

THREE LOCAL YOUTHS TO SHIP FOR A TRIP TO LEETH, SCOTLAND

Boys Will Sail Before the
Mast on Norwegian Bark
Musselcraig, Tomorrow.

AMBITION GRIPS THE LADS

One of Their Number, Ed Wurfel,
Hopes to Fit Himself for Fight
With Champion Jess Willard.

When the Norwegian bark Musselcraig swings into the stream tomorrow morning with a contraband wheat cargo for Leeth, Scotland, she will have aboard three Portland boys as seamen for the trip. The lads are: Harold B. Adams, 19 years, 274 Twenty-first street north; Chester A. McNeil, 20, 545 Tenino avenue, Sellwood; and Ed Wurfel, 19, 1408 East Sixteenth street. Adams and McNeil will follow the sea as their life's work, they say. Wurfel is shipping in order "to develop broad shoulders and big arms to whip Jess Willard." Wurfel has boxed a good deal and the padded mitts will serve as his diversion on the long sea trip. He says that he means just what he says about whipping the present heavyweight world's champion.

Parents Give Consent.
The parents of the three minors have agreed to their leaving, though Wurfel's father and mother at first objected strongly to the trip.

If the Musselcraig arrives in Leeth without being the successful target of an "unterzeebooter's" torpedo or nosing into a mine, the boys plan to ship again before the mast, preferably together, to Australia.

For none of the boys will the journey which begins tomorrow be novel. Adams, the first graduate of John McNulty's Portland school of navigation, has had 11 months' experience as a sailor. Apparently, the hard knocks have not discouraged him. He plans to get his second mate's license three months from now, his first mate's license five years from now, and his master's papers in 1922.

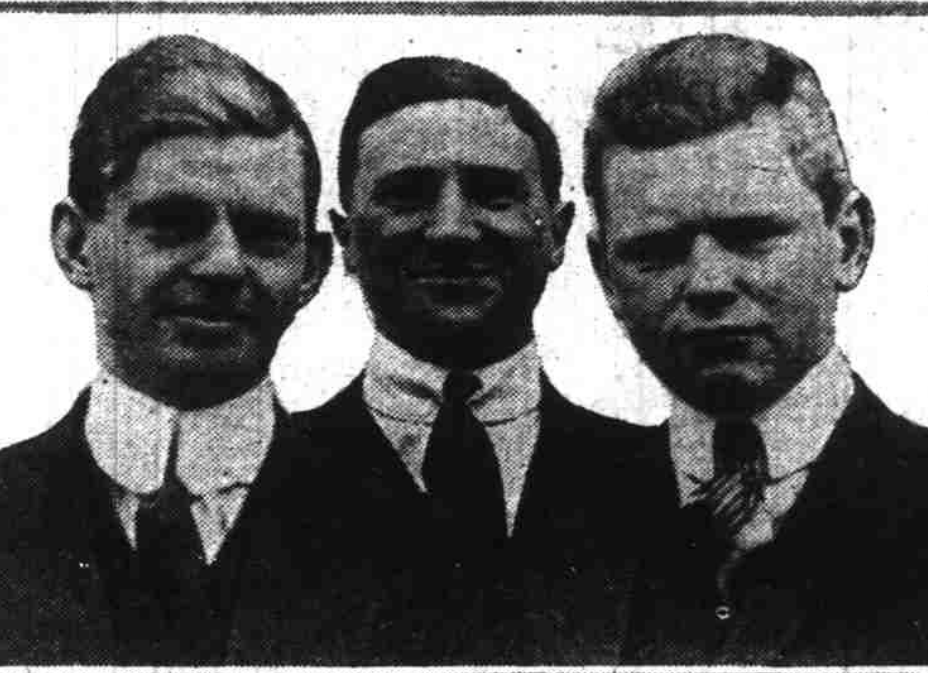
Has High Aims.
Then he plans to go "into steam" as third mate and work his way up to "unlimited papers." It is an ambitious program for a 19-year-old, but the Lincoln High school boy believes he can make it—if he lives. Contraband cargoes in war time are hazardous berthing, he knows.

