

'DOOMED TO STAY IN SUBMARINE,' WROTE SAILOR ABOARD F-4

James L. Colwell, Seattle Man, Unconsciously Predicted His Fate.

HAD GREAT DEAL TROUBLE

Jitney Bus Drivers Are Up in Arms Against Own Organization.

Seattle, April 17.—The ill-fated submarine F-4 was in such condition as to cause fear of her among the men who made up her crew, according to James L. Colwell, of this city, whose son, Harley Colwell, was chief electrician on the craft.

In less than a month before he lost his life, the young man in a letter to his father here unconsciously predicted the fate that was to be his. The letter was dated February 27 of this year.

"I am doomed, it seems," he wrote, "to stay in the submarines the rest of my life. They cannot hold me here longer than 1916, and then, if I can arrange it, I am going to try to get out of the submarine in Seattle."

This letter was received by Mr. Colwell but a few days before the F-4 sank near the entrance to Honolulu harbor.

Young Colwell's letters tell of trouble with the machinery of the F-4 as far back as July, 1913. He wrote frequently of mishaps to the machinery which necessitated the F-4 being put in drydock very often.

He wrote, July 23, 1914, of the F-4 having "to hobble around from port to port on account of engine trouble."

It was February of last year that Colwell wrote his parents he had left his quarters on the boat to live ashore, saying he did not like it aboard any more than he necessary "to do his work. He intimated to his parents that to remain aboard was dangerous though he did not state it in that way.

The last letter received from the young man by his parents was dated March 10, less than two weeks before the F-4 was lost. It was not received until after news of the sinking had been told. It was of the same tone as numerous other letters he had written home.

Colwell enlisted in the navy in 1908 in Seattle.

Jitney bus drivers have rebelled against their own organization, the Seattle Auto Transit association, because of the system of its board of directors of advocating \$2500 bonds for jitney drivers, as required by state law, which is to be attacked by the referendum if the supreme court permits.

