

**1000 PERSONS DROWN AS VESSEL UPSETS.**

**Excursionists Perish Within a Few Feet of Shore.**

Chicago, July 24.—A thousand persons lost their lives in the Chicago river today by the capsizing of the excursion steamer Eastland, while warping from its wharf with more than 2,000 employes of the Western Electric Company and their relatives and friends on board, bound for a pleasure trip across Lake Michigan.

After ceaseless work all day and far into the night, the bodies of 842 victims of the catastrophe, most of them women and children, were collected from the temporary morgues and taken to the Second Regiment Armory.

Captain Harry Pederson, 57 years old, of Benton Harbor, Mich., who was in command of the steamer Eastland, said today:

"I was on the bridge and about ready to pull out when I noticed the boat begin to list. I shouted orders to open the inside doors nearest the dock and give the people a chance to get out. The boat continued to roll, and shortly afterward the hawsers broke and the steamer turned over on its side and was drifting toward the middle of the river.

"When she went over, I jumped and held on to the upper side. It all happened in two minutes. The cause is a mystery to me. I have sailed the lakes 25 years and previous to that sailed on salt water 12 years and this is the first serious accident I ever had. I do not know how it happened."

Moves toward sweeping investigations of the disaster of the steamer Eastland were under way today long before the bodies had been taken from the hull of the overturned vessel.

Federal Judge Landis ordered a grand jury impaneled to investigate the catastrophe. State's Attorney Hoyne prepared for a county grand jury. Coroner Hoffman selected a jury to look into the cause of the deaths. The police arrested all the officers of the Eastland and the health commissioner arranged to purify the river for fear death might be spread by the presence of so many bodies in the river.

**GRANT TAXES ASKED.**

**Southern Oregon Company Demands \$156,924 Held.**

Coquille, Or., July 25.—As a result of Judge Wolverton's decision involving the lands of the Southern Oregon Company, most of which are in Coos County, in which he followed the United States Supreme Court in the Oregon & California land grant case, the attorneys for the Southern Oregon Company Saturday filed suit in the Circuit Court of Coos County to recover the \$156,924 on deposit with the county treasurer for taxes for 1911, 1912, 1913 and 1914.

Pending the final disposition of their lands the company had deposited these taxes with the condition that if it lost possession of the land the taxes should be returned. Since the company cannot collect more than \$2.50 per acre for the land, it seeks to have the entire tax for the past four years returned. District Attorney Lilequist intends to carry the case through to the United States Supreme Court if necessary.

In addition to this \$156,000 there are three more large companies whose taxes are delinquent. The Oregon & California delinquent taxes amount to another \$100,000 and the Kinney properties on Coos Bay and the Boutin timber tract add another \$90,000, making nearly \$350,000 in delinquent taxes charged against four companies.

About half of this is county taxes and, according to the County Clerk's report just published, there is outstanding \$175,000 of unpaid warrants for which no other provision has been made except in the assessments against these four delinquents. This has lowered the value of county paper to 95 cents on the dollar.

Allegation that he was "corrupt and incompetent" were contained in a petition for the recall of District Attorney Joseph Starr, of Wheeler county, filed with the secretary of state.

That the United States is planning a definite step with respect to Mexico, and that it will be taken soon, was authoritatively announced today at the state department, but so suggestion of the course to be pursued was given.

Use of bicycles or motorcycles in the rural delivery service is prohibited by an order issued Tuesday by Postmaster-General Burleson effective January 1, 1916. In announcing his order, Mr. Burleson holds that vehicles of these types do not have the carrying capacity needed for the parcel post service and do not afford necessary protection for the mails in bad weather. The order will effect bicycles or motorcycles to cover their about 8000 carriers who now use routes.

**BERLIN DISPLEASED WITH LATEST NOTE.**

**All Papers Say Only Alternative is to Continue the Submarine Warfare.**

Berlin, via London, July 26.—The comment of the principal provincial newspapers together with that of the Berlin press—that the American note is certainly unsatisfactory and leaves Germany no alternative except to continue her submarine warfare against hostile commerce, regardless of consequences, unless "Great Britain, as a result of the forthcoming note from Washington, sees fit to change her illegal blockade policy."

