

ONE UNACCOUNTED FOR IN WRECKAGE OF LOGGING TRAIN

Aberdeen, Wash., Dec. 12.—Three men, a woman and a baby are dead, two men are injured, and another is missing, the result of two slides on the Clemons Logging company's road, about 16 miles east of Aberdeen, Sunday night. The first slide carried a logging train 300 feet down a steep embankment and killed the engineer, his wife and 2-year-old baby, and injured two brakemen. The second slide, half an hour later, killed one member of a railroad construction camp rescue party, which had been hurried to the scene, injured another fatally and left a third as yet unaccounted for.

The dead: Gerald Willis, 33, locomotive engineer, Melburne; Mrs. Pearl Black Willis, 25; Gerald Willis, 2-year-old baby of Mr. and Mrs. Willis; Ernest Olson, 30, construction camp laborer, Montesano; John Lind, 35, construction camp laborer, Montesano.

The injured: A. W. Husey, 33, brakeman, right leg broken below knee, right hand and both legs badly burned; Ira Elliott, brakeman acting as fireman, two fingers cut off right hand, cut and bruised.

Missing: W. T. Lavelle, steam shovel engineer, construction camp, Hoquiam. Lind died in an Aberdeen hospital Monday night. No relatives are known. The other injured are recovering.

EARTH SLIDES 300 FEET

The slide occurred between 10 and 11 o'clock Sunday night, at a point eight miles southeast of Melburne. A 7 o'clock train, carrying between 40 and 50 men to camp, passed over the track safely. When the second engine entered the stretch at the top of the embankment, the earth slid from beneath it, carrying it down 300 feet.

Willis, his wife and child were killed outright. Elliott, the only member of the crew able to go for aid, ran to a construction camp a mile away and returned with a rescue party. Hardly had the work of rescue begun when the second slide occurred, carrying the rescuers and wreckage down the steep slope. Because of the high water, Melburne is cut off from all road communication.

A special train was rushed from Aberdeen and brought here the injured who had been taken to Melburne station. The dead were brought here late Monday afternoon.

NO WARNING GIVEN

Members of the crew of the wrecked train had no warning of the death that lay in wait for them, declared Ira Elliott, who was firing the engine and was in the cab with the engineer, his wife and baby. The train was proceeding slowly and the headlight, in perfect order, showed a solid track ahead. Then the track and the ground suddenly sank beneath the locomotive.

Elliott was the hero of the disaster, the only person of the five crowded into the small engine cab who was thrown clear of the wreck. He ran a mile to a construction camp for aid as soon as he gained his feet, though one finger had been slashed from his left hand while a second dangled by a shred of flesh and despite, too, the fact that he was severely bruised and stunned by the fall.

Reaching the camp he brought back with him the entire construction crew of 40 men. As soon as first aid attention had been given his mangled hand, Elliott helped with the work of rescue and search in the debris.

SEARCH FOR MISSING ENGINEER

Two hundred men, representing practically the entire Clemons logging company crew, are searching feverishly in the wreckage and the incalculable mass of earth for the body of W. J. Lavelle,

steam shovel engineer at the construction camp and a member of the rescue party. Lavelle was missed as soon as the toll of the dead and injured was taken, following the second slide, and no trace of him has been found yet. Lavelle lived at 315 Fifth avenue, Hoquiam. Immediate relatives are his mother, Mrs. M. Lavelle; his wife and three small daughters; a brother, H. L. Lavelle, also an employee of the Clemons Logging company, and a sister, Annie Lavelle. The family came from Montreal, Canada. The missing man had been employed at the Clemons camp about six months.

FAMILY IN PORTLAND

Gerald Willis, the dead engineer, was taking back with him to their home at the camp his wife and baby, who made the trip to Melburne with him Saturday night and remained there Sunday. Willis is survived by his parents, Mr. and Mrs. S. M. Willis of Melburne. The senior Willis is boom foreman of the Clemons operations. Mrs. Willis (neé Pearl Black) is survived by her parents, Al W. Husey, crushed beneath the firebox of the engine, is seriously hurt, but was not considered in danger early Monday afternoon. He has a wife and two children in Kingham.

Ernest Olson, who was killed in the second slide, made his home in Montesano. He had no known relatives. Al W. Husey, crushed beneath the firebox of the engine, is seriously hurt, but was not considered in danger early Monday afternoon. He has a wife and two children in Kingham.

The father, John Husey, who a short time ago was a patient at the Aberdeen general hospital and is said to be still residing on the harbor. Mrs. L. M. Elliott, wife of the brakeman of last night's horror, and two children left Sunday to spend the Christmas holidays with relatives at Cape Horn, Wash.

