

MYSTERY OF SEA MAY BE SOLVED

Captain John B. Warren Reported Alive and Inmate of Hospital in Chile.

MASTER OF SILBERHORN

Insane Man at Valparaiso Has Been Identified as Skipper of Famous Craft Supposed to Have Burned Off West Coast.

Captain John Benjamin Warren, master of the British bark Silberhorn,

ments are: Length, 134 feet; beam, 22.2 feet; depth of hold, 5.5 feet; gross tons, 195.92; net tons, 118. The total cost of the Hyak is \$24,000. She will be operated on Puget Sound. Of the fleet of four vessels owned by the Kitsap Transportation Company, three have been built by Joseph Supple. "If the Hyak does not do better than 20 miles an hour, I will quit building boats and take to a farm," said Mr. Supple yesterday after the launching. "I have corrected several defects of the new boat and the Kitsap has been knocking out better than 18 1/2 miles for the past two years."

In command of Captain J. J. Reynolds, the Hyak will make a trial trip Monday. On Tuesday morning she will start for the Sound. She will make the voyage in command of Captain Reynolds, who took the Kitsap around three years ago.

Steamer Mascot Ties Up for Repairs

The steamer Undine has been placed on the Lewis River in place of the steamer Mascot, which has been tied up for repairs. The Mascot will be out of commission only two or three days. At present the Lewis River is low the boats cannot go higher up than the forks.

Marine Notes.

With passengers and freight for Coos Bay, the steamship Alliance sailed last evening. The steamship Rose City sailed for

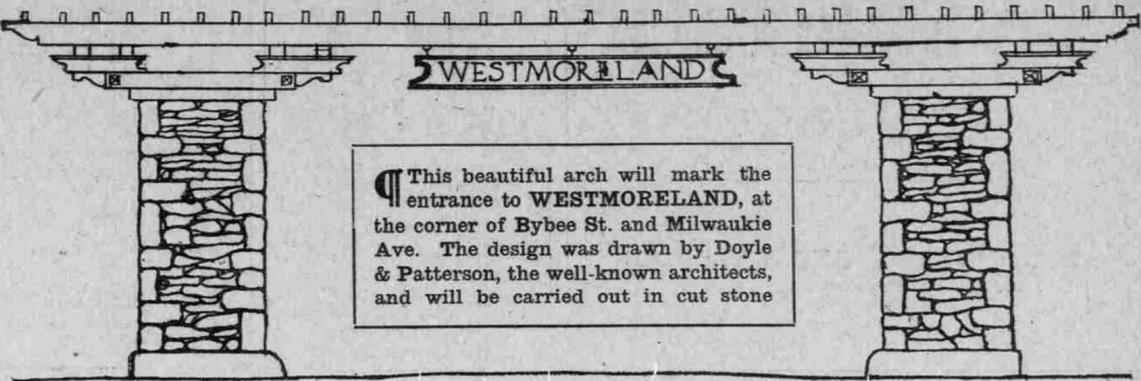
NEW TRAINS PUT ON HILL LINES WILL MEET CANADIAN PACIFIC SERVICE.

SCHEDULE CUT TO ST. PAUL

North Coast Limited Will Run Over North Bank Tracks From Portland—Great Northern Also Cuts Its Running Time.

To meet the competition of the Soo-Spokane-Portland train, the Northern Pacific Railway will, after May 23, run the North Coast Limited over the track of the North Bank through solid to St. Paul, reducing the present schedule by 17 hours. This is the first intimation that has been given of the way the new service has threatened

Westmoreland



What It Is and Why You Should Know

This beautiful arch will mark the entrance to WESTMORELAND, at the corner of Bybee St. and Milwaukie Ave. The design was drawn by Doyle & Patterson, the well-known architects, and will be carried out in cut stone

"WESTMORELAND" is the latest real estate project of the Columbia Trust Company, and is certain to meet with instant favor.

"WESTMORELAND'S" location is most naturally the first query that is on your mind. It is close in—the three-mile circle that has its center at the Postoffice cutting through the property. On the west it is bordered by Milwaukie avenue, on the east by the Southern Pacific Railway. Mayhap its location will be clearer to you when we tell you that "WESTMORELAND" is the western portion of the Ladd property known as "Crystal Springs Farm." If in your rambles around the suburbs you've come upon Crystal Springs Lake and Johnson Creek, you may have wished for a home in the vicinity. Well, this wish can be gratified now. "WESTMORELAND" can be easily, quickly and cheaply reached—the Sellwood car taking you there in fifteen minutes.

Every man owes his family a home amidst pleasant and healthy surroundings—and he, as the income earner, should use due care and caution in selecting the homesite where there is a certain prospect of enhanced value in the future. "WESTMORELAND" meets all these requirements. Compare its location as regards view of river and mountains, and accessibility with Irvington, for instance—"WESTMORELAND" will hold its own. That means values are sure to increase and that shortly.