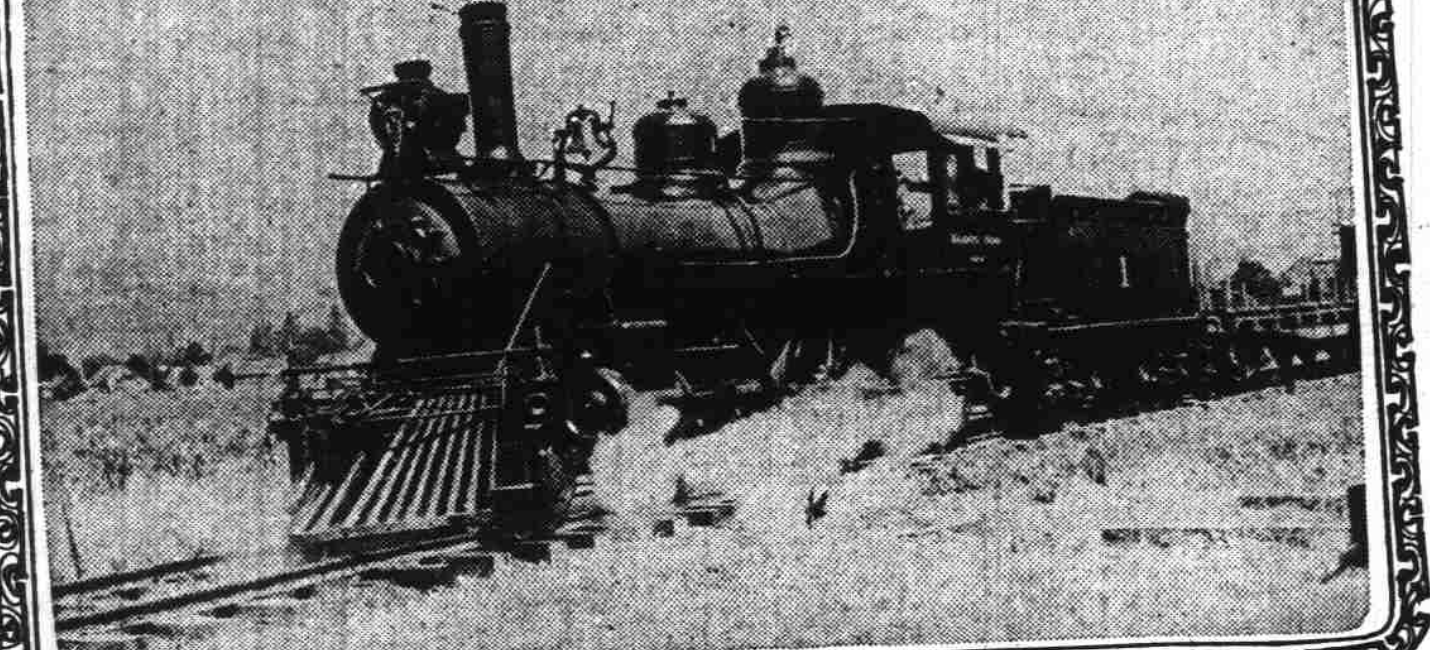
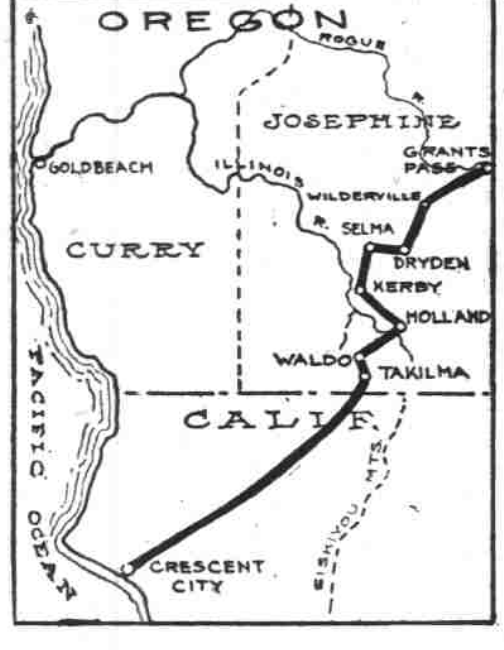
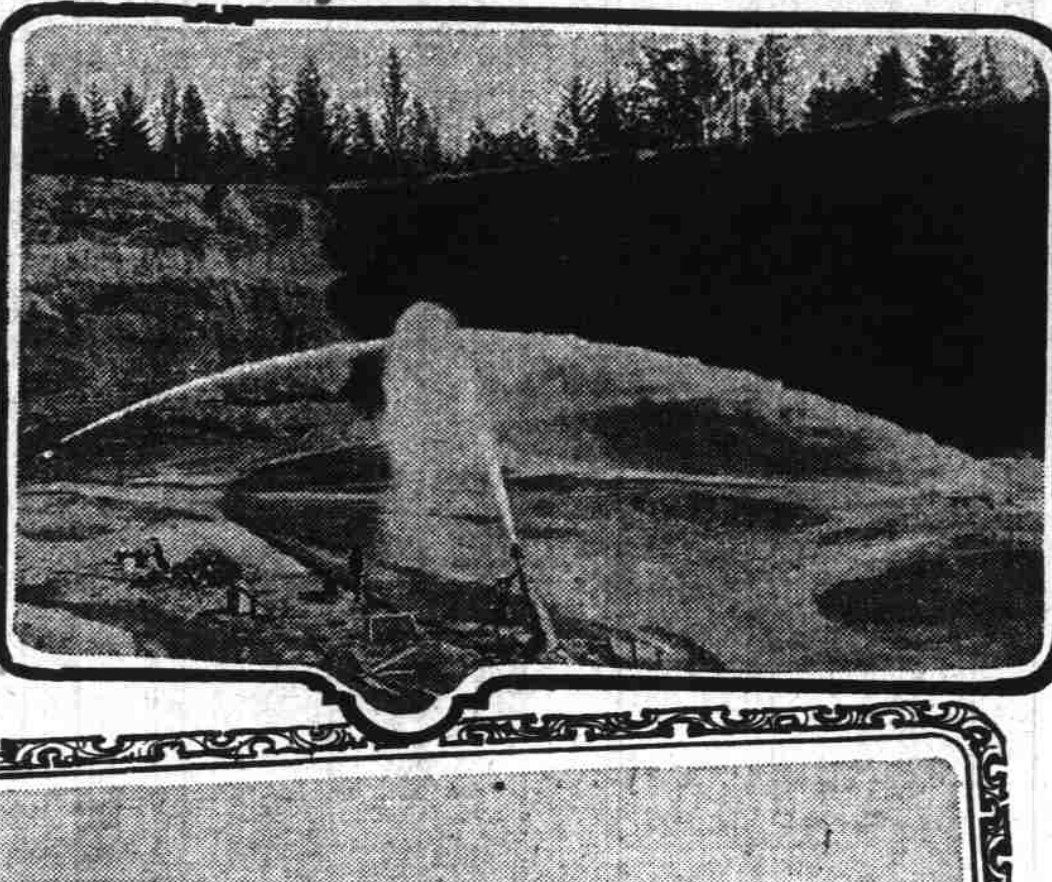
An act was passed by the legislature requiring that jitney buses must obtain liability bonds so that the passengers riding in the bus might be protected if injured by accident. This bill carried an emergency clause, making it become law April 17 instead of in June. The jitney drivers appealed to the supreme court to test out the emergency. If the court rules the bill was an emergency the referendum cannot be evoked against it.

