

ST. HELEN'S HALL BURNED BY FIRE

School Nurse Smells Smoke at 4 A. M. and Inmates Aroused in Time.

BLAZE STARTS IN LAUNDRY

Damage Estimated at \$50,000 Fully Covered by Insurance—Courses for Year to Be Cut and New Site May Be Selected.

St. Helen's Hall, an Episcopal academy for girls, St. Clair street and Park avenue, was gutted and almost entirely destroyed by fire early yesterday morning, at a loss of about \$50,000, fully covered by insurance.

Mrs. E. Collins, a nurse of the school, awoke at 4 A. M. and, smelling smoke, she rushed to the rooms of other occupants of the building and sounded the alarm. Five sisters of the Order of St. John the Baptist and one student, Miss Alma House, of Kansas City, Mo., were the only occupants and they escaped from the rapidly burning building.

The fire is believed to have started under the stairway of the laundry, which is immediately adjacent to the fire escape.

The building is of brick construction, with a wooden interior. The attic, which was used for sleeping rooms for students, was completely destroyed and the interior of the building gutted. Sister Superior Julia Francis attempted to recover papers and other documents from the office on the second floor, but a wall of flame encircled the room.

NEWS AWAKENS TRADE

Tramp Chartered to Carry Wheat to Islands.

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Courses to Be Cut.

The school owns property midway between Portland and Astoria and it is said there is a possibility that the new location of the school may be on this tract. An unofficial meeting of the trustees was held yesterday, but no action was taken. It was decided to discontinue the elementary classes for the coming year and to hold primary classes only. The sisters of St. John, an Episcopal order, took charge of the institution eight years ago. The building was four stories high. The brick walls are still standing, but it is not thought that they can be used in rebuilding. Since the building was erected the property has increased many times in value and a site is said to be in consideration by the board of trustees.

British Steamer From China.

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The German bark *Steinbek*, loaded with lumber at Birmingham, is being held there by her owners. Comyn, Mackall & Co. are the charterers. The Hamburg-American steamer *Saxonia*, which is lying idle on Puget Sound, and which are the only carriers that appear to have no chance of sailing so long as the war holds on.

WATER FOUND LOW IN LOCKS

Yellow Stack Packet Grahmona Has One Inch to Spare.

When the Yellow Stack steamer *Grahmona* passed through the locks and canal at Oregon City yesterday there was a depth of 19 inches in the lower lock, and the vessel drew 18 inches. Needless to say she had little freight aboard. The water there was at an unusually low stage, and it is promised there will be greater depth today by four or five inches, as some of the water used for power purposes will be diverted into the canal.

The river stood 4.2 feet above zero here yesterday and .6 above at Wilsonville. The steamer *Oregon* took about 135 hoppers from Taylor-street dock yesterday, thought to be the last crowd of size to leave for the hopyards this season. A few are straggling back, having worked long enough to realize that there are many knacks about picking profitably that an amateur is to master. As soon as picking season ends there will be a flocking of some of the individuals and families who make the period their annual outing.

CUZCO ARRIVES NEXT WEEK

South American Liner Grounds on Puget Sound During Fog.

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HAVOC WROUGHT BY EARLY-MORNING FIRE AT ST. HELEN'S HALL AND SCENE SHOWING THE INTERIOR DAMAGE.



Damage Done by The Flames

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Interior of Girls' Dormitory

ments for South American ports. The vessel went around at 5 o'clock Wednesday morning at Marrowstone Point, a mile from Port Townsend, while making her way in a tug from Victoria for Tacoma. As she was floated early in the afternoon and proceeded, it is assumed that she sustained no damage.

The vessel has 1000 tons of nitrate for Dupont and a lot of ore to be discharged at Tacoma, and then begins loading for the southern voyage. The steamer *Santa Cruz*, of the Grace New York-Pacific Coast service, arrived at Municipal Dock No. 1 late last night and begins discharging 3700 tons there this morning. The vessel takes on New York freight before proceeding to Puget Sound.

WARSHIPS DO NOT TALK WAR

Crown of Seville's Master Gets First News of Trouble at San Pedro.

Captain Alexander M. Smith, master of the Harrison Direct Line steamer *Seville*, which is discharging at Municipal dock No. 1, thinks he has been given abundant evidence that ships of the American Navy preserve neutrality, for he says that after getting through the Straits of Magellan, he was in communication with two Yankee warships at different times and neither let him know that England and Germany were at war. The wireless plants were used for general topics and official information, but no inkling of the European temper was imparted to him until his vessel reached San Pedro.

