

FRAIL CRAFT LOST

Auto Boat Race in the Mediterranean a Failure.

ESCORTS RESCUE CREWS

Storm Raises Waves to Great Height. One of the Vessels in the Contest Has Been Lost Sight Of.

TOULON, May 14.—The auto boat race from Algiers to Toulon has ended unfortunately, all of the boats participating in the second stage of the run from Port Mahon to this port being either sunk or disabled, owing to a heavy storm when still many miles from the finish. The arrangements for escorting the craft, however, were efficiently organized, and so far as known there has been no loss of life.

The seven boats left Port Mahon Saturday morning at 4 o'clock for Toulon. A torpedo-boat-destroyer accompanied each auto boat, while two cruisers followed. The sea was somewhat rough at the start, and soon became worse. The competing boats were unable to withstand the violence of the storm, and requested the warships to tow them.

Soon afterward the Mercedes C. P. sank, men from the torpedo-boat-destroyer Hallebarde rescuing her crew. The cruiser Laube hosted the Fiat and her crew aboard. The Camille was abandoned, the destroyer Dard saving her crew. The Hercules II is adrift, but her crew is on board the destroyer Sarbacane. The Malgre-Tou sank and her crew was taken on board the destroyer Carbine. The Mercedes had to be abandoned, the destroyer Perrusse saving the crew.

There is no news concerning the Quand Meme. Her crew consisted of seven men, including the Duke de Cases. The storm, which overtook the frail craft shortly after their departure from Port Mahon, was of terrific intensity. The waves attaining a height of 25 feet. It was impossible to keep the flotilla in tow, steel hawsers breaking repeatedly, owing to the sea's fury, and the destroyers themselves were in imminent danger. In several instances they were compelled to cast off tow lines in order to avoid sinking themselves. Some of the competitors, however, persisted in racing until they were swamped. Sometimes, owing to the mountainous waves, they were lost from their escorts' view.

The crews of the various consider themselves fortunate to have escaped with their lives. Many of them had their clothes torn to ribbons and some were bruised, while a member of the Malgre-Tou's crew had a leg broken. Anxiety regarding the fate of the auto boat Quand Meme is growing in intensity, more especially as the competing destroyers Arbalete is also unaccounted for. The cruisers Kleber and Desaix returned to harbor this evening after a vain search, being obliged to seek shelter from a terrific hurricane accompanied by torrential rains.

The autoboot crews relate stories of daring rescues by the warships. When Mrs. Dugasta's Camille broke down, the destroyer Dard having been unable to successfully attempt to approach her, the cruiser Kleber lowered a whaleboat, but owing to the darkness of the night and the heavy seas, the effort to reach the autoboot failed. The Kleber then approached and threw grappling, finally succeeding in saving all on board, though Mrs. Dugasta fell into the sea. The rescue of Arbalete is also unaccounted for. The cruiser Kleber and Desaix returned to harbor this evening after a vain search, being obliged to seek shelter from a terrific hurricane accompanied by torrential rains.

Purpose Is to Keep Peace.

PARIS, May 14.—A powerful body, comprising leading public men of Europe and America, have founded the National Interstate and International Conciliation Society, under the presidency of Senator Berthoud. Its president, Burgeon and Senator de Fourmelles de Constant represented France; Andrew Carnegie and the Duke of Marlborough Great Britain.

Inspector to Be Protected.

VIENNA, May 14.—With regard to the controversy between the Hungarian authorities and American immigration inspector Marcus Braun, the American Embassy here has received instructions from the State Department at Washington to afford Mr. Braun all proper protection and report on the case fully. Mr. Braun is coming to Vienna to confer with Ambassador Storser.

Rosen Is of Peace Party.

LONDON, May 14.—The Daily Telegraph's Tokio correspondent says: Baron Rosen, ex-Russian Minister to Japan, and who has been appointed to succeed Count Cassini as Ambassador to the United States, openly belongs to the peace party and will assist President Roosevelt in his efforts for peace.

American Representatives Named.

ROME, May 14.—The international committee, under the patronage of which the International Artists' Congress at Venice in September will be held, has been appointed. The American representatives on the committee are Bernard Berenson, Florence, Italy, and Lorado Taft, of Chicago.

Protect Mat Export.

TOKIO, May 14.—In order to protect the mat export trade the government has adopted a system of standards of inspection and stamping. Penalties are assigned for violations.

