

FIREBOAT STATION DUES NEED UP

O.-W. R. & N. Company Refuses to Relinquish Site Unless Compelled So to Do.

CONDEMNATION ONLY WAY

Docks Commission Discusses Necessary Steps in Obtaining Ground for West Side Wharf—Grant Gives Opinion on Fills.

Unless compelled through condemnation proceedings to relinquish property on the West Side that is desired as a site for the new fireboat station, O.-W. R. & N. officials will decline to dispose of land for that purpose, on the plea that holdings now retained are needed for future railway and waterway development. J. P. O'Brien, general manager of the O.-W. R. & N., has written a letter to that effect to the Commission of Public Docks.

The commission and fire department executives sought a piece of land between the old Alaska dock site and Almsworth dock, measuring 50 feet on the river and having a depth toward Front street of 200 feet, so not only would the fireboat David Campbell have a berth but a house could be erected in which the crew would have quarters and space would be there as well for hose apparatus.

It was proposed that in exchange for the site the city deed to the O.-W. R. & N. the foot of Gilsan street, part of which is occupied by the west approach of the new O.-W. R. & N. bridge.

Negotiations Held for Present.

Mr. O'Brien wrote that there was no portion of Gilsan street between the east line of Front street and the harbor line which the company used without permission. The negotiators decided that they had proceeded as far as possible with negotiations. No intimation was given of what will be done to obtain a site.

Considerable time was passed in going over legal steps that have been taken in connection with the condemnation of property in the vicinity of the foot of seventeenth street, where the West Side dock is to be located. Communications were read that had passed between the commission and Frank Grant, city attorney, on the difference of opinion was shown to exist relative to a stipulation agreed on between the city and attorneys for the property owners. The stipulation had to do with suits pending in the Circuit Court. It being agreed that the trials would be proceeded with without waiting for a decision from the Supreme Court that is to adjudge contentions as to the ownership of property between high and low water marks.

An action against the Pacific Milling & Elevator Company was dismissed after suit was started against the commission, which is now before the Supreme Court, so yesterday Mr. Grant was instructed to begin proceeding at once to condemn the Pacific Milling & Elevator Company's land, subject to the stipulation.

Opinion on Fills Given.

An opinion from City Attorney Grant dealing with the fill being made by the Port of Portland on land owned by the Eastern & Western Lumber Company was in effect that the question of ownership of the submerged land would be settled through the Supreme Court decision expected and the fact that the Port of Portland was making the fill he did not think would affect any rights in the event of a transfer of title. He also said it might be possible for the Port of Portland Commission, Commission of Public Docks and the Eastern & Western to get together on an understanding for the filling to be stopped pending the decision.

Bond Issue Held Regular.

Eastern attorneys have passed on the proposed bond issue of \$1,250,000 and have reported that all proceedings were regular and legal, so the commission awarded a contract to the Irwin-Hodson Company for printing the bonds on a bid of \$250 and decided that bids for the bonds would be opened May 6 and the delivery made to the successful bidder May 20.

Major McClendon, Corps of Engineers, U. S. A., advised the commission in writing that tender piles would not be allowed on or beyond an established harbor line, but that special permission might be obtained from the Secretary of War. He suggested that tender piles might be used as well by having the face of docks two feet in the rear of the harbor line and then the piles could be driven slightly behind the harbor line.

FIRST STRAW HAT ON BEAR

Delay at Astoria Interferes With Fast Journey to Port.

Probably one of the greatest tributes paid this season to Portland's balmy weather was received yesterday when H. Abbott, a passenger arriving on the steamer Bear from San Francisco, walked off the gangplank arrayed in a straw hat, "tid," the first exhibited on a living model at the port. The "tid" was out before the vessel reached the attention of all eyes, and one was ventured to remark that the "tid" was out before the vessel reached the attention of all eyes, and one was ventured to remark that the "tid" was out before the vessel reached the attention of all eyes.

