# RED TAPE ROUSES IRE OF SENATORS

## Reorganization of Machinery for Building Merchant Marine Demanded.

## THOROUGH PROBE ORDERED

### Whole Inside Story of Shipping Board's Progress Is to Be Opened Up and Rows That Have Developed to Date Laid Bare.

WASHINGTON, Dec. 18.—Reorganization of the Government's machinery for building a merchant marine culminated today in the ordering of a thorough investigation of the whole situation by the Senate. Almost at the moment Chairman Hurley of the Shipping Board was announcing the resignation of Rear Admiral Harris as general manager of the Emergency Fleet Corporation and the appointment of Charles A. Piez, of Chicago, to the place, resolutions for investigation were being introduced in both houses, with heated charges of "red tape," "inefficiency," "a crime" and other hot phrases of denunciation.

Action came on the resolution introduced by Senator Harding, of Ohio, who denounced the board's continuing difficulties as "an interminable tangle of red tape."

With haste rarely shown, the Senate auditing committee, which first has to pass on the expense of such investigations, approved Senator Harding's resolution and the Senate ordered the inquiry, referring it to the commerce committee. Chairman Fletcher called the committee to meet Thursday to arrange its procedure.

It is more than likely that the whole inside story of the Shipping Board's progress, beginning with the celebrated row between former Chairman Denman and Major General Goethals will be laid bare.

**Nation Must Have Ships.**

The keynote of the demand for investigation was the necessity for building ships if the Nation is to win the war.

Senator Chamberlain, an Administration spokesman, declared the Shipping Board had resolved itself into a "debating society" and added:

"Something has to be done, for nothing can be accomplished as long as there are constant changes being made in the personnel of the board."

Senator Williams, Democrat, declaring for the investigation, said: "No one can close his eyes to the fact that we as a Nation have not done our full part in this war."

**Full Publicity Is Urged.**

"The best thing that can be done," Senator Williams continued, "is to let your own people know all about the matter. I am willing to have the full glare of publicity turned on any department of the Government."

Senator Lewis, the Democratic whip, declared officers of the Shipping Board would welcome the investigation because it would show who was responsible for the conflicts in the organization.

Senator Swanson, Democrat, declared the Board's trouble arose from failing to appoint a naval officer to act, and Senator Lodge, Republican, declared the Board's procedure was all wrong.

"If we put in one really competent man and tell him to build ships, we can get it done," he said.

## PIEZ MADE GENERAL MANAGER

### Chicago Man Succeeds Admiral Harris in Fleet Corporation.

WASHINGTON, Dec. 18.—Charles Piez, of Chicago, was today appointed general manager of the Emergency Fleet Corporation, succeeding Rear-Admiral Harris, who resigned.

A general reorganization of the Fleet Corporation will follow. Rear-Admiral Bowles, aide to Admiral Harris, will be given an important place in the new organization.

James Heyworth will take full charge of wooden construction and Charles Day will become manager of the production department.

Admiral Harris' resignation was accepted, Chairman Hurley announced, because of his insistence on moving the offices of the corporation to Philadelphia.

**Coast Conditions Excellent.**

The shipbuilding programme, Chairman Hurley announced, is in better shape than at any time since it was launched. Conditions on the Pacific Coast are excellent, he declared, and work is progressing everywhere as far as human labor can turn it out.

At present there are under construction and under contract, it was announced, 8,395,308 dead-weight tons of shipping.

"Admiral Harris, upon retirement of Admiral Capps, on December 1, on account of ill health, was designated general manager," said Chairman Hurley in a prepared statement.

**Admiral Proposes Move.**

"While the reorganization was in progress he suggested to me that the Emergency Fleet Corporation be moved to Philadelphia. I suggested that a matter of this kind, involving policy as well as possible legislative approval, would certainly have to be submitted to the board of trustees, as it would be submitted in any corporation to the board of directors. Admiral Harris also wanted to give his immediate approval to an expenditure of $12,000,000 for housing operations in connection with the shipyards. This being a departure from the corporation's functions of shipbuilding, I felt that the trustees should pass upon it.

"Admiral Harris then expressed his opinion that his authority was to be limited and he would be able to render more service elsewhere. The board of trustees concurred in this judgment, feeling that their duty required careful consideration of projects apart from shipbuilding.

