

LEITER DESCRIBES  
SINKING OF KANSAN

Radio Operator Writes Thrilling Account of How Ship Sank in 14 Minutes.

FRENCH HEAR S. O. S. CALL

A. P. Gussman Picked Up in Exhausted Condition Half an Hour After He Left Vessel—Crash Comes at Hour of Midnight.

How the American steamship Kansan, torpedoed without warning, sank in 14 minutes off the French coast last July, while carrying a crew of 50, is told in thrilling fashion in a letter received by Frank H. Barstow, manager of the Federal Telegraph Company, from A. P. Gussman, chief radio operator on the vessel at the time, who narrowly escaped losing his life by heroically striving to summon assistance while the sea was quickly rising about him.

Gussman, who was the last man to leave the Kansan, was receiving news dispatches from a radio station in Ireland when he was suddenly thrown from his chair by the terrific explosion which wrecked the engine room and plunged the ship into total darkness.

Quickly realizing the situation, Gussman ordered his assistant to save himself while he took charge of the instruments and succeeded in notifying the French government of the disaster. The Kansan sank so rapidly Gussman soon found the water above his knees, forcing him to swim for his life. He was picked up 30 minutes later in an exhausted condition by a lifeboat.

Kansan in Many Thrillers. The Kansan, in command of Captain E. A. Forsythe, had figured in a number of thrilling episodes since the outbreak of the war. In October, 1916, the Kansan was held up off the New England coast by the German submarine U-52 when the diver made a trans-Atlantic cruise to the United States and sank a number of allied vessels off the Nantucket shoals. In this instance she was not molested when the captain learned she was an American vessel. In December the Kansan struck a mine in the war zone and was reported sunk. Later she was salvaged and returned to New York.

The Kansan, a vessel of 7300 tons, was valued at \$2,000,000 and on her last voyage she carried a cargo valued at \$2,000,000 consigned to the French government.

Gussman's letter, written on his return to New York, follows in part: "S. O. S. First Thought. On July 11, at 12:14 A. M., I was copying press from a radio station at Poldhu, Ireland, on the Kansan, en route from New York to a port in France, when suddenly there was a terrible explosion which threw me out of my chair and the good old ship shook from stem to stern. I rushed out after the second operator, who had gone off to watch at midnight, and reported to the captain, who gave me the following position to send out with my 'S. O. S.': 'S. S. Kansan, torpedoed off Bell Isle; sinking fast.'

"I released the second operator, sent out the 'S. O. S.' on the auxiliary set (the ship's dynamo having stopped shortly after the impact, leaving the ship in total darkness), and was answered by a station in France, who complained of the way I was sending me to repeat our position, which I did and finally got his 'O. K.'

"Operator Forced to Swim. I then went to my room after my belongings, and took them into No. 2 lifeboat. As no one had left the ship yet I went back to my post, called the French station again, but got no response. Then the ship gave a sudden lunge and I thought we were 'goners.' I rushed out to where No. 2 lifeboat was supposed to be and found it gone. I walked aft, looking for something to cling to, and finally awoke to the fact that I was above my knees in water, but the forward end of the ship was dry. There didn't seem to be anyone on the ship, so I just laid down and swam and was picked up by the second officer about 30 minutes later. I don't think I could have held out much longer.

"The Kansan sank in 66 feet of water. Had I known this I wouldn't have left the ship, as I could have remained high and dry on the forward main deck. She was on the bottom just 14 minutes after she was hit, so you can imagine how quickly things happened.

"Ship Hit Near Shore. We were only three miles off shore, but had to row 10 miles to the nearest place before we could land. Two of the lifeboats were missing, but showed up several hours later. The one I had put my belongings in was capsized and all I saved outside of what I wore was a suit of 'B. V. D.'s and a pair of socks.

"There was great excitement in the port when we landed. The Frenchies knew of the torpedoing all right, but they were still in port with their submarine chaser. One week out, however, soon after we arrived, which was about 4 A. M. As far as I know they didn't encounter the submarine, which, of course, had several hours to get away.

