

FIRE DAMAGE IS PUT AT ABOUT \$75,000; INSURANCE IS HALF

Several Factories, Two Stables and Rooming House Attacked by Flames.

INDIVIDUAL LOSSES GIVEN

All Buildings Burned Were Property of E. H. Ingham, Who is Now at the Beach With His Family.

Loss caused by fire which destroyed several manufacturing plants and two transportation company stables and partially destroyed a rooming house at Albina and Goldsmith streets late yesterday afternoon, is estimated at about \$75,000 today, with insurance covering about half of the amount.

All the buildings burned were the property of E. H. Ingham, 118 1/2 Harold avenue. They were of light mill construction and their loss is placed at about \$75,000. Mr. Ingham and family are at the beach and it could not be ascertained whether the buildings were insured.

The King-Fisher Mattress company, in whose plant the fire started at 3:15 o'clock, places their loss at \$25,000, with \$12,000 insurance. A. S. King, of that company, says the company will rebuild. It is the intention to put up a concrete building, but just where has not been decided.

The next heaviest loss was sustained by the Preland Furniture company, the amount being placed between \$15,000 and \$20,000. The company had \$12,000 insurance.

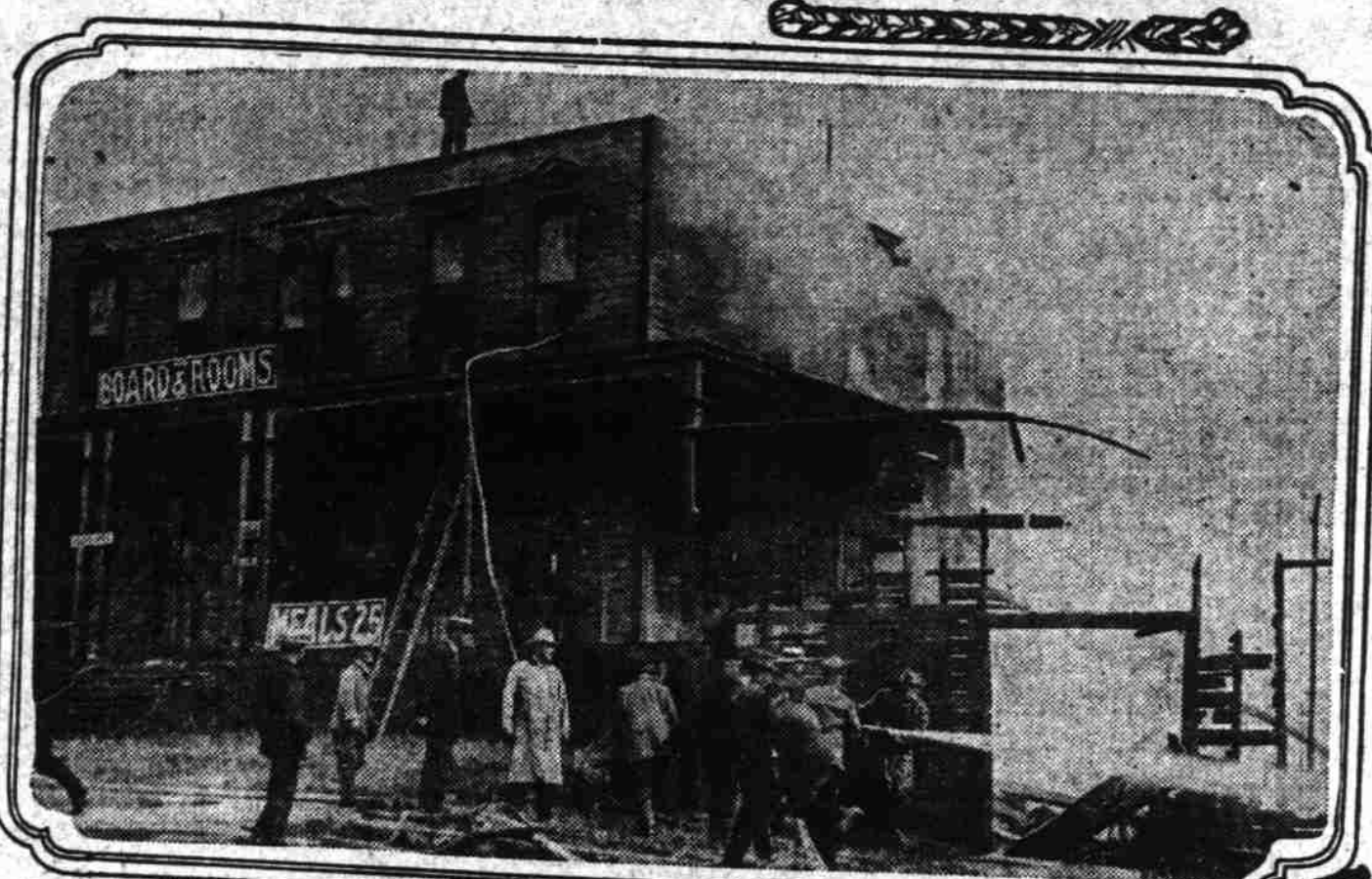
Loss sustained by the Gunther-King company, a sheet metal establishment, is estimated at \$14,000, with \$11,000 insurance.

