactory.

Alex. Cooke, of Vancouver, Receiver for the Land Office, was in Portland for a short time yesterday. The affairs of the Land Office have been in his hands during the illness of Judge Dunbar, and he will continue to direct them until a Register is named to share the responsibilities.

DEATH OF N. K. RANKIN.

Well-Known Business Man Suddenly Succumbs to Heart Failure.

N. K. Rankin, a well-known business man, died suddenly yesterday morning from heart failure. Mr. Rankin left his home, at the corner of Spring and Seventh streets, Portland Heights, about 8 o'clock, in company with his son, Earle. They had just taken the car, when he turned to his son and told him that he wanted to get off and go to his brother's, M. B. Rankin, as he felt ill. His son stopped the car at once, and with great effort assisted his father to his brother's residence, corner of Seventh and Clifton streets. A physician, Dr. A. C. Patton, was summoned, but death from heart failure had claimed his victim before the doctor reached the house. Everything was done that could be done by the family, but to no avail. The funeral services will await the arrival of his daughters from California, and his son, Ralph, from Seattle.

N. K. Rankin was one of the familiar figures in business circles in Portland, having lived in Portland for about 20 years. He was born near Warsaw, Hancock County, Ill., December 21, 1847. He left the High School in Bloomington, Ill., at the age of 17 years, to enlist as a soldier in the Civil War, in the One Hundred and Fifty-first Illinois Infantry, Company A. At the end of his first year's service the war closed, and he entered the Illinois Wesleyan University, and continued in that institution to within three months of graduation, when his health failed, and he took up active outdoor pursuits, retaining in a short time his usual health. In 1872 Mr. Rankin was married to Miss

Anna Masters, the daughter of Hon. S. D. Masters, of Petersburg, Ill. As a result of this union five children were born, four of whom are still living. The two daughters, Norma and Alta, have been for the last two years with friends in California. Ralph, the older of the two sons, is engaged with the engineering department of the Seattle Electric Company. Earle, the youngest of the children, has been for some time with his father in Portland.

Mr. Rankin had not been in good health for some time, but his friends had no idea he was in any immediate danger. His sudden death is a great shock to the family and friends.

In addition to Mr. Rankin's children he left three brothers—M. B. Rankin, at whose house he died; J. H. Rankin, of the White Pine & Lumber Company; and C. N. Rankin, of the East Side; and one sister, Mrs. A. R. Riggs, all of Portland.

Few men were more highly respected or more generally esteemed than this quiet, unobtrusive man. He will be greatly missed among his many warm friends in business circles, but most of all by his family and relatives, who greatly loved and admired him for his many excellent qualities. He was a man of integrity, possessing a keen sense of right and wrong.

Funeral services will be held at 10 o'clock tomorrow morning at the residence of his brother, M. B. Rankin, at the corner of Seventh and Clifton streets. The interment will be in the Greenwood cemetery.

WANT DESIGNS FOR BOAT

SPECIAL FIREBOAT COMMITTEE DECIDES TO BUY ONE OF STEEL.

Propelling Power to Be Either Stern-Wheel or Twin Screws—Cost Not More Than \$60,000.

The special fireboat committee met yesterday afternoon in Mayor Williams' office and decided to advertise for designs for a suitable boat. It was the general opinion of the committee that a steel boat should be secured, and the design will call for that construction.

The members of the committee present were Mayor Williams and Messrs. Fiedner, Curtis, MacMaster and Goddard, of the Executive Board. Chief Campbell, Councilman Bentley, Auditor Devlin and Postmaster Bancroft were also in attendance.

Since the committee was appointed, a large pile of correspondence had accumulated in the hands of the Mayor, and this was read first. Letters were received from all over the country, telling of every possible style of boat. Nearly every letter made a recommendation of some sort, and the boats recommended ranged in price all the way from \$25,000 to \$125,000. Long boats, short boats, wood boats, iron and steel boats and every variety of style were written about.

There was one point, however, that nearly every writer agreed upon. That was that boats should be of steel, and not of wood. Many chiefs who operated wood boats wrote that they were not nearly so satisfactory as the steel variety, and if Portland had the sum of \$60,000 to spend, by all means a steel boat should be built.

