

PORTLAND'S DEAN OF REPORTERS IS CALLED BY DEATH

"Dad" Kearns' Passing Mourned by Scores of Friends and Admirers; Life Picturesque.

CAREER FULL OF ROMANCE

Came to This City After Varied Experience on Ranches, Gold Rush Centers and Newspapers.

A mantle of sorrow has been cast over the Portland newspaper fraternity with word of the expected death of William Lee Kearns, dean among Portland reporters and bosom friend to every one of the older school of news writers in the city.

"Dad" Kearns, with 53 years of romantic life to his credit, and scores of true friends to mourn his passing, died at his home at 5804 Forty-sixth avenue, Southeast Saturday night, after an illness that had made him practically an invalid for eight months, and which had confined him at his home for three months.

The veteran reporter, surrounded by friends from every calling, his death bringing sadness to uncounted friends, will be buried with all the honors his profession can bestow, at Mt. Scott cemetery Tuesday afternoon at 2:30 o'clock, with the Hawthorne lodge of Masons in charge of the funeral. The profession can bestow, at Mt. Scott cemetery Tuesday afternoon at 2:30 o'clock, with the Hawthorne lodge of Masons in charge of the funeral. The profession can bestow, at Mt. Scott cemetery Tuesday afternoon at 2:30 o'clock, with the Hawthorne lodge of Masons in charge of the funeral.

WAS MONTANA COWBOY

Mr. Kearns was born at Georgetown, Ohio, on March 27, 1866. With his family he moved at an early age to Kansas and located on a homestead six miles north of Emporia on Dow creek, where the family lived for a number of years before returning to Amelia, Ohio. Mr. Kearns was educated in Ohio schools and colleges. With his graduation from college in 1886 illness forced Mr. Kearns to come west to Montana, where he took up the life of a typical western cowboy as the first of many spectacular, if not romantic, steps that led him through a happy and profitable life.

His health in a measure regained, Mr. Kearns was so severely injured when he was thrown from a horse during a cattle stampede, that he was forced to retire from the range. He went into the "back room" of a little Montana newspaper and learned the printer's trade, fitting himself to purchase, some time later, the Stillwater (Mont.) Bulletin. (Stillwater is now Columbus.)

TYPE BETTER THAN GOLD

On November 17, 1894, Mr. Kearns was married to Miss Minnie Terry, by whom he is survived. The young couple went then to Kallispell, Mont., where Mr. Kearns worked on the Herald, until, in search again of the joy of life in following the heart's desire, the writer joined a gold seekers' stampede and headed for Lemon creek, British Columbia.

LIBERTY

Now Playing Stops Wednesday & y Midnight

America's Famous Ace LIEUT. BERT HALL

IN PERSON! In Pictures!



A BULLET THROUGH HIS CAP

was almost an everyday occurrence to Lieut. Bert Hall who has been decorated by the French, English and Russian Governments.

SEE HIM HEAR HIM

"The Romance of the Air," featuring Bert Hall (himself) and based on "En L'Air," his book telling of three years on and above three battlefronts.

Columbia. The gold was dress to Kearns, though, and the call of the type drew him into the establishment of the Slocan City, B. C., Pioneer. He later sold the Pioneer and worked for the News in the same city and at Nelson, B. C.

In 1898 Mr. Kearns bought the Topik at Tekoa, Wash., and was correspondent for the Spokesman-Review. Two years later, overtaken with illness again, the editor went to New Mexico. After recovering he worked as a printer-reporter at Las Vegas, N. M., and in October, 1901, he came to Portland.

The Journal then was in its infancy. With the second week of the life of this paper Mr. Kearns became its marine editor, and as such promptly became notable for his "stories" from the then highly active waterfront. MAKES BIG SCOOP

As a Journal reporter Mr. Kearns is credited with some exceptionally creditable stories and one especially do his friends remember. That was a story about the capture of the steamer Arabia, which left Portland for Vladivostok during the Russo-Japanese war with a cargo of arms and ammunition. The Arabia's officers attempted, by a premeditated plan, to run the harbor blockade in the war zone, and the craft was captured. "Dad" Kearns reported in the office with the story in all its details and thereby put over on the Associated Press, whose reporters were competitors, if colleagues, of Mr. Kearns. The A. P. got the "Arabia" capture 24 hours later. In May, 1906, Mr. Kearns went to the Portland Telegram and was for 13 years in its service.