As the fire occurred at a time of day when practically all the wagons and teams of the Star Transportation company and the Henderson-Finch Transportation company, whose barns were within the sweep of the fire, were out, their loss was slight. The Star Transportation company's loss was about \$500, fully covered by insurance, while the Henderson-Finch company's loss is estimated at \$500, also fully covered by insurance.

The Eastern & Western Blowpipe company sustained a loss of approximately \$1000, with no insurance. Mrs. M. J. Connor says she had \$1200 worth of furniture in the rooming house, which was partially destroyed. Most of the furniture was ruined, either by fire or water. She carried \$1000 insurance, one policy for \$500 being written with the Oregon Home Builders, by W. J. McCommon, about half an hour before the fire started.

Denver's population is now 246,522.

SCENES AT COSTLY BLAZE WHICH DESTROYED EAST SIDE BUILDINGS



Top—Coonrod rooming house, which was damaged. Bottom—King-Fisher Mattress Works building, which was destroyed.

Plaintiff Given All That He Asked For

"I Wish I Could Give More," Says Judge McGinn in Suit in His Department.

for all he asks, though I wish I could give more," said Circuit Judge McGinn yesterday in disposing of the suit of J. R. Nestor against the Pacific States Automatic Announcer company.

Nestor, who invented the machine which the company manufactures, sued for a balance of \$368.85 on 36 weeks' wages alleged to be due. C. C. Shay, the promoter of the company, in his testimony admitted that he had sold

COOL MILLION PROFIT LOGAN HAD IN VIEW

(Continued From Page One.)

from three to five trunks of literature with him on his travels. "It was the literature of the Douglas County Abstract company, the literature of the state printer, of the commercial clubs of the valley and of Portland," he testified.

"Now, about that code book system in your Tacoma office," asked Reames, taking up another phase of the examination. "Was your stenographer telling the truth when she told vividly about Miller rushing in when you pushed the bell, and telling before a prospective applicant about how satisfied he was with being a purchaser?"

"She was telling an untruth," Logan replied. "She was attending to insurance business, and didn't have anything to do with the land locations." He said he had written Watke a glowing letter, telling of the advantages of the state and the land locations, because he happened to be all out of literature at that time.

"Didn't you know in all the time you were explaining about this case to applicants that B. D. Townsend was appointed especially to handle the Oregon & California land grant case for the government?" again asked Mr. Reames.

Fifteen minutes later, after Logan had made evasive explanations and Reames had asked exactly the same question six times, Reames managed to draw from the witness a half affirmative answer to the effect that he knew someone had been appointed to handle the case, and he thought Townsend was the man.

"You are both with names. There were too many of them. I just named the offices," Logan explained. "Had Never Been Asked."

Logan was then asked if he had ever told these applicants that Minard was not the attorney for the Oregon & California railway. Ten minutes more of questioning and evasive answers and then Mr. Reames managed to elicit the reply from Logan that he didn't think any of these people had ever asked him about that point.