The Koelnische Zeitung, after reviewing the various steps in the negotiating says:

"The German and American standpoints at the end are as far apart as at the beginning and an understanding is utterly impossible on the basis offered by the United States.

**No Disavowals to Be Made.**

"Germany will neither disavow the sinking of the Lusitania, nor offer indemnification for the loss of those reckless Americans who perished on the steamer. Germany will continue her submarine warfare in the same manner as in the past two months. She will continue to show consideration toward American ships and passengers and will hope, naturally, that development will not lead to a sharpening of relations with the United States."

The Frankfurter Zeitung also holds that Germany cannot make disavowal of or giving compensation for the sinking of the Lusitania.

The reasons, as set forth are:

"First, because it would shift the blame on the shoulders of the brave officers who acted according to orders, and, second, because payment of compensation would be misinterpreted as recognition that Germany was in the wrong."

**Wilson Called Dogmatic.**

The concluding phrase of the American note is described as "an earnest declaration whose significance and possible consequence are not open to doubt, but which cannot terrify us."

The newspaper continues:

"Germany cannot afford to abandon her submarine warfare because of threats, and if President Wilson persists in his dogmatic views the world must bear the consequences."

The Tageblatt, after declaring that President Wilson's standpoint, under all circumstances, is the opposite of reasonable, right or correct reason, says:

"We are not so slavishly unfree in our thinking as Americans are told. We believe that Mr. Wilson essentially is not free, and that his ideas of humanity and neutrality are not voluntarily in accord with the interests of his electors."

Jacob Frank, a well-known jurist, discusses in the Vossische Zeitung submarine warfare from a legal standpoint. He maintains that the United States no more has a right to protest against the sinking of the Lusitania by a weapon not yet regulated by international law than by mines which Germany had a right to lay in the path of the vessel.

**How the Democratic Party Blunders.**

That the Democratic party is incompetent is the statement made by Senator John Sharp Williams of Mississippi in an address to the United States Senate.

"The poor, dear old foolish Democratic party is going through the same game that she can be generally trusted to go through," said Senator Williams to his Democratic colleagues. "You cannot govern the country. You are incompetent."

Some measures of that incompetency has been referred to hitherto in stories pointing out specific errors in the traffic bill due to excusable blundering. Mistakes in other laws have been discussed in more recent articles. A brief resume of these mistakes is given herewith, to be followed later by instances of other faulty Democratic Legislation.

No. 8. The provision enacted by the Democratic Congress to build up the American merchant marine, utterly failed to achieve its purpose, and conferred the proposed benefit instead upon competing vessels of other countries, giving to foreigners the profits from high freight rates, according to the decision of the Court of Customs Appeals in the five per cent rebate case.

No. 9. The Democratic Congress blundered in enacting the law to provide greater safety and comfort at sea for passengers and seamen by naming two conflicting dates for the time it should take effect.

No. 10. The "war tax" law was inaccurately drawn; was not based upon correct estimates and failed to provide the money needed; necessitated expensive legislation; and adequate preparation for its enforcement was not made, causing great delay, annoyance and confusion.

No. 11. The executive branch of the Democratic administration is at war with the legislative branch, and

has asked the Supreme Court to declare inoperative the law allowing a five per cent reduction in the tariff on goods imported in American bottoms.

No. 12. The most vital error a legislative body can make was incorporated in the "war tax" law Congress having giving two conflicting dates as to the time Schedule B should begin to operate.

No. 13. Congress invited litigation over Schedule B of the "war tax" law by failing to clearly express the meaning of the provision to tax "cosmetics," and the matter is now in the courts.

No. 14. Thousands of dollars collected from trust companies under the "war tax" law may have to be refunded because Congress failed to make clear whether or not they are subject to the tax, a question that has been taken to the courts for determination.