The crown of Seville has about 500 tons of cargo for Portland and goes to British Columbia and Puget Sound, starting her return cargo in the north and finishing at here tomorrow. Another steamer that moved into the harbor last night was the British tramp *Cape Finisterre*, which proceeded from St. Helena to the bunkers, and after taking on cargo from Puget Sound, is to go to Portland to finish taking on lumber for China.

BRITISH CAPTURE SIX SHIPS

Vessels Well Known on This Coast Seized as Spoils of War.

SAN FRANCISCO, Sept. 3.—(Special.)—British war vessels have seized six German sailing ships in European waters, according to word that was received this afternoon by the marine department of the San Francisco Chamber of Commerce. All the ships taken are known on this coast, for which they have cleared many times. Those vessels taken as spoils of war are as follows:

Ship *Carl*, seized at Cardiff, Wales, and the ship *Chilo*, at the same place; the ship *Elfreda*, seized at Bristol, England; auxiliary ship *R. C. Rickmers*, seized while en route from Cardiff to South American ports; ship *Schwaben*, taken at Cardiff; and the ship *Tersichore*, taken off Limerick, Ireland.

In addition another ship equally well known at Portland is the German bark *Barmbek*, recently reported seized and which left here on her last voyage April 21, 1914. The Carl's latest sailing from Portland was on Feb. 3, 1914; the Chilo's, February 6, 1914; Elfreda, November 26, 1913; the R. C. Rickmers, December 21, 1913; and the Tersichore, February 8, 1914. The British steamer *Samarcand*, at one time in the Waterhouse service from Portland, has also been reported among those taken.

REGISTRY OATH IS MODIFIED

United States Steel Corporation Ship Expected Here.

Collector of Customs Burke was instructed yesterday from Washington that one section of an oath to be taken by persons purchasing foreign tonnage and making application for American registry was canceled, which reads:

"The transfer is not made to evade the consequences to which a ship of one of the countries at war, as such, is exposed."

No information was included in the telegram as to why the step was taken, but it is supposed that sections of the new law fully cover the point.

MARINE NOTES.

Official information has been furnished the Merchants' Exchange by C. D. Kennedy, of the American-Hawzian fleet, that under the present schedule

the steamer *Oregonian* is due here from New York September 10 and the *Washington* September 19 and the *Ohlson* September 15.

Work has been resumed aboard the steamer *Rochele* at the Vulcan Iron Works and it is hoped to finish repairs next week.

In ballast from Nushagak the tug *Akutan* was entered at the Customhouse yesterday. She will be prepared for her stay at Goble during the winter.

Because of an overflow of freight the steamer *Tahoma*, of the Pecheur Transportation Company, was ordered to load and return to The Dalles last night, though she arrived here early in the evening. The vessel usually lays over Friday and she is to be here tonight so as to go out on time tomorrow morning.

To begin the work of dismantling the steamer *Kansas* City, of the San Francisco & Portland fleet, she has been towed from Oakland to the Union Iron Works, at San Francisco, according to reports arriving here. The vessel was sold recently by the company and it is understood the hull will be used as a barge.

Harbor-master Speler and his force were hired last of yesterday in trying to raise a submerged log 10 feet off Municipal dock No. 1, which was so hoisted by the tug *Albatross*. The log firmly imbedded that it resisted all efforts after receiving the patents, failed to comply with the terms of the grant.

On or about May 31, 1875, the company proceeded, "the Coos Bay Wagon Road Company executed and delivered to John Miller, alias Ambrose Woodruff, in fee simple, a void deed of conveyance covering 38.8 acres, and at the same time decided to the same man the Government wagon road in aid of the construction of which the grant was originally made."

Notables Are Involved. It is alleged that in these transactions Miller, or Woodruff, was simply acting as the agent of Collis P. Huntington, Charles Crocker, Island Huntington, Mark Hopkins and the other complainants, were the actual parties in interest.

Other transactions are named whereby the complainants, by means of the lands passed through various hands, finally ending up with the alleged "wrongful" title vested in the Southern Oregon Improvement Company, with, in 1884, a fraudulent and nugatory deed of trust or mortgage to the Boston Safe Deposit & Trust Company.

In these transactions, it is alleged, the principals were in conspiracy, acting for the benefit of "certain preferred stockholders in the Southern Oregon Improvement Company and the Southern Oregon Company."

