

SAILORS REFUSE TO RISK LIVES ON CRAFT BOUND FOR ENGLAND

Jack Grant Asserts Men Are Plentiful but Trip to War Zone Not Relished.

CANNIERIES ARE BESIEGED

One Concern Refuses Work to 100 Sailors; 31 Men Needed for Three Craft Now Waiting for Crews.

Foreign ships laden with grain in the Portland harbor need 31 sailors to complete their crews, according to statements of Jack Grant, who is attempting to fill the crews.

"Securing men is becoming more and more difficult with every sinking by submarine or mine of a neutral or allied ship and the sailor boarding house runners are beginning to fear that the foreign ships will be in store for the three vessels at present in the harbor. The Norwegian bark Olivebank needs five men, the British bark Alice A. Leigh and the tugboat need 1-2 and 14 men respectively.

"Men cannot be secured to ship to Europe," declared Jack Grant this morning. "The Alaska-Portland Packers' association turned down applications from 100 certified sailors anxious to go to Alaska on the Berlin and the Levant. The latter was refused because we cannot secure a full crew for the three vessels at present on our hands."

SEA MYSTERY IS FOUND

Abandoned Craft in Perfect Order Found Off Minerva Reef Jan. 16.

San Francisco, Cal., April 13.—(U. P.)—Somewhere in the North Pacific an unidentified mystery ship is drifting today, according to cable reports received by the Chamber of Commerce from Australia. The mystery ship, the bark Lobo, from British Columbia, found the derelict January 16 off south Minerva reef. Investigation revealed everything aboard it was in perfect condition, but every bite of food and every pound of cargo had been removed.

On the afternoon a week's washing flapped from a cord. In the galley plates were spread, as if in preparation for a meal. The vessel's name had been carefully obliterated, and it was evident every effort had been made to conceal its identity.

Being unable to take the strange craft in tow, the Lobo was told to return. When last seen, the derelict, painted a dull gray, was slowly merging into the mist, and men on the Lobo heard the clang of its bell come faintly over the water. They believe the bell rang when the vessel took an unusual pitch on the heavy swell.

ALL ALONG THE WATERFRONT

Repairs to the steamer Twin Cities are to be completed tomorrow and she will sail for Victoria Saturday.

The dredger Colonel P. S. Michie was towed to the Port of Portland drydock today by the steamer Diamond O. She is expected to be out by Bay by Tuesday to start work on the Coos bay bar on that day.

The French bark Bosquet left down the morning. She carries a cargo of grain for United Kingdom delivery.

Three steamers, not one of which is over 400 tons net register, are coming to Portland for the Parr-McCormick

Steamship Company. The craft are the Alcatraz, Katherine and Brunswick.

With a cargo of lumber for Sydney, the schooner Bead will leave Westport this afternoon for the sea.

On the steamer Bear which arrived here yesterday from San Francisco, were passengers Captain J. W. Smith, freight. The freight included 2436 sacks of coffee transhipped from Santos, Brazil, at San Francisco.

Captain E. A. Trott, general inspector of the light house bureau, arrived from San Francisco on the steamer Bear yesterday. He is making his headquarters here.

Mrs. John E. Wynn and daughter, the family of the recently appointed inspector of boilers, arrived here from San Francisco yesterday to make their home in this city.

Fung Yin and Lew Nio, Chinese, were deported this morning by the United States immigration bureau. They will sail for China on the Japanese steamer Canada Maru tomorrow.

Great Northern Back.

San Francisco, April 13.—The steamer Great Northern, having discontinued the Honolulu run, will leave this morning for Astoria. The Northern Pacific will finish discharging today and before the end of the week will go to Hunters' Point drydock for an overhaul.

The steamer will be about two weeks. The Great Northern will then be drydocked and overhauled. By June 1 both vessels will be ready for the three day schedule out of this port to the Columbia river.

Paraiso Brings Coffee.

San Francisco, Cal., April 13.—The W. R. Grace & Co. steamer Paraiso, in command of Captain J. H. Foster, arrived this morning from San Jose, De Guatemala with a cargo consisting principally of 255 tons of coffee and 1128 tons of sugar.