Explaining eloquently how the people of Oregon had never gotten their just dues with regard to the division of the railroad lands, he accused the Southern Pacific of having "a powerful organ in this city, the Portland Oregonian, that has been educating the people adversely to the real purposes of the grant."

"How about The Journal? Has it been denying Oregon people justice in the same way?" pursued Mr. Reames. "Well, I don't know about The Journal; it hasn't displayed so much animosity," was the reply.

"Logan denied that he had ever had anything to do with a corporation known as the Oregon Timber Lands company, while he was in California. Then Mr. Reames produced a card with Logan named on it as coast manager. Logan looked at it an instant, and then denied ever having printed the card or having anything to do with it.

Towards the last Logan made such long replies that Judge Bean said: "Judge Bean Cautions Witness."

"You will save time by answering these questions correctly," protested the witness correctly, "No you are not. You are persistently evading," snapped back the court. Giving explanations about Stafford, the San Francisco chauffeur, who testified against him last week Logan branded that witness as a prevaricator in every statement that he made.

day was devoted to the flat contradiction of the testimony against him by witnesses for the government, and statements that had been accredited to him, especially where he had ridiculed chances of the applicants to get title to the land were generally denied.

The chauffeur Stafford, who drove Logan about the state of California, and who testified that Logan considered the proposition a joke, Logan said had lied, and asserted further that he believed the settlers and applicants will eventually get their title in the manner provided by the grant terms.

Logan said he had sold locations to people in all callings and from a list read names of many persons of different vocations.

The director of a gas company in Iowa, Oscar Birdwell, chief of police at Sioux City, and A. T. Curtis, chief of detectives, were his applicants, he said.

Denial Is Made. Minard never said he was an attorney for the Oregon & California railroad, Logan asserted. He had instructed Minard to make the formal order of \$400 with each applicant he gave Minard to file, the witness said.

He allowed Minard to handle the last of this business for him in the fall of 1911, after wards transacting it direct, Logan stated.

Logan notified the abstract companies with which he did business that they were expected to sue on his behalf against duplication. He received advanced lists of lands not applied for as the searchers found them in the record, by wire, in groups of from six to 18 tracts.

W. A. S. Nicholson and Norman D. Cook, San Francisco lawyers, now under indictment charged with the same offense on which he is now being tried, Logan said acted as his agents much while he was in the hotel business at Seattle Harper came to him a number of times to borrow money and finally

settled the latter up in the locating business, Logan declared.

He sold out his insurance business in the fall of 1911, Logan said, and removed to San Francisco where he had since remained, excepting for a visit to Chicago.

Morris and Shipley and John Mills Day, Seattle attorneys, furnished him with opinions as to the possibility of applicants getting the lands and these were used as arguments in getting the business, stated Logan.

Logan denied the possibility of persons getting prior locations on the railroad lands from the railroad company, as he had been at their offices and access to the records had always been denied.

Newspaper articles at Watsonville, similar to those published in Portland papers attacking the locators, did not deter him from going back there and doing business, Logan asserted.

Two Women Hurt in Runaway Accident

Mrs. Marion Sherwood and Mrs. C. J. Cullison, living on a ranch beyond Kelly Butte, were seriously injured in a runaway yesterday evening on the Powell Valley road.

Mrs. Sherwood was taken to the Portland Sanitarium and it is thought to have a fractured skull, while Mrs. Cullison was taken home when the horses took fright at tangled harness, began running and were soon beyond control.

Both women are baby-worn and were riding the women being rendered unconscious, although the baby was uninjured. A party of men returning to Portland picked up the women, took them to the Clatskanie drug store, where Drs. Clarence McCusker and J. T. Lefevre were called.

EXPECT CONVENTION TO STIMULATE ROAD BUILDING OF STATE

Committee in Charge of Tri-State Meeting at Medford Receiving Responses.

PLANS ARE ELABORATE

Preparations for Round of Embarkment for Delegates, Visitors and Families Being Made.

From all indications the convention of the Tri-state Pacific Coast Good Roads association, to be held at Medford July 27 and 28, will be a successful one, and will stimulate road building throughout the state.

