

FIRE SWEEPS MILL; LOSS IS \$140,000

Albers Brothers' Plant and Stock Damaged.

SMOKE ENDANGERS FIREMEN

Eleven Engine Companies and Fireboats Fight Flames.

ORIGIN REMAINS MYSTERY

Company Not to Be Delayed in Shipment of Orders for Other Plants Are to Meet Emergency, Says William Albers.

Fire, which for a period threatened to develop into a disastrous waterfront conflagration, swept a portion of the plant of the Albers Brothers' Milling Company on the west riverfront, between Lovejoy and Marshall streets, at 4:40 o'clock yesterday morning, resulting in a loss estimated at \$140,000. The damage is fully covered by insurance. The origin of the fire is not known.

In an hour's efficient fighting in heavy smoke which threatened a repetition of the scenes attendant at the Blake-McFall fire the Sunday before, when 20 firemen were overcome, the men of 11 engine companies, in co-operation with two fireboats, gained control of the blaze.

After viewing the burned building late yesterday, William Albers, vice-president and general manager of the mill, estimated that the loss would total \$140,000, which includes the damage to the stock of grain, both prepared and unprepared, by smoke and water.

Water Plays on Stock.
The fire started near the washroom on the third floor of Albers Dock No. 2, in a frame structure adjoining the mill. Iron doors between the wooden structure and the main brick building prevented much damage, although the fire finally broke through, making it necessary to play streams of water over the valuable stock.

Besides the fire apparatus which responded were the two fireboats, David Campbell and George H. Williams. These boats tied up by the American-Hawaiian steamship Honolulu, which lay at the dock where the fire started, and ran lines across the large vessel.

Lines Prepared to Leave.
Captain Anderson sounded an alarm by blowing his fire whistle and all his crew hastily collected on deck. All but two of the lines to the dock were cast off and the Honolulu stood ready to steam away if the fire should get beyond control.

Prompt and efficient work of the Portland fire bureau saved a complete loss and perhaps a grave waterfront conflagration. Had there been high wind and the flames had reached the wooden docks the damage might have exceeded that of the Albers mill. At this place the docks are the thickest and the Broadway bridge might have been badly endangered as the mills lie on either side of it.

Loss Estimated at \$140,000.
William Albers, who was at the scene of the fire late yesterday directing a special force of men who were clearing away the debris and sweeping out the water, said:

"The cause of the fire is most mysterious because we make no use of electric wire, steel doors between out-buildings, and have watchmen continually patrolling the property, their movements being checked by telegraphic signals and time clocks."

"To estimate the damage is difficult until we have time to make an inventory of our losses. I think that I may say that the loss is about \$140,000. Our stock is worth probably \$175,000, and of this perhaps \$100,000 worth is ruined. Damage to machinery is about \$25,000, and the same amount will probably have to be expended to restore the building to its former condition. Water and smoke did much of the damage to the stock."

Orders Not to Be Delayed.

"We have mills at San Francisco, Tacoma and Seattle, as well as in Portland, and, as almost half of our stock is undamaged, and we have trainloads already coming from our Puget Sound mills, we will experience no delay in delivering orders or carrying on our business. The office was not damaged, and, therefore, all the books are intact."

When the second alarm had been answered 11 engine and three fireboat companies had responded to the call at the Albers dock, together with the fireboats David Campbell and George H. Williams. The first alarm turned in, strangely, was from the box farthest from the fire, box No. 238, on the East Side. This was at 4:45 A. M. and it was not until four minutes later, 4:49 A. M., that the call from box No. 18, on the Albers dock, sounded. "A second alarm was turned in from box No. 18 at 5:10 o'clock."

Smoke Makes Work Hard.
Battalion Chiefs Young and Holden and Assistant Chief Landenkios were in charge of the fire fighting. The first recall of companies sounded at 5:51 o'clock. The fire was a difficult one for the firemen to locate and proved a stubborn one to fight.

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PORTLAND DAY IS MARKED PERFECT

APRIL WEATHER FIT TO RANK WITH DAY IN JUNE.

Other Cities Too Warm or Too Cold, but All Agree Standard of Balminess Was Attained Here.