SEA DUTY REQUIRED

Under the administrative scheme now being developed drills and sea duty will be one of the requirements of members of the fleet reserve. Fifteen days' active sea duty each year will be required and a certain number of drills to maintain efficiency. Members of this class will receive full pay and allowances while on sea duty. For drill duty they will receive one day's pay for each 90 minutes of drill, the total not to exceed five drill periods in one month.

Officers and men enrolled in the volunteer reserve do not receive pay except when on active duty. The new organization provides that men and officers may have sea duty upon request if there are stations aboard combatant vessels for them. They are not to be called out save in case of a national emergency.

INSANE ALIEN WIFE OF NATURALIZED MAN CANNOT BE ADMITTED

An insane alien woman is not entitled to American citizenship when her husband is naturalized, according to an opinion given today by United States Attorney Lester W. Humphreys in reply to a letter from Immigration Inspector R. P. Bonham.

An effort is being made, according to Bonham, to bring Mrs. Antonetta Amerato, wife of Gaetano Amerato, back to Portland from Italy, on the grounds that she was illegally deported October 25, 1915.

The woman entered the country March 27, 1915, was committed to the Oregon State hospital March 12, 1915, and a warrant of arrest was issued. On July 3, 1915, she was ordered deported, but owing to the war the order could not be carried out until October. On September 17, 1915, Amerato was naturalized. As Amerato was naturalized before his wife left the country, his attorneys claim she can be legally returned.

Humphreys says Mrs. Amerato could not meet the requirements of citizenship when her husband was naturalized and therefore she is not a citizen of the United States.

CONGRESS MUST NOT TAMPER WITH BUDGET, DECLARES WHITE HOUSE

Washington, Dec. 13.—(I. N. S.)—The administration will look with disfavor on congressional efforts to "monkey with the budget" figures submitted at the opening of the present congress, it was learned at the White House this afternoon.

The president feels that the budget is yet in an experimental stage, but that the initial effort is of such merit that congress should accept it as it was brought from the hands of the budget director.

Attempts to pare down the estimates for departments will seriously hinder the government's work, it was said.

Rep. Summers Backs Sinnott in His Fight For Higher Surtax

Washington, Dec. 13.—(WASHINGTON BUREAU OF THE JOURNAL.)—Congressman Summers of Washington, like Sinnott of Oregon, his neighbor, held fast in the surtax fight to sustain the senate in raising the surtax maximum from 32 per cent in the house bill to 50 per cent. He saw it as a battle between those who desired to give no relief to the man of moderate income, reserving all benefits for millionaires, and those who believed that the relief should be sifted on down until it reached the ordinary professional or business man or farmer.

Summers in a statement makes the following observations on the opposing forces:

"The 32 per cent surtax would ease the burden of the multi-millionaire class, but provided no reduction for the man of smaller income."

"It was the purpose of the 50 per cent surtax to collect heavier taxes (50 per cent on net incomes of \$50,000 and more) and to collect lighter taxes (a lower rate and a smaller proportion of the total taxes) from incomes below \$50,000."

"The press has stressed the fight for a 50 per cent maximum on very great incomes, but I wish to stress the even more important provisions of the same amendment which begins the relief at the bottom and makes a substantial reduction for all. The tax burden on all will be lighter when tax returns are made next March, but there will be a still greater reduction when returns are made in 1932."

NATIONAL GUARD MAY BE PATTERN FOR NAVY RESERVE

Reorganization of the United States naval reserve force on lines similar to that of the national guard is being considered by the navy department, according to advice received by Portland reservists this morning.

The new organization provides for three classifications of reservists, the fleet reserve, the merchant marine reserve and the volunteer reserve. Officers and men who have had duty on combatant vessels of the navy, especially during the recent war, are eligible for enrollment in the fleet reserve.

The merchant marine reserve is for men who follow the sea as a vocation and who will be called upon to man merchant ships in time of war, while the volunteer reserve is to be for men who have special training in civilian life that would be of value in war time.

HOOD RIVER VALLEY RAILROAD RESUMES; FRUIT TO BE MOVED

Hood River, Dec. 13.—For the first time since the big storm opened on November 19, railroad communication has been re-established between this city and points in the valley, and prospects are good that long deferred shipments of apples may be made within a few days.

Considerable quantities of Spiltenberg and Winter Bananas remain in the valley. But fortunately the temperature has been just cold enough to keep these in good condition.

