

# BUY A FARM FOR \$250

**5 ACRES**  
FOR  
**\$250**  
**\$10 Cash**  
**Balance \$5 Per Month**

**5 ACRES**  
FOR  
**\$250**  
**\$10 Cash**  
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"Lady Midst the Strawberries."

This section of Clatsop County is the most productive part of Columbia River Valley. It is land on which is raised every kind or class of vegetables and fruit.

Surrounding farmers are prosperous and happy.

Astoria Chamber of Commerce says:

"On logged-off and other lands all kinds of berries yield big profits. 250 crates of loganberries have been taken from one acre and sold at \$3 per crate. Loganberries yield as high as 350 crates to the acre and blackberries produce as high as 8 tons to the acre."

**The Roads Are Splendid; the Surroundings Delightful**

Open Until 9 o'Clock P. M.

Grass grows green 12 months in the year. Why not take advantage of it and secure a little home place? You don't have to worry about rent. There is wood to last fifty years. Chickens do better than in any other district in the valley. You raise your own chicken feed. Own your own cows and have fresh milk and butter. Don't hesitate. Don't delay. Come in the office and see photographs of land and surroundings. Office open every evening until 9 o'clock.

# CLATSOP COUNTY LAND INV. CO.

Charles Delfel, Sales Agent, Second Floor 212 Railway Exchange, Between Third and Fourth, on Stark Street

## TITANIC PERIL IS TOLD

**PORTLAND MAN, ONCE IN ICE FIELD, PICTURES HORROR.**

**E. J. Daly Tells of Hair-Raising Experience and Hardships in Voyage to North Pacific Waters.**

Experience with icebergs such as the one that sent the Titanic to its doom are frequent in the waters of the North Pacific Ocean and travelers between Portland and Alaska several times have had narrow escapes when encountering them.

In June, 1906, a party of Portland people, including E. J. Daly, a well-known real estate dealer; Dr. Eather Pohl, her husband, the late Dr. Emil Pohl, and a number of others, had an exciting few days while cruising between Puget Sound ports and Nome, Alaska. They were on board the *Garcon*, formerly in the Atlantic service. The vessel was crowded with passengers bound for the Klondike, where the gold excitement was at its height. When they were within 50 miles of Nome they encountered a fleet of icebergs which caused the vessel to reduce its speed and drift around among the floating masses of ice for several days. The navigators tried to find an outlet through the narrow passages but failed. At all times they were in imminent danger of being crushed between two or more bergs and they had extreme difficulty in avoiding such a catastrophe.

While in this dilemma the provisions ran short. The crew was placed on reduced rations. As the sailors were the only people on board who had to work they did not stand up well under this arrangement so many of the passengers volunteered their willingness to live on short rations. The fresh water supply became exhausted and distillation was resorted to. Later it became necessary for all on board to practice living on a limited diet. This was continued for only a few days when the vessel found its way free of the ice.

Serious trouble was threatened one morning while the people were at breakfast. The vessel struck a submerged iceberg with such violence that many men were thrown from their chairs, some who were standing fell to the floor and a few who had remained in bed were rolled from their berths. A panic ensued, but the assurance that no damage had been done soon spread among the passengers and crew and quiet was restored.

"I have some ideas," said Daly yesterday, "of the way those poor people on the Titanic felt. The first thing I thought of when I heard of the disaster was our experience in the Alaskan waters. There is nothing more dangerous nor more treacherous than those icebergs. Navigators, of course, cannot locate them as they constantly are moving about and most of the time they take chances and trust to luck." Daly lived at Nome for four years and in that time had considerable experience with icebergs. The one that sank the *Titanic* was a monster, much larger than those a party of friends, cruising on a launch, met the famous ship *Nome City* that had been mourned as lost for nearly 20 days. Just as the *Nome City*, after having drifted in the ice during that time, was heading for port.

The *Nome City* and the famous old steamer *Portland*, which had brought the first successful gold diggers from the Klondike into Seattle a few years before and which went to pieces in northern waters 18 months ago, had been caught in a heavy fog of ice

and were unable to free themselves. They were carried far north and it was thought impossible that they could survive. Alaska gambling houses offered bets of 100 to 1 that they never would return.

Daly and his companions had no thought whatever that they would be able to welcome the *Nome City* back to port when they started out on their cruising expedition. They were only about 10 hours out when they sighted the vessel. They accompanied her home. The *Portland* returned a few days later.