GOOD WORK AT MINIDOKA

Surveying Townsite Tracts—Soll Is Good for Drainage.

OREGONIAN NEWS BUREAU, Wash.

May 14.—Construction work is progressing rapidly on the Minidoka project, and field parties have practically

completed the location of about 300 miles of main canals and laterals. Surveys are being made of the boundaries of the townsite tracts, and base lines laid with a view of facilitating the subdivision of those areas as soon as the design is approved by Chief Engineer Newell.

The result of the soil surveys is especially pleasing. The investigations showing that the majority of the subsoil will provide efficient drainage. The question of the duty on water and the proper dimensions for canals will be decided in a few days.

Temporary headquarters have been located at the middle townsite, which will be moved to Hoyburn, when the south-side pumping system is installed.

A. A. Stone, electrical engineer, has been in consultation with District Engineer D. W. Ross in regard to plans for the power-house, which are located at this stage of the construction, in view of the fact that a large amount of rock will have to be excavated for the dam-site from the site which will be occupied by the power-house. By taking the rock from the site from this point, it is believed that the entire excavation for the foundation of the power-house will be made practically without cost.

BUTTON-HOLES IN BODY

Autopsy Performed on Charred Body of James Foss.

HOOD RIVER, Or., May 14.—(Special.)—Coroner Burger and a local physician performed an autopsy today on the body of James Foss, and secured further evidence that the dead man found in the smoldering ruins of his cabin Friday morning came to his death from rifle wounds. While the corpse was very badly cremated, both legs being gone, and much of the arms, one of the lungs was in a fair state of preservation, and gave clear evidence of having been pierced by a rifle shot. The lung and other portions of the body have been placed in alcohol by the coroner for use at the coming trial.

A tin coffee pot which had been pierced by a rifle shot was picked up in the ash. A half dozen empty shells were picked up near the cabin had stood shells fit the gun belonging to Frank Ries, the man charged with the murder of Foss. The gun was secured from Ries' home and will be used as evidence.

The recent tragedy has stirred the neighborhood to a high pitch of excitement, in fact the farmers talk about nothing else. Among the neighbors of the dead rancher there is feeling against Ries, in fact the neighbors of the dead rancher there is feeling against Ries, in fact the neighbors of the dead rancher there is feeling against Ries.

TALES OF THE ROAD

BY JOHNSTON M'CULEY

URING the sessions of the conductors' convention which met in Portland last week, the delegates talked of those things vital to the welfare of the order, after the business session of the day was over and they met in the hotel corridors for their after-dinner talk. They spoke of the other side of their work—the side that has humor, pathos, tragedy, comedy, farce and melodrama. Not a few of the veterans of the road exhibited scars of which they were as proud as a warrior of his honorable wounds. And as each conductor told the story of the scar his ever-increasing audience listened breathlessly, some because they had gone through similar experiences themselves, others because they were young to the business and the experience might be theirs on some sinister day the future held in reserve.

"I was working for the Santa Fe, stationed at Fort Madison, Ia., when I got this scar," said Conductor Adams, who had a jagged hole in his forehead, and had not made over half a dozen runs as conductor. The road was new, too, for it was within two years of the time the Santa Fe started to travel over its new line from Chicago to the West.

"One night in November I got home tired out. I had just brought in a freight that was a stunner. The engine had perked up after a long haul, and I was doubled back all night. The engineer was so mad he couldn't see the throttle, and I was so disgusted I hated to write out my reports.

"I got through all right and hustled home. My wife had heard the engineer's whistle signal, and knew I was coming. She had a hot meal ready, but I was too exhausted to eat. I went to bed without half an hour after I reached my home, and was asleep half a minute after my head struck the pillow.

"The next thing I knew was when my wife shook me and told me I was called. I could hear the call-boy pounding on the door, and I went to that door in no happy frame of mind. I had been third out when I left the engine, and I thought I had been left until the middle of the forenoon. Here it was only 2 o'clock in the morning.

"As I opened the door a blast of cold air struck me. That wasn't so pleasant either. It seemed to have turned colder since I came in.