The committee having the convention in charge has received notice of an intention to attend from many road builders and boosters.

The general public is invited to attend the afternoon meetings, which will be devoted to addresses and discussions. The ladies of the Greater Medford club will look after the ladies in attendance and have arranged for a breakfast in their honor on the morning of July 28.

Automobiles will be on hand to take visitors through the valley on a trip scheduled for Tuesday afternoon. This is to be followed by a reception at Ashland given by the Commercial club and ladies of that city. On the opening day of the convention the Medford-Central Point highway will be thrown open to travel. There will also be a trip to the work on the Pacific highway across the Sixty-two mountains. Among those scheduled to take part in the convention are:

H. Munn, Everett, Wash.; G. A. Webb, Crescent City, Cal.; Major W. A. Grossland, Washington, D. C.; James A. Barr, Panama-Pacific exposition, San Francisco; C. E. Tandel, Seattle, Wash.; W. R. Roy, highway engineer, Olympia, Wash.; Marshall N. Dana, Portland; John R. Penland, Albany; Judge C. B. Watson, Bert R. Greer, Ashland; Frank E. Riley, vice president, Pacific Highway association, Portland; J. H. Albert, Salem; A. E. Reames, W. H. Gore, H. F. Mulkey, Medford; H. J. Crow, Seattle, Wash.; Dr. J. P. Reddy, Grants Pass; Samuel Moore, Corvallis, Or.; A. J. Hill, Portland; W. J. Clemens, president, Portland Auto. Association, Portland; George E. Williamson, H. J. Crow, Portland; Francis C. Somner, division engineer, California state highway commission, Willits, Cal.; Charles E. Fee, San Francisco; Grant E. Dimmick, Oregon City; Captain J. W. Stearns, Klamath Falls; Professor R. H. Dunbar, Klamath Falls.

visitors through the valley on a trip scheduled for Tuesday afternoon. This is to be followed by a reception at Ashland given by the Commercial club and ladies of that city. On the opening day of the convention the Medford-Central Point highway will be thrown open to travel. There will also be a trip to the work on the Pacific highway across the Sixty-two mountains. Among those scheduled to take part in the convention are:

H. Munn, Everett, Wash.; G. A. Webb, Crescent City, Cal.; Major W. A. Grossland, Washington, D. C.; James A. Barr, Panama-Pacific exposition, San Francisco; C. E. Tandel, Seattle, Wash.; W. R. Roy, highway engineer, Olympia, Wash.; Marshall N. Dana, Portland; John R. Penland, Albany; Judge C. B. Watson, Bert R. Greer, Ashland; Frank E. Riley, vice president, Pacific Highway association, Portland; J. H. Albert, Salem; A. E. Reames, W. H. Gore, H. F. Mulkey, Medford; H. J. Crow, Seattle, Wash.; Dr. J. P. Reddy, Grants Pass; Samuel Moore, Corvallis, Or.; A. J. Hill, Portland; W. J. Clemens, president, Portland Auto. Association, Portland; George E. Williamson, H. J. Crow, Portland; Francis C. Somner, division engineer, California state highway commission, Willits, Cal.; Charles E. Fee, San Francisco; Grant E. Dimmick, Oregon City; Captain J. W. Stearns, Klamath Falls; Professor R. H. Dunbar, Klamath Falls.

Labor unions in Leeds, England, have their own moving picture theatre.

Egg Is Big One. Oakland, Or., July 23.—W. M. Hiney of this city has a Buff Orpington hen that on July 20 laid an egg that he declares is as large if not the largest one ever produced in Douglas county. The egg measures 7 1/2 inches in circumference one way by 6 1/4 the other, and weighs six ounces. This hen has been laying steadily since Nov. 12, 1913.

Automobiles will be on hand to take visitors through the valley on a trip scheduled for Tuesday afternoon. This is to be followed by a reception at Ashland given by the Commercial club and ladies of that city. On the opening day of the convention the Medford-Central Point highway will be thrown open to travel. There will also be a trip to the work on the Pacific highway across the Sixty-two mountains. Among those scheduled to take part in the convention are:

By the Boys' Store--an Ad for the Boys

Here are all of my boys' Norfolk Knickerbocker Suits with a new price; you fellows that are good in subtraction—just figure it out and show Dad what he'll save on a new suit for you now.