**Piez Man for Position.**

"The grasp of Mr. Piez upon the whole shipbuilding programme has been so strong and his knowledge of actual conditions in the yards so definite as a result of his study in the field, that the best results can be obtained by combining his function as vice-president with that of general manager.

"Underlying the reorganization which has been completed was the desire to bring the fleet corporation closer to the shipyards. Mr. Day, for instance, served with Mr. Piez in the personal visit of the production committee to the shipyards, where actual construction conditions were ascertained. Mr. Day then went to England, where he made an exhaustive investigation into the methods which prevail in the shipyards there. He has now returned and become one of the important factors in our speeding-up programme.

**Good Results Apparent.**

"The result of the reorganization already is apparent in all the yards. Lloyd's has just made a report which has been carefully checked up and which shows that there is a better basis for optimism than there has been at any time since the emergency programme was launched. Conditions on the Pacific Coast have so improved that records are being broken in the speed with which ships are being turned out. The reports of Admiral Bowles show that construction work is progressing as fast as human labor can turn it out. The plans of last May have been translated into hulls on the shipways and into ships on the seas. We are close to the point where the results of what has been done will be apparent to every one.

"The carefully checked figures of Admiral Bowles show 8,395,308 dead-weight tons under construction and under contract."

# MRS. BARNES LOSES SUIT

### SUPREME COURT DISMISSES ACTION FOR $60,000 DAMAGES.

### Ex-Circuit Judge McGinn Affirmed and Breach of Promise Suit of A. P. Olson Is Dismissed.

SALEM, Or., Dec. 18.—(Special.)—Mrs. Grace D. Barnes today finally lost her action for $60,000 damages against William Esch, ex-Sheriff of Marion County, and A. B. Spencer, of California, when the Supreme Court affirmed former Circuit Judge Galloway, of this county, and dismissed the cause.

Spencer, several years ago, brought suit against L. S. Barnes in California for money alleged to be due in connection with the sale of a mine to the late E. H. Harriman. Spencer obtained a judgment of $69,339 in a California court, and later obtained a similar judgment in the Circuit Court here in order to obtain execution against property held by Barnes in this county. William Esch, then Sheriff, turned over to Spencer on the judgment and execution lands valued at $56,250 and bonds of the par value of $3500.

After further litigation it was determined that this property belonged to Mrs. Barnes, instead of to L. S. Barnes, and she brought suit for $60,000 damages.

The Supreme Court affirmed ex-Circuit Judge Henry McGinn, of Multnomah County, dismissing a breach of promise suit brought by Arthur P. Olson against Mollie M. Patton Saxton. It develops that the defendant had promised to marry Olson upon his agreement to get a divorce. The court held that the promise was based upon illegal and immoral grounds.

Other decisions were:

Ina L. Defoe vs. Virn J. Defoe, appellant, from Malheur; suit for divorce; motion to dismiss appeal denied; opinion by Chief Justice McBride.

Pierce-Arrow Scales Company vs. G. H. Irwin, appellant, from Multnomah; suit to foreclose lien on automobile; opinion by Justice Bean; Circuit Judge Gantenbein affirmed.

W. F. Tucker vs. George Kirkpatrick, et al., appellants, from Hood River; suit for specific performance of parole agreement for diversion of water right; judgment of Circuit Judge Bradshaw modified; opinion by Justice McCamant.

O. J. Hawkenson vs. People's Bank, appellant, from Multnomah County; suit to foreclose a real estate mortgage; opinion by Justice Burnett, Circuit Judge Morrow reversed.

School District No. 45, of Multnomah County, vs. Hallock Building Company and Illinois Surety Company, appellants, from Multnomah; construing a contract and bond given for the construction of a school building; opinion by Justice Bean, Circuit Judge McGinn affirmed.

Stillwell & Proffitt vs. H. M. C. Co., appellant, from Union; action to recover damages for breach of contract for the sale of hay; opinion by Justice Bean, Circuit Judge Knowles reversed.

People's Bank vs. Harry Harkson et al., appellants, from Multnomah; suit to cancel Burnett, Circuit Judge Gantenbein reversed.