"What is it? I asked the call-boy. "Second thirty-three," he answered. "All right," I said, and signed the book. "Everything seemed to combine to make that trip disagreeable. It was colder than I thought when I was called. The air came from the North and cut me like a knife. The brakemen were cross, the engineer was cross and the fireman was cross. It was a pretty crew to send out with second thirty-three. We got started with a right-of-way ticket on the yards. As soon as I could I went back to a corner of the caboose and sat down to have it out with myself. I was almost disgusted with the business, to tell the truth, but I had to eat in order to live, and that perhaps next month I'd have it easy and someone else would be getting the hard part of it.

STEEL FIRE KNOXES

Robbers Enter Hardware Store at Medford.

GANG IS WELL ORGANIZED

Confederate on Passenger Train Believed to Receive Loot From Hobos Working North—Arrested at Grant's Pass.

MEDFORD, Or., May 14.—(Special.)—Garrett & Roberts' hardware store was entered last night by burglars and some \$200 worth of fine cutlery was taken. The thieves entered by breaking the glass out of a back window and passing through the tinshop into the main part of the store. The goods taken consisted of the finest knives and razors carried by the firm.

For several weeks reports have been coming from Northern California of robberies committed at different towns along the line of the Southern Pacific Railroad. Chief of Police Wynn was warned two days ago of the expected arrival of the gang which had been committing these depredations. Saturday afternoon he requested each mercantile establishment to leave a light burning in the store so that he might be able to see the interior from the street. All complied except the store which was entered.

The chief's theory is that the operators travel as hobos, drift into a town, size up the situation, pick out the proper place to make the break, then inform their chief of the time and hour when the robbery will take place. They make the time of the robbery and time of arrival of the next outgoing train, and give clear evidence of having been pierced by a rifle shot. The lung and other portions of the body have been placed in alcohol by the coroner for use at the coming trial.

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WOMAN'S CLUB OFFICERS.

SALEM, Or., May 14.—(Special.)—The Salem Women's Club held its annual meeting yesterday and elected the following officers for the ensuing year:

President, Mrs. Sybil C. Catlin; vice-president, Mrs. Lillian Applegate; treasurer, Mrs. L. R. Stinson; trustees, Mrs. C. E. Wolverson, Mrs. C. H. Jones and Mrs. H. M. H. Jones; directors, Mrs. T. T. Geer and Mrs. Mary M. Staples.

never pass without shuddering. It's a sharp curve around the base of a bluff, not many miles from Dwight. I took a fast freight out of Chicago one night in February, and it was one of the coldest nights the state of Illinois has ever seen. I had a young brakeman to whom I was particularly attached, because he was a decent sort of fellow who was always ready to work and always willing to learn. It was a relief to me to get a brakeman who didn't think he knew all about the business. The train was running very well that night, but I had had a hard week, and on top of that the brakeman had a tooth that was bothering him. I helped him all I could, and after we got to running along "snatched" I began to get things in shape about the engine. After that I was done. I sat down and began to play cards with myself to pass the time away, keeping my ears open for the whistle that would announce the next station.

"Just before we reached the curve I mentioned, the brakeman got out of the bunk and asked me if I was chewing tobacco. He wanted some for his pipe. I was a little bit of a miser, but I didn't have any. I told him to go over the cars and get some from the engineer. If he wanted to, and he started. A few minutes after that there came a terrific crash and the train stopped. I was hurled against the front of the caboose and my arm was almost paralyzed. As soon as I got my senses together I rushed out of the door and looked ahead. I could see that the engine was off and several cars were piled up just back of it. I could also see that I had lost no time running along the track to the front of the train.

"The brakeman had just reached the engine when the crash came. He had disappeared beneath a pile of wreckage. The engineer and fireman had jumped in time, and neither was hurt. They came running to where I was standing and in a few words told me what had happened.

"The wreck was hidden by a cloud of steam. I could hear the brakeman screaming under the timbers, as close as I could, and bending down under the steam I could see him about 50 feet from me, pinned down by a beam. I remembered that he was a decent sort of fellow, and I wanted to get him out. "You can't do it," the engineer told me. "The steam will scald you before you get to him."