Often remembering the healthful days on Montana cattle ranges, Mr. Kearns cherished a group of cowboy songs that were caroled in a foreign atmosphere along Portland's waterfront. His favorite

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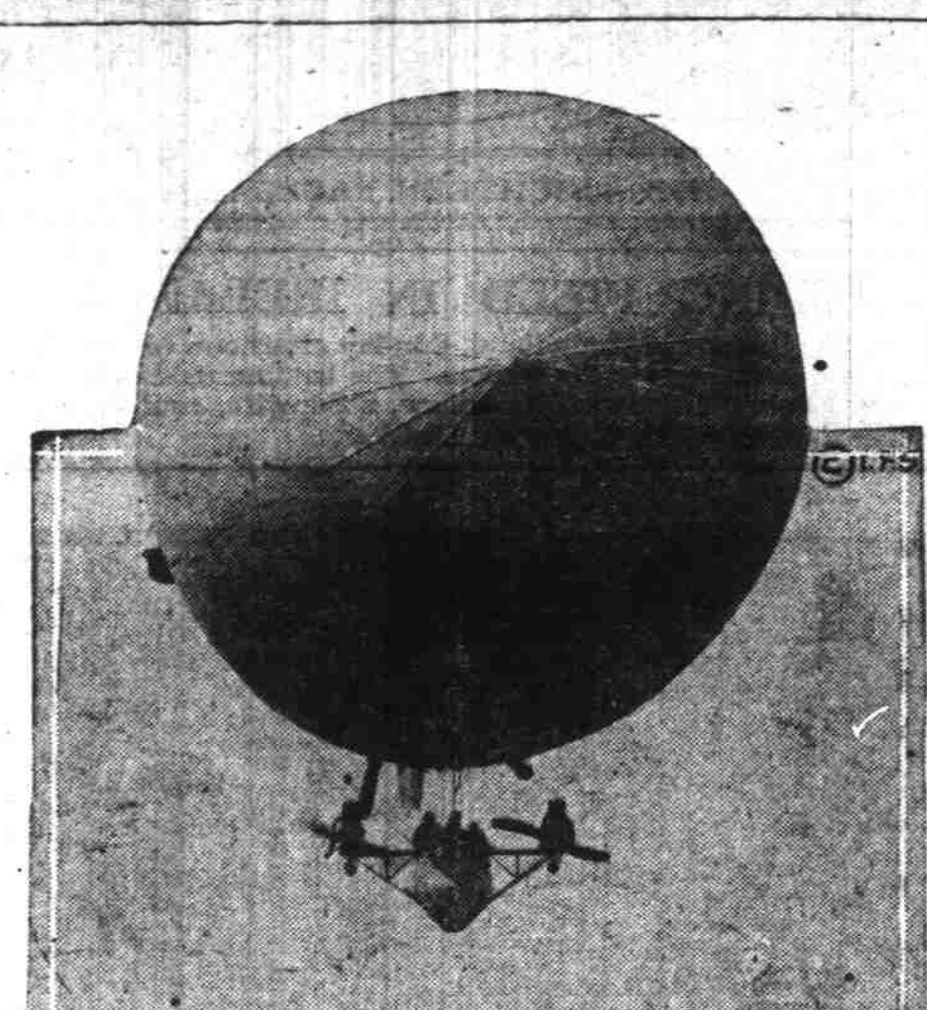
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DIRIGIBLE STARTING FLIGHT



Above—A view of the big naval dirigible G-5 starting for St. Johns, New founder, where she was blown off to sea and lost after her crew had made a safe landing. Below is the crew of the G-5. They are: Com-tendant J. V. Lawrence pilot; Lieutenants M. H. Easterly, Ensign D. P. ist's Mate S. H. Blackburn.

Fish Did Not Wait for Hook Moth Lures Salmon to End

Nobody will believe this fish story. Mrs. James Ferguson of Willamette moorage says so. And she ought to know because she is the originator. The weird part of it is, as all good story-tellers say, that it is true. The salmon did jump upon the porch of the houseboat residence next door to her's, and she did catch it by letting it land in her lap, and it was a mighty big fish. It happened about 10 o'clock Thursday night. Mrs. Ferguson caught the fish between chapters of a story that was not strange nor true like this one. She didn't need hook, line or sinker. A sudden noise like a jig-dance caused her to drop her book and rush to the Beckman residence next door. The fish may have learned that he was a moth, and that the light in the window overhead had not only lured him, but was a vampish snare. Anyhow he wanted to leave there, so he tried the tactics of both villain and vamp—he wriggled, was wily—slink about it, too. But he was soon in the toils of a skirt. A banquet in his honor followed.