The Bear was at her berth at 1:15 o'clock, completing about the fastest trip made this year, and her arrival would have been earlier had it not been for the fact she had 60 tons of cargo to unload at Astoria, and when she reached there at 4:40 o'clock in the morning but one lone longshoreman was on hand instead of the expected 300. The vessel brought 340 passengers and the trip was made in fine weather.

The only object sighted out of the ordinary was the stranded gasoline schooner Anvil, at the mouth of the Sluask, and officers of the Bear said she seemed to be high and dry. The Bear came without Captain Turner, her first officer, who was transferred to the steamer Kansas City while she is being overhauled, and First Officer Winkler, of the Kansas City, made the trip on the Bear. The Beaver sailed yesterday morning with about 200 passengers and a full cargo.

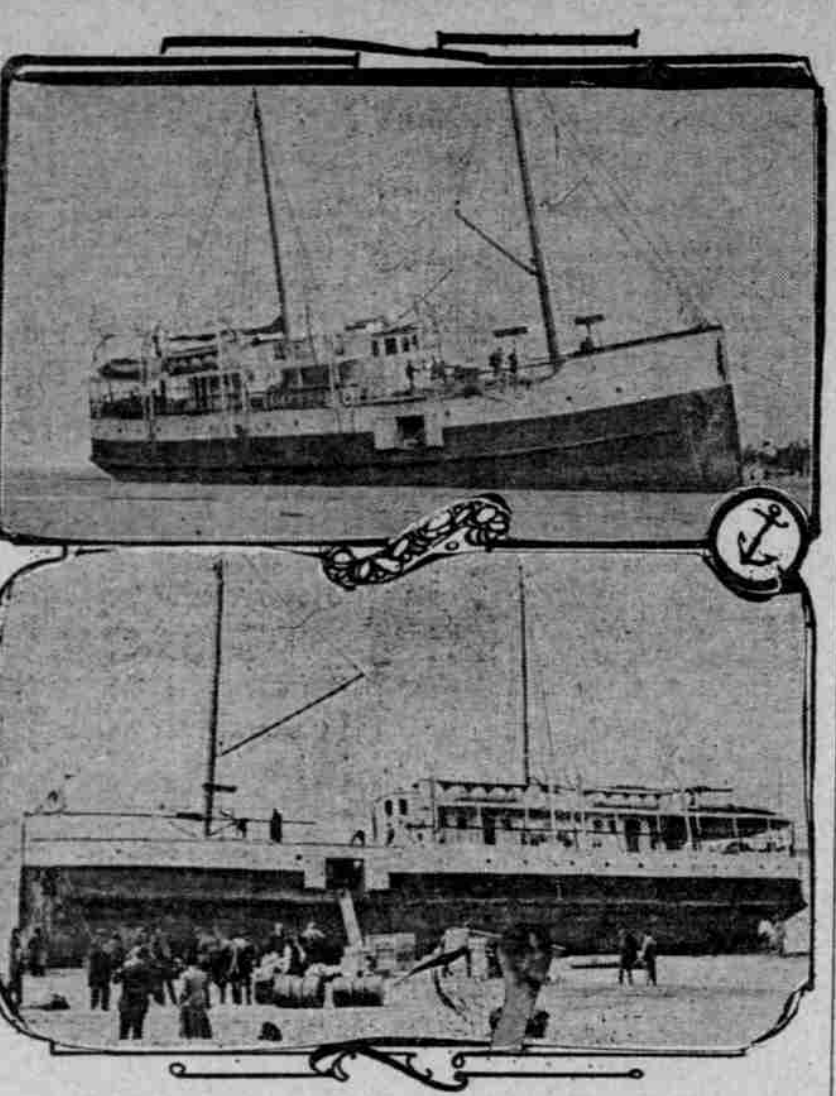
Body Identified as That of Steward.