# E. K. GARRISON GOES UP

### PORTLAND RAILROAD MAN LEAVES SOON FOR MILWAUKEE.

### District Agent Arrived Here More Than 10 Years Ago and Is Well Known Throughout Oregon.

E. K. Garrison, district freight and passenger agent of the Chicago, Milwaukee & St. Paul Railway, has been appointed general agent for the same company in Milwaukee, Wis., and he will assume his new duties the first of the year.

Mr. Garrison is one of the best-known railroad men in this section of the country. He has been head of the Milwaukee activities in this state for the past six years, as his position as district agent covers all of Oregon.

Mr. Garrison dislikes to leave Portland, but cannot help but feel the compliment of a call to the post of general agent at Milwaukee, where one of the most important offices of the railroad is located. Because of the business handled there the appointment cannot be considered in any other light than that of a distinct promotion.

Mr. Garrison came to Portland from Los Angeles, where he was stationed for 10 years in the Milwaukee service. Prior to that time he was in San Francisco. He succeeded W. P. Warner here as district agent for the Milwaukee.

His successor in the Portland offices will not be known, probably, before next week. R. M. Calkins, of Seattle, vice-president in charge of traffic, is in the East and will not return until then. The appointment of a representative for the Milwaukee in Portland will probably be made by him.

**CARD OF THANKS.**

We wish to express our appreciation and thanks for the many acts and kindnesses and floral offerings extended to us during our recent bereavement of our beloved husband and father. MRS. ELLEN JESSUP AND FAMILY.
Adv.


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# WOODLAND UNDER 6 FEET OF WATER

## $1,000,000 Railroad Bridge in Danger; Livestock Is Reported Lost.

## FLOOD WITHOUT PARALLEL

### Late at Night Entire Town Was Threatened and Business Men Began Moving Valuable Records to Places of Safety.

(Continued From First Page.)

fore these precautions penetrated to the business sections. Hardly had records, mail and other valuables been removed from the ground floor of the postoffice building when the water began swishing at the front door. The entire first floor was covered in a short time.

Tonight there was little prospect of the storm abating. The river is rising fast and there is every indication that heavy losses will be suffered by ranchers and cattle men.

## RIVER NEAR FLOOD LEVEL

### Portland Has Awnings Torn Down and Show Windows Broken.

That the Willamette River will reach the flood stage tomorrow is the prediction of the Weather Bureau, based on the mighty impetus of the storm that has prevailed for the past several days. Turgid and swollen, the river swept along with new life yesterday, bearing trees and debris along in the strong current.

High winds in the early morning hours of yesterday took toll of plate glass windows in the downtown district, jerked awnings from their moorings, interrupted telephone service, both local and long distance, jumbled train schedules, and drove a warm pelting rain before it.

The early morning vigor of the wind destroyed four large plate glass windows in the Wiley B. Allen music store, at Morrison street and Broadway, and damaged many musical instruments on display. At the Woolworth store the storm claimed two large plate glass windows.

Portland's rail connections with the outside world, north, south, east and west, remain remarkably secure in view of the heavy downpour of rain, high winds and floods. Trains were practically all on time yesterday and no trouble of any importance was reported on lines centering in this city.

The Southern Pacific has the most mileage in the district where the storms are heaviest, but all lines were operating without trouble yesterday. A small slide on the Tillamook line on Monday had been removed, and some small water trouble at Hoover, on the east end of the Corvallis & Eastern, did no damage to other traffic nor did it delay trains.

Because of water trouble in the Cascade Mountains the Great Northern and Northern Pacific are operating passenger and mail trains to Puget Sound by way of the North Bank road between Spokane and Vancouver. Passenger and mail trains, only, it is understood, are being hauled over this route.

High water in the Puyallup River yesterday caused a break in the main line traffic between Portland and Seattle, the point of trouble being north of Tacoma. As a result, passengers are being handled between Tacoma and Seattle by boat.

Since December 10 nearly six inches of rainfall has been recorded, making a total of 32.84 inches thus far the calendar year. Yet the deficit formed in the earlier months is far from being overtaken, for the normal rainfall for the year, at its close, should be 45.13 inches. The Weather Bureau statistics compile the rainfall from September 1 and to date the total fall has been 12.99 inches. The normal on this period is 16.18 inches, showing a deficiency of 3.19 inches for this season to date.