**AMERICAN SHIP SUNK.**

**Leelanaw, Loaded With Flax, Destroyed by German Submarine.**

London, July 26.—The American steamship Leelanaw, from Archangel July 8 for Belfast, with a cargo of flax, was sunk July 25 by a German submarine off the north coast of Scotland.

All the members of the crew of the Leelanaw were saved. They were brought into Kirkwall in their own boats.

The steamship left New York May 17 with cargo of cotton consigned to Russia by way of Gotenburg. The vessel was detained at Kirkwall while inquiries were made as to the possibility of getting her cargo to Russia, as Sweden forbids the export of cotton. The ship was released June 26 with permission to proceed to Archangel, where the cotton was discharged, and a cargo of flax was loaded for Belfast.

There are no tramps in England. Everybody is fighting or working; though it is an awful remedy.

The British Government is purchasing practically all the low grade canned salmon on the Pacific coast with which to feed its army, it is learned. There is little demand for the fine quality of salmon.

Five thousand dollars each for the first ten dirigible balloons destroyed is the prize offered to the British-airmen by Baron Michelham. The only provision is that airships must be destroyed while in the air.

The Morning Post's Budapest correspondent estimates that the calling up of the last landstrum class in Austro-Hungary, which he says will be completed October 7, will add 700,000 to 800,000 men to the army.

This class includes men between the ages of 43 and 50.

One day, more than a year ago, a man whose hand trembled for want of a drug, walked into a second-hand store at Seattle and sold a painting, the last of a score of family heirlooms, for 50 cents. A short time ago Mrs. Edwin G. Ames, of 808 Thirty-sixth avenue North, wife of the vice-president of the Seattle National bank bought it for \$5. The painting, with its coat of grime removed, hangs on exhibition in a Seattle art store, as probably it did more than 50 years ago in the Royal Academy of London. The painting is the work of John Frederick Herring and J. A. Williams, celebrated artists, and is valued at \$2000.

For the first time since the Democratic National convention several years ago in Baltimore, Norman E. Mack, William Jennings Bryan and Judge Alton B. Parker gathered under one roof in San Francisco and broke bread together. The occasion was a luncheon given to the Argentine commissioners by the National commissioners at the Panama-Pacific Exposition. In introducing Mr. Bryan Judge William Baily Lamar, who, president, quoted Thomas Jefferson's epigram in regard to office-holders: "Few die and none resign." Mr. Bryan, responding, said that Judge Lamar had not risen entirely to his opportunity, "because in addition to having resigned, I have died, politically, several times, I believe."

Total casualties of 339,995 to the British army and navy were announced by Premier Asquith. On April 11 H. J. Tennant, Under-Secretary of War, announced the total British losses since the beginning of the fighting as 139,347. If his figures were correct the British have lost 182,542 in the last 14 weeks. The total naval casualties to July 20 were 9106 and the military casualties up to July 18 were 321,889. Great Britain is the only one of the powers engaged in the war which has announced from time to time her total casualties. Germany has issued at home full lists by name of all men killed, wounded or missing but the government has given out no official total. No comprehensive lists of casualties have been given out by France, Russia, Austria-Hungary or Italy.

**COOS RECALL AGITATED.**

**Members of County Court Attacked in Petition.**

Marshfield, Or., July 27.—A recall petition will be circulated in Coos County at once against Judge Watson and County Commissioners Armstrong of Bandon, and Dement of Myrtle Point. Incompetency will be charged. Judge Watson has been in office since January, while the others have served a number of years as Commissioners.

The direct cause of the agitation against the County Court is the recent reduction of pay for workmen and teams on the county highways, when the remuneration was reduced for men from \$2.50 to \$2.25 a day and for teams from \$5 to \$4.50.

The Board of Equalization, of which James Watson was a member when County Clerk in 1913 and 1914, reduced the valuation of timber lands \$1,600,000, and this is laid to Judge Watson by ranch owners.

The petitions are being prepared in Bandon, the home of Commissioner Armstrong.