ASTORIA, Or., April 17.—(Special.)—Coroner Gilbaugh received a telegram today from the Associated Oil Company stating that the body which was found on Sand Island Sunday has been identified as that of Fred Wilson, chief steward on the ill-fated tank steamer Rosecrans. The identification was made by the dentist who had attended to the man's teeth. Under instructions from the oil company the body will be sent to San Francisco for interment.

Marline Notes.

It is reported that the British ship Hibernia, coming out with general cargo from Rotterdam, consigned to Mayer, Wilson & Company, has been taken for wheat loading at 42s 6d. Yesterday's reading of the gauge

PHOTOGRAPHS OF GASOLINE SCHOONER ANVIL, ASHORE NEAR FLORENCE.



ABOVE—VIEW OF VESSEL FROM SEAWARD SIDE. BELOW—UNLOADING THE ANVIL.

here showed that the Willamette River had risen four-tenths of a foot in 24 hours and attained a height of 9.8 feet above zero. It will continue to rise slowly the remainder of the week.

With 700,000 feet of lumber aboard the steamer Equanim has cleared for San Francisco. She shifted last evening from Couch-street dock, where she discharged inward cargo, to Inman-Poulsen's to begin working lumber.

Captain Westphal, of the German bark Mimi, wrecked off Bear from Beach, is to proceed to Nehalem today to settle certain matters pertaining to the vessel. Two mates and one sailor of that vessel leave today for New York, en route to Germany, and another mate and sailor will proceed to Puget Sound and join the German bark Lasbek.

A. T. Frichard, Portland agent for Waterhouse & Company, has learned that the British steamer Kentra, of the Maple Leaf Line, is discharging 4500 tons of steel rails at Vancouver, B. C. She is expected to finish in time to reach here next week to load grain for Europe.

Last of the paving on the roadway of the Broadway bridge was finished by Waterhouse & Company, agents of the Pennsylvania Steel Company, with the exception of minor work ordered, which is in the line of extras, the structure is ready and it will be turned over to the city Tuesday. There may be changes made in lights that mark the sides of the draw, but that has not been settled.

Movements of Vessels.

PORTLAND, April 17.—Arrived—Steamer Bear, from Los Angeles and San Francisco; Russian bark Marishech, from Callao; the schooner Robert R. Hind, from Littleton; steamer Shasta, from San Francisco. Sailed—Steamer Beaver, for Coos Bay; steamer Beaver, for San Francisco and Los Angeles; American ship Levi G. Burgess, for Nushagak.

Astoria, April 17.—Arrived at 4:30 and left by 10:30—Steamer Bear, from San Francisco and San Pedro and San Francisco. Sailed at 9 o'clock.

STEAMER INTELLIGENCE		
Due to Arrive.		
Name	From	Det.
Bear	Los Angeles	In port
U. S. W. Elder	San Diego	In port
Alliance	Eureka	In port
Sue H. Elmore	Tillamook	Apr. 20
Marine	Wahkiakum	Apr. 21
Rose City	Los Angeles	Apr. 22
Roanoke	San Diego	Indefinite
To Depart.		
Name	For	Det.
Alliance	Eureka	Apr. 18
U. S. W. Elder	San Diego	Apr. 18
U. S. W. Elder	San Francisco	Apr. 19
Sue H. Elmore	Tillamook	Apr. 22
Marine	Wahkiakum	Apr. 21
Breakwater	Coos Bay	Apr. 23
Rose City	Los Angeles	Apr. 27
Roanoke	San Diego	Indefinite
European and Oriental Service.		
Name	From	Date
Hargreaves	Seattle	Apr. 22
Kenira	Vancouver	Apr. 29
Synthonia	Hamburg	May 5
U. S. S. S. S.	London	June 2
Falls of Oruby	London	June 29
Roanoke	Antwerp	Aug. 13
For		
Kenira	England	Apr. 30
Hargreaves	Seattle	Apr. 22
Synthonia	Hamburg	May 5
U. S. S. S. S.	London	June 2
Falls of Oruby	London	June 29
Roanoke	Hamburg	June 29