**BALDWIN GIVES WARNING**  
**Nazarene Army Declared Not Part of Salvation Army.**

According to Adjutant Edward F. Baldwin, of the Salvation Army, people who are charitably inclined should beware of a society styling itself the Nazarene Army. It is soliciting money for an organization called the Working Girls' Fund, and its members wear a uniform somewhat similar to that of the Salvation Army.

"This Nazarene Army," said Mr. Baldwin, "is not connected in any way with the Nazarene Church, nor has it anything to do with the Salvation Army. They wear a uniform, though like ours, and in consequence many people have given their contributions under the idea that they were helping the Salvation Army." At the head of their affairs is a man of the name of Stacy," he continued, "who went to Salt Lake in charge of a so-called American Salvation Army. Of course there is no such thing. Our organization is universal. Proof of this is shown in the fact that the associated charities and the police in Salt Lake refused to allow him to work there.

"Afterwards he was in Seattle, but has since changed the name of the organization to the Nazarene Army, soliciting for a working girls' home, which so far has existed only on paper. People connected with charitable work there wrote to the Police Departments in Pittsburg, Buffalo, Cleveland and St. Louis for information on the proceedings of this American Salvation Army, with the result that their entire doings were discovered.

"All genuine officers in the Salvation Army, whether in uniform or not, have to carry official credentials from the officers in charge of the corps."

**JUDGE PRAISES TONGUE**  
**District Attorney in Clackamas Is Said to Be Good Official.**

OREGON CITY, Or., April 16.—(Special.)—In instructing the April grand jury, composed of C. W. Risley, foreman; Charles Muralt, Otto Aschoff, Henry Githens, Bert McArthur, J. V. Harless and Thomas Mooney, Circuit Judge Campbell Monday paid District Attorney Tongue a high compliment. The court said in part: "You have with you the District Attorney, who has had much experience and is one of the ablest and most conscientious prosecutors that this or any other district in this state has ever had, so far as I have been able to observe."

**Lyle Will Vote on April 27.**  
**LYLE, Wash., April 16.—(Special.)—**Lyle will hold a primary election on April 27 to select four delegates to the Republican county convention at Goldendale May 4.

## "HOPE GONE IS WORST"

**SURVIVOR OF TWO DISASTERS SAYS RELIEF INSPIRING.**

**"Most Welcome Sight Anyone Can Experience Is Boat Coming to Aid," Colonel Miller Declares.**

"To see a boat coming to your rescue after you have been shipwrecked, and after you have abandoned all hope of being saved, is about the most welcome sight that anyone can experience," said Colonel A. W. Miller, of Portland, survivor of two sea disasters, yesterday, after reading of the fate that befell the passengers on the *Titanic*.

Colonel Miller was a passenger on the steamer *Great Republic* that went to pieces on Sand Island, at the mouth of the Columbia River, April 19, 1879, and also was on board the transport *Thomas* which caught fire while traveling from New Orleans to New Orleans on the Gulf of Mexico, Christmas day, 1865.

The wreck of the *Great Republic* is well remembered by many Portland people. The vessel was bound from San Francisco to Portland, and had 1250 passengers on board. As she neared the mouth of the Columbia she encountered a storm that drove her onto the beach of Sand Island. She lay there for nearly a day, the waves all the while pounding against her side. Late in the afternoon she started to go to pieces. It was then that the Government lighthouse tender *Shubrick* made its way out from Astoria and effected a rescue. The women and children were put into the lifeboats sent out from the *Shubrick* and conveyed on board that vessel. Next the men were taken away. The crew attempted to follow, but 14 of their number were lost. It was late at night when Colonel Miller left the ruined ship, he being among the last to be rescued.

"That relief ship coming to our rescue certainly looked good," said Colonel Miller yesterday. "No one who never has been the victim of a shipwreck can realize how the passengers on the *Titanic* felt when they saw relief in sight. Although some among them had to be separated from members of their families, they must have experienced a certain joyous thrill when they saw the other boats coming to pick them up after drifting about in the lifeboats for a few hours."

Colonel Miller retains the ticket for his passage from San Francisco to Portland. It was not collected after the wreck.

Although the burning of the steamer *Thomas*, upon which Colonel Miller was a passenger, threatened the double danger of destruction by fire as well as by water, no lives were lost. All hands had a narrow escape, however. Miller had just been mustered out of the Union Army following the close of the war, and was traveling through the South to recover his health. The *Thomas* was a cotton transport, but carried a passenger list of 290. She had just entered the mouth of the Mississippi when the cotton in her hold caught fire. All efforts to extinguish the flames were unavailing. Panic reigned among the crew and passengers. By running at full speed the boat was able to make New Orleans and discharge her passengers. There she was beached and allowed to burn out.