Another objection to the court is alleged general disposition to reduce many legitimate bills.

The opposition is led by a number of men who have been effected by the retrenchment plan, among them M. M. Young, of Coquill. The petitions will carry the names of candidates for their places and the Judge will be nominated from Coos Bay and Commissioners from Bandon and Coquille.

**INDUSTRIAL NEWS.**

**Some of the Progress that is Being Made in Oregon.**

Salem—Ground has been broken for new \$50,000 building at Monmouth Uormal school.

Los Angeles purchases Eugene Brick Co. and will make high grade building and fire brick.

Eugene Woolen Mill resumes operation after shut down for repairs.

Eugene—Contract let for Coast Fork Bridge across Willamette.

Hood River Manufacturing Co. of Hood River has organized to manufacture the Friday Electric Cooker, the Hood River Orchard Cultivator, and the Featherweight Spray nozzle.

Movement on at Canby to start cheese factory.

Warren Construction Co. received contract to pave Virginia Avenue in North Bend.

Hood River will have a free municipal swimming pool.

Portland's commission form of government has cost the taxpayer the trifling sum of \$900,000 more than was paid during the previous biennium. As usual the people pay for the experiments of politicians.

Wisconsin Syndicate pays \$750,000 for timber land in Lincoln county.

It is planned to add about 7000 acres to the Klamath reclamation work this year.

Kendell Bros. announce actual construction on their \$800,000 railroad out of Roseburg will start on or before August 15.

Henry Struckmeier, 33 years a resident of the Willamette Valley, says crops this year are the best he has ever seen.

Oregon produced \$143,556 worth of coal in 1914.

Construction of jetties on the Siuslaw will begin this season.

It is unnecessary to remark that it is sound and workable legislation alone that will permit of development.

In addition to regular traffic the S. P. Co. sent 30 extra trains of Shriners over the lines in 27 hours.

O. A. C. sends loganberry juice to the fair to give to visitors at Oregon Building.

A bow-faced oarlock has been invented by F. T. Livingston of Salem which he says will revolutionize rowing.

Vast acreage of beaver dam land is being improved north of Salem by big drainage ditch.

Salem has built free swimming pool.

According to reports trains will be running to Coos Bay by Jan. next.

Contract has been let for erection and 40 carloads of machinery for the new Kendall Bros. sawmill at Roseburg.

A pole of more than 600 commercial organizations of the country by the U. S. Chamber of Commerce Government ownership of merchant shows 82 in favor of it and 698 against it. The heavy vote against government ownership, either with or without government operation, is share notice that the business sentiment of the country strongly disapproves the ship purchase bill in any form.

The voters of Oregon are going to be asked to vote \$10,000,000 bonds for good roads. That's some money.

Life insurance companies transacting business in Oregon last year had mortgaged loans on real estate amounting to \$10,713,399. This amount includes mortgages of \$697,884 held by the United Artisans of Portland.



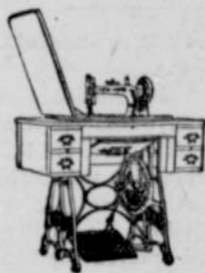
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Cost of Education in U. S. One-Third of Nation's Boozee Bill.

Washington, July 27.—In round numbers there were 22,000,000 persons enrolled in educational institutions in the United States in 1914, according to the annual report of the commissioner of education just issued. The teachers for the educational army numbered 700,000 of whom 566,000 were in public schools. In point of rapid growth the public high school still presents the most impressive figures; the enrollment for 1914 is greater by over 84,000 than for the year before.

The cost of education for the year, as estimated by the bureau, was \$750,000,000. "This three-quarters of a billion is a relatively small amount when compared with other items in the public expense," declares the report. "It is less by \$300,000,000 than the cost of running the federal government; it is less than one-third the nation's expenditure for alcoholic liquors; it is only a little over three times the estimated cost of admissions to moving picture theaters in the United States for the same year."

The wagon road to Alsea connecting Eugene with Florence will soon be completed.