In the meantime the officers of the Seattle Auto Transit association have demanded that the drivers take out the bonds with a coast concern which is writing them in Northwest cities. One hundred and five drivers rebelled, however, holding a meeting of their own, and organized a new association to be known as the Auto Drivers' association. The insurgents charged that the old association was not working for their interests. William Hickman Moore, former mayor of Seattle, and last year a candidate for congress, has been retained as counsel.

Will Clean Yamhill.

Yamhill, Or., April 17.—W. G. Moore, newly elected mayor of Yamhill, has named Wednesday, April 21, as clean-up day for this city. The city will furnish teams to haul away all rubbish.

ILLINOIS RIVER VALLEY RICH IN NATURAL RESOURCES



Construction of Railroad Will Mean Much to This Section of State.

Top, left to right—View of the Illinois river near Kerby; mining for gold near Waldo. Bottom, left to right—Map showing railroad route from Grants Pass, Or., to Crescent City, Cal., via Illinois River valley. Only locomotive on first unit of Oregon & California Coast Line.

Grants Pass, Or., April 17.—The Illinois valley was one of the first settled districts of southern Oregon, yet it is today one of the most undeveloped districts. Gold was discovered there in the very early fifties, and soon a rush of fortune hunters from the fields of California gave it a population that numbered thousands.

Josephine county, became the metropolis, and the river upon which it is located, and from which the valley takes its name, ran yellow with mud washed into it from a constant stream of golden wealth, though the rainy days of the pocket hunter are nearly gone, and Kerbyville, now Kerby, shorn of its former glory as a metropolis and as the county seat, is a village of a few score people.

A new day is dawning for Kerby and for the Illinois valley, however, Placer gold could be mined and taken to market, though the means of transportation be by muleback, but the development of the quartz mine and the copper deposits, the logging of the pine, fir and redwood, and the intensive farming of the fertile valley and creek and river bottoms must await the coming of rail transportation. And rail transportation is now assured with the announcement that Twohy

Brothers of Portland have taken over the contract for the completion of the Oregon & California Coast railroad, the line that Grants Pass, under the leadership of Dr. J. F. Reddy, has been striving for two years to promote and finance. This line will find the water at Crescent City, Cal., 90 miles from Grants Pass, and the country that it traverses is rich in its possibilities of tonnage. The Illinois valley is about midway on the route between Grants Pass and the coast terminal, and it has been termed the richest valley resources of any section of the Pacific northwest yet untouched by railroad.

Ten miles of the proposed road to the coast has already been built by the city of Grants Pass, which voted a bond issue of \$200,000 for this purpose. This first unit extends from the center of the city to Wilderville, on the Applegate river. So much did the building of even this small line stimulate business and industry that two sawmills are now in course of construction on the banks of the Rogue river in this city. With the continuance of the line into the Illinois valley and through to the coast many mills will spring into being, and mines, with the ore already blocked out and waiting means of transportation to the smelters, will be come alive with activity.

