

# LEVIATHAN BRINGING AMERICAN SOLDIERS

Former German Liner Due to Reach Port Today.

9000 MAY BE ON BOARD

Giant Transport Which Carried 100,000 Men to France Has Fine Service Record.

NEW YORK, Dec. 14.—The giant American transport Leviathan, formerly the Hamburg-American liner Vaterland, the largest vessel afloat, is due here tomorrow with between 9000 and 9999 officers and men of the American overseas forces. A wireless message was received here today from the steamship. This will mark the first arrival in this harbor of the great ship since the armistice was signed, although during the period of America's participation in the war she ferried across the Atlantic approximately 100,000 fighting men, together with vast quantities of war supplies.

**Crew Damages Engine.**  
Among the first ships seized by this Government when war was declared against Germany, it was discovered that members of the Leviathan's crew had done what they believed to be irreparable damage to the engines with the evident intention that she could not be used against the forces represented by the flag she formerly carried.

American engineering skill, however, proved equal to the emergency and after weeks of hard work, Navy mechanics succeeded in not only restoring the ship to her former efficiency, but actually in securing a greater speed than before.

These repairs were made at a cost of approximately \$1,000,000, and it is a matter of pride to the overseas transport forces that she has not missed a single scheduled voyage since she was placed in commission.

Armed to a degree that made her almost as formidable as a modern battle cruiser, and further strengthened by her great speed, she braved the submarine dangers of the war zone and came through without a scratch on her voyages through the war zone have been ten in number, and she has carried an average of 10,000 men besides her crew.

**Vessel Launched in 1913.**  
Launched at Hamburg on April 1, 1913, the Leviathan arrived in New York on her maiden voyage on July 29, 1913. She made only one round trip under the German flag, and her original name before she was self-interred here at the outbreak of the war.

The great ship is registered at 54,282 tons gross; she is 907 feet long and 100 feet of beam, with engines which originally developed 32,000-horsepower.

The hull has five steel decks with four others superimposed, making nine in all above the water line. Elevators, both passenger and freight, make her a floating structure which equals in size some of the largest buildings on land.

## PNEUMONIA CASE FATAL

S. B. Taylor Supervised Building of Steel Bridge at Salem.

DALLAS, Or., Dec. 14.—(Special).—S. B. Taylor, known throughout the state as an expert logging engineer, died at his home in Dallas Friday with pneumonia, following influenza. Mr. Taylor's death makes the tenth to occur in this city this week. He was formerly chief engineer of the Salem Falls City & Western Railway, and while acting in that capacity supervised the construction of the big steel railway bridge across the Willamette at Salem.

It was under the direction of Mr. Taylor that the many miles of logging railroad tapping the big timber belt above Black Rock in the western part of Polk County was located and built. He leaves a wife and several children, all confined to their beds with influenza.

## WAR STAMP GIFTS URGED

Employers Requested to Aid in Sale of "Baby Bonds."

Ad Club committee chairman met last night in the governors' room at the Chamber of Commerce, and outlined a movement intended to induce local business houses, banks and employers generally to make their Christmas gifts to employees this year in the form of thrift stamps and war savings stamps. Frank McCullis, president of the club, presided.

C. E. Jackson, state director of the war stamp campaign, outlined the purposes of the state organization for the rest of the year, and E. M. Strong urged concerted action to the end of sending Oregon "over the top" for its full quota of \$17,000,000 worth of "baby bonds."

## N. C. BURSON DIES AT 102

Burial Takes Place in Baptist Cemetery at Brownsville.

HALESET, Or., Dec. 14.—(Special).—Nathan Calvin Burson, aged 102 years, one of the oldest men in Oregon, died at the home of his son, Nathan Burson, Jr., northeast of Halsey this week. Mr. Burson was well known in this section for the last 15 years.

A native of Loudon County, Virginia, where he was born in 1816, he was at different times a seeker for gold in California, a doctor, an undertaker and a farmer.

He was buried in the Baptist cemetery at Brownsville, Rev. W. P. Elmore officiating.

## REED EDUCATOR IS NAMED

Carroll Hill Wooddy to Assume New Duties January 1.

Carroll Hill Wooddy, formerly of the Psychological Examining Board of Camp Lewis, has been elected assistant professor of history at Reed College, and will enter upon his duties January 1.

Mr. Wooddy is a graduate of McMinville College; also Rhodes scholar from Oregon at Oxford University, England, from 1911 to 1914; fellow in history at Princeton University from 1914 to 1915, and lecturer in history at Dalhousie University in Halifax during 1916 and 1917.