"We returned to New York as passengers on another ship and I am going out again next week on the same run on the steamship Edward Luckenbach."

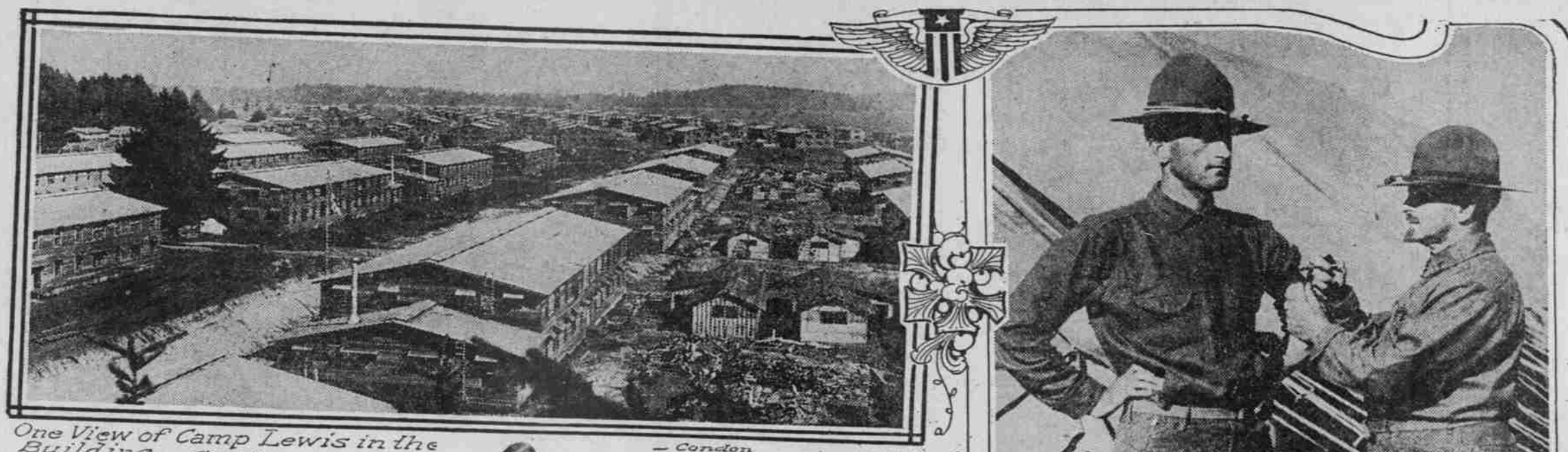
GRAYS HARBOR PLANS FAIR

Nearly All Display Space Already Is Taken at Elma.

ELMA, Wash., Sept. 1.—(Special.)—Nearly all display space at the Grays Harbor County Fair, which will open September 5, has been taken and entries are still coming in. There will be an exceptionally fine exhibit of livestock. E. L. Brewer, Judge Brady, Frank Glenn and others having already entered their herds. About 75 head of hogs have also been entered.

OUTLINE OF ORGANIZATION OF WESTERN DIVISIONS OF NEW NATIONAL ARMY NOW ENCAMPED AT AMERICAN LAKE, WASHINGTON, IS COMPLETED

Vast Cantonment Will Be Ready With All Army Comforts for First Increment of Nearly 50,000 Men, Who Will Arrive This Week at Camp Lewis—Nine Thousand Workers Busily Engaged in Putting Finishing Touches on More Than 1300 Buildings—Vast Maneuver Field Is Available and Soldiers Will Be Familiarized With Conditions They Will Meet on Battlefield.



One View of Camp Lewis in the Building Stage. — Condon



Detail of Kitchen, Police at Camp Lewis.

BY JOHN CONDON. TACOMA, Sept. 1.—(Special.)—With outlines of the organization of the Western contingent of the first National selective Army, Major-General Henry A. Greene and his staff are awaiting the arrival of the first increment of the new fighting force, which will reach Camp Lewis, American Lake, during the coming week. Major David L. Stone, constructing quartermaster, and the great civilian force of more than 9000 men employed by the Hurley-Mason Company, Portland and Tacoma, in building with military city, almost have completed their work.