The possibilities of the Illinois valley in an agricultural way are just as great as are its possibilities in mining and lumbering. The floor of the main valley itself, as of its tributaries, especially Sucker and Deer creek valleys, is of the most fertile soil. There is ample water from the numerous mountain streams that come down from the snow capped ranges that hedge it about to amply irrigate the vast tracts susceptible of cultivation. Today it is largely given over to stock raising and dairying, the 40 mile haul to the railroad at Grants Pass or 80 mile haul to the coast making the production of fruit and grain unprofitable. With rails connecting it with the outside world, the Illinois valley will become an empire within itself, picturesque and inviting, rimmed about by mountains, and with a climate unequalled in the clearness of its atmosphere and the balm of its summer sunshine.

Florence Will Hold Festival.

Florence, Or., April 17.—The people of Florence have decided to give their annual Rhododendron festival. The Florence Commercial club will have charge of arrangements this year and is planning a big time, with special excursions from Eugene and from Gardiner and Coos Bay. The program this year will include baseball and other sports, a trip to the beach each day with a free barbecue and clam bake, a dance and other attractions. The date of the festival decided on is May 21 to 23.

E. H. Haack of Portland has rented the Kyle theatre building and will run a moving picture show. This is the second movie house in Florence.

Marion Farmers Have an Institute

Visitors Are Guests of the Commercial Club; Hear Governor, Eat, Go to Theatre and Are Entertained Royally.

Salem, Or., April 17.—About 500 farmers attended an institute here today and were guests of the Salem Commercial club at a banquet at noon. The program included a talk by Governor Withycombe on "Better Farming," and addresses by Professor H. T. French of the O. A. C., Mayor White, of Salem, Luther Chapin, county agriculturist, and other speakers.

A vaudeville troupe from a local theatre gave a performance during the dinner and after the dinner and program the visitors were guests at a local moving picture theatre.

Wasco Industrial Clubs Increase

Enrollment is about Three Times as Large as It Was Last Year, According to Report.

Salem, Or., April 17.—The Industrial club enrollment is about three times as great as it was last year in Wasco county, according to a report from Field Worker Marts to State Superintendent Churchill. County Superintendent Bonney will hold five local school fairs or contests, four being scheduled for May 1st, 2nd, 3rd and 4th. The contests will be held for the county fair at the Dalles, where another local contest will be held for the benefit of those not adjacent to the other districts. The best of these exhibits will be taken to the state fair in Salem, and Superintendent Bonney believes that boys and girls will win first prize again. He is willing to prepare another play and take a dozen and a half boys and girls with him to the state fair and furnish entertainment at the auditorium one night.

Two winning boys in the county will again be sent to the boys' camp at the state fair.

In each of the five local contests the capital prize will be the same as the capital prize at the state fair, so that the 10 club winners for Wasco county will have a free trip to the Oregon Agricultural college summer school in 1916.

New Road for Woodland.

Woodland, Wash., April 17.—Woodland and the territory immediately northeast of the town line will soon present a stretch of about two and one-half miles of hardsurfaced roadway, commencing at the depot and extending through town and up Lewis river on the Cowlitz county side. Engineers from the county engineer's office have been surveying and sectioning that part northeast of town that is to be hardsurfaced this summer, and it is expected that bids will be called for not later than May 20. The new roadway will be nine feet hardsurfaced and seven feet crushed rock, and about one-quarter of a mile of it will be on the Pacific Highway.

Burglar Set Pace.

Seattle, Wash., April 17.—(P. N. S.)—With a rain of bullets from the guns of two policemen whistling about his head, an unidentified man today led the officers a merry chase through the downtown residence section and finally made good his escape. The man was discovered while attempting to rob the apartment of Mrs. J. L. White at an early hour, but vanished after he had led the policemen through two buildings and down a fire escape.

NO FATAL ACCIDENT REPORTED IN WEEK TO COMMISSIONER

Logging and Lumbering Operations Lead Again in Number.

TOTAL OF FIFTY-EIGHT

Paper Mills, With Six Mishaps, Is Shown on List. Logging and Mill Activity Have 30.

