

600 TEACHERS ARE ADDED TO ROLLS

State Board of Public Instruction Acts on December Examinations.

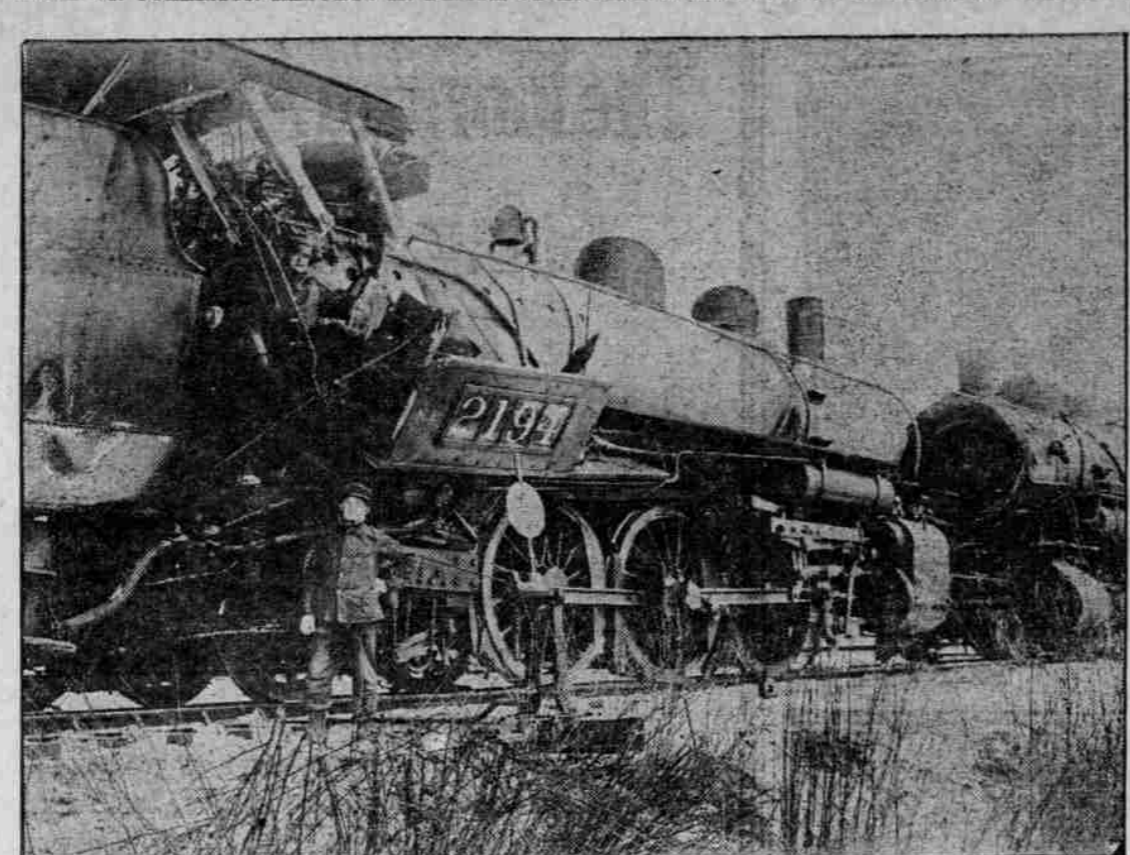
ONLY 10 PER CENT FAIL

Superintendent Alderman Expresses Pleasure When 60 Per Cent Earn Certificates and 30 Per Cent Get Special Credits.

SALEM, Or., Jan. 11.—(Special).—The state office of public instruction has granted teachers' certificates to approximately 600 successful candidates in the examinations held throughout the state on December 18, 19, 20 and 21. More than half themselves of this opportunity to secure teachers' papers than ever before, and Superintendent Alderman says he is well pleased with the showing made. Of the total number examined 60 per cent were given certificates, 10 per cent were refused, and the remaining 30 per cent were given credit in the separate and distinct lines of work in which they were examined. The names of the successful applicants follow:

- Cook County—Lella D. Cochrane, Ida Anderson, Goldie Telfer, Laurena Anderson, Floyd C. Kite, Mary Beck, George Teltow, Lulu Montgomery, Bessie McFarland, Ruth Langford, Henry Hayden, Zeph T. Gideon, Frances Langford, Ella Aronhammer, Charles L. Mackay, Clara Biles, Fred Pinkstaf, Hattie Teggarden, Maud J. Mastin, Frances Williams, Erva Burdick, Martha Crawford, Simon Burgess, William Eldridge, Lee Benjamin Franklin, Ruth Hawley, Daniel W. Robinson, Mrs. Della Nichols, Mrs. Floyd Waite, A. Thomas Lewark, Margaret Kimmel.