It is contended that true title to the lands now rests in the state, and that neither the statute of limitations, nor the "doctrine of laches" applies in the case.

158 Claimants Sue.

The 158 claimants named in the bill of complaint offer to pay into court \$250 an acre for the lands they claim, and further offer to reimburse the Southern Oregon Company for all sums rightfully expended by it as trustee with offsets for all timber unlawfully removed and all lands fraudulently sold to other parties.

The principal object of the complaint is that the rights of all parties interested; that an injunction issue against "any further disposition of the property involved; that a decree be entered requiring the Southern Oregon Company to relinquish title; that a receiver be appointed to wind up the affairs of the company; and that judgment be granted to the complainants for their costs and disbursements in the suit."

ROBBERY SUSPECT TAKEN

After tracking the man suspected of robbing the Gardner Mill Company of nearly \$6000 to Florence, a distance of about 30 miles, Sheriff George Quinn today arrested one of the suspects as he was about to board a boat bound for Yreka, Cal. The prisoner, who is described as being about 25 years old, is known to have been in the Gardner mill on the day following the robbery. On the day following he was missing. When searched by Sheriff Quinn he had \$300. He gave no explanation as to how he came into possession of the money.

Because he fears it will interfere with his plans to capture the other men implicated in the robbery Sheriff Quinn has refused to divulge the name of the prisoner. The sheriff said, however, that he was confident that he was one of the men implicated in the robbery.

The suspect is believed to be a former pal of Frank Vaughn, now serving a term in the penitentiary and is supposed to be guilty of the robbery of the Myrtle Point bank last November. Vaughn formerly lived at Yreka.

The Gardner Mill Company issued a statement today that the robbers secured nearly \$6000 in cash, as well as jewelry and other merchandise valued at \$1000.

Rock Island Foreclosure Begun.

NEW YORK, Sept. 3.—Foreclosure suit against the Chicago, Rock Island & Pacific Railroad Company was brought in the Federal District Court here today by the Central Trust Company. Default of interest to the amount of \$1,425,000 on the road's 4 per cent gold bonds of 2002 is alleged. The action is regarded as formal.

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VANCOUVER, Wash., Sept. 3.—(Special.)—Charged with passing counterfeit times at Stevenson, Robert Fur-

STATE IS SUED FOR COOS BAY WAGON ROAD

Vast Domain Covered by Old Wagon Road Grant Sought by 158 Claimants.

PACT BROKEN IS CHARGE

Oregon History Dating as Far Back as '69 Cited—Sutors Proffer \$2.50 Acre—Southern Oregon Company Joint Defendant.

The State of Oregon, as a political corporation, Oswald West, as Governor, and A. M. Crawford, as Attorney-General thereof, are made defendants with the Southern Oregon Company, a corporation, successor in interest to the Coos Bay Wagon Road Company, in a suit filed in the United States District Court yesterday by T. S. Minot, a San Francisco attorney, representing 158 claimants to quarter sections of timber land in Coos County, now held by the Southern Oregon Company.

The bill of complaint alleges non-compliance in the Coos Bay area with the terms of a land grant made first by Congress to the State of Oregon in 1859, on condition that a military wagon road be constructed through the navigable waters of Coos Bay to Roseburg, in Douglas County. This grant was made on condition that the lands should be sold in parcels of not less than 100 acres, for a price not exceeding \$2.50 an acre.

The bill of complaint recites that in the Coos Bay area, the Coos Bay Company was granted "qualified and restricted patents" to the land, comprising in all 105,120 acres, the company having at the same time agreed to the provision of the original grant as to the disposal of the lands.

It is alleged that the Coos Bay Company, after receiving the patents, failed to comply with the terms of the grant.

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A Little Chat With William Hanley,

Candidate for United States Senator—His Views on Education—He Does Not Shy at Big Men Who Are Long on Education—

"If You Believe in My Platform Climb on My Bandwagon Before All the Seats Are Gone"—His Views on the "Full Dinner Pail" Argument:

Whether managed by the Federal Government or the state, the proceeds from Oregon's resources, lands, water-power, etc., should be accorded to Oregon, and, if necessary, capitalized or borrowed against, just as a private corporation would do.

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The Federal Government has constitutional powers to build roads. Good roads are the very backbone of civilization and commerce. The same reasons that lead the general government to develop Alaska apply to Oregon.

WILLIAM HANLEY.

EXTRACTS FROM HIS PLATFORM:

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