"They can say what they want about drowning being an easy death," said Miller, "but when you are on a shipwrecked vessel and think that any mor-

ment may be your last it is not so easy to give up."

**SECOND-HAND MEN MIX**  
**Charge Made That Firm Was Barred From Sale.**

Alleging that other dealers in second-hand machinery had combined to prevent them from bidding at a sale of second-hand machinery by the city at the Albina shops of the water department yesterday morning, M. Barde & Son called upon the Mayor at noon and prevailed upon him to prevent the delivery of the goods until the matter can be further investigated.

Those who attended the sale were: J. Simon & Brother, H. B. Davis, Nick Brown, Harry Weinberg, Zimmerman, Wells & Brown, and J. Levy. The entire stock of pumps, piping and other junk supplies was auctioned off for a little more than \$1500.

When Jack Barde, representing the firm of Barde & Son, appeared before the Mayor to have the sale blocked, he declared that he would give \$1000 more than the total bid made by the competitors and was willing to deliver a check for the entire amount on the spot. Purchasers of the goods had already gone to Albina to haul them away when the order from the Mayor restraining delivery, pending investigation, was received, and as a result the office of the Executive was besieged all afternoon by irate bidders, who insisted upon their right to take their purchases immediately.

Mr. Barde insists that his firm was not notified that the sale was pending, and asserts that the other dealers had entered into some sort of agreement to prevent him from getting a chance to bid.

The supplies which were sold yesterday between \$1000 and \$1500 were worth at least \$2000," said he. "I intend to have the matter looked into thoroughly and find out just why it was that our firm was not notified in time to have a man on the grounds to bid."

**SERVICE MAY BE DELAYED**  
**Faster Train to San Francisco Not to Be Put On at Once.**

Inauguration of the Southern Pacific's new fast train service between Portland and San Francisco, which has been in contemplation for several months, may be delayed until late in the present year, but its necessity is becoming so apparent that passenger officials declare it is inevitable.

"We have discussed it many times," said John M. Scott, general passenger agent, yesterday, "but nothing definite has been determined. The question has been taken up by the heads of the traffic department at San Francisco, and it is probable they will act as soon as the service becomes necessary."

Portland and California is greater than it is between Seattle and the South service between Portland and Seattle is considered adequate. Portland is the gateway for all the California travel originating in the Northwest, and the greatest part of it flows through this city without touching Seattle. The Shasta Limited, as well as all other trains operating between Portland and

California points, is crowded every day. Southern Pacific officials say they are travelers are looking for relief, and preparing to give it to them.

**For Judge of Circuit Court**  
**Department Number Four**

**55 X GEISLER, T. J.**  
**of Multnomah County**

Sensible, Impartial Justice, Fearless and Speedily Administered  
(Paid Advertisement.)

## ENLARGING DEVELOPING and PRINTING

At Moderate Cost—By Experts

Let us develop, print and enlarge the story your camera tells. Our photo finishers are experts—the latest known appliances have been installed and photo finishing has become an exact science with us.

Every plate and film is treated singly and you get your work as promptly as is consistent with high-class work. No matter how small the negative may be, we enlarge and print in green, sepia or black and white at very low cost. One 8x10 enlargement FREE with all kodak work amounting to \$1.00 or over.

TAKE THE PICTURE WITH AN ANSCO.

**Woodard, Clarke & Co.**



# GEWURTZ

**GOING OUT OF BUSINESS JUST AS THE PORCH SEASON OPENS IS FORTUNATE**

Fortunate for you and unfortunately for us. As a consequence, our full line of porch furniture goes on sale at just the time of year when we ought to get the biggest price for it. But we are compelled to sacrifice every piece of it at GOING-OUT-OF-BUSINESS PRICES.

Our line comprises many beautifully designed and exceptionally comfortable and durable pieces of Rattan Porch Rockers. They are green stained, built on graceful lines, strongly braced at every point, and will last a long time with ordinary care. This line of goods is admitted by all who know to be the most serviceable porch furniture manufactured.

\$5.50 Green Rocker	\$3.60	\$5.50, natural color	\$3.90
\$7.50 Green Fiber Rocker	reduced to	\$7.00 Green Rocker	\$4.95
	\$5.20	\$7.50 natural color Rattan Rocker	reduced to
\$8.00 Green Rocker	\$5.85		\$4.65
\$5.50 natural color Rocker	reduced to	\$10.00 natural color Rocker	reduced to
	\$3.60		\$6.95

