

U. S. SOLDIERS ARE DROWNED FIVE SCORE ARE DRAFTED

ONE HISTORICAL SOCIETY Public Auditorium Portland, Ore.

MISS DUNN TO RUN FOR COUNTY TREASURER



MISS ALBERTA DUNN, who announces her intention to run for the office of county treasurer. From present indications, she will not encounter serious opposition.

Miss Alberta Dunn, who is to be appointed on Wednesday county treasurer to succeed M. E. Dunn, who tendered his resignation a few days ago, announced Monday that she would be a candidate to succeed herself at the coming election, entering the primary as a Republican candidate.

Since the probability of Miss Dunn becoming a candidate for treasurer was manifested, she has been the recipient of many offers of cordial support from every section of the county. Thousands of people, who have had occasion to transact business in the treasurer's office during her incumbency as chief deputy, have become enthusiastic over her proposed candidacy, and it is possible she will not encounter opposition on the Republican ticket at the coming election.

Formal appointment of Miss Alberta Dunn as county treasurer of Clackamas county was announced Wednesday afternoon by the county court. Miss Dunn, who succeeds M. E. Dunn, who resigned as county treasurer last week, has entered upon the duties of her office, with which she is familiar, having served as chief deputy for the last three years. Mr. Snook, formerly connected with the local freight office of the Southern Pacific company, will be the deputy treasurer.

Miss Dunn on Tuesday announced her candidacy for the Republican nomination for county treasurer. The books and records of the office have just been audited and have been found correct to the cent.

OAK GROVE RESIDENTS ASK FOR NEW DEPOT FROM P. R. L. & P. CO.

SALEM, Or., Jan. 31.—(Special)—J. Dean Butler, Oregon City attorney, who lives at Oak Grove, with a number of other residents of Oak Grove, has filed a petition with the Public Service commission asking for improved station facilities on the Portland Railway, Light & Power company at that point.

He states that the complaint is endorsed by the Commercial club and citizens of Oak Grove and urges the commission to take prompt action in the matter.

"Depot facilities have been sadly neglected at Oak Grove," he says in a letter accompanying the petition, "and all efforts made to get the company to improve the situation have only met with rebuffs or unkept promises."

He states that Oak Grove is the largest unincorporated residence district between Oregon City and Portland and gives the Portland Railway, Light & Power company a greater number of patrons than any other point. The traffic is heavy summer and winter, he states, and there is want of adequate facilities for passenger and freight both.

He says for the past two years there has been no room of any kind for freight and only within the last two months has a waiting room for passengers been installed, and this is a small room fenced off from the post office which will not supply room comfortably for a dozen persons.

DESERTION ALLEGED.

Desertion is the basis of a divorce suit filed Tuesday by Grace V. Chapman against E. C. Chapman. They were married in February, 1907 in Oregon City, and the desertion is alleged to have occurred within four months after the marriage. Plaintiff asks restoration of maiden name.

RUMPUS OVER GRADING AT CANEMAH BEING STRAIGHTENED OUT

SALEM, Or., Jan. 31.—(Special)—The State Highway department, after rushing men into Clackamas county to discover the cause of a small rumpus between the railroad and county over the grading work near Canemah which temporarily stopped the work there, has sent them on into Portland to take the matter up with railroad officials and make arrangements for continuation of the grading so as to allow as little delay as possible in getting that portion of the Pacific Highway put through.

From the word received here a track walker or some other employe of the railroad company, was passing along on the track near where the work is being done and some dirt from a blast dropped on the track, or onto the employe, details as to that being lacking, and word immediately went into the highway department to stop the work.

It was stated at the department today that but little difficulty is contemplated in getting the matter adjusted. An agreement already exists between the commission and the railroad as to the work at New Era and that is going on uninterruptedly.

It is believed a similar agreement can be reached with the grading work, if not already been reached. The men went on into Portland today and are expected to return tomorrow with a report that an agreement has been reached between the department and the commission.

The commission prefers to place its own men on the tracks to watch the work and see that railroad traffic is in no manner interfered with as they have more complete authority and the workers are inclined to listen to them more than to a railroad employe. But officials here are confident the situation will be smoothed out quickly, if it is not already fixed up so the work can go ahead. No report has yet been received here.

SOUTHERN PACIFIC FACES SUIT FILED BY HEIRS OF BRATOS

To force a deed from the Oregon & California Railroad company and the Union Trust company, for railroad lands purchased under contract in 1899, the heirs of A. G. Bratos, Friday brought suit in the circuit court against the two companies named, together with Southern Pacific and Charles Redington, trustee.