NEWS OF THE PORT

Arrivals April 13. Inverleigh, British bark, Captain Ryder, 149 days from St. Nazaire, in ballast, to M. H. Hooper.

Departures April 13. Nehalem, American steamer, Captain McKim, lumber, for San Francisco, McCormick Lumber Co.

Hokai Maru, Japanese steamer, Captain Kobayashi, lumber, for Shanghai, Mitsui & Co.

Weather. April 13.—Condition of the mouth of the river at light sea: wind southeast, 10 to 15 miles; light clouds.

Sun and Tides April 13. Sun rises, 5:26 a. m.; sun sets, 6:56 p. m.

Tides April 13. High water, 10:11 a. m.; low water, 4:55 a. m.; 2:55 p. m.

The time ball on the U. S. hydrographic office was dropped at exactly noon today, 1200 a. m.

Daily River Readings.

8:00 A. M., 120th Meridian Time.

STATIONS

Station	Feet	Change in feet	Change in feet
Lewiston	24	10.2	+0.7
Bozeman	22	11.5	+0.7
Butte	20	10.3	+0.8
Albany	20	9.3	+0.8
Portland	12	8.0	+0.8
Portland	15	10.6	+0.1

River Forecast.

The Willamette river at Portland will remain nearly stationary Friday and rise slowly Saturday.

Steamers Due to Arrive.

Name	From	Date
Great Northern	S. F.	April 15
Beaver	S. F.	April 15
Rose City	S. F.	April 15
Washburn	S. F.	April 15
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Vessels in Port.

Name	From	Date
Alice A. Leigh	Br.	Sh.
Alcatraz	Br.	Sh.
Bosquet	Fr.	Sh.
Bowdoin	Am.	Sh.
Clifton	U. S.	Sh.
W. P. Herlin	Am.	Sh.
W. P. Herlin	Am.	Sh.
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At Neighboring Ports.

Name	From	Date
Astoria	April 13	Sailed at 4 a. m.
San Francisco	Arrived during the day	
Washburn	From Portland	Will arrive Saturday
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UNION IRON WORKS SECURES CONTRACTS FOR THREE TANKERS

Standard Oil Co. Now Has 60 Vessels Either Building or Contracted in U. S.

Fire Department Enjoys Long and Much Sought Rest

For one hundred sixteen hours and thirty-two minutes there were no fires in the city of Portland demanding the attention of the fire department.

This new long time record was ended at 7:40 last night when the firemen were called to 208 Ivanhoe street to extinguish a blaze originating from a match being carelessly thrown against a lace curtain.

In 1910 there was a period of 149 hours without a fire. Only 40 fire alarms throughout the month of March, the smallest number for a month since 1905.

Credit for this condition is given by Chief B. F. Dowell to the fire prevention bureau under Fire Marshal J. W. Stevens and its rigid system of inspection.

House Prowler Who Escaped Recaptured

John Donlin was recognized by Detectives, Who Were Riding on Street Car, and Arrested by Them.

John Donlin, 22 years old, the "Kid Irish" who escaped Tuesday night, after he had been arrested with Harry Wachline for house prowling on the east side, was captured by City Detectives Moloney and Swensen at Second and Jefferson streets at noon today.

The detectives were on a street car, and saw Donlin on the corner. As they left the car, Donlin started running. He stopped when Moloney threatened to shoot. Handcuffed, he was taken to the police station.

Wachline, who is 17 years old, yesterday informed the detectives that he had robbed in company with Wachline, and that he broke from Hammersley.

Transport Full Laden. San Francisco, April 13.—The transport Thomas, Captain Michael Healy, which left for Manila, Nagasaki and Honolulu with 186 cabin, 79 second cabin and 745 steerage passengers. She also brought a full cargo of rice, sugar, oil, and other goods.

Lindauer Is Safe.

San Francisco, April 13.—The steamer G. C. Lindauer, which was reported to have been captured by a German submarine, was safely in port yesterday afternoon. The crankshaft had broken, but Captain Rohrer succeeded in patching it up so the propeller could turn slowly and the vessel was able to make four knots and was aided to port by the smart northwest winds that have been blowing.

Overdue Craft In.