Of course everybody knows it was a perfect day in Portland yesterday with Old Sol battling 'way above 300 and fielding in a fashion 1000 per cent good. The thermometer lolled around 69, and there was not a drop of moisture in precipitate form. The wind seeped along about four miles an hour. All added it was an April day fit to rank with Lowell's "rare day in June."

But here is how it was in a few other places in the United States and Canada: Washington, the capital, made it warm for a few remaining Congressmen and the habitual sojourners there, by running the spirits up to 94 degrees, with only four miles of wind and not a cloud to spread even a little shade. New York got red in the face with the mercury at 88, but was appeased with a 30-mile seephyr during most of the day, while New Orleans had 82 degrees of mercury up and only six miles of wind an hour.

Winnipeg, where they have ice palaces a good many months of the year, shivered in 54 degrees of warmth—practically the same temperature as prevailed in San Francisco. Seattle ended 60 degrees and Los Angeles drew on the sunny Southern California weather for a temperature of 64 degrees and 10 miles of wind.

St. Louis had a temperature of 84, while Kansas City could not do better than 66, the same temperature as prevailed in the vicinity of Salt Lake.

Denver managed to get half an inch of rain, while the temperature hovered around 48.

Montreal and Pocatello kept company in flirting with the mercury for 66 and 68, the same temperature as prevailed in the vicinity of Salt Lake.

Scientists and common folks are agreed that 70 degrees is a tolerable temperature to exist in, especially when the sun is shining 100 per cent and the wind is not obnoxious. In Portland it was 69 degrees, with the sun and wind on perfect deportment. So there you are; figure it out for yourself.

COOS BAY RIVERMAN DIES

Captain O'Kelley, Once Wealthy, Victim of Adversity.

MARSHFIELD, Or., April 25.—(Special.)—Captain J. A. O'Kelley, once launch king of Coos Bay, who controlled traffic between Marshfield and North Bend for five years, died here last night after an illness of two years. He made a comfortable fortune here before the automobile service between Marshfield and North Bend drove him out of business.

Financial reverses followed his retirement, his greatest loss being \$5000 in San Francisco, when an alleged spiritualist and clairvoyant said he could and the captain's long-lost daughter. He will be buried by the Eagles, of which he was a charter member of Coos Bay.

FRONT LACE CORSET URGED

Boston Physician Says Old Style Is Relic of Barbarism.

BOSTON, April 25.—(Special.)—"Ladies, if you insist on wearing a corset, don't use the kind that laces up or down at the back," says Dr. Robert M. Green, of the Boston City Hospital. In the current number of the Boston Medical and Surgical Journal, Dr. Green, in an article on "The Corset," declared that the corset is "an absolutely and utterly pernicious garment." He said that the corset is "a relic of barbarism," and that it is "a relic of a barbarous age."

AVERY ACCUSED OF CRIME

Companion of Will Purdy, Found Dead in Corvallis, Under Arrest.

CORVALLIS, Or., April 25.—(Special.)—George Avery, of this city, was arrested today on a warrant charging him with the murder of Will Purdy, whose dead body was found yesterday morning. Avery will receive a preliminary hearing tomorrow afternoon at 2 o'clock.

Avery and Purdy are believed to have been together Friday night at the latter's house where they drank whiskey brought to Corvallis the day before.

J. STITT WILSON BEATEN

Berkeley, Cal., Turns Down Socialist Who Would Be Mayor Again.

BERKELEY, Cal., April 25.—At the election for Mayor here Saturday Samuel C. Irving, a non-partisan candidate, defeated J. Stitt Wilson, Socialist and ex-Mayor, by 2791 votes. Mayor Heywood, who was a candidate for re-election, was defeated at the primary three weeks ago.

Wilson Gets New War Maps.

WASHINGTON, April 25.—Maps prepared by the War College showing the war zones of Europe in great detail have been sent to the White House for the President's convenience. Up to the present the progress of the war has been followed by the President with pins denoting the positions of the armies on ordinary maps hung in the Cabinet room.

AVIATORS TRY TO SAVE MEN IN SURF

Crowds See Aid Taken by Sky to Sea.

HEROIC EFFORTS ARE FUTILE

Christofferson and His Aide Drop Life Preservers.

SEVERAL TRIPS ARE MADE

Birdman Thinks Hydroaeroplane Would Have Succeeded—Victims Number Four or More, Crew of Italian Boat.

