

ZEPPELINS FLY FAR

Supposed Flights Over England Are Discussed.

FEAT IS DEEMED POSSIBLE

Military Expert Says Germans May Have Instruments Which Will Permit Them to Counteract Ships' Drifting.

LONDON, April 2.—(Special)—The military expert of the Standard says: "The theory generally put forward that the mysterious airships which have been scaring the British are German is being dispensed with on the ground that it would be impossible for any aircraft to cross from Germany unobserved. If it arrived over the English coast as early as 9 or 10 P. M. To get there at that hour the vessel would have to start in the daylight and somebody would be certain to see and report its departure." He further supposes that the vessel in question is a new Zeppelin and that it starts from Heligoland. The distance between that island and Grimsby is more than 300 miles. It is known that the ship can make 60 miles an hour under favorable conditions and with the east winds that have prevailed of late they would be very favorable.

Dreadful Hard to See.
It would be possible, then, for the vessel to strike Grimsby in five hours. Starting at 4 P. M., it would be over the English coast at 9, and the first hour or hour and a quarter of the journey would be made in daylight. It would be then a fully-impregnated daylight of a winter's day. The vessel would shoot up into it silently and quickly and in a moment or two would merge its own gray shape into its gray surroundings and become invisible to anyone on earth.

"That is where the airship scores over the aeroplane. It can sail fearlessly in the dark and the fog. Delicate instruments show the altitude at which the ship is moving, the compass gives the direction and the air contains no obstacles to navigation like the sea, no uncharted islands, no reefs, no currents have no terrors for the large and powerful Zeppelins. There will be drift, of course, but it may be that the navigators of the Zeppelins possess instruments which enable them to make allowance for that as they go along."

"In any case the course kept would be so straight as to bring the ship within a mile or two of her destination and a flash of the searchlight would tell the navigating officer where he was. It is highly probable that in the course of their experiments voyages the German airmen have charted the currents of the North Sea and learned exactly what allowance to make for drift."

Long Flight Made.
Regarding the question of ability to keep the air: "It is a simple matter for a Zeppelin to remain in the air for more than 10 hours and more than 1000 miles has been officially recorded, but that is certainly not the best that the Zeppelins have done; the German government does not tell its secrets to the world." It would be within the power of the Zeppelin to remain in the air at a pitch, for four days and nights, but it is unlikely that she would be able to maneuver during the whole of that time.

"If we took the case of a Zeppelin starting from Cologne, Germany, for Devon, it would be natural to account for its movements being unobserved. The distance between the places mentioned is 240 miles, or a matter of four hours' sailing. At this time of the year the whole of the journey could be made between nightfall and 8:30 A. M. to reach Portsmouth from Cologne another two hours would be necessary.

RED' STEALS LOCOMOTIVE

Throttle Wide Open, Indian Has "Heap Much Fun" at Klamath.

KLAMATH FALLS, Or., April 2.—(Special)—Inspired by several "shots" of Klamath, a young Indian, J. S. Clark, an Indian from Sacramento, Calif., today captured a mogul locomotive in the Southern Pacific yards and held it for two hours against all comers.

Stonecold thought he was preparing to take a train back to Sacramento. He shot the locomotive up and down the tracks southeast of this city at a remarkable clip.

After firing of the toy he quietly surrendered to the police. Police Leavitt assessed a fine of \$7.50 and the Indian produced a poke full of wampum, paid for his fun and left town. The railroad refused to prefer charges or collect rent on the borrowed engine.

FLORENCE CONSIDINE HERE

Seattle Girl, Now Mrs. Conlon, Chooses South for Honeymoon.

Mr. and Mrs. T. R. Conlon (Florence Condon) were married Saturday. Monday was a big society event, passed the day in Portland yesterday on their way South. The couple registered at Hotel Portland, where the bride literally was showered with bouquets, her many Portland friends sending congratulatory messages to greet her upon her arrival here.

The couple departed on the Shasta limited last night for Los Angeles. Their drawing-room was transformed into a bower of roses, so numerous were the floral gifts sent by the Portland friends of the couple, in visiting them Godspeed. Mr. and Mrs. Conlon attended the matinee at the Empress yesterday, the bride then seeing her father's new Portland theater for the first time.

RICH CLUBMAN IS DIVORCED

Wife of Walter Hobart Charges Cruelty and Drunkenness.

SAN FRANCISCO, April 2.—Mrs. Hobart, wife of Walter Hobart, a wealthy clubman, polo player and athlete, was granted an interlocutory decree of divorce today. Both are socially prominent. Cruelty and drunkenness were the charges.

By the decree Mrs. Hobart receives custody of their three young children. Mr. Hobart was formerly Miss Hannah Williams.

Hobart did not contest the suit.

JUDGE FAILS AS PACIFIER

Brothers Continue Lawsuit After Court Quotes Scripture.

Judge McGinn tried in vain yesterday to settle a lawsuit being tried in his court, in which A. Bellencourt and Enos Bellencourt, brothers, are the

litigants. The Judge quoted scripture to the relatives in trying to bring them together. A. Bellencourt, across his brother Enos of the farm, but him out his half interest in a 440-acre farm in Lane County purchased for \$14,400 in 1907 and lately traded for improved Portland property.

