

EVELYN'S CREW TELLS OF EXPLOSION

Five Members of Crew Reach America and Describe Destruction of Vessel.

CAUTION IS OF NO AVAIL

One Fireman Dies of Exposure in Lifeboat After Ship Struck Mine in North Sea—Treatment by German Sailors Considerate.

NEW YORK, March 19.—Details of the sinking of the American steamer Evelyn, after striking a mine in the North Sea, were told today by five members of the Evelyn's crew who reached here today on the steamer Matanzas, which brought a cargo of dyestuffs from Bremen.

The five men were occupants of one of the Evelyn's lifeboats and had been picked up by a German patrol boat and landed at Wilhelmshaven. All the 23 members of the crew, with the exception of one man, a fireman, who died from exposure, were saved, members of the crew said, the others being picked up by another patrol boat.

According to John Morgan, an officer on the Evelyn, the vessel struck the mine five minutes after 4 o'clock in the morning. The Evelyn, at that time, was 17 miles off the coast of Germany and was proceeding cautiously to avoid just such an accident.

Explosion Shakes Steamship.

The mine exploded on the port side of the vessel, shaking the steamship from stem to stern.

As soon as the explosion occurred Captain David Smith, ordered the engines reversed and sent officers and men through the ship, awakening the crew. Two lifeboats were swung from the davits and in them the entire crew desperately rowed away from the stricken ship.

Before the two boats had gone many yards there was another explosion. A second mine had hit the ship on the starboard side forward, blowing up the forward part of the vessel and almost cutting her in two.

The 23 members of the crew remained near the sunken vessel. At first it was thought the ship would go down at once, but after sinking until the upper deck was submerged, the Evelyn hung in that position for seven hours, finally going down, bow first.

One Succumbs to Hardships.

Morgan and his companions remained in the lifeboats for 26 hours, when they were picked up by two German patrol boats. The cold was intense and, owing to the hardships, the fireman succumbed.

Morgan, together with Charles Kolbernik, an officer from Bridgetown, N. J.; John Spencer, chief steward; Alexander Lombard, a German sailor; and one of the survivors in the second lifeboat were taken to Heligoland.

Morgan and his companions spoke gratefully of the treatment accorded them by the Germans. The sailors on the patrol craft gave the prisoners who were taken to Heligoland shared delicacies with them, the Evelyn's men said.

BOARD DELAYS ELECTION

School Superintendent to Be Named at Next Regular Meeting.

JITNEY DRIVER RELEASED

George Poole, Arrested After Collision, Has Hearing.

SHILOH VETERAN DEAD

David Fessler, Grandson of Revolutionary Soldier, Passes.

FRENCH SUBMARINE LOST

Admiral Admits Misadventure in Dardanelles.

BELGIANS SHOW GRATITUDE

Monument Is to Be Erected to Americans Who Gave Food.

ROAD BOND FRIENDS AND LABOR CONFERENCE

Issues Between Two Sides Talked Over and Better Understanding Gained.

WAGES CAUSE DISPUTE

Advocates of Notes Promise Best Efforts to Revise Scale Paid on Highways and to Meet Objections Raised by Unions.

PARADE PLAN OUTLINED

EAST SIDE MERCHANTS ASKED TO AID CHILDREN'S PAGEANT.

O. M. Plummer Tells of Preparations for Rose Festival and Mass Meeting Call Is Voted.

O. M. Plummer, who has been placed in charge of the children's parade, which will be held on Grand avenue during the Rose Festival, outlined to the East Side Business Men's Club Thursday night the tentative plans for the parade and asked for the co-operation of the club in making the parade the greatest ever held.

The proposition suggested by Mr. Plummer to increase the appropriation for the parade was for East Portland business firms to give 3 per cent of their gross receipts for 60 days, provided the residents of the East Side will trade at these places.

Mr. Plummer expressed the hope that from \$150 to \$2500 could be realized in this way without any hardship to any one. The business men who give 3 per cent would benefit and the parade will be made better.

Mr. Plummer said that \$1250 had been assigned to finance the children's parade, 25 cents for each of the 4000 children who are to take part, but that more money was needed for decorations and for costumes for the children.

"I am sure the Parent-Teacher Clubs will help," said Mr. Plummer, "and they are a power for good in this city. They will get behind the merchants who will give the 3 per cent to make a parade bigger and better than it has been in the past. It has been one feature that has gained world-wide notice."

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Livestock Company Argues for Dismissal by State of Land Case.