SAN FRANCISCO, April 25.—Valiant efforts on the part of Harry Christofferson, an aviator, who circled above an overturned boat here today, and dropped a dozen or more life preservers to men struggling in the breakers, was unavailing to save their lives. Four men were drowned.

The boat, which has been brought to shore by the lifesaving crew, has no name. It is believed to have come from Sausalito, across the bay from San Francisco. The men drowned are believed to have been Italian crab fishers. Their names are unknown. No bodies have been recovered.

Mounted Policeman Nearly Lost

Mounted Policeman Edward G. Pedgeon nearly lost his life in a desperate attempt to save the drowning men. With his revolver cracking to attract the attention of the men struggling in the surf, he rode his horse at a gallop into the breakers until he could no longer see the shore. But he could not locate the men and was obliged to return to land. He and his horse were exhausted when they finally struggled to shore.

Scores of automobiles and hundreds of pedestrians had been attracted to the scene, the boat having capsized about 500 yards off the Great Highway, which is the beach driveway.

Men Struggle in Surf

While the lifesaving station was trying to get a boat to the scene of the wreck Harry Christofferson and his mechanic, Harvey Crawford, who had learned of the accident, loaded four life preservers about their biplane and, rising from the sand, flew out and circled about the capsized boat. They could see four men struggling in the surf and dropped three preservers. A fourth became entangled in the under gear of the aeroplane, necessitating a return to land.

The aviators obtained more life preservers and again put out to the rescue. This time only three men could be seen and their boat was out of sight. The life preservers were dropped, but failed to reach the drowning men, one of whom waved his hand to the aviators.

A strong wind was blowing and squalls of rain blinded the birdmen. (Concluded on Page 2, Column 3.)

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Methodist Pension Fund Set Aside. SAN FRANCISCO, April 24.—The sum of \$300,000 was set aside as a pension fund for aged Methodist ministers at an executive meeting of the Methodist Episcopal Book Concern today.

The conference, which began last Tuesday, will end its sessions Monday.

One thing strange to the visitors at the trial is that Mr. Barnes is a plaintiff in a law action is the aggressor, the prosecutor, the central figure on the stage, while the defendant is—well, the defendant simply defenseless.

In this lawsuit the plaintiff is just like the bridegroom at a wedding, necessary but unnoticed. In fact, the cast of this National drama was reversed all last week and the defendant was the plaintiff and the plaintiff was strictly on the defense.

For the defendant, Theodore Roosevelt, for four of the five days of the trial, was on the witness stand, and for three full days and a fraction of a fourth day was undergoing cross-examination.

"Which Is Barnes?" Asks Crowd. All last week one could continually hear the spectators back of the press tables whispering: "Which Is Barnes?" "I can't see him," "Barnes? Oh, is that he?" "Why, yes that must be Barnes, right up at the end of the long table."

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COLONEL CENTER OF INTEREST AT TRIAL

Barnes Is Like Bridegroom at Wedding.

TEDDY BEARS TROTTED OUT

Excited Roosevelt Partisans Flocking to Syracuse.

PLAINTIFF TO BE ABSENT

Ex-Chairman Will Devote Himself to Duties at Constitutional Convention Until His Attorneys Send for Him.

SYRACUSE, N. Y., April 25.—(Special.)—Excited crowds have been pouring into Syracuse all day on every coming train and the city is fairly buzzing, as if a National political convention were to begin here tomorrow, instead of the second heat of the \$50,000 damage suit brought by William Barnes, Jr., ex-chairman of the New York Republican state committee, against Theodore Roosevelt.

Whatever the second week of the trial brings out, the first week has, for the present at least, put Colonel Roosevelt back in the saddle. Visitors in numbers enough to make good-sized state delegations are continuously converging on Horace Wilkinson's home, where the Colonel is domiciled, to assure him of their sympathy and support. People are blossoming out with "Teddy" buttons and rejuvenated Teddybears are lashed on the front of automobiles in place of "kewpies," and all that is needed is a nerve-acting brass band playing "Dixie" to the hotel lobby to complete a perfect night-before-the-opening National convention picture.