Adams left Portland September 6, 1914, as a seaman on the Norwegian bark Alcides, and went into Falmouth for orders, after a 19-day voyage. On the way up the River Shannon the Alcides ran aground on Asheaton island. Coming back to the United States as a passenger on the Pacific Transport liner, Adams says the ship barely missed a floating mine. From New York the Portland boy obtained a quartermaster's berth aboard the San Juan of the New York & Porto Rico Steamship Co. After several trips he left the steamship at New Orleans and came to Portland.

American Owned Ships Scarce.
"One thing I learned while on my first trip," said young Adams today before going aboard the Musselcraig, "is that an American flag flying from a vessel is almost a curiosity. While we were in Falmouth harbor a Standard Oil tanker flying the Stars and Stripes came in, and attracted the greatest attention."

Chester A. McNeil was 16 years old when he shipped from Portland, July 19, 1912, on the British ship Segura for Cape Town, South Africa. From Cape Town the youngster shipped to Newcastle, and worked his way round the globe back home. Alfred Crolyden, a bellboy at the Multnomah hotel, and

HEAVING SEA HAS NO TERROR FOR THESE BOYS



Left to right—Chester A. McNeil, Ed Wurfel, Harold B. Adams.

"Mash Notes" Sent Girls by Man of 50

Walter Gray Kicking Feet of School
Girls Under Table.

For writing "mash notes" to school girls in the Central library, Tenth and Yamhill streets, Walter Gray, 50 years old, was arrested yesterday afternoon, and after a hearing in municipal court, was held until this afternoon for Judge Langguth to pronounce judgment.

Two young women, whose names are withheld, testified that the elderly man kicked their feet under the table in the reference room of the library, and one produced a note which she said he wrote her, asking for an appointment. The note, she said, was written Tuesday and named yesterday as the meeting day. She notified Miss E. Ruth Rockwood, assistant librarian, and on her advice returned yesterday to the library. When Gray also appeared, he was arrested by Superintendent Lola G. Baldwin of the Women's Protective division. He said he was a retired miner and blamed young women—though not those who appeared as witnesses—with making advances to him.

Corvallis Club Is For Arbitration

**Resolutions Adopted Urge Companies
and Employes to Get Together and
Command U. S. Chamber Commerce.**
Corvallis, Or., April 6.—The Corvallis Commercial club has adopted resolutions urging arbitration between railroads and their employes in the threatened strike, and commanding efforts of the Chamber of Commerce of the United States in behalf of arbitration. The resolution will be communicated to the national Chamber of Commerce and also the commercial bodies of the Pacific northwest, with the request that commercial bodies take similar action and aid in developing public interest in the question.

George Reams of Medford shipped with McNeil on the Segura.

Served Naval Militia.
Wurfel has had some sea experience in the Oregon naval militia.

Adams is a graduate of Lincoln High school. McNeil finished the business course at Benike-Walker Business college. Wurfel has attended Washington High school and played football on the east side school's team.

H. B. Adams, father of Harold, lives at 274 Twenty-first street north. Mr. and Mrs. J. A. McNeil, parents of Chester A. McNeil, live at 545 Tenino avenue, Sellwood. Mr. and Mrs. Wurfel live at 1408 East Sixteenth street.

SUCCESS OF PICTURE TOUR CELEBRATED BY PORTLAND AD CLUB

Speakers Say Plan Won the
Highest Praise of Adver-
tising Mediums.

The Portland Ad club celebrated the success of the Berger-Jones Wonder color picture tour in connection with its luncheon at the Imperial hotel yesterday.