The vast cantonment on the prairie lying about the seven lakes embraced in the 76,000-acre military reservation practically is ready for the reception of the 46,169 officers and men who will go into training for overseas service.

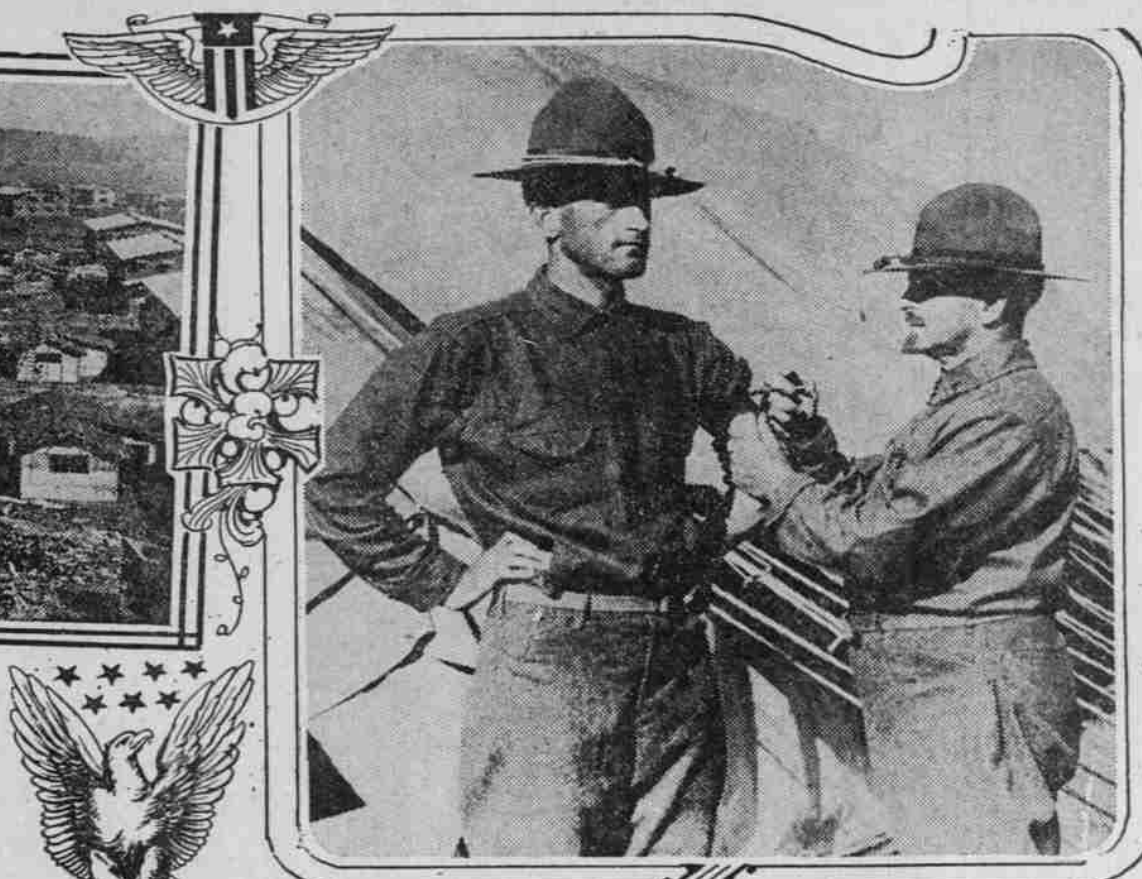
Miles of buildings, 1377 in all, have been constructed, and every man will be comfortably housed and well fed from the first day he detains at the camp. A wonderful community has sprung up in eight weeks. Water, sewerage and light system as extensive as those built for cities of 200,000 inhabitants are all in working order. Great crews of men are finishing up the base hospital, which will have 6000 beds when it is completed, and uniforms and arms are ready for the first half hundred thousand called to the colors from Western states.