Echoes of the old railroad land troubles are set forth in the complaint. Alfred, Harold, George, Agnes and Olga Gunderson are the plaintiffs. The suit charges that Bratos purchased the Clackamas county railroad lands in 1899, became actual settler and finished paying up on the lands. They allege the deed given was lost and never placed on record, and they ask the court in equity to compel the defendant companies to execute the proper conveyance to them, as heirs of the original grantee.

NEW RESTAURANT READY SOON

C. M. Bonney expects to have the restaurant ready for business by February 11. The building has been remodeled and has been furnished throughout with new fixtures.

DEATH COMES TO A. KING WILSON OSWEGO MAYOR

A. King Wilson, prominent Portland attorney, resident of Oswego and mayor of that town, died Wednesday at St. Vincent's hospital. His death came as a surprise. He had enjoyed exceptionally good health up to the time of his removal to the Portland hospital January 25.

Alexander King Wilson was born September 15, 1864, on a homestead near the headwaters of the Potomac river in Allegheny county, Maryland. He was educated in Alexandria, Va., and at the age of 19 taught school in Corriganville, Md., later spending two years in Phillips academy, Exeter, N. J.

In 1888 Mr. Wilson entered the employ of R. G. Dun & Co., and while in the employ of that firm in 1891 came to Portland. He took up the study of law and was admitted to practice at the Oregon bar in 1892. The following year he was graduated from the law department of the University of Oregon and opened offices in the Worcester block. In 1904 he moved to the Chamber of Commerce building where he has since maintained offices. In 1906 he formed a partnership with O. A. Neal and subsequently George Roseman, now municipal judge, joined the firm.

Mr. Wilson was actively identified with all movements making for a greater Portland and Oregon, and was an expert on corporation law. He was regarded as an authority on all laws pertaining to the use of city streets and stood high in the legal profession.

In 1905 Mr. Wilson married Miss Dora Espy. In addition to his widow he is survived by a son and two daughters, Robert E. Wilson, Mary Wilson and Julia Wilson.

Wilsonia, a beautiful country seat at Oswego, Or., was Mr. Wilson's home and in his spare time he devoted much attention to horticulture.

SUSPECT IS ARRESTED.

WALLA WALLA, Wash., Feb. 4.—Charles Jennings, aged 19, a student at the Walla Walla College, the Adventist School at College Place, was placed under guard this evening in connection with recent attempts to burn the school or school property.

Grandson of Confederate Leader With Uncle Sam



Lieutenant Robert E. Lee, grandson of the Confederate leader, is here shown in his United States army uniform. He is anxious for the time when he will get into the trenches in France.

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Tax Paying Time Is Here—Books Sent to Sheriff

Clackamas county will soon start in on the big job of collecting exactly \$869,524.38—taxes. This is the total from the compilation made Friday by County Assessor Everhart and the books were turned over to Sheriff Willson Friday afternoon. The assessed valuation of the county for 1918 is \$28,845,358.48, or \$108,805.54 more than last year.

The levy this year will amount to 18 mills as against an 18.5 levy for the past year, and at the same time the sum of \$45,580.18 more is to be collected at the coming "tax drive." The 18 mill levy is made up as follows: State, .6035; county, .0048; road, .007; schools, .0027.

An interesting fact in the compilations just completed is that special road taxes voted in the various road districts of the county for the past year amount to exactly \$102,270.30. Cities and town come in for \$69,409.88; and high schools \$44,860.42. The general state and county levy is \$519,216.45.

The assessor's office has been working overtime lately in extending the tax rolls, in order to turn them over to the sheriff's office in ample time. This year's task was completed two weeks earlier than last year.

DISTANCE TOLLS OF CLACKAMAS TAKE EARLY RATE

SALEM, Or., Feb. 1.—(Special)—All long distance tolls of the Northwestern Long Distance Telephone company to and from points served by that company in Clackamas county, are to go back to what they were prior to January 1. At that date some of the rates were lowered and some increased in and out of Clackamas county points, along with other points in the state.

The change is to be caused by an order of the Public Service commission today suspending all tariffs of the Northwestern company which became effective January 1.

The suspension order was issued to conform with a suspension order issued recently applying to the Pacific Telephone & Telegraph company. That company put into effect on January 1 new long distance rates generally throughout the state. They were allowed to be in effect for a month, but today an order suspending those tariffs of the Pacific lines went into effect pending a hearing as to the reasonableness of such rates. It was found by the commission that while some of the rates were increased and some decreased, in the aggregate the change in rates would show against the patrons of the utility. The company, in making the new rates, established them entirely upon an airline mileage basis, charging so much between given zones. Under the law it was necessary for the Northwestern company to follow suit and establish the same rate as that put into effect by the Pacific Telephone & Telegraph company consequently, when the commission suspended the tariffs on the Pacific lines it was compelled to take similar action and suspend them on the Northwestern lines, which was done today.