Speakers were Henry Berger Jr. and Frank Ives Jones, makers and exhibitors of the natural color photographs; Phil S. Bates, tour manager; Samuel Christopher Lancaster, engineer of the Columbia river highway and chief speaker on the occasion of "Portland Night" before the Chamber of Commerce of the United States at Washington, D. C., and Mark Woodruff, representing the publicity bureau of the

Portland Chamber of Commerce, the chamber having been the largest single contributor to the finances of the tour. Marshall N. Dana, who suggested the tour, presided.

One entire side of the main dining room of the Imperial where the luncheon was held was hung with clippings from newspapers and magazines, indicating the publicity given Portland. Speakers were unanimous in saying that eastern publicity experts had said the wonder color pictures had constituted the best advertising plan ever inaugurated by any city in this country.

Another decorative feature of the luncheon room was an illuminated chart showing how tourist travel will be routed from the east.

Prison Engineer Hurt.
Salem, Or., April 6.—Chief Engineer Barrick of the state prison sustained painful injuries, especially about the face, when the gas tank of the institution's auto truck blew up today. While no bones were broken, according to a physician, severe bruises and lacerations were inflicted. Barrick was engaged in repairing a leak in the tank by soldering when the explosion occurred and it is supposed that the hot soldering iron caused ignition of the gas. The tank was demolished.

Small bakeries now use electric power for dough mixing, etc.

EAST SIDE CLUB WILL DISCUSS OPERATION OF MERCHANT SHIPS

Proposed Resolution for Gov-
ernment Ownership Will
Come Up for Vote.

The East Side Business Men's club at the semi-monthly luncheon unanimously passed a resolution favoring arbitration in the controversy between the railroad, brotherhoods and the corporations.

The proposed resolution indorsing the government ownership and operation of a merchant navy was presented for discussion at the next meeting, and meanwhile is being considered by the individual membership. The following is the resolution:

"Whereas, The steamship lines of the Pacific are fast transferring their bottoms to the Atlantic for European trade; and whereas, due to the sub-

marine warfare, there will be a great shortage of ocean carriers for a decade or two hence, in fact so much so, that soon on the Pacific our ocean transportation will become a mere phantom—Only a painted ship upon a painted ocean," as it were;

"And, whereas, the Panama canal will soon be opened permanently to traffic, with no ships on the Pacific, except non-American foreign liners; therefore be it

"Resolved, That the president of the United States and congress be asked to build, maintain and operate an adequate line of steamships owned by the government for commercial freight carrying, between all Atlantic and Pacific coast ports through the Panama canal, in order that our freight may move in both directions on water uninterrupted and with an assured service, to promote the commercial development on both coasts, and particularly in order that the crops and products of the northwest may be moved promptly at reasonable carriage rates; and

"Resolved, That a copy of this resolution be sent to the president, to the president of the senate, to the speaker of the house, and to each Oregon senator and congressman."

Catholics Plan Entertainment.
Cornelius, Or., April 6.—The parishioners of the Catholic church are planning an entertainment to be given at the church Easter evening.

Woman Is Leader of Posse Near Burbank

Efforts to Arrest Couple Frightening
Motorists on Insanitary Change in
Policies—Son May Effect Compromise.

Los Angeles, April 6.—(U. P.)—Los Angeles' first "peace at any price posse," headed by a woman, is at work today.

All of last night, until dawn today, a posse of deputies from the sheriff's office here surrounded the home of Mr. and Mrs. W. H. Thompson, a few miles from Burbank.

The Thompsons, armed with rifles and megaphones, for weeks have been frightening motorists who happened to stop in front of their home. Finally, in answer to a complaint, Deputy Sheriff Mrs. Nettie Yaw attempted to arrest the couple on an insanity warrant.

She was repulsed, and a call for assistance was sent out. Every time the officers approached the windows of the house bristled with rifles. The attempt was finally given up, and several officers, headed by Deputy Yaw, set out to search for J. Thompson, the couple's son. Deputies believed bloodshed may be avoided if the son uses proper persuasive measures.