Vast Supply Problem Solved. One of the great problems when the work was started was to get supplies. But the fir emergency committee of the West Coast Lumbermen's Association hurried lumber to the cantonment without halting work for a day. Oregon and Washington mills responded to the call of George S. Long and J. T. Gregory, the men appointed to see that the lumber arrived on time. In all 35,000,000 feet of lumber was used in the work as well as 20,000 window sashes and 12,000 doors. The business was apportioned between 100 mills, and no order larger than the capacity of a mill was sent out. It was the same way with all other supplies, and the lumbermen refused to be balked in their efforts to make good.

In one instance a shortage of glass for the windows was imminent. A telegraphic order was sent to the mills at Pittsburg, Pa., and six carloads of small panes were on their way the same day that the telegram was received. Every unit of the work was coordinated and worked without a hitch. Soldier and civilian worked together amiably. Major Stone and his force and Charles B. Hurley and his staff cleaned away a mountain of work daily. As the work progressed it was speeded up, and during the last two weeks the Hurley-Mason Company and the Independent Asphalt Company, sub-contractor, had more than 2000 men on the payroll. Hundreds of motor trucks were used in placing material and train after train rolled into the yards loaded with necessities for construction.

Most Buildings Semi-Temporary. Most of the buildings are of a semi-temporary character. Although Camp Lewis will be a permanent division post for 15,000 men after the war is over, the Government was in such haste to have the job finished by September 1 that it slapped many buildings together so that they would serve the purpose. These later will be replaced.

Oregon soldiers will be comfortably cared for and every want will be looked out for when they arrive. They will start training immediately, for the 1400 officers, the majority of them trained at the Presidio, have been assigned to their work and the men



Dr. J.R. Wetherbee, Giving F.D. McNaughton Typhoid Etc.



Reading the Army Manual to a Group of Rookies.



Co. B, Oregon Engineers, 1st Lieut. R.D. Christman, A.D. Collier. — Condon

seles, took up the task. Now this group is leaving and Companies B and C, Oregon Engineers, are running lines and attending to the other details of laying out the military reserve which will be bought with the \$2,000,000 in bonds issued by the people of Pierce County, in which Tacoma is situated. It has already been presented to the Government as a gift.

No lovelier spot could be found for a camp of this character. It includes lakes, trees, plains, forest and salt water. The Nisqually prairie, a terrain

Highway, opposite the rising base hospital and the camp of Provisional Field Hospital B, also a Portland organization. The ambulance unit, although organized two months, has not yet received an official designation and the men are yet to receive issues of clothing.

Sanitary troops from Fort Riley, Kan., are on the ground also. The unit includes four infantry regimental detachments, three field artillery regimental detachments, one ambulance corps and one field hospital corps.

LONG LIST OF OPERA STARS RECRUITED IN NEW YORK FOR SEASON IN MEXICO

Sigaldi Obtains Services of Polacco—Percy Granger, Enlisted as Private in Army, to Appear in Concerts, Entire Proceeds to Be Turned Over to Red Cross Society.

BY EMILIE FRANCES BAUER. NEW YORK, Sept. 1.—(Special.)—The shadow of coming events is gathering about the name of Sigaldi's opera season in Mexico for which he has secured the services of Giorgio Polacco, which in itself would seem to warrant a success.

Polacco is no stranger among the Latin countries who know and love opera. His success in South America was quite as great as it was in America or in England, where at Covent Garden he was an acknowledged favorite.

ART SCHOOL WILL OPEN IN OCTOBER

Portland Association's Classes Will Draw Young Students From All Over Northwest.

FOUR INSTRUCTORS NAMED

Henry F. Wentz and Misses Helen Putnam, Clara Stephens and Henrietta Failing to Guide Work of Young Artists.