San Francisco, April 13.—The Japanese steamer Ide Maru, which left Seattle for Vladivostok on February 25, crept into Honolulu yesterday morning with due cargo and 10 days overdue at Vladivostok. She had been given up for lost.

Husband Files Cross-Complaint. Discovering his wife sitting in the lap of another man, Clyde Chamberlin thinks he instead of his wife, Augusta Chamberlin, is the one who is entitled to a decree of divorce, so yesterday afternoon he filed a cross-complaint in the suit filed some time ago by Mrs. Chamberlin.

Wilson Petitions Are Filed With Secretary Olcott

Salem, Or., April 13.—G. Y. Harry, general organizer of the Woodrow Wilson league of Oregon, today filed with Secretary of State Olcott petitions for placing Woodrow Wilson's name on the ballot as a candidate for the Democratic nomination.

Weather Hinders Germans. Berlin, April 13.—(U. P.)—Weather conditions are hindering the Verdun attack, according to today's statement from the German general staff, operations yesterday being confined to artillery duels along the Meuse, in the Woerth district and southeast of Verdun.

Not a Particle of Dandruff or a Falling Hair

Save your hair! Double its beauty in just a few moments.

25-cent "Dandarine" makes hair thick, glossy, wavy and beautiful.

Within 10 minutes after an application of Dandarine you cannot find a single trace of dandruff or falling hair and your scalp will not itch, but what will please you most will be after a few weeks use when you see new hair growing and downy at first—yet really new hair—growing all over the scalp.

Dandarine is to the hair what fresh showers of rain and sunlight are to vegetation. It goes right to the roots, invigorates and strengthens them. Its exhilarating, stimulating and life-producing properties make the hair grow long, strong and beautiful.

A little Dandarine immediately doubles the beauty of your hair. No difference how dull, faded, brittle or scraggy, just moisten a cloth with Dandarine and carefully draw it through your hair, taking one small strand at a time.

The Pyramid Soap is a Single Trial will give relief, and a single box often cures. A trial package mailed free in plain wrapper if you send us coupon below.

FREE SAMPLE COUPON

Get 25 cent bottle of Knowlton's Pyramid Soap, Marshall, Mich. Kindly send me a free sample of Pyramid Soap in plain wrapper.

Name _____ Street _____ City _____ State _____

Drake C. O'Reilly IS NOW CANDIDATE FOR NATIONAL DELEGATE

Portland Business Man Favors Retention of Woodrow Wilson as President.

Point. This steamer in the forenoon of March 28 was called upon to halt by a German submarine through signals and shot about 1300 feet miles from the southwest coast of Ireland, and proceeded. She was thereupon fired upon until halted and with further orders lowered two boats, in which the crew took their places.

After the commandant convinced himself that the boat was not a hostile vessel, he had gotten clear of the steamer he sank the ship.

Light Swell at Time. "At the time of the sinking a northwesterly wind, not a heavy sea, and a light swell, not a heavy sea," as stated in the given description, prevailed. The boats therefore had every prospect of being picked up very quickly, because the place of the sinking lay on a much-used steamer path.

"If the crew of the steamer used only two small boats for saving themselves, the responsibility falls on themselves, since there were still upon the steamer, as the submarine could establish, at least four big, collapsible boats.

Sussex Case Discussed.

"Fifth—The French steamer Sussex. Ascertainment of the fact whether the channel steamer Sussex was damaged by a German submarine was rendered extremely difficult because no exact details of time, place and attendant circumstances of the sinking were known, and also because it was impossible to obtain a picture of the ship before April 5. Consequently the investigation had to be extended to all actions undertaken on the day in question—March 24—in the channel in the general region between Folkestone and Dieppe.

In this region on March 24 a long, black craft without a flag, having a gray funnel, small gray forward mast and two high masts, was encountered about the middle of the English channel by a German submarine. The commandant described the definite facts in that it was a war vessel and, indeed, a mine layer of the recently built English Arabic class.