Considering the desirability of "WESTMORELAND" as a residence section, the prices are very low—lots are to be had as low as \$500.

In order to visit the property, take a Sellwood car and get off at Bybee and Milwaukie avenue. If you make the trip on Sunday you can inspect the property at your leisure, and without fear of being importuned to buy, as none of our salesmen transact any business on Sunday—believing that six days are ample for work and that the seventh is needed for rest. Be sure to read the paragraph headed "Pertinent Pointers"—it gives the details in a nutshell.

Special Inducements to Early Homebuilders—If you buy a lot at WESTMORELAND and want to build at once, see us.

Pertinent Points

- TO REACH IT**—Take a Sellwood car and get off at Bybee and Milwaukie ave.—every lot being within eight blocks of this corner.
- STREETS**—They are to be graded and will be 24 feet wide from curb to curb.
- CURBS**—Six-inch concrete curbs will be set on all streets.
- SIDEWALKS**—Six-foot concrete sidewalks will be laid on all streets.
- WATER MAINS**—Bull Run water piped to every lot.
- BONDED IMPROVEMENTS**—All the above improvements will be done under the city bonding act.
- PARKING**—A 10-foot parking strip will be laid out and shade trees planted thereon.
- BUILDING LINE**—A fifteen-foot building line is one of the restrictions, this insuring a uniform and pleasing appearance.
- BUILDING RESTRICTIONS**—Fifteen hundred dollars will be the minimum price houses may be built at. This insures advancement of value to all.
- PERFECT VIEW**—You get a perfect view of the mountains and river.
- PRICE**—Lots range in price from \$500 upward, and will be sold at a discount of 10 per cent until further notice. We reserve the right to cancel this discount offer.
- TERMS**—10 per cent down and 2 per cent per month. 5 per cent discount for cash.
- INDUCEMENTS TO EARLY BUILDERS**—Those who buy a lot and want to build at once, will find it to their advantage to call on us.



STEAMER HYAK, OWNED BY KITSAP TRANSPORTATION COMPANY.

which was lost in the South Pacific, supposedly with all hands, including the master, his wife and child, is reported to be confined in a hospital at Valparaiso, Chile, suffering from an unbalanced mind. Steps toward a positive identification of the man have been taken by John Gray, father-in-law of Captain Warren. The following advertisement has been inserted in the Glasgow Gazette:

WANTED—A respectable sailor who has sailed with Captain John Benjamin Warren, late of the four-master bark Silberhorn. He is supposed to be lost in sea at Valparaiso to identify the above named man. For particulars apply to John Gray, Spring House, Stone Road, Skerton, Lancashire.

The above brings to mind one of the most famous sea mysteries of recent years. The Silberhorn, in command of Captain John B. Warren, who was accompanied by his wife and daughter, and with a crew of 24 men and four apprentices, sailed from Newcastle, N. S. W., in June, 1907, for Iquique with a cargo of coal. July 16 she was reported as being in latitude 40 S., longitude 140 W.

After that the craft was reported many times but she never arrived at any port. One vessel reported her as on fire off the west entrance to the Straits of Magellan. Again another ship sent in a report that the Silberhorn was seen off the coast of Juan Fernandez (said to have been the home of the original Robinson Crusoe). She was supposed to have been seen in various parts of the South Pacific.

Cruisers were sent out by the British government to look for the missing bark. No trace of her could be found. She was placed on the list as lost, the insurance paid and the British government paid the loss claims to the families of the members of the crew.

Several months ago an insane man was brought to the hospital at Valparaiso. An inmate of the hospital identified him as Captain John B. Warren, master of the Silberhorn. From what little could be gained from the patient the story told by the person who identified him was borne out. He told a tale of having been wrecked, cast ashore, wandering in Patagonia and amassing a fortune in mines in the southern end of the Southern hemisphere.

Captain Warren was well known to many of the ship masters now in port. A brother of the man whose identity is sought, was once mate with Captain King of the British ship Gleanville, now tied up at the Oceanic dock in Portland.

CLAN MACFARLANE CLEARS

British Steamship Gets Away With Cargo of Lumber for Shanghai.

Laden with 2,581,200 feet of lumber, valued at \$39,393, the British steamship Clan Macfarlane cleared for Shanghai yesterday. She will leave down at daylight this morning. The Clan Macfarlane is the first lumber packet to get away for May, off shore, and was dispatched by the Pacific Export Lumber Company.

A number of lumber cargoes will be cleared during the month and may export, foreign, will be larger than for many months. The demand is steadily increasing and several charters for the West Coast will be closed in the near future.