HEAD-ON COLLISION RESULTS IN DEATH OF ENGINEER AND SERIOUS INJURY TO FIREMAN



VIEW OF LOCOMOTIVES WHICH COLLIDED HEAD-ON. —Photo by Pantzke. ELLENSBURG, Wash., Jan. 11.—(Special).—Engineer Cal O'Daniel was killed, and his fireman seriously injured when the Northern Pacific passenger train No. 6 crashed into a westbound freight at Throp, six miles from here. The two trains met head-on. O'Daniel remained with his engine, after his fireman had jumped, and endeavored to slacken the speed of the train. When the two met, O'Daniel was pinned against the boiler head and literally roasted to death. The wreck was due to a misunderstanding of orders. Engineer Smiley, of the freight, had orders to meet a passenger train at Throp. The freight train, however, was on the main line, and the passenger train, which was delayed for ten hours by the accident, the big wrecker from Ellensburg cast the damaged cars over the embankment into the ditch, as shown in the photograph. The crane and wrecker worked for hours before the two locomotives could be pulled apart.

GLATSOP MOVE UNUSUAL

ELECTION MONDAY HELD TO NAME SEVEN OFFICIALS. History of Damage Done by Sheep Grazing Recalled as Plan Is Out for Tomorrow's Action.

CLATSOP, Or., Jan. 11.—(Special).—Clatsop will elect five trustees, a Recorder and Town Marshal for one year on Monday. This is an unusual occurrence, but the average reader of the typewritten notice as it is posted on the Town Hall here would not surmise such unless he knew the history behind the proposed election. Prior to 1879 considerable damage was done to the farmers on Clatsop Plains by sheep and cattle being allowed to graze at will along the ocean beach and thereby breaking the thin soil over the sand on the ridges, then when the heavy winds blew in from the ocean they would carry with them the loose sand and deposit it on the grazing lands of the farmers with the result that many fertile acres became buried under the drifting sand, lost to owner and stock alike. At this juncture, Judge Olney and others decided to take action. A bill was prepared and passed by the Oregon Legislature incorporating the town of Clatsop. The charter specified that a board of trustees, a Recorder and a Marshal should be elected annually on the second Monday of January. Powers granted were to levy taxes not to exceed 1 mill per annum, to license shows, amusements and houses for the sale of intoxicating liquors, and to repair or construct and to provide for the taking and impounding of such animals for their sale if not redeemed; to provide against the further encroachment of the sands upon the agricultural and grazing lands of the town, and for reclaiming the sand dunes.

CLARK COUNTY'S NEW JURIST TAKES OFFICE ON MONDAY

—VANCOUVER, Wash., Jan. 11.—(Special).—Judge-elect Roscius Harlow Back, of the Superior Court of Clark County, who was elected to succeed Judge McMaster, November 5, by more than a two-to-one vote over his only rival will don the judicial robe for the first time on Monday. Though there is some superstition connected with the date, Judge-elect Back will not hesitate. Thirteen county officials will take the oath of office on January 12, 1913, the number occurring three times. Mr. Back was born about 48 years ago in Connecticut. He is not a college man, but he attended public schools in his native state and later graduated from the Hitchcock Free High School. He attended a law school and to pay his tuition he acted as waiter in a restaurant a part of the time each day. He also worked in a sawmill to secure money to enter the law school. He was admitted to practice law as an attorney in 1888, and since that time this has been his profession. In 1912 he came to Washington and in the following year located in Clark County. He was City Attorney of Vancouver in 1909, but he has held no other public office in this state.

LA GRANDE HOME COMPANY ASKS RATE REGULATION

Eastern Oregon Co-operative Is Charged With Making Unjustly Low Rates Ruining Competition. —LA GRANDE, Or., Jan. 11.—(Special).—Asserting that the rates charged by the Eastern Oregon Co-operative Telephone Association, of Elgin, since its organization about a year ago, are unjust to competitors, discriminatory as to some of its subscribers and preferential as to others, entirely insufficient to meet its operating expenses, and that if it is allowed to continue its present rates and practices, the entire telephone industry in the local and neighboring communities will be demoralized, the Home Independent Telephone Company, of La Grande, has filed a lengthy complaint with the Railroad Commission of Oregon. By the passage of the bill known as the Malarkey bill, the people of the state at the last election conferred jurisdiction upon the Railroad Commission to regulate and control rates and service of public utilities in Oregon. The Home company complains that, inasmuch as the Malarkey act requires strict compliance of it in the way of uniform rates to all for the same service, and that it is powerless to change its own rates without an order from the Railroad Commission, the stockholders of the Home company are entitled to be protected against such a situation, which is unjust and unreasonable. S. D. Crowe, secretary and general manager of the Home company, said: "We are simply asking for protection for our stockholders, but the individual stockholders of the co-operative company will be indirectly benefited by the investigation, inasmuch as the management of the company is in such a position that it is unable to continue a course which, if continued, will lead to bankruptcy. This company is strongly in favor of scientific and competent regulation, and we feel that had there been in existence during the past two years a commission with the power now possessed by the Railroad Commission, the present chaotic condition of telephone affairs in Union County would not exist."

