

SEARCH STARTING IN CHICAGO ENDS AT A GRAVE HERE

Charles A. Lang, Wealthy Broker, Who Lost Fortune, Committed Suicide Under Name of August Bland.



Charles A. Lang.

While the entire detective force of Chicago was searching for clues to the whereabouts of Charles A. Lang, a wealthy realty broker of that city who dropped out of sight last March without leaving a trace, the object of the search was living in Portland under the name of August Bland. Under that name the former real estate operator of the Illinois metropolis hid himself in a room at the Tieton hotel November 18, last. Three names found on the margin of a mining stock certificate on the body led to the discovery of Lang's identity. His body was exhumed from its grave in the Multnomah cemetery this morning and positively identified by F. W. Frieble, contracting freight agent for the Burlington and Colorado & Southern railroads with headquarters at Chicago. Lang risked his entire fortune, gleaned by conservative realty operations extending over a period of 25 years, and estimated at from \$30,000 to \$100,000 in the Golden Gate mining company of Goldfield, Nevada. The speculation, like many another one proved a failure. Lang went into bankruptcy and saw his fine home with its handsome and luxurious furniture, his automobile and all his earthly possessions with the exception of some \$4000 in cash go into the hands of creditors. In a fit of recklessness he took the handful of money left him and boarded a train out of Chicago last St. Patrick's day. He was never seen again by any of his relatives or friends. Arriving in Portland the latter part of March, he registered at the Idora hotel, later going to the Tieton hotel. Lang had evidently turned on the gas and then shot himself. The shot was fired under the bed clothes, and the sound was so muffled that no one heard it. During his residence here Lang, who was of German descent and well educated, posed as an animal trainer for Ringling's circus. While his money lasted he was an excellent entertainer, and formed a number of friendships. Among the men he met were B. A. Barrett and Robert Chambers. They, learning of his death, visited the coroner's office, and were given some mining stock certificates found on the body. On the margin of one of these they observed the names and addresses of Charles A. Lang, Albert C. Berndt and J. Strich. They wrote to each of these, and the letter addressed to Lang was received by Lang's wife. This led to the identification of Bland as the missing Chicago realty operator. At Mrs. Lang's request, Mr. Frieble, who is a relative of Mrs. Lang by marriage, came west. After the body was exhumed it was reburied in Multnomah cemetery. Mr. Frieble obtained Lang's watch and a ring and other personal effects, and will return to Chicago tomorrow. "Mr. Lang was one of the most prominent realty brokers of Chicago for 25 years," said Mr. Frieble today. "He spoke several languages, had traveled a great deal and had a wide circle of friends. His widow and two daughters, 16 and 15 years old, are left in almost destitute circumstances. They are being cared for by friends who knew them when they dispensed lavish hospitality from the Lang mansion. Lang was 53 years old."

British Columbia Chinese have formed a union and demand 40 cents an hour for digging potatoes.

CHIEF RESPONSIBLE FOR DRY STREETS, COULD EASILY BE KEPT

Slover Will Be Called to Meeting and Ordinances Read to Him to Refresh His Mind in Regard to Matter.

In the opinion of Mayor Bushlight's special "sanitation" committee, Portland's streets are filthy and insanitary because the head of the city police department is derelict in enforcing the provisions of certain city ordinances or is ignorant of the existence of such ordinances. The committee met yesterday afternoon and through Joseph N. Teal as spokesman made known the findings of some of its investigations. Chief of Police Slover will be requested to be present at the next meeting of the committee on Wednesday next at 2:30 o'clock in the afternoon. The ordinances relating to the matter of keeping trash and rubbish off the streets will be read for the purpose of refreshing Chief Slover's memory, and he will then be instructed to see to it that said ordinances are better enforced.

"There are city ordinances which will, if enforced, take care of the street cleaning proposition in good shape," said Mr. Teal. "As it is now, for instance, at 4 o'clock they are as dirty as ever. Citizens themselves are responsible for such a circumstance, and they are subject to a law which is intended to prevent just such littering and befouling of public streets. One thing the city does need, however, is street waste paper boxes, such as are used in other cities."