The members of the committee were greatly impressed with the consensus of opinion for a steel boat, and it was estimated that the hull of such a vessel would only cost about 25 per cent more than a wood hull.

"Besides, the wood boat may catch fire," suggested the Mayor.

"They have arrangements for protection," said Mr. Bentley, and he proceeded to tell of them. "But we don't want any wood boat," he concluded.

"Well," said Mr. Goddard, "I wish to make the following motion, and he read a proposed resolution as follows:

Resolved, That the clerk of the Executive Board be instructed to advertise for plans for a fireboat, said plans to conform to the following requirements:

Hull to be of steel, with the bloom taken off before plates are placed in position; draft not to exceed six feet; propelling power to be either stern wheel or twin screws; to have engine of sufficient capacity to move boat at a reasonable speed; to have maximum capacity for throwing water consistent with the amount appropriated; cost of the fireboat not to exceed \$60,000, exclusive of cost of design.

Answers to advertisements to state compensation demanded for plans alone, and also including supervision. Cost of plans and supervision not to exceed 4 per cent of cost of fireboat.

The Executive Board reserves the right to reject any or all plans submitted, and shall be held liable only for cost of plans accepted.

The reading of this resolution provoked considerable discussion as to whether it would not be better to select a designer first, and not have any competition, than to have a competition and then take the best that was offered. Some of the members thought that irresponsible bidders might submit plans, and then not live up to them.

"There is one thing to be considered," said the Mayor, "every Tom, Dick and Harry will make designs, and we won't know if they can be carried out with our money."

"I like Mr. Goddard's idea," said Mr. Curtis.

"I don't want working specifications,"



The above picture shows Admiral Schley entering the Portland Hotel. Mrs. Schley is standing in the entrance. The lower picture is a sketch of Admiral Schley from life, by an Oregonian artist.

explained Mr. Goddard, "Just a general plan, and what the boat would cost."

This point was settled on, and then Mr. MacMaster brought up the matter of using the boat for a tug for the harbor between times.

"I understand that shippers are greatly handicapped for lack of towing facilities. Now, if we can save money by using the boat to take ships from one point in the harbor to another, I don't see why we shouldn't do it. There are several hundred transfers from the docks made during the year, and we could get some of these. It will be urged that the boat might be at work when the fire alarm was turned in, and that time would be lost in getting free from the ship, but then the fireboat would have full steam up and could get to work on the fire quicker."

"No reason why she shouldn't do it," said Mr. Curtis.

"I think it is a matter that can wait," said Mr. Goddard.

"There may have to be some structural changes," observed Mr. MacMaster.

"The fireboat has to be able to tow burning boats, anyway," explained Mr. Goddard, "and she would not have to be altered much for the other work."

The steel construction was talked of

for houses, and several for saloons north of Burnside street were refused. The committee thought that a stop should be put to questionable resorts in the neighborhood.

Municipal Blacksmith Shop.

The special committee on fireboat is, with one exception, composed of the same men as the special committee on the proposed blacksmith shop. After the fireboat committee adjourned yesterday afternoon the gentlemen received themselves into the blacksmith shop committee and took up the report of Mr. Goddard on the matter.

Mr. Goddard explained that as time was valuable, he thought none should be lost in the instituting of the shop, and he suggested that the change should be considered at that meeting.

The report of the combination between the blacksmiths and the jobbers was brought up, and Mr. Goddard said that the deal had fallen through, and that it was not standing in the way of the city doing its own work.

As the city will have the ground on which to build the shops, and as the saving in shoeing alone will be nearly 30 per cent, the committee present were very much in favor of establishing such an institution. If the jobbers would not sell the city material, the necessary work as to other people, supplies could be secured in other cities until the jobbers came to their senses.

Mr. MacMaster finally moved that Mr. Goddard's report be adopted, and that it be sent back to the Executive Board, with the recommendation that its provisions be fully carried out. This motion was carried, and there being no further business the meeting adjourned.

City Jail Repairs Delayed.