TELEPHONE FIGHT IS ON

LA GRANDE HOME COMPANY ASKS RATE REGULATION. Eastern Oregon Co-operative Is Charged With Making Unjustly Low Rates Ruining Competition.

FAIR PREPARATIONS BEGUN

Southwest Washington Association Directors Urge Improvements. —CHEHALIS, Wash., Jan. 11.—(Special).—The directors of the Southwest Washington Fair Association are preparing for the 1913 exhibit. They held a meeting yesterday to approve changes recommended by Secretary George R. Walker. Appropriations were recommended as follows: \$20,000 for maintenance and new buildings during the next two years; \$5000 for the taking up of the present indebtedness now secured by the present executive board; \$2000 for a building solely for exhibits from the state training school, the latter institution to do all the work of construction, thus involving no cost to the association. A modern poultry house, another stock barn and a women's exhibit building will be provided.

EMPLOYEES SEND MISSIVE

Over 600 Men Wish Oregon City Mill Manager Success in New Year. —OREGON CITY, Or., Jan. 11.—A remarkable testimonial was paid R. T. McEbin, mill manager of the Willamette Pulp & Paper Company, by the employees of the mill on New Year's day. The following letter signed by every employee of the mill, there being a total of 600, was received by Mr. McEbin: "We, the undersigned, employees of the Willamette Pulp & Paper Company, Oregon City, Or., desiring to show our appreciation of your many kind acts during the past year in aiding and assisting your employees to better their conditions and to make life worth living while engaged as employees in and about your plant, wish you a happy New Year. "It quite often happens that employees look upon their employees as mere instruments in the conduct of the work in which they are engaged, but you have looked upon your employees in an altogether different light

DOES AWAY ENTIRELY WITH PLATES AND BRIDGEWORK

Alveolar Dentistry. —and generally a good deal less. It is never guaranteed to last by any first-class dentist who is responsible and first-class in his work. In such cases you will tell you that bridgework at best is doubtful. It is a painful operation and gives trouble from the time it is put in the mouth until it has to be taken out. In many cases where bridgework is impossible, as in all cases where it is possible, we can replace your missing teeth with perfect Alveolar Teeth. The pain incident to this work is practically none; the expense is the same as the best bridgework—but in satisfaction there is no comparison between the two. We have samples in our office to show at all times—hundreds of patients here in our home city to refer to. Examinations and booklets on Alveolar dentistry are absolutely free. Remember that in addition to our specialty, Alveolar Dentistry and curing of Pyorrhea (loose teeth) we are experts in every branch of dentistry, from the simple filling up. ALVEOLAR DENTAL CO., DENTISTS, Portland—Arlington Bldg., 106 1/2 3d St. Seattle—Haight Bldg., 2d and Pine. Terms to Reliable People. Open Sundays, 10 to 1.