New Road to Crater Lake Is Exploited

Railroad Interests and Bend Citizens
Join in Plan to Secure Route for
Auto Parties.

Railroad interests and the people of Bend are collaborating to exploit a new automobile route to Crater lake by way of central Oregon.

R. H. Crozier, assistant general passenger agent of the North Bank system, and Dorsey B. Smith, manager of the travel bureau, will go to Bend on Saturday in company with L. L. Fox, a Bend booster, to investigate feasible routes.

Automobile transportation facilities are available out of Bend and the road is established, but the line of travel heretofore has been almost entirely by way of the Willamette valley.

U. S. ATTACHES PROVE SUSSEX WAS ATTACKED

(Continued From Page One.)

Events beyond that point would depend on Germany.

The administration has never received official intimation that a severance of relations would result in war. There have only been indirect intimations of that from high Germans.

The report of the French admiralty, stating that a torpedo damaged the Sussex, was not accepted as conclusive, but it is not expected that the attaches' official report, when made public, will differ greatly from it. The state department refused to divulge the text of the attaches' report.

FRENCH GIVE PROOF SUSSEX WAS STRUCK BY GERMAN TORPEDO

Washington, April 6.—(I. N. S.)—The French embassy has given out the report of the official investigation made for the French general staff into the alleged torpedo attack on the channel steamer Sussex.

The report declares that several officers and passengers saw either the torpedo or its wake and says: "It was, therefore, obviously a premeditated attack on an unarmed merchant ship, carried out without the slightest warning."

Captain Saw Torpedo.
The report was made by Rear Admiral A. Grasset, assistant chief of the French general staff, to the vice admiral of the French general staff and is dated at Boulogne, March 30. In part it follows:

"Suddenly, without the slightest warning, the captain, who was on the bridge, saw before the port beam, some 150 meters away, the track of a torpedo."

"The second officer and deck officer, who were on the bridge also, distinctly saw the torpedo."

"With great presence of mind, the captain ordered the helm hard a port and stopped the starboard engine in order to avoid the torpedo by turning to starboard. These two orders were executed immediately, as is proven by the statements of the engineers of the watch."

Strikes Eight Seconds After.
"The ship was beginning to swing off, when eight seconds after the torpedo had been seen, a terrific explosion took place, throwing up an enormous column of water. (Calculating from the distance away the torpedo had first been seen and the time which passed before the explosion, the speed of the torpedo must have been 50 knots, the normal speed of a torpedo.)"

"On deck several passengers who happened to be on the port side saw the torpedo when quite close to the ship, one of them telling his neighbor to look at that great fish swimming toward the ship."

"A number of pieces of the torpedo were found on board the Sussex, some of them having been handed over to the American delegation which had preceded into Boulogne. They were forwarded to the minister of marine."

"The submarine which torpedoed the Sussex could not be ignorant of the fact that she was attacking the mail packet of the regular cross channel service between England and France. Not only are the outlines of the boat well known to all sailors, but the course of the Sussex and the time of her crossing were clearly indicative of her service. One last fact shows up more clearly the premeditated and implacable character of the submarine's operations. During the transshipment a torpedo was fired at the destroyer and passed a few meters astern of her. This fact has been confirmed by the British admiralty. It follows that the submarine must have remained in the neighborhood of the Sussex in order to torpedo any ship which might come to the rescue of her victims."

Ambassador Page Reports.
London, April 6.—(I. N. S.)—Ambassador Page announced yesterday that an analysis of the fragments of torpedo found on the channel steamer Sussex proved conclusively they were German.

Fragments have been forwarded to Washington.

GOOD SHOES FOR 98c!
98c for Misses' Kid Shoes, sizes 12 to 2.
98c for Children's Gunmetal or Kid Shoes, sizes 8 1/2 to 11 1/2.
98c for Little Girls' Satin Kid shoes, sizes 9 to 12 1/2.

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Antonini Olive Oil, quart
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\$0.10 per 1/4 lb. sack

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