HYAK SLIDES DOWN THE WAVES

New Puget Sound Steamer Launched at Supple's Yard.

Miss Mary Gaxman, the 13-year-old daughter of W. L. Gaxman, president of the Kitsap Transportation Navigation Company, broke a bottle of wine over the bow of the new steamer Hyak as that craft started down the ways at the Supple yards yesterday afternoon. The launching was one of the most successful ever made in Portland. There was not a single hitch in the programme, and on signal from Mr. Supple the fastenings were knocked out and the vessel started for the Willamette.

The Hyak was designed and built by Joseph Supple and her measurements

San Francisco yesterday with 300 passengers and a full cargo. The steamship State of California is due to arrive tomorrow evening from San Francisco. The steamship Sue H. Elmore arrived

STEAMER INTELLIGENCE

Name	From	Date
Sue H. Elmore	Tillamook	May 9
Breakwater	Coos Bay	May 9
Eureka	Eureka	May 10
State of Cal.	San Francisco	May 11
Riverdale	San Francisco	May 11
Anteo, W. Elder	San Pedro	May 11
Alliance	Coos Bay	May 12
Rose City	San Francisco	May 12
Alexia	Hongkong	May 20

Name	For	Date
Sue H. Elmore	Tillamook	May 10
Argo	Tillamook	May 11
Breakwater	Coos Bay	May 12
Riverdale	San Pedro	May 12
W. Elder	San Pedro	May 13
Alliance	San Pedro	May 15
State of Cal.	San Francisco	May 15
Alexia	Hongkong	May 20
Rose City	San Francisco	May 22

Name	From	Date
St. Helena	Am. steamship (Jamsil)	May 9

Name	From	Date
Clan Macfarlane	Br. steamship (Cree)	May 9
Northland	Am. steamship (Erickson)	May 9

up yesterday morning from Tillamook with passengers and freight. With a full cargo of lumber for Shanghai, the British steamship Clan Macfarlane will leave down this morning.

In command of Captain Jamison, the steamer schooner St. Helena arrived yesterday morning in ballast from Puget Sound.

It has been reported that the Norwegian steamship Jethou will come to Portland for grain. She is now at Guaymas with coal for Nanaimo.

Arrivals and Departures

PORTLAND, May 8.—Arrived—Steamship St. Helena, from Puget Sound; steamship Sue H. Elmore, from Tillamook. Sailed—Steamship Rose City, for San Francisco; steamship Alliance, for Coos Bay; steamship Northland, for San Francisco; steamship Malvern, for San Francisco, from St. Helena.

Condition at the mouth of the river at 5 P. M.: smooth; wind light; water clear, cloudy. Arrived—Steamship Jethou, from Seattle; steamship P. M.—Steamer Yosemite, for San Pedro; P. M.—Gasoline Sloop Della, from Seattle; Steamer Roma, from San Francisco; Arrived at 1 P. M.—Schooner Virginia, from San Francisco; Sailed at 4:10 P. M.—Steamer South Bay, for San Francisco; Sailed at 3:30 P. M.—Steamer Johan Paulsen, for San Francisco; Sailed at 4:25 P. M.—Steamer Johan Paulsen, for San Francisco; Sailed at 4:30 P. M.—Steamer Johan Paulsen, for San Francisco.

Tides at Astoria Sunday

High Water. Low Water. 2:40 P. M.—8:17 (ebb) 4:5 A. M.—4:5 foot 4:20 P. M.—4:5 (ebb) 4:30 P. M.—4:5 foot

BARBERS THREATEN STRIKE

Spokane Union Shops Insist Wage Agreement Has Not Been Kept.

SPOKANE, Wash., May 8.—The Spokane Barbers Union has voted that all its members shall go out on strike next Monday morning. This will cripple nearly all the shops in the city, there being but four nonunion dealers of any importance in the city.

The union men declare the Master Barbers Association signed an agreement last winter to raise wages from \$16 to \$18 per week on May 1. That date passed, and the wages have not gone up.

to cut into the Hill line and the prompt meeting of the competition promises considerable good for the transcontinental service.

Formerly the North Coast Limited ran only as far as St. Paul, where vexatious delays were necessary before a train could be obtained over the Burlington to Chicago. After May 23, the North Coast Limited will use the Burlington tracks from St. Paul to Chicago.

There will be besides two transcontinental trains daily from Portland to St. Paul, making three daily transcontinental trains to St. Paul. A daily transcontinental train will be run from Portland to Kansas City and Omaha, that will make as fast time as any other transcontinental train to both places and will out the schedule considerably of the road running to Omaha.

The North Coast Limited is timed to leave Portland after May 23 at 9:15 A. M., reaching Chicago and Omaha the morning of the third day, thus occupying 72 hours.