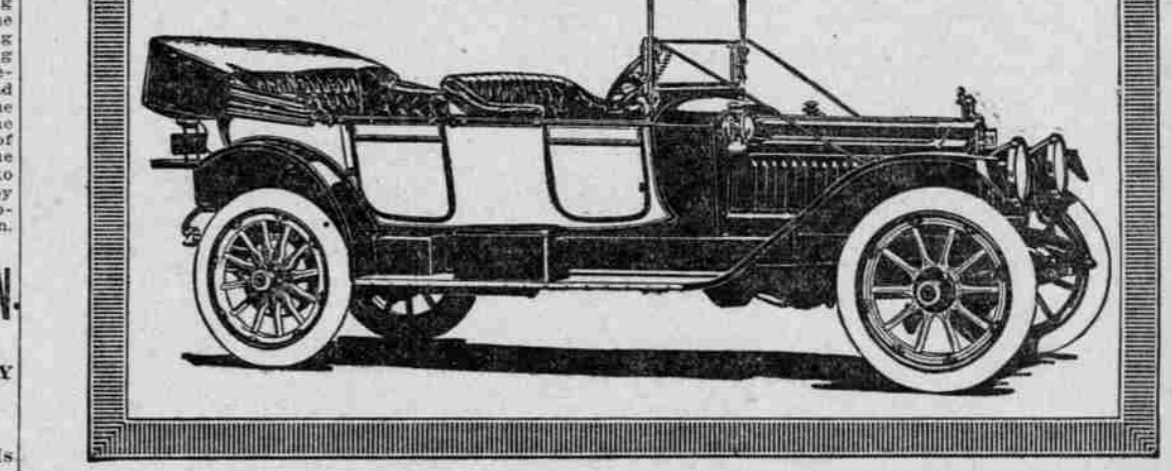
THE ANSWER

In the make-up of the Packard "38" carriage are more features directly appealing to the owner and driver than ever before have been embodied in any one motor vehicle

- Left Drive: Avoids the necessity of stepping into the street. This result in connection with other far reaching improvements. Electric Self Starter: Easily and simply operated from a driving position. Centralized Control: Complete mastery of the car from the driver's seat. A compact arrangement at the finger tips operated with the slightest effort. Electric Lighting: Controlling switches at the centralized control board. Magneto Ignition: A high tension dual ignition system independent of the self-starting battery and motor generator. Insures Packard efficiency at all speeds. Short Turning Radius: The Packard "38" turns in a circle forty-one and one-half feet in diameter. Six-Inch Depth of Frame: Prevents body distortion and cramping of doors. Hydraulic Governor: Enables the novice to drive with the assurance of an expert. Prevents "stalling" the motor in crowded traffic; prevents racing the motor when "declutching"; affords agreeable uniformity of road speeds without requiring skillful use of the accelerator pedal. Six-Cylinders Perfected: Flexible, efficient, silent, giving motion with no sense of exerted power. Dry Plate Clutch: Proof against "burning" and certain of engagement without "grabbing." Forced Feed Oiling: Especially desirable for "sixes." An auxiliary system feeds oil directly to the cylinder walls and is automatically regulated for different power requirements. Size of Crank Shaft: The diameter of the crank shaft is 2 1/2 inches. Ample size of bearings insures maximum period of service without refitting.

The sum of these essentials is to be found in no other car. This comprehensive solution, in one motor carriage, of all the chief problems of recent years, compels the consideration of the critical patron.

Ask the man who owns one FRANK C. RIGGS Cornell Road, 23rd and Washington Streets, Portland, Oregon The Packard "38" is now to be seen in Portland and is on exhibition in our salesroom. Demonstration by appointment



PLAN TO OUST ENGINEER YALE

OREGON CITY, Or., Jan. 11.—(Special).—Henry M. Yule, who filed notice with City Recorder Stipp that unless the City Council rescinded its action in appointing George C. Yale City Engineer, he would apply to the courts to have Mr. Yale ousted, Mr. Meldrum calls attention to section 9 of the city charter, which stipulates that appointees to city offices must have lived here at least one year before appointment. Mr. Yale is a resident of Jennings Lodge and has never lived in Oregon City. He has taken the oath of office, but has not filed his bond. One of Mr. Yule's first acts upon taking the oath of office was to appoint Major Noble, former City Engineer, his first assistant.

CLARK COUNTY TO BUILD CANNERY

VANCOUVER, Wash., Jan. 11.—(Special).—The Clark County Growers' Union has voted to raise its capital stock from \$2000 to \$15,000, the increase being made to secure capital to build a cannery in this city to take care of the berries and other small fruits. Directors were elected for the year, and these will meet soon and elect officers. All of the stockholders of the union were present at the meeting held in the Vancouver Commercial Club.

WHEN IN HEART OF CITY

Hotel Savoy. Make Your Headquarters at the Hotel Savoy. "Twelve Stories of Solid Comfort." A strictly fire-proof, steel, concrete and marble building, right in the center of the city's activities—within two minutes' walk of theaters, stores and a team ship wharves. EUROPEAN PLAN \$1.00 Per Day Up. Send for Free Map of Seattle's Business District.

WHEN IN SEATTLE

Hotel Savoy. Make Your Headquarters at the Hotel Savoy. "Twelve Stories of Solid Comfort." A strictly fire-proof, steel, concrete and marble building, right in the center of the city's activities—within two minutes' walk of theaters, stores and a team ship wharves. EUROPEAN PLAN \$1.00 Per Day Up. Send for Free Map of Seattle's Business District. Seems like spending Sunday at home to live at The Mallory Lownsdale and Yamhill