Mrs. Ferguson is prominent in local Red Cross work, and works one day each week in the Union station canteen.

NC-3 FOUND OFF SHORE OF AZORES

General Sykes presumably is connected with the British air ministry. Each cited instances to prove his contention, but no agreement was reached. It was just another instance of the individual opinion that made Hawker use sending and receiving wireless, while Raynham used only receiving apparatus, that made Hawker put a boat on his plane and life saving suits, while Raynham would have none of either, that made Hawker use a specially-built plane, while Raynham constructed a machine from stock parts.

Among the few things on which they agreed is that a single engine plane is better than a multiple engine machine. They are one in their fondness for land planes as against seaplanes. But these common convictions are more the result of their training in the machines than of unprejudiced opinion.

Hawker Not Sighted London, May 19. (L. N. S.)—General Sykes declared this afternoon that Hawker had not been sighted since he left Newfoundland, contradicting the announce-

ment made by Finn, the Sopwith manager. General Sykes presumably is connected with the British air ministry.

transatlantic flying race, was unable to hop off for the naval base at Ponta Delgada, St. Michael's island, as she had planned this morning, but will make the start as soon as the weather permits.

At this hour nothing further has been heard from the NC-3, commanded by Commander John H. Towers, which now has been missing 52 hours. Two destroyers and other vessels will continue to search for her throughout the day.

Lieutenant Commander A. G. Read of the NC-4 learned this morning that the British aviator, Harry G. Hawker, had started from Newfoundland last night and that the Britisher was trying to beat him across the ocean.

"I'll have to hand it to Hawker," said Read. "I didn't think he was going to jump off."

The NC-4, Read said, will stop at the naval aviation base at Ponta Delgada and take on fuel and oil before proceeding to Lisbon, Portugal. "It feels pretty good to be the only one of the three planes that started to land," said Read. "We were certainly lucky."

"Do you think you are lucky enough to win?" someone asked. "Well, I'm not superstitious," replied Read. "I'm too hard-headed for that."

NC-1 TOO BADLY BATTERED TO CONTINUE HER FLIGHT

By Jack Velock Horta, Azores, May 19.—(L. N. S.)—(6:30 a. m., New York Time)—Ten destroyers and the battleships Texas and Florida were scouring the seas northwest of the island of Corvo, 130 miles from here, this morning, in a systematic effort to locate the American naval seaplane NC-3, missing since Saturday

morning, in her attempt to reach the Azores.

Up to this hour nothing whatever has been heard from her, though the torpedo tender Melville, which cruised here from Ponta Delgada Sunday night, is keeping in touch with the searching vessels.

Naval men here believe the NC-3 has been badly battered by the heavy seas running Sunday. They fear for her crew's safety unless Commander Towers and his men have been picked up by some passing vessel which lacked wireless equipment and which is now bringing them into port.

The NC-1 is definitely out of the flight. The destroyer Harding, which picked up the seaplane after Lieutenant Commander Bellinger and his crew had been taken off, reported early today that she was so badly damaged that she would be unable to continue on to Portugal. The NC-1 will be dismantled here and shipped back to America aboard the cruiser Columbia.

Wife Clings to Hope Commander Lives Washington, May 19.—(L. N. S.)—"I shall not give up hope—I feel that he must be alive."

Mrs. John H. Towers, wife of the commander of the NC-3, missing since early Saturday morning, with these words today bravely hid her evident distress over the possibility that her husband may have sacrificed his life in an effort to win transatlantic aerial honors for his country.

Mrs. Towers had kept an all-night vigil at her home in this city, being in constant touch with the navy department for a message from her husband. But in view of the fact that none came, she refused to weaken and smiled bravely for her 2-year-old daughter, who has been taught to lip:

"My daddy's flying 'cross the ocean."

ASK FOR and GET Horlick's The Original Malted Milk For infants and invalids OTHERS are IMITATIONS

BRITISH AIRPLANES CARRY LIFE SUITS

Small Boat Is Also Included in Fliers' Safety Equipment on Dash Across Atlantic.

St. Johns, N. F., May 19.—Fastened to the fuselage of his machine but easily loosened in event of a landing, Pilot Captain Harry G. Hawker carries a life-saving boat in his transatlantic venture. This small vessel, however, could not last in a very heavy sea for more than five minutes.

Hawker and his navigator, Lieutenant Commander Mackenzie Grieve, are also equipped with lifesaving suits with an air pocket across the shoulders. These suits would enable them to drift about in the ocean, it is reckoned, for many hours. Here are the features of the Sopwith flight:

Started from St. Johns, N. F., 1:51 p. m., New York time. Destination: Brooklands aerodrome, England.