On the same date a new local service to Seattle goes into effect, where there will be four trains a day each way, in place of three trains as at present. One of the new trains will run solid to Vancouver, B. C., making the run from Seattle to Vancouver over the tracks of the Great Northern.

It is said that in this way the Hill line is replying to the intrusion by the C. P. R. on what the Northern Pacific said to consider Hill territory.

The trains to the Sound will leave Union Depot at 8 A. M., 10 A. M., 3:30 P. M. and 12:01 A. M. The afternoon train will be known as the Puget Sound Limited. The arrival of the trains from Puget Sound will be 7 A. M., 4:15 P. M., 8:25 P. M. and 10 P. M. The last train is from British Columbia. The run to Vancouver takes exactly 12 hours.

The Great Northern Railway is arranging increased service to Puget Sound to compensate for the increased service given by the Northern Pacific to Portland. The Oriental Limited will run solid trains from Tacoma to Chicago via the Great Northern and Burlington roads and will make the run in 72 hours actual running time. The Fast Mail will make a daily run from Tacoma to St. Paul in 70 hours running time.

The Great Northern is engaged in ballasting several stretches of track at a total cost of about \$150,000. The Pleasant Valley branch, from Winona to Thornton, a distance of 21 miles, will have first attention, at an estimated cost of \$40,000.

The expensive stretch is the line from Baker City to Huntington, on which ballasting of the heaviest kind of steel is being laid. This stretch of the track is expected to enable a better running time to be made on the O. R. & N., and, while much of the work is in the nature of ordinary renewals, a general acceleration of service seems to be in prospect.

O. R. & N. Orders Two Motorcars. The O. R. & N. has ordered two motorcars for general use in the Northwest and somewhat in the light of an experiment. They will cost \$18,000 each and will weigh about 9,000 pounds, somewhat lighter than the usual coach. There will be seating accommodation

Columbia Trust Co.

Ground Floor Board of Trade Building

WANTED—Wideawake, reputable salesmen to sell Westmoreland, Peninsula property, inside business and outlying residence properties, beach, walnut and orchard acreage and general farm and ranch lands. Fair treatment and good commission.

FOUL PLAY SUSPECTED

WIFE THINKS R. F. SHEPARD WAS ROBBERS' VICTIM.

Theory Is Also Advanced That Man Who Disappeared May Have Been Demented at Time.

Since the strange disappearance on April 30 of R. F. Shepard, manager of the Tone Carpet Works, no trace of the missing man has been found, and no word received as to his whereabouts. Although the local police as well as the chiefs of departments in Seattle and other cities have been notified, and correspondence with friends and relatives established, nothing can be done to locate the husband. All efforts having been futile, the decision has been made by Mrs. Shepard, who lives at 713 Spady road, that her husband has met with foul play or has been the victim of insanity and wandered away while in this condition.

Shepard disappeared on the afternoon of April 30 after spending the greater part of the day in his office and on business connected with it. He left the house in the morning with a slight headache, and Mrs. Shepard gave him medicine, which he took. She advised him to stay at home that day but he refused, saying that he would be all right when he got started to work. Then he went down to the office and worked until about noon, when he telephoned to his wife that he would not be able to go home to luncheon as he was putting down a carpet on West Park street and would eat his meal down town. Nothing strange was noticed in his manner in talking over the telephone and Mrs. Shepard did not

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MONEY FLOWS TO NEW YORK.

Attracted by the Higher Rates of Interest Now Obtainable.

NEW YORK, May 8.—The Financier will say: The statement of the Associated Banks of the City of New York for the week ending May 8, shows but a slight change so far as loans were concerned, the decrease in that item having been only \$1,221,000.

It is quite evident that new commitments are being made, mostly by trust companies, the loans of these institutions having increased last week \$2,454,000.

The Associated Banks gained \$3,218,500 in cash, due for the most part to operations with the interior. Deposits showed an increase of \$1,600,000. The result of the operations noted was an increase of \$341,225 in the reserve, the surplus on Saturday standing at \$10,500,000. The figures given for those of actual conditions on Saturday. The report of averages showed a decrease of \$2,279,750 in the reserve.

The summary of state banks and trust companies set reporting to the clearing house, as already stated, revealed a further large increase in loans, while net deposits rose \$20,171,200, cash decreasing \$24,200,000. The movement from the interior has been stimulated by the former rates of funds here.

BENEFIT TO BE BIG EVENT

Theaters Will Raise Fund for Rose Festival.

Harry Holmes, who has been selected by the local Theatrical Managers' Association to have full charge of the arrangements for the big benefit for the Rose Festival fund, has announced that the programme which will be given at the Baker Theater next Saturday night, will be the finest array of diversified talent that has ever appeared on a single show here.