Barnes Is Little in Evidence. One thing strange to the visitors at the trial is that Mr. Barnes is a plaintiff in a law action is the aggressor, the prosecutor, the central figure on the stage, while the defendant is—well, the defendant simply defenseless.

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AN APPRECIATION.



Sunday's War Moves

THE German rushes in Flanders and the Woerwe, where they claim to have had considerable success, are believed to be the forerunners of another big effort to break through the allied lines in the west.

For many days a heavy rain has been sealed from the observation of neutrals, who are movements from Germany, who are moved to the south to take part in the new offensive, which they hope is to carry them to Calais and possibly break the resistance of the allies.

The attack in Flanders, originally leveled at the French, has been transferred to the British lines held by the Canadians, and here for two days the men from the Dominion have been engaged in a deadly contest with the Germans. The latter say in their official report that they have made further progress toward Ypres and that the British counter-attack has been repulsed.

The French account, on the other hand, declares that the allies' counter-attacks continue with success and that the British hold all their positions, and repeats the charge that the Germans are using bombs containing asphyxiating gases.

The Flankfurt Zeitung justifies the use of these missiles on the ground that the allies have done likewise.

The German attack in the Woerwe, or in the Meuse Hills, was directed against the French positions to the southwest of Cambrai, and, according to the Berlin statement, the French suffered heavy defeat. Paris, however, says that in a counter-attack the Germans were completely driven out of the French first line, which they had pushed back.

These offensive movements by the Germans have been made possible by the state of the ground on the eastern front, where operations are virtually impossible until the spring floods have subsided. Taking advantage of these conditions, the German general staff transferred a large number of troops to the west to make another big effort, which shows that they are not content to rely on a passive policy.

It is believed that a half million new German troops have reached Flanders, and that more guns and material are to be used than were provided in the original attempts to destroy the allied armies in the west—attempts which met with failure both in August and October.

In the meantime the eastern front is enjoying a period of comparative calm except in the mid-Carpathians, where the Russians continue to attack the Germans in Usack Pass, and to the eastward, where the Austrians and Germans are trying to crush the Russian flank. Both sides report successes.

The operations in the Dardanelles and Gallipoli are still confined to bombardment of the Turkish entrenchments, while preparations are being made for landing the allied force, part of which already is on Turkish territory at Enos and other points.

Italy and Greece continue to debate what steps, if any, they will take, and Roumania, it is believed, waits on the decision of Italy, as it is declared the two have perfected a treaty of alliance. It is said that Austrian and German diplomats at Rome are preparing to recommend acceptance of Italy's terms, but are waiting for instructions from Vienna, which must have the last word.

Greece, too, is considering terms which, however, come from the allies, and adherents of ex-Premier Venizelos demanding immediate intervention and the government supporters insisting that the integrity of the country must be guaranteed before Greece takes up arms. A dispatch from Athens says that a decision is expected some time this week.

RICH PAIR SECRETLY WED

Widow of "Silent" Smith Marries Man Younger Than Her Child.

WHITE SULPHUR SPRINGS, W. Va., April 25.—(Special.)—Mrs. Jane Henry Smith, of London, widow of "Silent" Smith and mother of the Countess Briganza, wife of the pretender to the throne of Portugal, and Jean H. Saint Cyr, the New York clubman whose wife died on January 1 at York and left him more than \$1,000,000, were secretly married at White Sulphur today. They announced their marriage as they were about to board the train for New York to a crowd of friends here.

Mr. Saint Cyr refused to tell of the marriage, but admitted its truth. Mrs. Smith has a daughter older than the bridegroom.

AVEZZANO AGAIN SHAKEN

Deep Rumbles Accompany Recurrence of Earthquake in Italy.

AVEZZANO, Italy, April 24, via Paris, April 25.—A strong earthquake occurred at 4 o'clock today and lasted several seconds. It was preceded and accompanied by deep rumbles.

Great alarm was caused among the people, who have not yet recovered from the recent disastrous earthquake in this section.

It seems that the epicentrum was at Tagliacozzo, where several houses and a historic castle, already damaged by the last earthquake, were badly shaken. Some tottering walls fell. Assistance has been dispatched from this place.

Vocational Training Wanted.