Heavy rains and fairly high temperatures have, during recent days, cut away much of the snow in the lower valley and automobiles are again being used instead of bob sleds. In the Parkdale section, the snow is getting thin and car owners are tuning their machines up in anticipation of being able to drive into Hood River for Christmas shopping.

HOOD RIVER KIDDIES ARE TO HAVE TREE

Hood River, Dec. 13.—That every child in Hood River may this year appreciate the spirit of Christmas, Henry Thiele has arranged a giant Christmas tree celebration at the Columbia Gorge hotel, on the evening of December 23, to which every child in this section will be invited.

A committee of citizens, comprising John Baker, C. H. Vaughan, Mrs. Cleodora Blakely, C. A. Bell, A. M. Cannon, J. D. Thomson and H. G. Ball, has undertaken the task of providing automobile transportation for the children and presents. It is estimated that about 300 children will take part.

HOLIDAY DECORATIONS

One thousand pounds Elkhorn Moss, or any part, for sale. Tel. Marshall 3694

Mrs. H. M. Powell

OF LONDON, ENGLAND
WILL CONTINUE HER SERIES OF LECTURES GIVEN AT

Theosophical Hall

301 Central Bldg., at 8 P. M.

Tuesday, Dec. 13—"The Training of the Emotions"

Wed., Dec. 14—"The Coming Civilization"

Thurs., Dec. 15—"Psychism and Spirituality"

ALL ARE WELCOME

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VANCOUVER MARRIAGE LICENSES

Vancouver, Wash., Dec. 13.—The following marriage licenses were issued Monday: R. J. Wheeler, 25, and Ona Pritchard, 18, Vancouver, Wash.; Jacob Aivah Dexter, 25, and Alida Fern Dawson, 23, Portland; Frank Lind, 41, and Sadie Butler, legal, Portland; Charles M. Dalby, 22, and Zena M. Baker, 18,

Portland; Henry Markness, 25, and Belle Brummette, 23, Portland; Lewis H. Martins, 48, and De Edna Faust, Gervais, Or.; Gerald A. Judge, 21, and Grace M. Wilker, 20, Portland; Raymond Yancy, 24, and Della LaMonte, 20, Portland; Leonard E. Emery, 38, and Alton J. Anderson, legal, Gervais, Or.; Argus F. Monroe, legal, and S. Ruth Scheffer, legal, Cottage Grove, Or.; C. F.

PORTLAND HUSBAND SUES

Astoria, Dec. 13.—Suits for divorce have been filed here by Warren H. Ray of Portland against Lauretta Ray and William A. Hoot against Ida L. Hoot. Decrees were granted Maud Hughes from R. L. Hughes; Goldie M. Litterall

WEST SPRINGFIELD GONE

Springfield, Or., Dec. 12.—The name of West Springfield station on the street carline between here and Eugene was changed with a change in its site to Glenwood.

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A car which reveals, at a glance, such a wealth of beauty and goodness that the price seems almost unbelievable.

Cord tires, non-skid front and rear; 31x4 inch.

Disc wheels demountable at hub and rim, or wood artillery wheels, optional without extra cost.