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G. T. Treadwell, of San Francisco; John L. Rand, of Baker, and A. C. Shaw, of Portland, representing the Pacific Livestock Company, asked that the state dismiss the suit on the ground the company had been an innocent purchaser.

That a better understanding might be reached in regard to the proposed issue of bonds for paving the Columbia River Highway, members of the bond issue committee met with the executive board of the Central Labor Council Thursday night.

RAILWAYS LOSE MONEY

J. J. HILL SAYS ROADS ARE IN LAST DITCH.

Abnormal Money Rates, Lower Prices and Stringency Are Forecast of Railroad Builder.

ST. PAUL, March 19.—Railroads of this country have been driven "to the last ditch and are no longer able to compete with each other or anyone else," James J. Hill, railroad magnate, told the railroads committee of the Minnesota House and Senate late today at a joint hearing on the bill before the Legislature to increase the railroad passenger rate in this state from 2 cents a mile to 2 1/2 cents.

W. A. Gardner, of Chicago, president of the Chicago & Northwestern Railroad, and Edmund Pennington, Minneapolis, president of the Minneapolis, St. Paul & Sault Ste. Marie Railroad, also appeared before the committee, quoting statistics to substantiate Mr. Hill's contention that a speedy exhaustion of the railroad properties of the country, unless passenger rates are increased, is but a logical step.

Even more stringent conditions will follow the conclusion of the present European war, Mr. Hill predicted. Next year, he believed, would see a fall in prices of all farm products, with wheat down to 70 cents a bushel. Abnormal interest rates of money after the European struggle end also were forecast by the St. Paul financier, who said "the war will be brought to a speedy close because of the physical and material exhaustion that will ensue and is ensuing."

"It costs more money per train mile to operate passenger trains than the railroads receive for it," Mr. Hill said, in urging the necessity for increased revenue from passenger traffic.

"You know how long that condition can exist and what ultimately will come of it. Intelligent legislation is an advantage for any state, but legislation that is unfair to the railroads is unfair to the people of the state, for sooner or later they will have to put their necks under the yoke and help share the railroads' burden."

POTATO GROWERS UNITE

Association to Standardize Clarke Will Meet at Fisher.

VANCOUVER, Wash., March 19.—Efforts to standardize the potato crop of Clarke County, a Potato Growers' Association has been formed, and several meetings have been held since the organization was called for by E. M. Saturday, March 20, at Fisher Place Garage.

Discussion will be held concerning what is the best potato to plant in the market, the manner of planting, fertilizing, cultivating and harvesting, and the care of the potatoes after they are dug. An expert speaker will be invited with the Washington State College, and now with the Washington experiment station, will speak. He has made a special study of potatoes in this county.

The members of the executive committee of the association are Foster Hilden, A. W. Laker, president of the Clarke County Growers' Union; J. O. Wing, of Washougal, and Carl English, secretary, of Fisher.

L. C. Gilman, president of the North Bank Railroad and the Great Northern Pacific Steamship Company, left last night for St. Paul to confer with officials of the Great Northern and the Northern Pacific railroads.

Mr. Gilman will go to Philadelphia to witness the departure of the steamer Northern Pacific, which is scheduled to sail from that port for San Francisco next Thursday. Like her sister ship, the Great Northern, the Northern Pacific will bring a full list of passengers through the Panama Canal for Pacific Coast ports. Like her sister ship, service between San Francisco and Flavel some time in April.

Mystery Surrounds Attack.

Alfred Michaels, a tailor, was attacked at Twelfth and Stark streets last night by an unidentified man who called him a "stool pigeon" and struck him on the head with a blunt instrument. Assistant City Physician Eric Brown dressed Michaels' wounds in the emergency hospital.

Mr. Yoan Called Labor's Friend.

"Mr. Yoan has long been a friend of union labor," said J. W. Ledwidge, and I know it, for when his building was erected, he gave directions that it should be a union job throughout, which it was. We have always been grateful to him for that, and it shows that this is not a personal matter, whatever. There are people here now, members of our unions, who cannot pay their taxes. They would have done so if they had their work that should have gone to them at a fair wage. We want good roads, but if road work is going to bring our labor conditions down, it will mean confiscation of our property."

Better Conditions Wanted.

