

PARLIAMENT HOUSE ON FIRE

Two Women Dead in Conflagration at Ottawa.

2 MEMBERS ARE MISSING

Chief Liberal Whip Among Those Believed to Have Perished in Flames.

CAUSE IS LAID TO BOMBS

Canadian Minister of Agriculture Overcome, but Premier Borden Escapes.

MONTREAL, Feb. 3.—Fire Chief Tremblay, with a company of firemen, one steamer and a motor hose wagon, left for Ottawa at 11 o'clock tonight on a special Grand Trunk Railway train.

OTTAWA, Ont., Feb. 3.—W. S. Leggett and the chief Liberal whip, Fred Pardee, are reported missing and are believed to have perished in the fire now raging in the Canadian Parliament House.

Two women, whose bodies were taken out, were the guests of Mrs. Severyn, wife of the speaker.

OTTAWA, Ont., Feb. 3.—The two women who perished in the fire have been identified as Mrs. Barry, of Montreal, and Mrs. Martin, of Brantford.

OTTAWA, Ont., Feb. 3.—Several persons and firemen have been hurt by the collapse of one end of the building.

OTTAWA, Ont., Feb. 3.—The Canadian Parliament building was threatened with destruction at 11 o'clock by fire which broke out two hours earlier between the Commons chamber and the library.

The bodies of two women had been removed from the gallery of the Lower House at 10 o'clock and it was feared other lives might have been lost, as two members of Parliament were missing. Several persons overcome by smoke were taken to hospitals.

Minister and Member Burned. Sir Robert Borden, the Canadian Premier, who was in the building, escaped safely, but Martin Burrell, Minister of Agriculture, was severely burned about the head, and Dr. Michael Clark, member for Red Deer, was burned about the hands.

Many of the legislators who were in the building experienced great difficulty in groping their way through smoke-filled corridors. Several fled through windows and down ladders to the street.

Help Ordered From Montreal. The entire fire-fighting equipment of Ottawa was unable to cope with the flames, and Mayor Martin, of Montreal, a member of Parliament, at 10 o'clock ordered the Montreal fire brigade to this city. Half an hour after the fire was discovered the glass roof over the Commons chamber fell and it appeared that the handsome gabled structure was doomed.

The fire developed and spread with such rapidity that the belief was expressed by officials that it was of incendiary origin.

When Speaker Severyn took the chair and opened the session of the House at 8 o'clock, only about 50 members were in their seats. A discussion relating to fisheries was proceeding when a messenger rushed into the room shouting: "Fire! Run for your lives!"

Flames Drive Members Back. The members were driven back by smoke and flames when they sought an exit through the two main doors. Spectators in the gallery, panic-stricken, stampeded for the exits at the same time.

Minister of Agriculture Burrell was overcome as he made his way through the thickest of the smoke and fell just in front of the postoffice. He was picked up by Robert Rogers, Minister of Public Works; J. O. Reid, Minister of Customs, and Pierre Blouin, Secretary of State. It was found that while his injuries were serious, he will recover.

Mr. Burrell had been working in his private office adjoining the reading-room when the fire started. He had to plunge through a wall of flames in the corridor and then grope his way 60 yards to gain safety.

Dr. Clark was burned while at (Continued on Page 2, Column 2.)

\$439,119 EARNED BY STATE BANKS

NET RETURN ON CAPITALIZATION 5.1 PER CENT.

Report Shows \$600,534 Profits by 1444 Institutions and Loss Aggregating \$161,415 by 32.

SALEM, Or., Feb. 3.—(Special.)—Net profits of the 174 state banks in Oregon for last year totaled \$439,119.32, or 5.1 per cent on a capitalization of \$8,584,256, according to the report of S. G. Sargent, State Superintendent of Banks, on the earnings and dividends of these institutions. The report was completed today. The profits of these banks, on an aggregate capital and surplus of \$11,433,979.93, amounted to 3.8 per cent.

The report shows that 144 state banks made net profits of \$600,534.48 during the year, while 32 banks show a net loss of \$161,415.45. Eliminating the 32 banks from the calculation, the remaining 144 banks earned 8.6 per cent on their total capitalization, or 6.3 per cent on the aggregate capital and surplus of \$9,492,577.93.