Those who are preparing to enter art school are anticipating the opening of the school of the Portland Art Association which will begin its regular fall session on October 1. The courses cover first, second and third-year drawing and painting, composition; first, second and third year design and craft work including weaving, pottery, block-printing and stenciling; evening life classes, a class in art appreciation, lectures and class work in art history and children classes. The instructors will be Henry F. Wentz, Miss Helen Putnam, Miss Clara J. Stephens and Miss Henrietta H. Failing. Constructive class problems will include work for the Christmas exhibition, civic posters and the final dramatic pantomime. The work in the craft classes will lead to a department of practical work.

This year Mr. Wentz will criticize the first and second-year work in drawing and painting, in which students receive a thorough foundation for work in any branch of artistic endeavor and find a means for the expression of their individual talents. The Wednesday morning sketch class, under Miss Stephens, gives an exhilarating drill in quick drawing from life. Miss Stephens will also have the third-year painting class in which special effects of composition and lighting will be used.

The normal work for third-year students, under Miss Putnam, will fully prepare students to teach art. Miss Putnam's experience in normal work and at the Francis Parker school gives special value to the classes and advanced students will have practice teaching.

Among the special classes, Miss Stephens' new class in appreciation of Monday mornings will be of particular interest; Mr. Wentz' fortnightly composition class is always of great value. Wednesday afternoons will be the time for the class conferences on the history of art under Miss Failing. The lectures in connection with these will be on Thursday afternoons.

Miss Putnam's lectures on Egyptian and other early art, Greek and Roman art, will be given in October and November.

Miss Stephens will again be in charge of the children's classes. Mr. Wentz will conduct the evening classes, where some of the most serious work of the school is done.

GOLDEN WEDDING IS KEPT

Eight of Ten Children Celebrate With Their Father and Mother.

MONMOUTH, Or., Sept. 1.—(Special.)—Mr. and Mrs. Lycurgus M. Butler, of this city celebrated their golden wedding anniversary August 25, children, grandchildren and great-grandchildren. Mrs. Butler's maiden name was Mary E. Witherspoon. They were married in Carroll County, Arkansas, came west in 1875, settling in Southern Idaho and later moving to Oregon. Mr. Butler was a bugler in Company K, First Arkansas Cavalry.

Of ten children, one is dead. The others, with the exception of Mrs. Allen Short, of Turley, were present at the anniversary. Those present were: Milton J. Butler, Scappoose, Or.; Mrs. J. W. Beals, Snohomish, Wash.; Mrs. J. A. Armstrong, Lakes and Wash.; Mrs. G. L. Archibald, Wheeler, Or.; Monroe Butler, Scappoose, Or.; Jonathan H. Butler, Portland; Theodore E. Butler, Spokane; William A. Butler, Portland.

FUNERAL OF VETERAN HELD

H. S. Beers, Who Died at Soldiers' Home, Was Aged Nearly 80.

COTTAGE GROVE, Or., Sept. 1.—(Special.)—The funeral of H. S. Beers, who died Saturday at the Soldiers' Home at Roseburg, was held here Tuesday, Rev. J. F. Smith, of Roseburg, conducting the services. The cause of death was old age.

Mr. Beers was born in Yates County, New York, and was nearly 80 years old. He had lived here and at Roseburg for seven years or more. He was a veteran of the Civil War, being a corporal in Company B, Sixth New York Cavalry. He was twice wounded. Surviving children are: H. S. Beers, of Centralia, Wash.; George S. Beers, of Ostrander, Wash.; and J. F. Beers, of Hornbrook, Cal.

PETITIONS ASK FREEDOM

Effort to Be Made to Get Release of Alleged Embezzlers.

MARSHFIELD, Or., Sept. 1.—(Special.)—Petitions are being circulated in the Coquille Valley, asking for the release of W. R. Raley and A. R. Waldner, confined in the county jail for the past five months, awaiting trial at the October term of court on a charge of embezzlement of newspaper contest funds from Frank B. Cameron, editor of the Agitator.

Misses Waldner and Raley obtained considerable notoriety and some sympathy through their sensational escape from the Coos County jail, and their coming here on a charge of embezzlement. It is said the petitions are receiving much support, since the argument is put forth the men have already paid the penalty through their incarceration for five months.