HEMPSTEAD NOW CAPTAIN

Word has just been received in Oregon City of the promotion from first lieutenant to captaincy is the record made by Dr. W. E. Hempstead, formerly of Oregon City, and coroner of Clackamas county. Captain Hempstead has been stationed at Fort Stevens for some time, and is now in Portland.



H. A. Rands who will be associate members of Port of Portland's traffic survey committee.

H. A. Rands to Have CHARGE TRAFFIC SURVEY UPPER COLUMBIA

H. A. Rands is to have charge of the traffic survey of the upper Columbia and Snake rivers and he will take up his duties today. He was appointed to the position Tuesday by D. C. O'Reilly, E. W. Spencer and H. W. Patterson, members of the Port of Portland commission, who were delegated recently to conduct a traffic survey of the upper rivers as a preliminary move toward getting a large fleet of steamers in service between Portland and the productive inland Empire country.

Mr. Rands will work on the project with the members of the Port of Portland's traffic survey committee, and will be under them in an advisory capacity. His suggestions and reports will be submitted to them. Much valuable data on the proposal already has been assembled by the committee. Before starting out into the field the new engineer will make a thorough study of the situation and avail himself of any timely information that can be gleaned from government and highway maps.

JUDGE RYAN LOYAL TO OREGON CITY

SALEM, Or., Feb. 5.—(Special)—Judge Thomas F. Ryan, assistant state treasurer and candidate for the office of State Treasurer, will not desert old Clackamas County and Oregon City in their time of need.

The Judge let it be known today that whenever the two crack chess teams of Oregon City and Salem meet, which it is expected they will do in the near future, he will not appear as a member of the Salem six.

Somebody said that the Judge would sit as the star member of the Salem team when the cracks of the chessboard from the two towns sit in silent deliberation over the knotty tangles of the game for the championship of the Willamette Valley.

But he branded this report as a canard today. "Do you think I would play against the boys from Oregon City?" asked the Judge. "Not much," he declared, and so Salem will be given a handicap that will be hard to overcome.

Evidently some of the foxy boys who push pawns at the Salem Commercial club had decided they could slip one over. Judge Ryan takes them all into camp at this bend in the river and when it comes to chess his prowess is something to conjure with. As a result, without the Judge's permission and consent, it was given out surreptitiously that the would make one of the six doughy lads who intend to trim the Oregon City bunch.

But with the Judge absent the trimming may drop the other way and when the Judge's decision becomes publicly known among the members of the Salem Chess club it is liable to cast its membership into deep gloom.

As far as could be found out here today no definite decision has been reached as to just when the match will be pulled off.

Judge Ryan stated today that he was talking with George Griffith recently and that chess fiend was all enthused over the prospect of taking a crack at the pride of the Capital City.

TRANSPORT TORPEDOED BY GERMAN SUBMARINE

WASHINGTON, Feb. 6.—The British steamship Tuscania, with 2179 United States soldiers on board, has been torpedoed and sunk in the war zone.

No estimate of the loss of life is available, but 1100 survivors have been landed at Buncrana and Larne, Ireland.

The disaster was officially announced by the war department, which has received only meager advices, without the names of survivors or victims.

The department issued this statement:

"The war department has been officially advised that the steamship Tuscania was torpedoed and sunk and that survivors numbering 1100, as far as could be ascertained, were landed at Buncrana and Larne, Ireland.

"There was a total of 2179 United States troops on this vessel.

"No names of persons lost has been reported to the war department and no names of survivors were reported.

"Additional particulars are promised as soon as received."

The soldiers aboard the Tuscania belonged to no distinctive military units from any state and were largely small detachments from all parts of the country being forwarded to join the forces in France.

The war department announced that because of the fact that there was no distinctive unit, it would be impossible to say definitely who was on the steamer until complete reports had been received from the other side.

Although still hoping for more favorable news, officials feared that the report meant that all except the 1100 landed had been lost.

It was announced that the Tuscania was convoyed by British warships.

The Tuscania was a British passenger and freight steamship of 14,348 tons gross register.

The Tuscania during her days as a passenger liner, was one of the best equipped vessels in trans-Atlantic service.

She was 567 feet long with a 66-foot beam and was equipped to carry 2500 passengers in cabin and steerage accommodations.

On several occasions since the war began she was the object of torpedo attack, but managed to escape through her speed, assisted by defense guns.

Salem—Salem Fruit Union announces sale of 1,700,000 pounds of prunes to government at approximately \$125,000.

WAR REGISTRANT CLASSIFICATION TAKES NEAR 100

Table listing registrants and their classifications, including names like Richard Sanford Stumpf, Fred Leon Miller, John Kerr, Paul Earl Wyman, etc.