Salem, Or., April 17.—(S. B.)—Fifty-eight accidents, none fatal, were reported to Labor Commissioner Hoff during the week. The logging, shingle, box factory and sawmill activities caused a total of 20 accidents, while 18 mishaps occurred among those employed by railroads. Six were injured in paper mills. The other accidents included a wide range of occupations. The following is a complete list of the accidents:

- Kelm, E. R., Oregon City, finger cut, paper mill.
- Swift, C., Oregon City, foot bruised, paper mill.
- Broback, J. H., Oregon City, foot sprained, paper mill.
- Durkee, C., Oregon City, nail in foot, paper mill.
- James, R., Oregon City, eye injured, paper mill.
- Smith, H., Mill City, foot bruised, lumber yard.
- Felix, Jim, near Sandy road, thumb bruised, railroad section.
- Rose, Harry, Olney, hand burned, blacksmith shop.
- Pasolich, Guy, Olney, knee injured, logging.
- Ermingildo, T., Wendling, two fingers crushed, lumber yard.
- Roske, Harry, Olney, thumb torn, lumber yard.
- Dick, E., Portland, foot injured, flour mill.
- Renfro, E. M., Latham, finger bruised, railroad train.
- Madonald, Hugo, Portland, shoulder bruised, flour mill.
- Schwender, Fred, Portland, finger injured, boiler shop.
- Lahman, Robert, Brooklyn, ankle sprained, railroad train.
- Busch, August, S. W. Wall Creek, ruptured, railroad section.
- Huff, E. M., Portland, eye injured, railroad yard.
- Reynolds, H. H., Portland, hand burned, railroad train.
- Ruff, Nick, near Ardenwald, head cut, railroad section.
- Sullivan, J., LaGrande, wrist and arm sprained, railroad yard.
- Carlson, Nels, near Glendale, head cut, railroad section.
- Bush, August, Albany, chest bruised, railroad section.
- Rastoe, Pete, Marshfield, foot cut, logging.
- Booth, Thos., Silverton, two fingers lost, saw mill.
- Allard, A. C., Marshfield, hand lost, shingle mill.

Catina, Daniel, Astoria, leg bruised, saw mill.

Henry, H., Portland, hand injured, machine shop.

Hartsell, Homer J., Portland, hand bruised, railroad section.

Wolfe, Pete, Detroit, foot bruised, logging train.

Henry, E. D., Cottage Grove, foot bruised, railroad train.

Wallace, C., Portland, head bruised, machine shop.

Hildreth, C., Portland, hand cut, electrician.

Matson, A., Portland, rib fractured, warehouse.

Saunders, Victor, Portland, head out, lumber yard.

Hall, Wm., Ferry, finger bruised, railroad train.

Earl, M. F., Riddle, two ribs fractured, railroad section.

Strawn, S. B., Eugene, foot bruised, railroad section.

Wrenn, W. A., Pratum, toe bruised, railroad train.

Thomason, Robert, Milwaukie, toe bruised, paper mill.

Campton, A. S., near McMinnville, arm fractured, carpenter.

Maverogen, Geo., Marshfield, leg broken, saw mill.

Knox, John W., near Rainier, head bruised, logging.

Southern, T. M., near The Dalles, three fingers lost, saw mill.

Subtorf, Sam., Palmer, body bruised, lumber yard.

Sluiter, Milo, Lyons, leg broken, saw mill.

Parker, B. F., Portland, leg bruised, brick manufacturing.

Meaney, F., Milwaukie, head cut, shingle mill.

Keighan, Theo., Bridal Veil, finger cut, box factory.

Riddy, Jax, Portland, finger crushed, blacksmith.

Spence, J. R., Portland, eye injured, can manufacturing.

Arnold, F. H., Albany, three fingers torn, planing mill.

Sevenson, Ed., Portland, face cut, railroad section.

Wealthy Once, But Died in Poverty

Nathaniel Parsons, Who Platted First Land on Grays Harbor, Was Almost Buried as an Unknown.

Aberdeen, Wash., April 17.—Nathaniel Parsons, aged 78, who died here Wednesday, platted the first land on Grays Harbor and owned at one time 300 acres of land and other property which has since become valuable. He died in poverty and was about to be buried as practically unknown when a newspaper proofreader noticed a three line announcement of his death. The funeral was stopped and the Aberdeen Pioneers association provided means and he was given proper burial on the following day. Parsons came of an aristocratic Philadelphia family. He leaves a son in Alaska and a married daughter in Portland.

NORTHWEST IN BRIEF

Aberdeen—John Markrowicz, 40, rancher of North River, has gone insane from brooding over his family in Austria, and the drafting of his 16-year-old son into the army. He was saving money to bring his family over when the war came. He learned of his boy's fate and has since been unable to get into touch with his family. He will be sent to an asylum.