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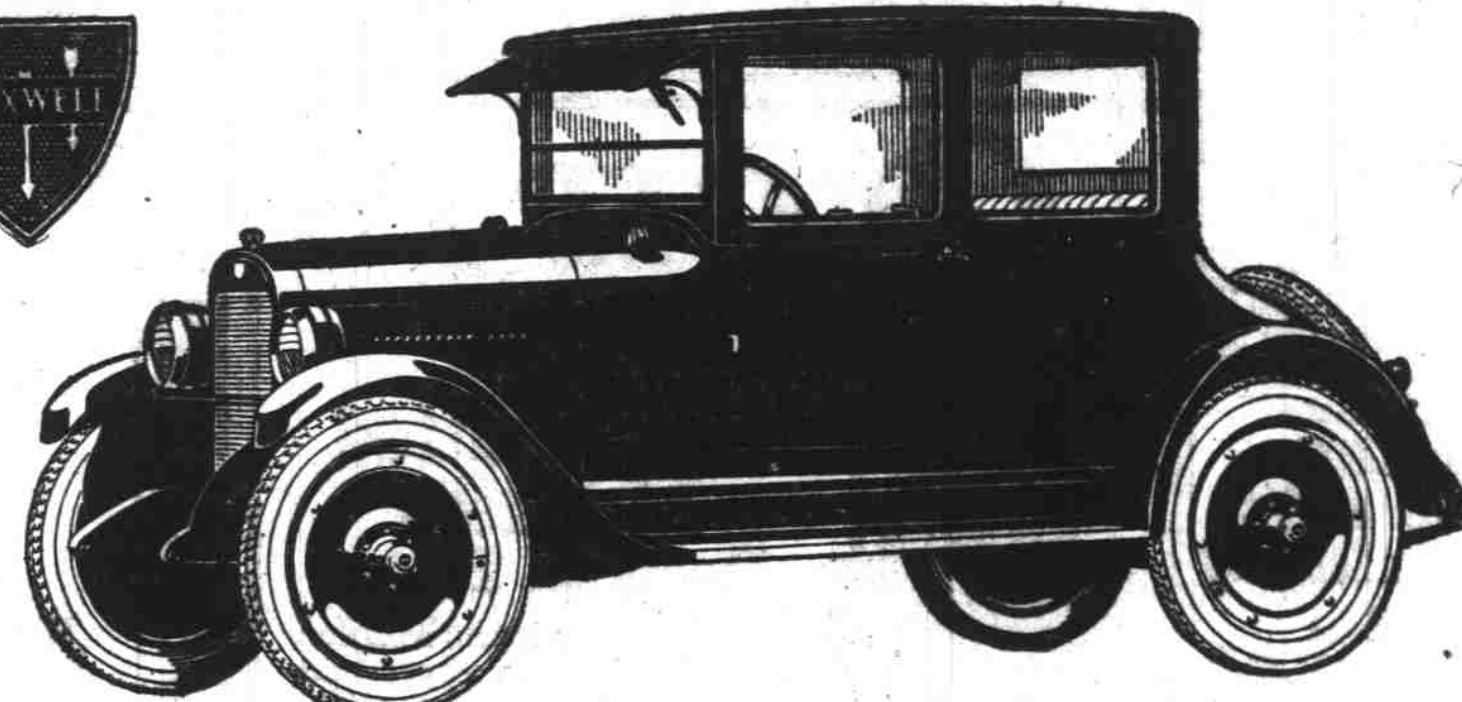
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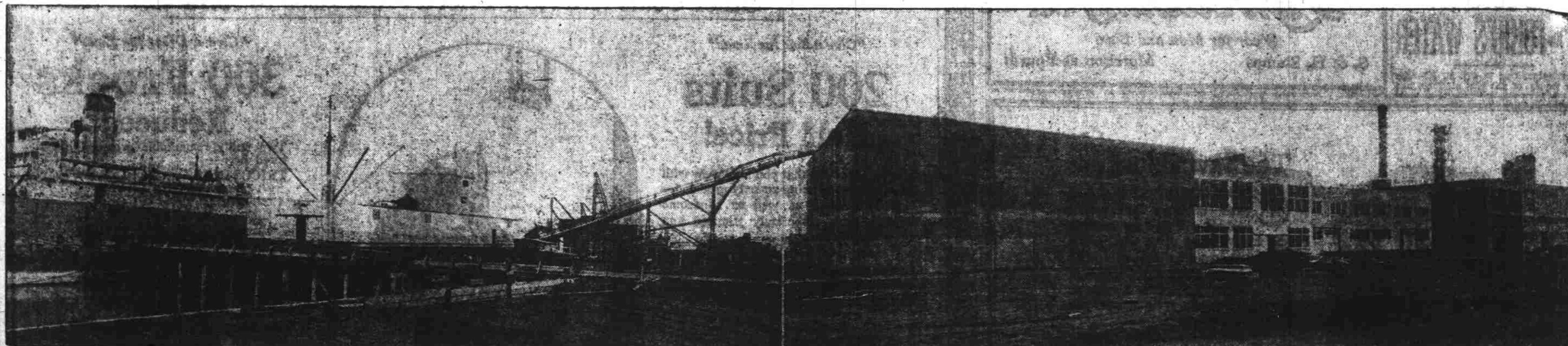
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A Local Enterprise Built by Local Men With Local Money



U. S. S. B. Steamer "Coaxet" unloading initial cargo of copra at the dock of the new plant of the

PORTLAND VEGETABLE OIL MILLS COMPANY

Located at the foot of West 22d Street

This company has purchased about 6000 long tons of copra, representing an investment of \$560,000. Deliveries in December, January and February.

Before beginning operations, we have booked telegraphic orders for about \$250,000 worth of our finished products (Vegetable Oil and Coconut Meal) at a profit, deliveries beginning in December. This proves we have a ready market.

We still have a small portion of our million dollar capital stock for sale at \$100 per share. Terms all cash or 25% with subscription and 25% per month for three months.

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