

UNION PACIFIC AGENT RECEIVES PROMOTION

Effective January 1, Guy L. Leonard, district freight and passenger agent of the Union Pacific at Tacoma, will become general agent, freight department, with headquarters at Portland, succeeding Albert Kelling, deceased. Leonard's promotion was announced by A. S. Edmonds, assistant traffic manager of the Union Pacific. Ray J. Curtin, traveling traffic agent, will be promoted from the Portland office to suc-

ceed Leonard as district freight and passenger agent at Tacoma. Principal cities in the district are Tacoma, Olympia, Longview, Kelso, Centralia and Chehalis.

Both men are widely known in railroad and shipping circles. Mr. Leonard is president of the Tacoma Transportation club and prominent in the Tacoma Chamber of Commerce.

Nobody has questioned the verity of a sign observed on a government road project, "Slow Men At Work."

Over the River and Through the Woods to Grandma's House we Go



But "Grandma's house," this Christmas, may be far away across many rivers and over the woodlands of whole states. No matter! The family can be speedily brought together. "Long Distance" is the magic sleigh. So call up relatives and friends, wish them the joy of the season. The cost is low.

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7 SURVIVE OCEAN SHIPWRECK; TELL OF FIVE WHO DIED

Motorship Hurry On Swept to Doom in Storm on Atlantic Coast.

Jidique, Nova Scotia.—Seven half-dead seamen were washed ashore near here with the news that five other companions on the Halifax motor vessel Hurry On had died in a storm which capsized their little ship 12 hours earlier.

Six of the survivors reached shore in a battered and earless lifeboat after a night that had seen death pick off their five companions one by one. One of the dead was still in the boat.

A seventh living but unconscious member of the crew was cast ashore by the rollers. They abandoned ship off Henry Island, 23 miles from here.

Five of the six men alive in the boat were unconscious when it beached, and only one was able to crawl to a fisherman's home to bring help.

Captain a Victim.

Hours before they landed Capt. A. H. Gardner, fifty-four-year-old Yorkshireman, died.

The Hurry On, owned by the Unus Shipping company, was bound for Montreal from Halifax when the storm swept down. As she heeled before the northeaster her cargo of corn shifted, forcing her down on one side. Oil poured on the water failed to help, and finally the men had to take to the boat.

Through the long night, then, the shivering seamen watched as one after another died of exposure.

Seamon G. Carmichael of St. Ann, N. S., told how his shipmates died.

"The lifeboat capsized," he said. "We all crawled back aboard, but we had lost everything."

"Shortly after that the boat upset again. First Mate Alex Mackenzie never came back. He was drowned."

"Alex Wait died two hours later of exposure. Before long he was washed overboard. Those still alive had all they could do to keep in the boat themselves."

Drifts Alive to Shore.

"In another two hours Captain Gardner died. He died of exposure like Wait. His body was washed over, too."

"Macaulay died soon after the captain, and we couldn't keep his body in the boat either."

"We were just an hour away from land when Fraser Maclean died. His body was brought ashore."

Chief Engineer Terman Scade of Hamburg, Germany, said: "The waves were mountainous and it was absolutely impossible to keep the bodies of the dead men in the boat."

"It was filled with water. There was nothing to ball with, and, even if there had been, we wouldn't have been able to use it."

"When we left the ship the boat was fully equipped, but we lost everything the first time it turned over."

Somewhere in the long drift to land Second Engineer Albert Boudreau of Halifax was washed overboard with the dead men. But he kept afloat and, unconscious, drifted ashore down the beach from the lifeboat.

Pet Gander Follows Its Owner on His Rambles

Northampton, Mass.—Like the little lamb that followed Mary everywhere she went, "Dick," a gander, is always at the heels of Edmund Laccas, seventy-nine, retired mill worker. On his daily trips to town Laccas can be seen followed by "Dick," his chest out and chin in and stepping high like a well-drilled German private.

DODSON

Mr. and Mrs. Charles F. Beattie are planning on spending Christmas day with Beattie's parents, Mr. and Mrs. R. B. Beattie, in Oregon City.

Miss Madie Manning will spend Christmas with her sisters, Mrs. Tom Morris and Mrs. Ida Manning.

Mr. and Mrs. Charles Robertson and Robertson's father, R. H. Robertson, will spend the holidays with Mrs. Robertson's mother, Mrs. Dell Robertson, in Brownsville.

Miss Felice Ford of Portland and Miss Katherine Ford of Yamhill are planning on spending Christmas with their sister, Mrs. Lee Sams.

Mr. and Mrs. Ted Johnson will enjoy two Christmas dinners in Portland this year. The first one will be at the home of Johnson's parents, Mr. and Mrs. Clarence Johnson, and the second at the home of Mrs. E. J. Burroughs with Mrs. Johnson's mother, Mrs. Lila Matthews.

Oscar Hassenspeffer is always cool in time of danger—at least his feet are cold.

Dad Gummit had to stop smoking cigarettes on account of his lumbago. He couldn't bend down to pick them up.

An adult, says Bill Keeler, is one who has quit growing at both ends and starts growing at the middle.



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