## Tangent School Is Closed.

ALBANY, Or., Dec. 14.—(Special).—The public school at Tangent, six miles south of Albany, is closed again on account of the influenza epidemic. After being reopened the school had been conducted several days, but it was deemed best to close when new cases developed.

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- Platinum and diamond bar pins \$35 and upwards.
- Solid gold mesh bags from \$75 to \$250.
- Cameo brooches in solid gold mountings, \$5 and upwards.
- Gentlemen's belts \$3.50 and upwards.
- Seth Thomas chiming clocks \$28.50 and upwards.
- Mahogany mantel clocks \$7.75 to \$15.
- Sterling silver 3-piece toilet sets \$25 to \$45.
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## CORN GROWING EXPANDS

PROGRESS SHOWN AT WESTERN OREGON ANNUAL FAIR.

Prizes Are Awarded to Successful Exhibitors in Exhibition at Eugene.

EUGENE, Or., Dec. 14.—(Special).—With the sale by auction of the prize-winning bushel exhibits the annual Western Oregon Corn Show, in session here since Thursday, closed this afternoon. While not as successful in the extent of the exhibits, nor drawing as large an attendance as usually, the promoters of the show are more than pleased with the progress shown in the expansion of corn growing among the farmers in this part of the state during the past year.

One of the closing features of the show was the address of Professor B. F. Sheehan, of Oregon Agricultural College, to the exhibitors on the exceptional advantages of seed corn as a profitable crop for farmers in the Western Oregon section. In the sale of the prize bushels the exhibit of D. E. McKee, Junction City, brought the banner figure, \$22.50. The prize winners of the show were as follows:

- Division A, best 10 ears Yellow Dent—Class 1—D. E. McKee, Junction City, first; Clinton Hurd, Coburg, second; E. E. Rose, Eugene, third; Christ Wetzel, Coburg, fourth; W. J. McClelland, Seaside, fifth.
- Class 2—C. G. Stuyvesant, Eugene, first; A. Hinshaw, Albany, second; Earl Stewart, Cottage Grove, third; Serena Jensen, Junction City, fourth; A. E. Wember, Eugene, fifth.
- Class 3—L. Burkett, Eugene, first; S. H. Johnson, Trent, second.
- Division B, best 10 ears White Dent—G. T. Ray, route 1, Eugene, first; E. L.

## CLARK, SWISHOME, SECOND; TAYLOR BROTHERS, THURSTON, THIRD.

Division D, for boys under 18 years—Class 1—Harold Hurd, Coburg, first; Joe Maughan, second; D. E. Harung, Junction City, third.

## ANNUAL BANQUET IS HELD

Franklin T. Griffith New President of Arlington Club.

Franklin T. Griffith heads the Arlington Club. His selection took place last night at the annual meeting of the club. J. D. Farrell is the retiring president.

## NINE MILES OF HIGHWAY TO BE PAVED.

ALBANY, Or., Dec. 14.—(Special).—Linn County will secure nine miles of paved road next summer, according to plans being developed by the State Highway Commission and the County Court. The stretch to be paved is that portion of the Pacific Highway extending from Albany northward to the Santiam River, at Jefferson, the boundary between Linn and Marion counties.

## HARRY R. M'CARVER DIES

ILLNESS OF 4 WEEKS CAUSED BY HEART TROUBLE FATAL.

Mr. McCarver in Employ of Transcontinental Freight Bureau 27 Years.

## OREGON CITY, Or., Dec. 14.—(Special).

Harry Ralston McCarver, a former resident of Oregon City, but now of Portland, died suddenly at the family home at 1159 East Morrison street, Portland, this morning at 2:40 o'clock, just two weeks to the day when his family, Mrs. Mary McCarver, of this city, passed away.

Harry Ralston McCarver was born in Oregon City, March 29, 1855, and was

## THE SON OF THE LATE THOMAS J. AND MARY E. M'CARVER, OF THIS CITY.

He spent his boyhood days in Oregon City, attended the Oregon City schools, and for three years made his home in St. Joseph, Mo., where he also attended school.

For 27 years he had been in the employ of the Transcontinental Freight Bureau and for 15 years had been connected with the office force. He was in the employ of that company when he was taken ill about four weeks ago with heart failure.

He comes from one of the oldest and most highly-respected pioneer families of Oregon, his grandfather being the late General M. M. McCarver, who crossed the plains in the year 1842, and settled in what is now Mount Pleasant.

Mr. McCarver leaves his wife, Mrs. Nora McCarver, formerly Miss Nora Marra, and a daughter, Mrs. Lelia McCarver, of Portland.

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Good variety styles and colors.  
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