A. M.—Steamer Ragnaw, for San Francisco. Arrived at 7 and left at 8:15 A. M.—Steamer Shasta, from San Francisco, sailed at 10:30 A. M.—Steamer Incas, for Sydney, arrived at 2:15 and sailed at 6:50 P. M.—Steamer Beaver, from San Francisco and San Pedro, sailed at 8:30 P. M.—Steamer W. F. Hertha, for Monterey. Arrived down from Portland at 4 P. M.—Steamer Breakwater, for Coos Bay. Sailed from San Francisco, April 17.—Sailed at noon—Steamer Johon Poulisen, for Portland. Arrived at 2 P. M.—Steamer J. A. Chandler, from San Francisco, sailed—Steamer Olympe, for Portland, sailed at 4 P. M.—Steamer Bear, from Portland.

Inspectors Are Condemned.

Captain John K. Bulger, supervising inspector of steam vessels for the First District, made it plain before his departure for San Francisco on the steamer Bear yesterday that he was in full accord with the steps taken by Captain E. S. Edwards and George F. Fuller, United States inspectors of steam vessels here, in refusing to grant permission for the steamer Northland to proceed south under her own power with her intermediate cylinder damaged. He visited the steamer in company with the Portland officials, and it was agreed that unless the Northland was towed she could not go to San Francisco until a new cylinder arrived.

"It was a case in which no chances could be taken," said Captain Bulger. "I would not extend a permit myself, nor would I permit any officer under my jurisdiction to do so."

Captain Bulger expects to return in about three weeks for the purpose of making his annual inspection in the district.

Aged Ashland Man Yet Lost.

ASHELAND, Or., April 17.—(Special.)—A. K. Kline, inter-in-law of P. E. Walter, operator at the Southern Pacific depot, is still missing, having left for the south unexpectedly about a fortnight ago. Aged and rather eccentric, it is feared some accident has befallen him. Relatives in Southern California have been notified of his disappearance, but they report no tidings concerning him.

TANGLE THREATENS CASE IN N.W. CASE

Situation Resembles Occurrence Here When Judge and Governor Clashed.

DELAY BY COURT FEARED

Difficulty in Illinois May Be Diverted by Identification of Purported Wife, Who is Complaining Witness.

A situation much like that which made a sensational breach between Governor West and Circuit Judge Gaston over the extradition of Leo W. Martin, two years ago, bids fair to develop in relation to E. E. C. Von Klein, the alleged "marrying swindler," known here as Jack Lewis and now the subject of extradition proceedings at Chicago.

As in the Martin case, the Governor of Illinois has issued a Governor's warrant authorizing Detective Dan to remove the man from the state, the warrant being granted yesterday, but in the meantime the Chicago courts have granted a writ of habeas corpus and seem disposed to go into the merits of the charge against Von Klein. Hearing on the writ is set for April 23. Less difficulty is foreseen, however, for the reason that Ethel Newcome Lewis, the complaining witness and purported wife of Von Klein, is in Chicago, and has identified him. If she adheres to the charge made here two years ago, that he stole her diamonds two weeks after marrying her in San Francisco, there should be no question about his being held until the extradition process, as he has said he can, an alibi showing that, he was in the Middle West at the time she alleges.

The Martin case, which displays many lines of resemblance to the present issue, was one wherein Denver sought extradition, which was granted by the Governor, but refused by Judge Gaston, who virtually tried the merits of the charge. Acting on what they deemed the higher authority, Detectives Mallet and Moloney assisted a Denver officer in taking Martin by force out of the state, but the officer and his prisoner were intercepted at a small town in Washington and prisoner was given an opportunity to escape. The two detectives were indicted for kidnaping, but escaped by the payment of a fine of \$100 for contempt of court. The question which now comes under takes precedence over a Governor's warrant never was conclusively settled.