Favor Ross Island Purchase. "If police officers when they saw a pedestrian throw paper, peanut shells or rubbish on the street would make that person pick that something up again, and tell him that he was violating a city ordinance, and was subject to arrest and fine, it would not be long until the thing of littering the streets would be largely eliminated. The laws covering this matter are all right. The trouble is that they are not enforced."

The committee is a unit in the contention that a new and larger city garbage incinerator is not only a need, but an actual necessity. The sentiment of yesterday's meeting was in favor of the purchase of Ross Island as a site for such an incinerator. Dr. C. H. Wheeler, city health officer, made plain the necessity of selecting a site, wherever it may be, that will admit not only of the erection of the burning plant, but that will provide a suitable dumping space for incinerator waste, which makes new land. Dr. Wheeler explained that Ross Island would meet these requirements, there being plenty of space in the river that could be filled in without interfering with navigation.

Profit in Byproducts. The matter of getting the city's garbage to a plant at such a location was considered as the one serious drawback to the Ross Island site. Sullivan's Gulch might offer a favorable site, Dr. Wheeler said, were it not that the gulch is filling up rapidly under present conditions.

Dr. Wheeler reported on the work of garbage consumers and reduction plants in operation in some cities, wherein garbage and refuse are converted into byproducts, which are profitably disposed of. It was reported that the objection to such a plant in Portland is that there is practically no market for the fertilizer and oil and fats which constitute the major portion of its byproducts.

Mr. Teal reported that Front street is in bad condition, sanitarily speaking, and that the sewer outlets might well be moved farther into the stream. The committee will visit the incinerator and make further investigations of other sanitary conditions before the meeting next Wednesday.

ROBBERS, DISAPPOINTED, WRECK THE FURNITURE

Two burglars forced entrance to the offices of the Shasta Water company, Eighteenth and Upshur streets, last night, and, because they found the safe empty, began to smash the office furniture. When the burglars discovered the safe was empty, they smashed the desks and drawers, private papers and records were torn and destroyed, and everything of value was carted away. Albert Robinson, manager of the company, had left the safe unlocked. When the burglars discovered the safe was empty, they smashed the desks and drawers, private papers and records were torn and destroyed, and everything of value was carted away. The burglars folded a coat around the large electric light in the room, thereby throwing the rays downward and into the windows. Evidence that nitroglycerine was to have been used on the safe, was found. The burglars gained entrance by using a jimmy on a rear window. Detectives Snow and Coleman were assigned the case this morning by Captain of Detectives Ealy.

DID ROSECRANS CRASH THROUGH COLUMBIA JETTY?

Examination Since the Storm Shows That Six Bents Near Outer End Were Carried Away Somehow.

Did the Associated Oil tanker Rosecrans crash through the jetty at the mouth of the Columbia river before going on Pensacola spit at 5:30 o'clock on the morning of January 7, losing all but three of her crew? Some vessel did, it is said, and rumors around Astoria have it that the craft was the tanker, according to mariners who have just returned from there.

As soon as the sea calmed down sufficiently after the storm lasting two or three days and in which the Rosecrans was wrecked, and an examination of the jetty was made and it was discovered that six bents near the outer end had been carried away. Evidence which leads to the belief that it was the Rosecrans which tore out the bents is a quantity of paint found on the piling evidently scraped from a vessel and of the same color as that on the ill-fated tanker, it is said.

Other evidence which leads deepwater men to believe that the Rosecrans ran through the jetty and was thereby destroyed and driven on the spit is the fact that she was first reported in distress south of the jetty and it was there that the bar tugs first ran to her assistance. Also it is reported that one of the survivors stated that she struck some time before she started to break up and that the crew were thrown from their bunks while someone shouted "she is crossing the bar," and they remained below for an hour and a half before they had to go on deck.

There is no question in the minds of mariners that some ship went through the jetty and that no vessel could do so and live, although it must have been at half tide when probably six or seven feet would be added to the 21 feet which measurements showed over the rockwork there at low water. About 60 feet of the jetty trestle was taken out, it is said.