Dividends amounting to \$521,552.87 were paid during the year by 102 banks having an aggregate capital and surplus of \$4,319,156. This is a little in excess of 13 per cent on the total capitalization, or about 8.2 per cent on the capital and surplus.

R. T. DABNEY DIES AT 60
Father of Crown Point Hostelry Idea Never Awakes From Sleep.

Richard T. Dabney, a retired lumberman and prominent in the city's civic progress, died at his home, East Twenty-ninth and Morrison streets, yesterday afternoon at 4 o'clock at the age of 60 years. Heart trouble was the cause of death. Mr. Dabney fell asleep and never recovered consciousness.

Mr. Dabney had been on the Coast for the greatest part of his life, but had been a resident of this city just since 1905. He was the man who conceived the idea of building an inn on the highway at Crown Point, on the Columbia Highway, and had arranged to finance it.

He is survived by two sons and four daughters. They are Clifford and Henry and the Misses Doris, Virginia, Charlotte and Eleanor.

No funeral arrangements have been made.

PARK TANGLE IS WORST

Snow Drifts 12 Feet Deep Street With Limbs on Mount Tabor.

One of the worst storm-bound places in the city is Mount Tabor Park, according to Park Superintendent Conville. He started yesterday to go through the park to determine the damage. He got an automobile as far as the entrance on Sixtieth street. He tried to walk through the park from there, but had to turn back in places as drifted to 10 or 12 feet, he says, and the ground is strewn with trees and limbs. Mr. Conville says the park is in such a tangle that it is practically impassable.

CITY WANTS 1000 WORKERS

Wage of 25 Cents an Hour Is Offered for Men to Clear Streets.

Men wanted at 25 cents an hour. George L. Baker, in behalf of the city, last night issued another call for men to help clean away the wrath of the storm.

Men who want work are asked to report before 7:30 o'clock this morning at the Municipal Employment Station, Fourteenth and Johnson streets.

"We need 1000 men and will pay 25 cents an hour," said City Commissioner Baker last night. "We engaged 700 today but we want more."

ECLIPSE VIEW EXCELLENT

Mountains and Craters on Moon Well Defined, Says Astronomer.

GENEVA, N. Y., Feb. 3.—Dr. W. E. Brooks, director of the Smith Observatory and professor of astronomy at Hobart College, said tonight that he had made excellent observations of today's eclipse of the sun. The sky was clear. Both the sun and moon were well defined, the rough edge of the moon showing clearly its mountains and craters.

There were two sunspots near the center of the disc, Dr. Brooks reported.

ANOTHER CHURCH FALLS

Old St. Mary's Church Is Third to Collapse Under Snow at Seattle.

SEATTLE, Wash., Feb. 3.—The old St. Mary's Catholic Church collapsed late today under the weight of snow on the roof. The building, a frame structure which has not been used since 1911 when the magnificent new St. Mary's Church was built, is a complete wreck with a loss of \$4000. No one was in the building.

This is the third Seattle church edifice that has collapsed.

SUN'S ECLIPSE NOT VISIBLE

Sol's Rays Denied Portland All Day by Storm.

Portland people did not see the eclipse of the sun scheduled for yesterday morning. It was expected it might be visible here from 7:15 to 7:45 A. M., but even a faint glimpse of the sun was denied to residents of this vicinity.

The storm prevented any possible chance of viewing the temporary obscuration of the sun and instead there was an all-day shrouding of old Sol by the storm.

COLLIER IS SUNK BY RAIDING ZEPPELIN

Bomb Falls on Deck of Ship at Anchor.

NO TIME TO LAUNCH BOAT

Three of Crew Are Rescued by Belgian Steamer.

AIRSHIP IS LOST AT SEA

Captain of Grimsby Trawler Refuses to Rescue Germans Clinging to Envelope Because His Men Are Outnumbered.

LONDON, Feb. 3.—The collier Franz Fischer, which left Hartlepool Monday, was sunk at sea by one of the raiding Zeppelins that visited England. Thirteen of the crew, including the captain, were drowned.

Three men were saved. Chief Engineer Burch, Steward Taylor and Seaman Charles Hillier. The Franz Fischer was a captured enemy vessel employed as a coasting collier.