Von Klein's arrival here, in case the Chicago court holds against him, is not expected to come before the end of the month. He is at liberty at present on a bond of \$14,000, supplied by his father, a celebrated Egyptologist of Minneapolis.

BOAT MAY BE SAVED

Attempt Will Be Made to Float Anvil at High Tide.

ENGINES READY TO WORK

Vessel Leaking and Sand Working Way In—Cargo Damaged by Handling and Water and Part Destroyed by Fire.

FLORENCE, Or., April 17.—(Special.)—Although the gasoline schooner Anvil, which went on the sand here several days ago, is leaking and sand is beginning to work in, it is believed she may be saved at the end of the week when the tide is running high. The engines have been cleaned and put in working order preparatory to her salvage.

Six heavy four-horse teams and wagons were in the railroad work were brought here on barges from Mapleton and the work of unloading begun in earnest last Saturday. The freight was unloaded from the vessel, hauled to the end of the jetty, where a pile-driver engine was used for a hoisting machine, and loaded onto rock cars and later onto barges which were towed to the warehouse at Florence.

Little insurance was carried on the cargo and the loss from handling and water was considerable. A bale of mattress caught fire while being hauled up the tramway. The vessel itself was not insured.

The Anvil was built in San Francisco eight years ago and in January, 1911, was placed on the run between Portland and Bandon, calling at way ports, by the Oregon Shore Navigation Company. She had kept on this run continuously since that time, except for a three months' layoff on account of stormy weather a year ago. Until the Fall of 1912 she was operated as a passenger boat, but quit carrying passengers because passenger business was not profitable during the winter months. She carried a crew of 13 men, and for the past year Captain Levi Snyder has been her master.

On her last trip she carried a heavy cargo of freight, probably more for the Sluask stevedores' trip, which may be directly from Portland to Bandon, leaving the latter place April 10, and arriving off the Sluask early the following morning. The sea was then smooth, and she lay off the bar all day waiting for the tide.

In the afternoon a strong southerly wind commenced to blow. The vessel became rough. About 4 o'clock an attempt was made to cross in over the bar, but the boat lost its course, the strong wind carrying her out of the channel, and before she could get under way again she was fast on the north spit. An ineffectual attempt was made to work off, but a high wind was blowing and the vessel could not progress against it. News of the trouble had been telephoned to Florence by watchmen on the jetty, but the tug Roberts, which might have gone to render aid, was up the river on a trip to the rock quarry, and no other help was immediately available. Several launches went down from Florence, but the sea was so rough that none of them could get near or be of any help.

FULTON FOR CHARTER

COMMISSION FORM FAVORED BY EX-SENATOR.

Agreement That Civil Service Will Be Done Away With if Carriers Is Disputed.

C. W. Fulton, ex-United States Senator, has come out in favor of the proposed commission charter. He does not agree with the argument that the new charter will displace civil service. He also believes that its adoption will be a step in advance in municipal government. His letter follows:

"I have been reading the proposed new city charter and have noted with interest that it is a perfect instrument. Indeed it would be difficult to point out many errors and at least a few inconsistencies in the proposed plan. However, I do not think it would not be so easy to demonstrate that any or all of them will seriously hamper the general plan and the principle of municipal government which the new charter it is intended to establish, namely the concentration of power and responsibility. It is widely believed, and therein I concur, that the best result in municipal government will be secured by vesting the administration in the hands of the fewest possible officials. We have come to the view the commission form of government as the best method of accomplishing that end."

Experiment Is Favored.

"We cannot know, of course, until we have made the experiment, whether the result will be better or worse than our present convictions. If we wait, however, until some person or committee has drafted a new charter, we are responsible for the result. We can all subscribe, it requires no very high order of intellect to comprehend the result of the experiment. I do not admit that there are some provisions of the proposed charter I do not like. For instance, I have never yet seen a creed or political platform ever drafted or adopted which had my entire approval. I never expect to see one."