Reasons for Commander's Conclusions. The vessel was led to that conviction by the following facts: First, by the picture, unbroken deck of the ship; second, the form of the stern, sloping downward and backward like a war vessel; third, the fact that the vessel was moving at 14 knots; fourth, the high speed developed, about 14 knots; fifth, the circumstance that the vessel did not keep a course northward of the light buoy forward of Dun-geress and Beachy Head, which according to the frequent and unvarying observations of German submarines, is about the course of commercial vessels, on a course about in the direction of Le Havre.

"Consequently, it attacked the vessel at 3:55 in the afternoon, middle European time, one and one-half sea miles east of Bull Rock (Bullock's) bank, the submarine being submerged. The torpedo struck and caused such a violent explosion that the vessel was forced to stop, the entire forward part was torn away to the bridge.

The particularly violent explosion warranted a certain conclusion that great amounts of munitions were aboard.

"The German commander made a sketch of the vessel attacked by him, two drawings of which are enclosed. The picture of the steamer Sussex, two copies of which also are enclosed, is reproduced photographically from the original sketch in The Daily Graphic, of the 27th ultimo.

"A comparison of the sketch and the picture shows that the craft attacked is not the same as the steamer which difference in the position of the stack and the shape of the stern is particularly striking.

"No other attack whatever by German submarine at the time in question for the Sussex upon the route between Folkestone and Dieppe occurred. The German government must therefore assume that the injury to the Sussex is attributable to another cause than an attack by a German submarine.

For an explanation of the case the fact may perhaps be serviceable that no fewer than 26 English mines were exploded by shots by German naval forces in the channel on the first and second days of the war. The only sea in that vicinity is, in fact, endangered by floating mines and by torpedoes.

Following fillings were made today for Republican nominations: Representative in legislature—George T. Willett, Joseph A. Stuffs, Del. to U. S. House of Representatives—C. O. Portwood, Fossil, Twenty-eighth district; Charles A. Brand, Wilbur, Fourth district; D. Olds, Oak Grove, Sixteenth district.

State senator—Dan E. Powers, Portland, Thirtieth district. Delegate to national convention—A. Lincoln MacLeod, Portland, for Third congressional district.

Presidential elector—M. J. MacMahon, Portland, for Oregon. The following Democratic candidates filed: Representative in legislature—C. C. Schneider, Marysville, Hidden, Portland, Eighteenth district.

Delegate to national convention—A. S. Bennett, The Dalles, and W. L. Morris, Portland, for Oregon. Alfred E. Clark of Portland, filed as a candidate for delegate, to the Progressive convention in Chicago.

BERLIN ADMITS SHIP WAS SUNK IN THE CHANNEL

(Continued From Page One.) time to row away, the ship was sunk. "The name of this steamer was not established; it cannot be stated with assurance, even with the help of the details which were furnished by the American embassy that the above described incident concerns the steamer Berwindale, since, however, the steamer was a tank steamer, the Berwindale, the identity of the ship may be assumed. In this case, however, the statement made that the Berwindale was torpedoed without warning would conflict with the facts.

Englishman Case Taken Up. "Second, the British steamer Englishman, which was captured on March 24, was ordered to halt by a German submarine through two warning shots about 20 miles west of Islay (Hebrides). The vessel proceeded, however, without heeding the warning and was therefore, forced by the submarine, by artillery fire, to halt after an extended chase, whereupon she was lowered boats without further orders.

"After the German commandant had convinced himself that the crew had taken to the water, he ordered the ship, he sank the steamer.

More Details Asked. "Third—The British steamer Manchester Engineer. It is impossible to establish through the investigation up to the present whether the attack on this steamer, according to the description, occurred on March 22 in the English channel, or whether it was attributable to a German submarine. The statement regarding the time and place of the incident gives no sufficient basis for investigation. It would be, therefore, desirable to have more exact statements of the place, time and attendant circumstances of the attack reported by the American government, in order that the investigation might thereupon be brought to a conclusion.

"Fourth—The British steamer Eagle Point. This steamer in the forenoon of March 28 was called upon to halt by a German submarine through signals and shot about 1300 feet miles from the southwest coast of Ireland, and proceeded. She was thereupon fired upon until halted and with further orders lowered two boats, in which the crew took their places.

After the commandant convinced himself that the boat was not a hostile vessel, he had gotten clear of the steamer he sank the ship.

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