It was said that Enos Bellencourt put up the cash payment \$8400, when the farm was purchased, and that the deed was made out to them jointly, and that thereafter he kept paying his interest on the \$8400 mortgage. A. Bellencourt, however, lived on the land and improved it. When the trade was made he says that his name was left out of the deed for the Portland property. He is willing that his brother should have the property in this city, but wants \$2763.10, the amount he estimates his half interest in the farm was worth after deducting what he



W. F. McCombs, Who Is Said to Be Ready to Accept Post in France.

owed the brother on account of the initial and interest payments.

M'COMBS MAY ACCEPT

REPORT IS HE WILL GO TO FRANCE AS AMBASSADOR.

Determination to Take Post Said to Be Result of Belief That Large Outlay Will Not Be Required.

WASHINGON, April 2.—W. F. McCombs, chairman of the Democratic National Committee, is reported to have advised President Wilson his telephone talk from New York that he would accept the post of Ambassador to France. Neither confirmation nor denial of the persistent report was obtainable at the White House tonight.

The determination to accept the diplomatic post after so long a delay in spite of pressure brought to bear upon him was said by Mr. McCombs' friends to have been influenced largely by the conviction that the embassies during the Wilson Administration were to be maintained within the bounds of the salaries paid.

WATER MAINS ORDERED

ENGINEER DIRECTED TO RUSH PLANS FOR WORK.

Mayor Urges Immediate Action to Meet Demand and Give Employment to Idle Men.

Mayor Rushlight appeared before the Water Board yesterday afternoon and urged the members to do something at once with the immediate laying of a large number of water mains throughout the city. The members at once passed an order, directing Chief Engineer Clarke to rush blue prints and to arrange for the furthering of the work.

The city needs these mains badly," said the Mayor, "and there are some idle men who are wanting to go to work. There is every reason why we should lay the mains, therefore, and put these men to work. In this manner we probably can avoid the complaints that sometimes are made in a Summer, when lack of rain creates a scarcity. I hope the Board will set to order immediate work on these mains."

T. B. Wilcox, who was presiding, asked Chief Engineer Clarke if the pipes are available for the work, and Mr. Clarke replied that there is an ample supply of same.

"I feel the Mayor does," said Mr. Wilcox, "I see no reason why we should not proceed with the work without delay and that will be the order."

The Mayor also called attention to the proposed lowering of the water level in the river and said he believed the Board should advertise for bids for this work at once.

They have to be lowered to conform to the river regulations. The Board authorized the City Auditor to advertise for bids.

An official communication from the Mayor of Lintonon was received, noting that the town had won \$16,000 for installing a system for water, and asking that the Water Board of Portland proceed with its part of a contract to supply Lintonon with Bull Run water.

Chairman Wilcox directed Engineer Clarke to make arrangements for the installation of the necessary pipe to connect the Bull Run system with the Lintonon pipes at the Portland city limits, as soon as the town of Lintonon is ready for the service.

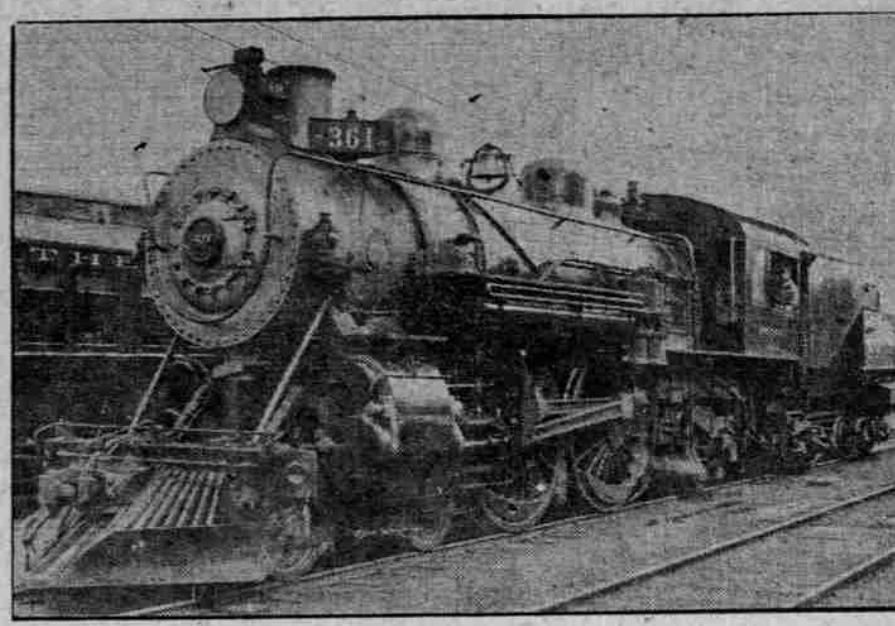
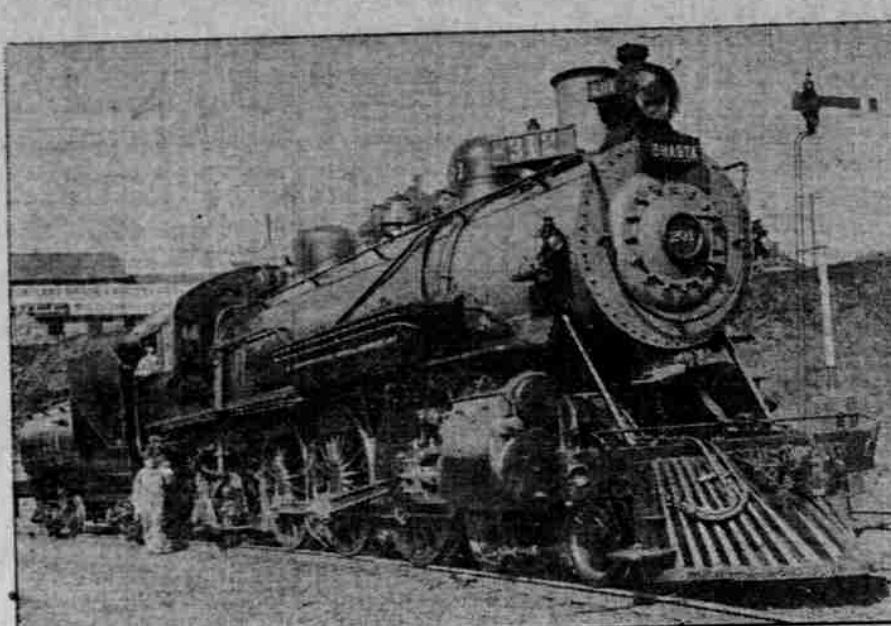
MAN IS BOUND AND ROBBED