JUNCTION CITY, Or., April 25.—(Special.)—The voters held a mass meeting in the Central School today and voted, 120 to 28, in favor of installing the vocational system of education in the city schools. The Board of Directors will start work immediately and expects to have the course installed by next Fall.

SHASTA HITS AUTO; 4 KILLED, 1 HURT

Children Going to Sunday School Victims.

CRESWELL HOME IS SCENE

Car Driven Directly in Front of Rushing Locomotive.

DRIVER TERRIBLY INJURED

Train Speeds on With Engine Crew in Ignorance of Fact That an Accident Has Occurred—Coroner Begins an Inquiry.

CRESWELL, Or., April 25.—(Special.)—The northbound Shasta Limited of the Southern Pacific Company today struck an automobile driven by F. E. Sly in front of his home here, smashed it to fragments and killed four small children who occupied the tonneau, besides injuring Mr. Sly so badly that it is thought he cannot recover.

The dead: Beulah Morris, aged 12; George Robinette, aged 8; Vincent Treanor, aged 5; Dorothy Treanor, aged 6. Mr. Sly sustained concussion of the brain and a broken shoulder. The accident was witnessed by Mrs. Sly, his wife, and Mrs. Clara Maxwell, his daughter. H. C. Flick, a neighbor, also saw it.

Train Not Noticed. Mr. Sly is an elderly man. He had just brought his automobile from the garage and alighted to open the gate leading to the Southern Pacific track, intending to cross the Pacific Highway, when the four children came along on their way to Sunday school. They were invited to ride and clambered into the car. It was apparent that neither they nor Mr. Sly saw or heard the approaching train, for Mr. Sly got in and ran the automobile on the track directly in front of it.

The horrified witnesses heard a crash and saw the automobile buried high in the air and fall at one side of the track. The train sped on without stopping, its engine crew unconscious of what had happened.

Car Thrown 30 Feet. "It was all so sudden," related Mrs. Maxwell, Mr. Sly's daughter. "Father looked up the track as he opened the gate, but then he waited a moment and then he saw the children and the train bore down on him. Just as he went through the gate it came upon them. If we had only come out to open and close the gate for him as we usually do, we could have prevented the tragedy."

The car was literally reduced to scraps. It lay 30 feet from the place where it was struck, with a child's slipper on either side of it. It was blown to pieces as though wrecked by a terrific internal explosion.

Bodies Far Apart.

On 150 feet further lay a tiny girl's glove, a Bible torn almost in two, with one leather cover missing and the rim of the steering wheel alongside. Nearby was the mangled body of the little Morris girl. Although thrown in the air more than 150 feet, she still breathed and lived for 10 minutes after she had been taken into the house. The other children apparently were killed instantly. Pieces of skull bone were picked up along the track by Rev. A. M. Prater, pastor of the Presbyterian Church. The body of the Robinette boy lay between the wrecked car and the road. The body of the Treanor boy lay 15 or 20 feet north, and 10 feet further on Mr. Sly was picked up, unconscious. Thirty feet beyond him was the body of little Dorothy Treanor.

Church Services Omitted.

Mr. Sly was carried into the house and physicians summoned from Creswell and Eugene. Up to a late hour today he had not recovered consciousness. The people of Creswell were paralyzed by the tragedy. At the Presbyterian Church Sunday school had gathered and was waiting for the arrival of Beulah Morris, the 12-year-old organist. The two Treanor children also attended the same Sunday school. Little George Robinette attended the Sunday school at the Christian Church. All services at both churches were suspended and the church bells were tolled. Both pastors assisted at the strike home.

Beulah Morris was the daughter of Mr. and Mrs. S. S. Morris. George Robinette was the son of Mr. and Mrs. Henry Robinette.

Inquiry Is Begun.

Coroner Veatch, accompanied by District Attorney Devers, arrived shortly after 10 o'clock and began an investigation.

Thomas Achey, a boy, asserted that he had seen the fireman cross from his side of the cab to the engineer's side a moment after the accident occurred and before the train had passed Creswell depot.

Ralph Wilkerson testified that he saw the automobile lifted off the track and that when the train rushed past him the mail clerk leaned out and pointed down the track to the scene of the accident, and Frank Smith, a farmer, who had been unaware of the accident, testified that he had been surprised to see the fireman on the train apparently inspecting the front of his engine while

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