Distance (estimated), 2000 miles. Prize: \$50,000 offered by London Daily Mail for first flight from coast to coast across the Atlantic and additional premium of \$15,000 offered by Sopwith company.

Plane: Sopwith biplane weighing about 6200 pounds with full equipment. Estimated speed: 100 miles per hour. Pilot: Captain Harry G. Hawker. Navigator: Lieutenant Commander Mackenzie Grieve.

Hawker would chew up plane that beat him in trip across

UP PLANE THAT BEAT HIM IN TRIP ACROSS

Britishers Skeptical About Yank Flight, and Pilot May Have Promise to Keep.

St. Johns, N. F., May 19.—If an American seaplane beats us in the Atlantic flight, I'll eat that American seaplane."

Harry G. Hawker, pilot of the Sopwith straightaway airplane, made this threat or promise to a correspondent a few days ago. Frederick P. Raynham, master of the Martinsyde machine, nodded agreement with his Australian competitor.

The statement came in response to questions regarding the likelihood of the United States naval machines getting away before the British planes. Hawker scoffed at the suggestion at the time, insisting that even if the seaplanes started first they would not finish in that fashion. He evidently started Sunday in an effort to beat the seaplanes before they reached Lisbon.

He added: "If a single-engine land-machine like ours can't do it, a multiple engine in the seaplane or any other kind of a plane can't either. Make no mistake about that."

Both pilots contended that the more engines on a plane the greater the pos-

COLUMBIA

ALL THIS WEEK

THE BIG FUN-SHOW

Marguerite Clark IN "Let's Elope"

"SMILING" BILL PARSONS COMEDY "The Land of the Ukulele"

Plenty for twenty



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sibility for trouble, the greater weight, the slower the speed and the less flexibility. Under questioning they conceded the possibility, remote though they held it to be, of either of themselves falling, but if neither finished they maintained no seaplane would do so. And as for the American machines—well, they just would not discuss that question seriously for days before the Americans actually "hopped off."

Austrian Envoys Meet With Allies; Session Is Brief

St. Germain, May 19.—(U. P.)—Allied and Austrian peace delegates exchanged credentials in the Pavilion Henry IV here this afternoon.

The ceremony lasted only two minutes. Jules Cambon presided in behalf of the allies and Chancellor Renner acted for the Austrians. The allied countries represented were the United States, Great Britain, France, Italy, Belgium, China, Cuba, Greece, Nicaragua, Panama, Poland, Roumania, Serbia, Siam and Czechoslovakia, all of which declared war against Austria, and Portugal, which severed diplomatic relations.

Forest Grove Store Theft Laid to Boys

Forest Grove, May 19.—Several hundred dollars' worth of razors, pocket knives and silverware was taken from the store of M. S. Allen Saturday night, the thieves getting in by prying up a rear window. It is thought the work was that of boys.

Missouri has joined the list of states which maintain night schools for adults in rural regions.

WIVES OF FLIERS IN TRYING PLACE

Womenfolk Worry for Safety of Husbands on Atlantic Run, but Seek to Be Plucky.

New York, May 19.—Wives of transatlantic fliers are "just women," no matter how plucky they think they are going to be.

"This is the opinion of Mrs. Holden C. Richardson, wife of the pilot of NC-3, the fate of which has been in doubt.

"I had been told a million times not to worry," said Mrs. Richardson, "and I honestly thought I wasn't worrying, until the news came that all three planes had almost reached the Azores. But women do worry, even when they are biting their lips and shaking their heads and trying to make themselves think they're brave."

"To outsiders, of course, we are brimming full of confidence. Our little girl has magnified the wonders of her dad until the other children in the neighborhood seem a bit dazed to know how to take it."

Mrs. Margaret Jane Richardson, not quite 8 years old, turned two very blue eyes to her mother and pouted: "But mamma, daddy is wonderful; now, isn't he?"

And what was there for mamma to say?

NOW Playing



MEN AND WOMEN BEWARE

THE FATAL STEP AND ITS PENALTY

A POWERFUL EXPOSE OF AN 'EVIL' THAT HAS EATEN ITS WAY INTO THE VITALS OF SOCIETY

EVERY FATHER MOTHER BROTHER SISTER WIFE HUSBAND SWEETHEART SHOULD SEE



THE SPREADING EVIL

100% BETTER THAN "DAMAGED GOODS"

STAR THEATRE

CHILDREN UNDER 16 NOT ADMITTED