KENNEWICK, Wash., April 2.—(Special)—Bound to a sausage grinder, with his hands forced under the sharp knives and threatened with having them ground to pieces, two burglars early this morning forced Chas. Christensen, a local butcher, who was睡觉ing in his shop, to reveal the bidding price of \$200, with which the robbers escaped.

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THESE TWO GIANTS

WILL PULL THE
Chicago Grand Opera Specials
CARRYING THE
World's Greatest Artists
TO SEATTLE TODAY
VIA THE



24 CARS

Will be used to transport this great troupe

Parlor observation, diners, pullman sleepers, steel coaches and numerous baggage cars make up the equipment

TRAVEL RIGHT—IT COSTS NO MORE

LABOR REPORT OUT

lation and affording an opportunity for the two sides to come to an agreement."

ZANESVILLE LOSS \$71,000,000

With 15,000 Persons Destitute, Monetary Aid Is Imperative.

Sir George Askwith Probes "Lemieux" Act Working.

DIFFERENCE IS OUTLINED

Chief Industrial Commissioner to Board of Trade of London Says Plan Is Essentially Contrary to Compulsory Arbitration.

HILLSBORO Benefit Is Given.

HILLSBORO, Or., April 2.—(Special)

Hillsboro turned out en masse at the benefit performance at the Crescent Theater tonight for the Ohio flood sufferers. The last two acts of two comedies, "Are You a Mason?" by local amateurs, and "The Price of His Honor" by the Catholic Young People, constituted the programme, with verbal synopses of the first two acts of each comedy.

Relief stations have been feeding 15,000 people for the last week. Many of these people are homeless, as 800 to 1000 homes either were swept away or are ready to collapse. Monetary assistance from the outside is imperative.

At the wish of the Imperial government, Sir George Askwith visited Canada to inspect labor conditions and inquire into the working of what is known as the "Lemieux" Act.

He traveled from Quebec to Vancouver Island by way of Calgary, returning to Ottawa and Montreal by way of the Crow's Nest Pass, and consulted several hundred employers, workmen, trade union officials, public men and journalists in most of the chief industrial centers.

In a covering letter, the Commissioner suggests that an examination of systems employed in the United States would be valuable. The main conclusions of the report are that the former, while lacking the spirit and intent of conciliation, is the more valuable portion of the Canadian Act, and that an Act on these lines, even if the restrictive features which aim at delaying stoppage until after inquiry were omitted, would be suitable and practicable in this country.

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From the enactment of the Act to September 2, 1912, 122 disputes were referred for adjustment under it, and in only 15 of these cases were strikes not averted or ended. The total number of disputes conciliated and investigated established under the Act during the period was 118. Of the 118 cases in which arbitration was made for the establishment of a board, 20 cases were settled before hearing; 107 were reported upon by boards and five were before boards which were still in session.

DISPUTE MADE KNOWN.

It is explained that the system provided by the Act differs essentially from compulsory arbitration. It only endeavors to postpone a stoppage of work in certain industries for a brief period and for a specific purpose.

It does not deprive the right of employing or work-peoples to terminate contracts, and it does not prohibit a stoppage either by lockout or strike if it is found that no recommendation can be made which is acceptable to both sides.

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