Vessel Sinks in Two Minutes. Hillier, who is a native of New Foundland, described the disaster as follows:

"About 10:30 o'clock Tuesday night we heard a noise overhead such as we had never heard before. Presently a Zeppelin came right on top of us and dropped a bomb which fell near the engine room. A tremendous explosion followed, the vessel remaining afloat only two minutes.

"There was no time to launch lifeboats. We all went under with the ship. When I came up again I caught hold of a lifebelt. After swimming for some time I came across the chief engineer and the steward, who had also managed to get hold of lifebelts. By their aid we kept afloat for an hour.

Cries of Men Soon Cease.

"It was pitiful to hear the cries of some of the other men who had come to the surface after the disappearance of the vessel, but soon their cries ceased and we concluded they were all drowned. Meanwhile we continued shouting for help. When we were all most exhausted a Belgian steamer heard us, lowered a boat and picked us up. Later we were transferred to a mine sweeper and landed."

Asked how the Zeppelin managed to locate the vessel in the dark, Hillier said the collier was riding at anchor and her anchorlights must have been seen by the men in the Zeppelin. As the vessel was stationary it was easy to drop a bomb on her.

Zeppelein Is Lost at Sea.

A dispatch from Grimsby says that Skipper William Martin, of the trawler King Stephen, who has arrived here, reports that early Wednesday, in the North Sea, he saw the Zeppelin L. 13, with her boats and a portion of her envelope submerged. He notified 17 to 20 members of the crew clinging to the envelope.

They asked to be taken off, but as (Continued on Page 7, Column 2.)

WILSON INSISTS ON FULL DISAVOWAL

NOTHING LESS ACCEPTABLE IN CASE OF LUSITANIA.

Important Dispatches Bearing on Foreign Relations Received on Board Special Train.

ON BOARD PRESIDENT WILSON'S TRAIN, Indianapolis, Feb. 3.—President Wilson received from Secretary Lansing today "what members of his party called" "very important dispatches" regarding the foreign situation. Their contents are not revealed, but it was understood they related to the Lusitania and Appam cases.

The President spent the late afternoon reading the dispatches in his private car and through them getting in touch with developments in the foreign situation since he left Washington.

A final settlement of the Lusitania case is expected soon after the President arrives in Washington. He is determined that Germany shall make full disavowal and reparation and it is understood he will be satisfied with nothing less. What attitude Germany has taken or will take toward the last suggestion sent forward by Count von Bernstorff could not be learned on the President's special tonight.

FRANKFURT ON MAIN, Germany, Feb. 3.—The Frankfurter Zeitung says today that it cannot be ignored that the Lusitania negotiations have taken an unsatisfactory form.

"We hope," says the Zeitung, "that there will be no breach of relations, but if the unexpected happens, Germany will confront the new foe as steadfastly as the old."

OIL PLANT IS DESTROYED

Explosion, Followed by Fire, Does Damage of \$75,000.

TOLEDO, O., Feb. 3.—An explosion, which was followed by fire, in the plant of the Craig Oil Company here today, resulted in estimated loss of nearly \$75,000 and crippling of the plant for several weeks.

Six men who were missing when the fire broke out have been accounted for. There were 42 men in the plant when the explosion occurred. The cause has not been determined. One of the firemen was injured.

Fourteen large oil tanks containing crude oil were destroyed. The office was wrecked.

SHIPBUILDERS RAISE WAGE

Cramp Company Grants 10 Per Cent Increase to 5000 Men.

PHILADELPHIA, Feb. 3.—Announcement was made today that an advance of 10 per cent in the hourly wage rates has been made in the pay of the employees of the yards, shops and foundry of the Cramp Ship Building Company and the L. P. Morris Company, a subsidiary.

The increase in wages became effective February 1, and will benefit nearly 5000 employees.

NO SCHOOL UNTIL MONDAY.

The Board of Education at their meeting yesterday, voted that none of the public schools would be in session today. It is hoped that regular work may be resumed Monday, although further announcement will be made later.

APPAM BETWEEN 2 DIPLOMATIC FIRES

Far-Reaching Precedent Is Involved.

DECISION IS TO BE MADE

Hague Convention, Prussian Treaty Are in Conflict.

FRYE CASE IS AFFECTED

Vessel Meanwhile Is Visited by Correspondent-Prisoners Say They Were Well Treated by Their German Captors.

WASHINGTON, Feb. 3.—The Appam case broadened out today, becoming a complex and possibly far-reaching situation, threatening to affect some of the fundamental questions of naval warfare at issue between the United States and Germany.