Wash Suits Cut in Twain. Not really, you know—it's just the price! Mother will be interested in that, for it means a clean, happy boy at a mighty small cost. These wash suits are all perfectly new models, too.

- \$1.00 Wash Suits Now Only...50c
\$2.00 Wash Suits Now Only \$1.00
\$2.50 Wash Suits Now Only \$1.25
\$3.00 Wash Suits Now Only \$1.50
\$4.00 Wash Suits Now Only \$2.00
\$5.00 Wash Suits Now Only \$2.50

BEN SELLING

Leading Clothier--Morrison at Fourth. Everything is here that a boy needs, save his shoes

IN STEPS A NEW SEASON OF FASHION - TOMORROW WE INTRODUCE New Fall Suits at \$17.50 and \$22.50!

A glad relief from the jaded styles we have seen and worn for months. Authoritative Fall Suits, hurried by express from New York. Two very special introductory prices Friday and Saturday.

Feather-Breast HATS

—The most charming and altogether new note of the mid-Summer season! —At the smart resorts and watering places, the Feather-Breast Hat is supreme. —Various styles in Toques and Turbans, covered all over entirely, with white feathers. Some have touch of black, with jaunty black stickup. Our artist has sketched two of them. —Complete your Summer costume with one of these chic white Feather-Breast Hats. First to introduce them to Portland.

Very Modestly Priced \$4.50, \$5.00, \$5.50

EMPORIUM PORTLANDS 121-126 1/2 STATE ST. Just a Step off Washington

WOODWARD CLARKE CO. DRUGS. Double W.N. Trading Stamps FRIDAY and SATURDAY Also Bring Coupon. In Our Art Section New DESK SETS and NOVELTIES in Brushed and Polished Brass. ELECTRIC LIBRARY and READING LAMPS—Mission, Pompeian and Brass—\$4.50 to \$8.50. The Latest "Likly" Cabin Wardrobe. Shaving Mugs Lodge Monograms \$1.00 value...83c \$1.25 value...98c Star Safety Corn Razor...\$1.00 Aluminum Cups Nice for Baby—Special...63c Rubber Balls...5c to \$1.50 J. B. L. Cascade—Ask for a book Special Reductions in Drugs and Patents 10c Rose Water...6c 10c Cocunut Oil...7c 10c Spirits Camphor...7c 25c Peroxide Hydrogen...17c 25c Witch Hazel...17c 15c Lime Water...11c 25c Formaldehyde...19c 25c Fluid Extract Cascara...19c \$1.00 Wine of Cardui...75c \$1.00 Plant Juice...75c 75c Antiphlogistine...65c 25c 3-in-1 Machine Oil...18c Drugs 5 pounds Bluestone...60c 5 pounds Borax...50c 5 pounds Sulphur...30c 5 pounds Cream Tartar...1.75 5 pounds Alum...40c 5 pounds Soda Bicarb...30c 5 pounds Epsom Salts...25c 5 pounds Saltpetre...65c Candy Corner Old-Fashioned Stick Candy—6 sticks...5c 50c Caramels, assorted—lb...35c 50c Hand-Rolled Chocolate Creams...39c