"It would not be so bad," said Mr. Smith, "to reduce wages in dull times if they were raised again when times get good, but they are not. The Central Labor Council will, under regular opposition to this bond issue, whether we win or lose, unless Mr. Yoan gives assurances of a changed labor policy. We do not favor the construction of the Columbia Highway or any other highways unless they are built under decent labor conditions. We are in our infancy in road building in this section of the country and unless we attend to this wage question now, God help us. The specifications for road work contain numerous paragraphs in regard to materials, etc., but they have nothing touching wages."

A. W. Jones said that unless assurances were given of a changed attitude by the county authorities he favored going before the Central Labor Council tonight and fighting the bond issue down the line. "If the working men have to pay for the highway with pick and shovel," he said, "we don't want it."

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COUPON 20-EXTRA-20. Double Stamps TODAY, SATURDAY, With Twenty Extra. Bring this coupon and get 20 extra "S. & M." Trading Stamps on your first \$1 cash purchase and double stamps on the balance of purchases. Good on first three floors today March 20.

Our Little Circle of Cutlery Is a Big Square of Cut Prices. 50c Durham Duplex Blades, 39c. 25c Durham Duplex Razor, \$1.00. 50c Durham Duplex Razor, 39c. 50c Durham Duplex Razor, 39c. 50c Durham Duplex Razor, 39c. 50c Durham Duplex Razor, 39c.

Paints and Varnishes. "Mar-Not" Floor Varnish makes beautiful floors that stand hard usage, hot water and scrubbing. Quart, 90c. Good Varnish Brush, 24c. Wood's Black Filler, 20c. Green Paint for flower boxes, 1/2 pint, 30c. Green Enamel, black or green, 1/2 pint, 30c. S-W Floor Polish, Quart, 75c.

SPONGES AND CHAMOIS. For Automobile and Window Cleaning. Small Window Sponges, 50c. Fine Large Auto Sponges, \$1.50. Medium Grade Auto Sponges, 75c. Small Window Chammois, 80c. Large Auto Chammois, \$1.50. Medium Size Chammois, \$1.00.

WHISK BROOMS. Small Grip Whisks, 25c. Hair and Stove Whisks, 10c. Whisk in Leather Case, 40c. Finest Clothing Whisk, 40c. Large Booth's Whisk, 35c. Whisks with Fancy Handles, 50c to 75c.

Drugs and Patents. Combination Attachment Free With Every \$1.50 Hot-Water Bottle. \$1.50 Hot-Water Bottle, 89c. \$1.00 Hot-Water Bottle, 89c. \$1.00 Fountain Syringe, 69c. \$1.00 Rubber Gloves, 79c.

TOILET PAPER. 50c Hand-Rolled Chocolate, special, 43c. 50c Hand-Rolled Chocolate, special, 43c. 50c Hand-Rolled Chocolate, special, 43c. 50c Hand-Rolled Chocolate, special, 43c.

CHANCES STILL REMAIN. ANYONE CAN GET RICH HERE IN 20 YEARS, SAYS LECTURER. Dr. Russell H. Conwell Avers Economy, Industry and Temperance Are Only Essentials of Success.

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Scenic Shasta Route. Three Fine Trains Daily. Shasta Limited—San Francisco Express—California Express. Stop-Overs on One-Way Tickets. Ten days' stop-over will be allowed at San Francisco and Los Angeles on one-way tickets sold to Eastern Cities when routed via the Southern Pacific.

"California and Its Two World Expositions". A new booklet describing the trip from Portland to San Diego, the two Expositions, the scenic beauties of Oregon, the Sierras, Shasta Mountains, San Francisco, beach and outing resorts of California. Free on application at City Ticket Office, 40 Sixth Street, cor. Oak, or Union Depot.

Southern Pacific. John M. Scott, General Passenger Agent, Portland, Or.

POWERS' Saturday Night Special. 85c Aluminum Sauce Pans, 3-Qt. Size, for 39c. On Sale After 4 P.M. Saturday. These saucepans are extra quality and weight and have heavy turned rim and three-ply riveted handle, three-quarter size, being 8 inches in diameter and 4 1/2 inches deep, of 99 cent pure aluminum, in the new silver finish—a saucepan of extra weight and quality at a very special price.

THIS TRADE-MARK IS YOUR GUARANTEE. There is no genuine BAKER'S COCOA or BAKER'S CHOCOLATE unless it has this trade-mark on the package.

WALTER BAKER & CO. LTD. ESTABLISHED 1780 DORCHESTER, MASS. USE YOUR CREDIT. QUALITY FIRST. THIRD & YAMHILL.