Canby—Streets are being graded and drained, real estate is moving, local automobile dealers report business brisk, and there is general industrial revival.

Centralia—County Engineer J. D. Neville has been instructed by the county commissioners to repaint all bridges in Lewis county in need of paint.

Eugene—C. I. Collins, superintendent of school, declares that the principles of eugenics are as old as Adam, and that the elimination of Cain as ancestor of the Hebrew race and the selection of Ruth, is but one instance of practice of eugenics in biblical times.

Estacada—Department of ceramics of the Oregon Agricultural college has returned a favorable report on samples of blue clay found in this vicinity.

Freewater—Robert Stone, 7, suffered a broken shoulder bone when a horse kicked him.

Kelso—City council has empowered the city marshal to stop the pasturing of cows and horses on residential streets.

Astoria—Jury last night returned a verdict of not guilty in the case of Sam Alakkala, who was charged with the death of John Tule, drowned in Youngs Bay, following an altercation.

Monmouth—Sixteen instructors will be retained for the 1915 summer session of the Normal school, and the entire normal department, excepting the training school, will be in operation.

GOING! If Hair's Your Pride Use HERPICIDE

GOING!!

HERPICIDE WILL SAVE IT

The Seeds of Baldness Are Usually Planted in the Spring Time of Life.

Dr. Sabouraud, the eminent French authority, says that "Baldness as a chronic malady is a disease not of old age, but of youth; in bald old men we simply see the result of a disease that has been slowly doing its work for many years."

Don't wait. The time to save and beautify your hair is while you have the hair. The intelligent use of Newbro's Herpicide, begun in time, has saved thousands from hair loss and baldness. Not only is it a safeguard against baldness, but Herpicide makes the scalp clean and healthy, leaves the hair soft, light and fluffy, and is withal a delightful hair dressing. It contains no oil or grease, does not stain or dye the hair and is unsurpassed for its daintiness.

Eradicates Dandruff Prevents Hair Loss Stops Itching of Scalp

GOING!!!

HERPICIDE WILL SAVE IT

TOO LATE FOR HERPICIDE

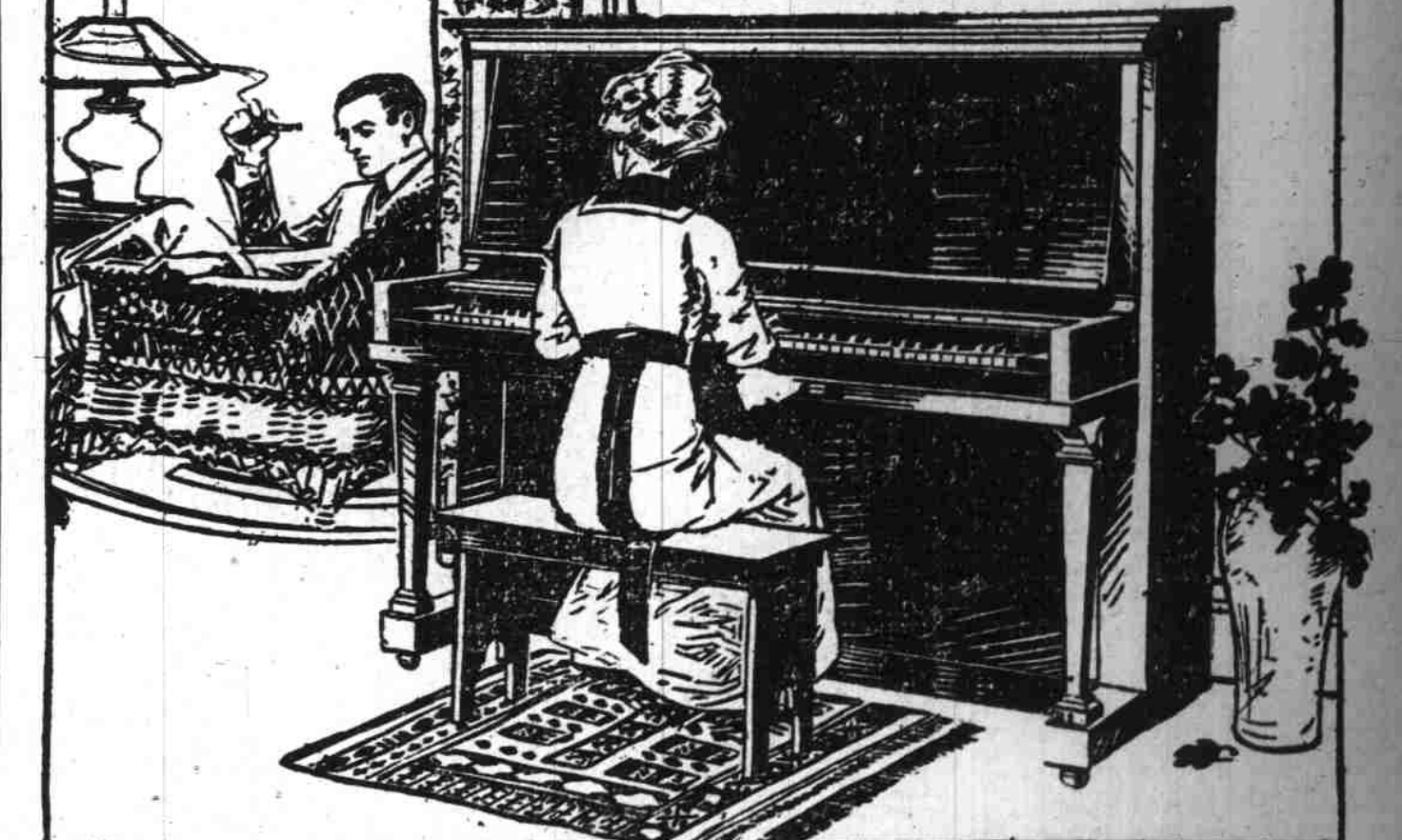
Sold and Guaranteed at all Toilet Goods Counters. Send 10 cents in postage or silver for sample bottle to THE HERPICIDE CO., Dept. 123-B, Detroit, Mich. Applications obtained at the better barber shops.