"I didn't pay any attention to them, and before they could stop me I was making my way under the steam toward the brakeman. I reached him and told him to stop screaming. He then I began to work. I threw aside several timbers, but some way I couldn't get to the one that was pinning him down. I looked back—the steam was coming near me, and the engineer was beckoning for me to come back. I turned to the brakeman again. I got my shoulder under the beam and started to pull. The steam was so hot that I was almost blinded. I was in that mass of twisted timbers something gave way, and I straightened up and hurled the timber to one side. Then I got him in my arms and started back. But the steam had come closer and was more dense than when I started. It struck my face and hands and scalded me. I couldn't open my eyes and I couldn't breathe. All the time I kept that brakeman in my arms and struggled to get to the open air. I remembered that someone finally grasped me by the arm, and that was all I knew for two days.

"When I regained consciousness they told me that the brakeman would recover, and that I had struck my head against a beam just as the engineer reached me. But it was the scalding that did me the most harm and it was some time before I went out with a gasp. The scar on my forehead was a result of that. What's that? No, I don't think I'm a hero. The brakeman would have done the same for me. And then, you see, the brakeman was my son. That's why I was particularly anxious to see him, and that's the reason also. I suppose that he was a decent fellow. But I tell you I was in agony for a few minutes that night, for it was I who suggested he go over the train, and if he hadn't done so he wouldn't have been under the wreck. The boy's a conning man, but he's a good one. Not long ago he visited me in Chicago and took a run with me. When we passed that curve he turned and looked at me and at this scar on my face. He said he was sorry that he had a hand for me to take. I don't think there'll ever be any trouble between me and my boy."

GROUNDS IS BROKEN

Lewiston - Grangeville Electric Line to Be Rushed.

RAILROAD IS SHUT OUT

Northern Pacific Surveyors Are Camped on Right of Way, and Trouble May Result Very Soon.

LEWISTON, Idaho, May 14.—(Special.)—Following a visit to the scene of the Lewiston-Grangeville electric line, Colonel J. Spofford, president of the Lewiston & Southeastern Electric Railway Company, seized a spade and began the actual construction of the line.

Much surprise was occasioned when it was learned today that Colonel Spofford had let a contract last night to Naylor & Norton for construction of six miles of the electric line and that already 30 men with teams and scrapers were working on the company's right of way at the mouth of Tammany Hollow, three miles south of Lewiston. The workmen are divided into two crews and one is working toward Lewiston, while one crew is working toward the Waha country. Another force of men and teams will be placed at work by the contractors at the end of the city limits on the right of way.

This move by the electric line people shuts the Northern Pacific off from going over its ground, which it understood was the Northern Pacific's intention. It was learned today from reliable sources that the Northern Pacific was preparing to place construction crews in the field this week and push the construction of its line from Lewiston to Grangeville via Lake Waha. In an endeavor to discourage the building of the electric line.

People are thoroughly indignant over the apparent action of the Northern Pacific in camping on the electric line right of way, and it is believed that a conflict of a serious nature is imminent should an attempt be made by the Northern Pacific to cripple the electric railway plan. Colonel Spofford states that men will be placed along the right of way to patrol the same and forcibly eject the Northern Pacific men should they insist on attempting to grab the right of way.

Report was current today that the Northern Pacific had already started to work on the line, but this is not true. Engineer Estep and party of surveyors remained in camp all day, and it is understood, will not begin cross-section work until tomorrow.

The steamer Spokane returned from Riparia having made a special trip to Riparia to take on engineers. No explanation is given for the failure of the O. R. & N. to invade the field, and it is now believed that another truce arrangement has been fixed in Wall street.

BIDS ON PANAMA LUMBER.

Commission Extends Time Ten Days on Request.

SAN FRANCISCO, May 14.—(Special.)—The efforts made by the commercial bodies of San Francisco to have the time extended for Pacific Coast people for making bids to fill contracts for supplies of lumber for the Isthmian Canal Commission to be delivered at the Isthmus of Panama have been successful. Altogether \$1,000,000 worth of lumber is to be supplied, and the commission for use in the great works to be undertaken.

Recently the personnel of the commission was changed and the offices at Washington, D. C., were also removed from one place to another. In the confusion that resulted the Coast cities failed to get bids proposals early enough to compete for the lumber orders, which alone amount to more than \$500,000 of a conservative estimate. A dispatch was received by Secretary Burks, of the Chamber of Commerce, from Washington, which said:

"Referring to poster circulars inviting bids for yellow pine and Douglas fir to be opened the 15th and 19th, inform contractors on Pacific coast that opening of May 16 postponed until 28th."

Property Values Go Up.