For that reason it was not finally decided whether the ship should be returned to her British owners under the Hague convention or held the fair prize of her German captors under the Prussian-American treaty, although the indications remained that the latter course ultimately would be followed.

Important Precedent Involved.

Officials are said to realize that their construction of the Prussian-American treaty in this case undoubtedly will come up as a precedent at some other time during the war, and even might have a bearing on the case of the American sailing ship William P. Frye, sunk a year ago by the German commerce raider Prinz Eitel Friedrich. The Frye case is on the eve of settlement, practically on the terms for which the United States contends.

British officials go so far as to charge that the Appam was brought to Hampton Roads for the deliberate purpose of testing the soundness of Germany's original contention that the sinking of prizes is a necessary incident to naval warfare in its present form.

Germany's Claim Vessel as Prize.

To offset that contention, however, is the German contention that the Prussian-American treaty guarantees the prize safe to her captors.

One further result which threatens to confront the United States should it decide to recognize the Hague convention instead of the Prussian-American treaty, is that Germany might consider herself thus relieved from the treaty obligations the United States is contending to enforce.

Such a development, it is feared, might threaten the successful termination of the Frye case.

NEWPORT NEWS, Va., Feb. 3.—An Associated Press representative, the first person besides officials to board the former British liner Appam, walked for an hour today about the upper decks of the prize ship, chatting with (Continued on Page 7, Column 1.)

MRS. WILSON 'TIPS,' VIOLATING LAW

WAITRESS GETS \$5, CLOAKROOM GIRL TWO-BIT GRATUITY.

Sovereignty of Iowa, However, Preserved by Ruling That Money Must Not Be Spent.

DES MOINES, Feb. 3.—(Special.)—Mrs. Woodrow Wilson violated the Iowa anti-tipping law last night, but she will escape prosecution. The first lady of the land, after dinner at the Hotel Chamberlain, gave Peggy Connors, her waitress, a \$5 gold piece, which Miss Connors accepted, although she said today she knew both she and Mrs. Wilson were making themselves liable to prosecution.

Mrs. Wilson also "tipped" the cloakroom girl a quarter.

The law provides a fine of \$25 or 10 days in jail for both the giver and the recipient of a tip. The President gave a messenger boy 10 cents for trudging seven blocks to get him some papers.

The tipping cases were put up to the officials today after the Wilsons had left the state. It was decided that unless something were done the law would become a dead letter, but it was ruled that the recipients of the tips must not spend the money. They must keep it as souvenirs or return it to the donors.

HAT CHECK PAYS FOR MEAL

Stalled Passengers Cared For at The Dalles on Railway Order.

THE DALLES, Or., Feb. 3.—(Special.)—A railroad hat-check isn't good for a meal ordinarily, but it is so honored in The Dalles these days, while the O.-W. R. & N. is taking care of the 185 passengers of the four trains which are stalled here.

The company authorized three local hotels to serve meals to anyone with an official hat-check, and charge the bills to the railroad. Some of the passengers sleep on the Pullmans, and the supply of which has been provided with rooms in hotels by the company.

The matter of caring for the stalled passengers is no small item of expense in connection with the railroad's tie-up. If the passengers are held here much longer they may have to get along without butter and eggs, the supply of which is about exhausted in The Dalles, due to the blockade.

COLD AND HUNGER FATAL

Man, 72, Found Ill in Shack, Dies From Exposure.

Michael Ivanson, 72 years old, died last night in Multnomah Hospital from exposure and lack of food. He was found ill in a shack at the foot of Sherman street and taken to the hospital yesterday morning.

Investigation by Deputy Coroner Smith revealed that the man had been ill in bed and had tried to keep up his fires while lying down. No food was found in the house except some cabbage. The body was taken to the morgue. Ivanson has no relatives in Portland.

INDEX OF TODAY'S NEWS

The Weather.

YESTERDAY'S—Maximum temperature, 26 degrees; minimum, 22 degrees.

TODAY'S—Rain or snow; easterly winds; no decided change in temperature.

Storm.

Portland regaining normal basis as storm loosens grip. Page 1.

Cars running on nearly all lines. Page 5.

Eastern Oregon begins to break isolation by wire and rail. Page 3.