Waterfront men are of the opinion that in the strong northward set of the current—six to seven miles—with a southwest gale, the vessel ran beyond the calculations and missing the light-vessel in the dense fog, ran through the jetty. It is the custom of masters, it is said, to run close inshore in order to pick up Tillamook Head and then the lightship.

Lacking six days of being a year when the Rosecrans met her fate, the American schooner Admiral ran through the jetty in a gale and went on the spit. A total wreck. Captain Bendor and the Admiral's crew escaped death by jumping to the jetty trestle as the schooner crashed through. The Admiral was wrecked early in the morning of January 13, 1912.

ANVIL CHANGES DOCK
Steam Schooner Trade Crowds Out Gas Boat.
Crowded out by the steam schooner trade, the Oregon Shore Navigation company, operating the gas steamer Anvil, will move from the Couch street dock to Alpers dock Monday afternoon. The Oregon Shore Navigation company will occupy the south end of Albers No. 3 and the north end of Albers No. 2. Agent Brown says that the move will be made as the number of steam schooners now coming to Couch street dock makes it impossible for the Anvil to load and discharge with dispatch. The Anvil is expected to reach the harbor tonight from Bandon, and to sail again on January 28. The company expects to be ready for business at the Albers dock Monday afternoon.

FLOUR RATES BOOSTED

New Charge Is \$5 From San Francisco to Hongkong.
Advices to local officials of the San Francisco & Portland Steamship company are to the effect that the flour rates out of San Francisco for the Orient have received another boost and after next month it is not probable that they will take shipments of that commodity south for reshipment to Trans-Pacific liners. The rate has been raised from \$1.45 from San Francisco to Hongkong, to \$1.90, and that from San Francisco to Japan ports from \$2.50 to \$4.50. The new rate becomes effective with the March sailings. Considerable flour will go out on the steamer Rose City, which sails tomorrow afternoon for San Francisco and Los Angeles.

CAPTAIN BOETGEN DIES

Dead Master of Schooner Lilly Well Known on Coast.
(Special to The Journal)
Marshallfield, Or., Jan. 25.—Captain Boettger, master of the schooner Lilly, died yesterday at Gardiner. The Lilly is a schooner which for many years past has been carrying lumber from the Gardiner Mill company out of the Umpqua. The master was well known on the coast.

MARINE NOTES

Astoria, Or., Jan. 25.—Arrived down at 9 a. m.—British bark, Metropolis. Outside at 11 a. m.—Steamer Canby. Sailed Jan. 25.—Sailed—British bark, Metropolis, from Columbia river for Melbourne. Sailed Jan. 25.—Sailed at 5 p. m.—Steamer Geo. W. Elder for Portland. Arrived at 5 p. m.—Steamer S. S. Porter in tow of a tug. A. Chisler, Porter has broken rudder. Sailed Jan. 25.—Arrived—Steamer Shasta from Portland. Sailed—Steamers Olympia and Geo. W. Fenwick for Columbia river. Astoria, Jan. 25.—Condition at the mouth of the river at 8 a. m.—moderate; wind west, 6 miles; weather, cloudy. Tides at Astoria—High—today, 2:51 p. m., 8.5 feet; 3:51 p. m., 8.2 feet. Low—today, 10:04 a. m., 1.5 feet; 10:21 p. m., 0.1 foot.

ALONG THE WATERFRONT

The German ship Minal, now due to arrive in ballast from South Africa, has been chartered by Comyn, Mackail & Co. to load a cargo of lumber here for a direct nitrate port, probably Antofagasta at 31st St. E. C. Burke, formerly printer at the local United States weather bureau, will leave tomorrow afternoon on the steamer Rose City for Los Angeles, from which place he will proceed to Houston, Texas, to take a similar position in the weather bureau there. Next Monday morning an investigation will be held by Captains Edwards and Porter, United States inspectors of steam vessels, into the reason why the steamer Glen Goodman, who was voted the most popular man, Secretary of the day just prior to the concluding session of the afternoon, the association took a strong stand against the proposed inland bill, known as Senate bill No. 38, and appointed a committee of three to go before the legislature and fight it. The desire being the stand that the effects of the bill would be pernicious. 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