COUPON 50-CENTS-20 Bring this coupon and get 20 extra "S. & H." Trading Stamps on your first dollar cash purchase and double stamps on balance of purchase. Good on first three floors Friday and Saturday, July 24 and 25. Our Select Garden Hose WARRANTED ONE YEAR Don't waste time and temper on sloppy, leaky stock. Note these prices: Couplings and Nozzle are included without extra charge. 50-ft. 3/4-in. 7-ply Red Rubber Garden Hose—Special...\$6.95 50-ft. 1/2-in. 7-ply Red Rubber Garden Hose—Special...\$5.95 50-ft. 3/4-in. 5-ply Black Rubber Hose...\$5.35 50-ft. 1/2-in. 5-ply Black Rubber Hose...\$4.95 Lawn Mower, Fremont 14-inch Mower—Special...\$3.40 Grass Catcher—Special...55c Rubber \$1.25 Folding Water Pail...\$1.08 \$12.50 Portable Bath Tub...\$10.88 25c Sternan Bottle Stopper...19c (Fits any bottle) Four 10c Pkgs. Best Jar Rings...25c \$1.75 Fountain Syringe...\$1.95 \$1.50 Fountain Syringe...95c Water Rings for the invalid are cool, comfortable and practical...\$2.50 (Rubber Goods Guaranteed) Pacific Sea Salt Enjoy a Salt Water Bath at home 25c, 35c, 65c, \$1.00 EXTRA HEAVY OLD-FASHIONED Stout Hickory Canes 50c, 75c, \$1.00 Perfumes and Soaps 25c oz. High Jinks...\$1.49 25c Lyons' Tooth Powder...1.50 25c Rosaline...1.9c 25c Mum...1.7c Geranium Bath Tab't Soap 10c—3 for 25c 1-bar Castile Soap...25c DUNCAN POLISH MOP CEDAR POLISH 1 QUART DUNCAN POLISH MOP...\$1.50 1 quart can CEDAR POLISH...\$1.00 SPECIAL, BOTH \$1.48 "KLEAN-RITE" Clothes Brush Special 25c

COOL MILLION PROFIT LOGAN HAD IN VIEW (Continued From Page One.) From three to five trunks of literature with him on his travels. "It was the literature of the Douglas County Abstract company, the literature of the state printer, of the commercial clubs of the valley and of Portland," he testified. "Now, about that code book system in your Tacoma office," asked Reames, taking up another phase of the examination. "Was your stenographer telling the truth when she told vividly about Miller rushing in when you pushed the bell, and telling before a prospective applicant about how satisfied he was with being a purchaser?" "She was telling an untruth," Logan replied. "She was attending to insurance business, and didn't have anything to do with the land locations." He said he had written Watke a glowing letter, telling of the advantages of the state and the land locations, because he happened to be all out of literature at that time. "Didn't you know in all the time you were explaining about this case to applicants that B. D. Townsend was appointed especially to handle the Oregon & California land grant case for the government?" again asked Mr. Reames. Fifteen minutes later, after Logan had made evasive explanations and Reames had asked exactly the same question six times, Reames managed to draw from the witness a half affirmative answer to the effect that he knew someone had been appointed to handle the case, and he thought Townsend was the man. "You are both with names. There were too many of them. I just named the offices," Logan explained. "Had Never Been Asked." Logan was then asked if he had ever told these applicants that Minard was not the attorney for the Oregon & California railway. Ten minutes more of questioning and evasive answers and then Mr. Reames managed to elicit the reply from Logan that he didn't think any of these people had ever asked him about that point. Explaining eloquently how the people of Oregon had never gotten their just dues with regard to the division of the railroad lands, he accused the Southern Pacific of having "a powerful organ in this city, the Portland Oregonian, that has been educating the people adversely to the real purposes of the grant." "How about The Journal? Has it been denying Oregon people justice in the same way?" pursued Mr. Reames. "Well, I don't know about The Journal; it hasn't displayed so much animosity," was the reply. "Logan denied that he had ever had anything to do with a corporation known as the Oregon Timber Lands company, while he was in California. Then Mr. Reames produced a card with Logan named on it as coast manager. Logan looked at it an instant, and then denied ever having printed the card or having anything to do with it. Towards the last Logan made such long replies that Judge Bean said: "Judge Bean Cautions Witness." "You will save time by answering these questions correctly," protested the witness correctly, "No you are not. You are persistently evading," snapped back the court. Giving explanations about Stafford, the San Francisco chauffeur, who testified against him last week Logan branded that witness as a prevaricator in every statement that he made. "I didn't talk to my chauffeur on business matters because he was not mentally capable," Logan asserted. "He sat in the front seat and attended to his own business. Logan also denied inserting an advertisement in the San Francisco Examiner and said he had never sent his chauffeur to drum up any business. Witnesses Contradicted. Much of Logan's testimony yesterday