ELLENBURG, Wash., May 14.—(Special.)—The possibility of work being taken up in Kittitas Valley by the Government already having a stimulating effect on property, and while nothing definite has been given out, there is a spirit of hopefulness. Today Kleinberg Bros., old business of the town, bought from Henry Lutro 100 acres three miles from town for which they paid \$10,000 cash. Lutro paid \$500 for it three years ago. Five years ago it sold for \$250.

THE DR. LIEBIG STAFF

FOR MEN. VARIOUS. You cure this disease without operation, and under my treatment the congested condition soon disappears. The parts of the system that are affected are: vigor and strength and circulation re-established.

LOSS OF VIGOR. You may be lacking in the power of vitality. If so, we will restore to you the vigor and vitality which may be the result of indiscretions, excesses and irregularities.

PRIVATE DISEASES. Newly contracted and chronic diseases, such as gonorrhea, itching, inflammation and unnatural flow, are stopped in 24 hours; cures effected in 7 days.

PLEAS AND HYDROE. We cure these diseases without operation. No pain, no detention in business, no loss of time. Contagious blood poison. It may be hereditary or contracted in early days. We cure all its complications. We stop its progress, eradicate the vestige of poison from the system, and this without the use of mercury.

ULCERS AND SKIN DISEASES. We cure all acute or chronic ulcers without cutting, burning or cauterizing. Such as pimples, eruptions and scabies, quickly disappear under our special electro-medical sprays.

KIDNEY, BLADDER AND PROSTATIC DISEASES. We cure these diseases, desire or stoppage, break-down sediment, pain in back, catarrhal condition. Consultation free at office, or by letter. Hours, 9 A. M. to 5 P. M., Sundays, 10 A. M. to 12 M.

THE DR. LIEBIG STAFF

There are ginger worms and red-pepper bugs—queer boarders—that have to be looked for, not in Schilling's Best, but in making it. There are eggs of these queer boarders, too small to be killed by grinding. Don't keep spices warm, or they'll hatch.

PARTICULAR MEN! Who are particular about their personal appearance should come to this store for their clothes. This is the finest exclusive Men's Ready-for-Wear Apparel Store on the Pacific Coast. We give our entire attention to men's fine wear and are consequently better equipped for supplying your needs than any other store in Portland.

OUR CHESTERFIELD CLOTHES are 100 per cent better CLOTHES than any other make—they are better made, better fitting and more exclusive in pattern—and if the front of any coat breaks or loses shape in one year's wear, we will replace with a new suit free. Prices range from \$15.00 to \$40.00. RAINPROOF LONG OVERCOATS, \$15.00 to \$35.00. STYLISH HABERDASHERY, of best quality, at right prices. COURTEOUS ATTENTION assured every patron.

R. M. Gray 269-271 Morrison Street

VITAL WEAKNESS. Above all other things, we strive to save the thousands of young and middle-aged men who are plunging toward the grave, tortured by the woes of nervous debility. We have evolved a special treatment for Nervous Debility and special weakness that is uniformly successful in cases where success was before and by other doctors deemed impossible. It does not operate temporarily, but restores permanently. It always irritates the delicate tissues surrounding the lax and unduly expanded glands, contracting them to their normal condition, which prevents loss of vitality. It tones up and strengthens the blood vessels that carry nourishment. The patient realizes a great benefit has been lifted from his life.

St. Louis Medical and Dispensary. Cor. Second and Yamhill Streets, Portland, Or. Makes hair light and fluffy. Stops itching instantly. GOING! GOING!! GONE!!!

THE DR. LIEBIG STAFF. There are ginger worms and red-pepper bugs—queer boarders—that have to be looked for, not in Schilling's Best, but in making it. There are eggs of these queer boarders, too small to be killed by grinding. Don't keep spices warm, or they'll hatch.

Twenty Years of Success. In the treatment of chronic diseases, such as liver, kidney and stomach disorders, Bright's disease, rheumatism, dropsical swellings, Bright's disease, etc. Kidney and Urinary. Complaints, painful, difficult, too frequent, milky or bloody urine, unnatural discharges speedily cured. Diseases of the Rectum. Such as piles, fistula, fissure, ulceration, mucous and bloody discharges, cured without the knife, pain or confinement. Diseases of Men. Blood poison, gleet, stricture, unnatural losses, impotency thoroughly cured. No failure. Cure guaranteed.