"The proposed new charter will, if adopted, concentrate the governmental power of the city in the Mayor and Commissioners. We will know thereafter who is responsible for bad administration, improper execution or non-enforcement of the laws."

"The new charter will displace civil service. I do not so read it. I believe it will displace civil service fairly complete and excellent system of civil service. It is said that it substitutes for the direct method of appointing by patronage the present method of election the preferential system, whereas it is said to be a method without power to abandon the direct primary."

Criticism Is Doubted.

"I have said I do not like the preferential scheme. I much prefer the present system, but I do not deem that feature one of controlling importance. As to the want of power in a municipality to abandon the direct primary, I am at a loss to know on what ground such a contention is based. I have seen stated that it is the highest and best power of the city to do so. For Mr. Logan as a man and a lawyer, I respect the highest respect and regard, so much respect indeed for him as a lawyer that I seriously doubt he has ever entertained any such contention. If he has, no doubt he will be able to assign good reasons for the same in his own report. I shall wait to hear the reasons."

"It is unfortunate that the proposed charter was not drafted in a more intelligent and orderly manner, so that its provisions could be more rapidly understood. However, we have to deal with what we have as it is, and I am convinced that its adoption will be a step in advance in municipal government. Its defects we will have to correct hereafter."

FAST RUN MADE TO RIVER

Mariechen's Skipper Gains Columbia in 39 Days From Callao.

Captain Torquait, of the Russian bark Mariechen, which entered at the Oregon House from Callao yesterday, having aboard 1040 tons of ballast, says that the voyage was really made in 39 days, as for three days he was off the mouth of the river. The skipper says the vessel was about 25 miles away from the entrance. Variable winds featured the passage, he says, and there was no particularly

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stormy weather. The vessel reached Callao from Cardiff with a coal cargo and set sail in this direction March 4. She is berthed at Linnton to unload ballast and will load lumber there at the Clark & Wilson mill.

BURGESS GOES TO ALASKA

Wray Castle Finishes Lumber and Is Off for Iquique.

Stevedores were out of a job yesterday when the British ship Wray Castle finished loading lumber at the Portland Mill and the ship Levi G. Burgess ended her loading for Alaska at the dock of the American Can Company. There are coasters in port working, but the offshore ships are either on drydock or getting ready to discharge ballast.

The Wray Castle is to clear for Iquique with about 1,500,000 feet of lumber. She is shy 11 men and will be shifted today from the mill through the bridges to an anchorage below, when she will sign her crew. The Burgess proceeds to Nushagak, Bristol Bay district, with a few hand and cannery supplies. She was towed to Astoria by the steamer Oklahama. Several new fishing boats were lashed on deck and she had lumber, cord wood and other gear, as well as a large list of stores to last through the fishing season.

ANOTHER \$500 COLLECTED

Money Still Comes In for Relief of Flood Sufferers.

Nearly \$500 has accumulated in the treasury of the Chamber of Commerce committee having charge of the Oregon and Indiana relief fund since the last remittance to the stricken states was made. This makes the aggregate amount collected by the committee \$15,868.08, of which \$5000 has been sent to Indiana and \$10,868 to Ohio. The following are the most recent contributions:

Chinese Consolidated Benevolent Association, \$244; Japanese Association of Oregon, \$100; Harmony Sunday School of Pilot Rock, Or., \$10; pupils of South Tualatin Public School, \$10; citizens of Goldendale, Wash., \$3; employees of water department, \$3; M. M. Robinson, Tangent, Or., \$2.50 and Miss Alice M. Bell, Entebbe, Or., \$1.

This leaves a balance of \$466.08 unappropriated. As soon as \$500 is collected it will be sent to the Governor of Ohio.

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—Adv.

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