The Council will have means committee postponed the matter of the reconstruction of the City Jail yesterday. The plans have been drawn up for the work, and the ordinance appropriating the necessary \$12,000 was referred to this committee at the last meeting of the Council. At the committee meeting yesterday, it was thought best to look into the estimate before sending the ordinance back to the Council with a recommendation.

The sum of \$1200 was ordered appropriated for the expense of the Civil Service Commission for the coming year.

SHIELDS EXTENDS CIRCUIT

Will Have Parks in Seattle, Tacoma and Spokane.

Edwage Shields is the busiest theatrical manager in the country at the present time. He came in from Tacoma last night and leaves today for Spokane. During his week's absence he arranged for a Summer season of vaudeville at the Third-Avenue Theater, and also recommended work on "Shields Park" in the very heart of Seattle.

Returning to Tacoma a similar deal was made with the Lyceum Theater and a Shields park will be started there. Both the Tacoma and Seattle papers contained long interviews with Mr. Shields, and said some very nice things about his projects being just what those cities have needed during the summer.

Mr. Shields inaugurates his vaudeville season in Portland at Cordray's Theater on Sunday, May 2. The Tacoma Lyceum begins the following Sunday, with Seattle to follow later on. In speaking of his extensions, Mr. Shields said:

"By another week I expect to have all of my parks established, and then I will be able to give out the entire list. I have had letters from different cities in which parties have offered me bonuses to have parks established, and I am adding several cities to my original list."

"This means more work for performers and places me in a position where I will not have to ask favors of my competitors for any act."

"A certain manager in Seattle told me that if I encroached on the territory in that city he would see that I would not look well in print."

"The street-car strike in Seattle and Tacoma, has crippled business, more especially in Seattle, yet these strikes are not without their humorous aspects. No cars are run in Seattle at the strike, and many a benedict has taken advantage of this situation to spend the nights in the city instead of trapping home over the hills."

"A very amusing incident occurred there Friday night. After the performance of Macbeth John Griffith, his leading woman, Miss Lester, Manager Drew, Miss Lannan and myself repaired to a cafe to enjoy what Griffith called a 'Dunginess' repast. We had only been seated a short time when in came a well-dressed man. He evidently was one of the benedicts, who had taken advantage of the strike, for he wore a band of sorrow on the third finger of his left hand. He ordered a crab and between that and several glasses of beer that were necessary to wash it down, was feeling double. Along about this time all of the waiters and the help in the kitchen developed a thirsh, so a fund of 30 cents was raised and the pantry boy was told to rush the can. He took a two-gallon milk can standing by and he made his way out unobserved, but upon his return our double-eyed friend caught sight of the can. His eyes bulged out and in mushy accents he said:

"'Great Scott! Here's the milkman! It must be 5 o'clock, and I promised my wife I would be home at 4.'

"Griffith grabbed up his hat, made a bee line for the door and the last we saw of him he was hiking up Madison avenue in a rapid yet unsteady gait. We enjoyed a huge laugh at his expense for the hands of the clock pointed at 11:25."

Prison Doors Opened.

HELENA, Mont., March 30.—The doors of the state penitentiary opened today for Henry Grabhorn, who is serving a life sentence. Gov. Gardner recently commuted Grabhorn's sentence upon the petition received. Grabhorn was convicted of murder in the second degree in Beaverhead County in 1887.

SALOONS NOT BARRED.

Council Committee Will Not Prohibit Them in the Vicinity of Libraries.

The Council committee on liquor licenses met at the City Hall yesterday afternoon and decided that it was inadvisable to pass the ordinance prohibiting saloons in the neighborhood of public libraries. This ordinance was drawn up at the request of the Portland Library Association and read twice at the last Council meeting. It was then referred to the liquor license committee and acted on yesterday. The committee recommended that the ordinance be indefinitely postponed.

A number of applications were received

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An American Beauty... Not the rose kind, but the shoe kind, is what we're glad to show the ladies of Portland. The "Delaware" shoe at \$3.50 is a fine shoe, style, fit and wear.

Goddard-Kelly Shoe Company SIXTH AND WASHINGTON STS