Firemen at early morning blaze are exhausted. Page 4.

Mr. Daily tries to save money to city while people wallow in cash. Page 4.

Trains from East battle way in. Page 6.

City employs 1000 to clear streets. Page 5.

Heating of public and private buildings becomes problem. Page 12.

All jitney drivers reported to have violated ordinance. Page 4.

The Oregonian in touch with world via wireless. Page 5.

Department store business paralyzed. Page 4.

Icebergs are Vancouver's only source of water supply. Page 3.

War.

Collier sunk by raiding Zeppelins. Page 1.

Prisoners on board Appam will be landed. Page 1.

Foreign.

Canadian Parliament House on fire. Page 1.

National.

Mrs. Wilson violates Iowa anti-tipping law. Page 1.

President at St. Louis says United States shall have unconquerable Navy. Page 2.

CITY RECOVERS AS STORM LOSES VIGOR

Most Public Utilities Again Operate.

CARS MOVE ON MANY LINES

Rail Service Normal Except in Columbia Gorge.

STREETS BEING CLEARED

Commissioner Baker Takes Charge of Operations and Puts 1200 to Work—Telegraph, Light and Phone Service Improved.

PROGRESS OF PORTLAND'S BATTLE WITH STORM ELEMENTS.

Streetcar service in all directions from central business district partially restored and work continues.

Railroad traffic north, south and west resumed; lines east to be open today.

Telegraphic communication with all outside points, except some in Northwest, restored.

Many local telegraphic and electric service connections replaced.

City starts to clean snow from streets in business district and co-operates with street railway employees to open tracks.

Commissioner Baker confers with business men and advises for 1000 more men to clean streets.

Estimating that about 5000 men given temporary employment.

All schools, including Reed College, closed until Monday.

Damages from broken poles, wires and trees estimated to exceed \$100,000. Loss by business interruption not estimated.

Continued cold and east winds with rain or snow forecast for today.

Portland is a resourceful city.

This fact was amply demonstrated yesterday when its residents completely recovered from the paralyzing effects of the storm that has been plaguing havoc here since the first of the week.

Portland came up yesterday through the mantle of suffering and inconvenience with which the elements had covered the city and proceeded about its business with characteristic optimism, good nature and calm philosophy.

The city recovered most of its lost condition within the day and managed nicely to get along without those that remain crippled or disorganized.

Car Service Partially Restored.

Street railway service was partially restored on most of the city lines, although some of the remote suburbs still are disconnected.

Rail service north and south was restored to a normal basis, but the battle against the elements in the Columbia River gorge remains yet to be won. Both the North Bank road and the O.-W. R. & N. Company expect, however, to have their lines in operation today. The North Bank succeeded last night in releasing two snowbound trains near Skamania.

Until this no mail had been received in Portland from the east since Tuesday evening.

A large force of linemen is working for both the Pacific States and the Home Telephone companies restoring broken wires and replacing shattered poles. Many connections were re-established yesterday.

Power Stations Being Repaired.

Serious difficulties present themselves to the Portland Railway, Light & Power Company in its efforts to repair the damage to its service wires.

Two substations were put out of commission by the storm on Wednesday and the immediate efforts of the company engineers will be directed toward restoring them to usefulness.

Workmen must dig new holes into the frozen ground to provide places for hundreds of poles that have been snapped off under their unaccustomed burden of ice and sleet. A veritable network of wires entangles many suburban streets. As experienced men are required in the wire work the force that can be utilized for this purpose obviously is limited. Rapid progress is being made in this direction, though.

This storm, however, must be placed in the category of the proverbial wind which is an ill one, indeed, if it blows no good.

Thousands Get Employment.

It has provided temporary employment for thousands of unemployed men.

The City Commissioners at noon yesterday authorized Commissioner Baker to take charge of the street-cleaning work in the business districts.

By 6 o'clock last night a force of 1200 men had been pressed into service by Mr. Baker. Mr. Baker wants all men who need work to report at Fourteenth and Johnson this morning by 7:30 o'clock.

The municipal employment bureau, at the invitation of the Muts and the Elks' Lodge, was installed in the Elks' building on Broadway. The private employment agencies also gave their services without cost to either employers or employees. Thus all requirements were promptly met.

The Portland Railway, Light and (Continued on Page 12, Column 1.)