\$5 Sends This Piano Home

During Gigantic Factory Piano Sale Now in Progress

These new 1915 models, just received, are the handsomest ever put upon the market. There are several carloads en route, besides those in stock, so we will be in position to supply the demand. We are keeping the factory busy to fill our orders. This is the one great opportunity to beautify your home, enjoy the sweet, full tones of a New Thompson piano and educate the children.

\$5 WITH OUR \$10 DOUBLE CREDIT RECEIPT, PUTS ONE IN YOUR PARLOR—No effort to pay for it. You get (\$350 and \$60.29 saved in interest) \$410.29 worth for \$265, a real saving of \$145.29. Come tomorrow, sure. Notice below how we help you own a new Piano and what we include Free.



The Best New Piano Value on the Pacific Coast

A handsome "Sheraton period model" case in finest figured mahogany or oak, double veneered throughout; highly polished, 7-1-3 octaves, 3 pedals, bushed tuning pins, latest improved action; hammers best imported felt; extra heavy cast-plate; hardwood back frame; every part, apart from frame, to finished mahogany case, made by the manufacturers of the famous Thompson Piano, established 1870, one of the largest and best-reputed piano manufacturers in the United States. Sold with their guarantee, backed by \$2 millions.

What We Give You and How We Help You to Own One

No interest, therefore saving to you of..... \$ 60.29
 A \$350 piano for \$265, saving..... 85.00
 A real total saving of..... 145.29
 Free on 10 days' trial, if desired.
 Free stool to match the piano case.
 Free delivery to your home.
 Free tuning the first year.
 Free 3 months' lessons, good teachers.
 Our guarantee backed by \$2,000,000.

\$265

\$5 DOWN
 Double credit receipt \$10
\$75.00 MONTHLY

To encourage cash buyers—or induce you to draw on your savings account for some cash, we now offer, during this sale, a

Double Credit

ON NEW UPRIGHT PIANOS \$25 cash secures receipt for \$50
 ON NEW PLAYER PIANOS \$50 cash secures receipt for \$100
 ON NEW GRAND PIANOS \$50 cash secures receipt for \$100

BRAND NEW PIANOS.....\$195 **\$238** **\$290** **\$315** Upwards
BRAND NEW PLAY. PIANOS \$395 **\$435** **\$490** **\$535** Upwards
BRAND NEW BABY GANDS..\$695 **\$715** **\$835** **\$965** Upwards

Terms of payment—5% cash, 3% monthly

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