Late yesterday the river reading gave 13.6 feet, showing a gain of more than one foot since morning. It is predicted that the river will rise beyond flood stage, or 15 feet, today, and continue to 16 feet at the least.

Weather bureau officials predict that the storm will continue today, with strong southerly winds.

## RANCHER IS STORM VICTIM

### T. T. Murphy Essays to Sail Across Lake Quinault and Is Lost.

HOQUIAM, Wash., Dec. 18.—(Special.)—One life was lost as a result of the storm of last Saturday, T. T. Murphy, rancher of the Quinault Valley, being drowned when his boat capsized while he was attempting to sail across, according to word brought to this city.

Telephone lines to the lake are down and news of the fatality was brought in today by people returning from the lake.

Mr. Murphy started out just before dark to sail across from the south of the lake to his home on the north side at the upper end of the lake. The terrific southwest gale had raised a high sea in the lake. His family did not expect him to attempt to cross, but when he had not arrived home Sunday noon an alarm was raised and a search begun at once.

The boat, and later the sail, were found at the upper end of the lake, where they had drifted in, but no trace of the body has been found.

Unless Mr. Murphy clung to his boat until near shore and his body is left on the beach when the high water in the lake subsides, it is thought his body never will be recovered. The lake is very deep and in previous cases where persons have been drowned in the deep part, the bodies never have come to the surface.

Lake Quinault, the Quinault and other rivers in the county are very high. The lake has risen about 14 feet, the highest in a number of years. The high water in various streams has reached a higher level than the flood of four years ago. Property damage this year has been light. The rain has ceased and it is thought the danger is passed unless the rain begins again. At Montesano high water in the Chehalis River has forced several mills to shut down.

## ALBANY STREAMS FLOODED

### Rainfall of Past 36 Hours Aggregates 2.05 Inches.

ALBANY, Or., Dec. 18.—(Special.)—Small streams in this section of the state are flooded as a result of the heavy rains of the past few days, creeks and small rivers are running bank full and much lowland is covered with water. Both the North Santiam and South Santiam rivers are rising rapidly and are now very high.

The Willamette at Albany is 12.5 above the low-water mark and is rising two inches an hour. It has risen 10 feet since the present rain began. Continued rains for 24 hours will probably cause it to reach flood stage here, which is 20 feet above low-water mark. With no snow melting, however, it will take continued rain to produce this result.

In the past 36 hours 2.05 inches of rain has fallen at Albany, and the downpour continues tonight.

## YAKIMA DISTRICT IN DANGER

### Effort Being Made to Save Northern Pacific Bridge.

ELLENSBURG, Wash., Dec. 18.—(Special.)—The Yakima River went up three feet last night and two feet more during the day, and is still rising tonight. A train filled with sacked sand started out late this afternoon to protect the Northern Pacific bridge between Ellensburg and Thorp.

Cascade and the town irrigating canal headgates are under water. The first set of headgates for the municipal electric plant power ditch are nearly submerged, but two more sets are held in reserve.

Employes of the municipal water plant are moving their families, but the pumps are protected by high concrete walls. Lower parts of the cities of Ellensburg and Cle Elum are expected to be under water by morning. Every creek in the valley is out of its banks.

Last reports before the railroad wires went down were that rain was still falling in the mountains. The snow is almost gone and every stream is at the highest mark for many years.

Every railroad reports numerous mudslides, washouts and submerged tracks. The Milwaukee has a rockslide near Lake Keechelus and a washout at Lavandar just above Cle Elum. The piledriver from this division has been sent to the Missoula division to repair bridges there. The bridge crew went through here westbound this evening to work in the mountains.

The Northern Pacific has two crews between Ellensburg and Cle Elum. The worst washout is near Bristol, where the track is cut out for a depth of five feet, bridges are endangered and, if the rain continues, there probably will be other washouts and slides. Two feet of water is rushing through the fanhouse at Stampede Tunnel. Washouts and slides are reported at Stampede, Maywood, Lester and Eagle Gorge and Hot Springs. The Northern Pacific is turning two trains here tonight and sending them back East. The Milwaukee turned two trains at South Cle Elum. Other trains are being stopped at Pasco and probably will be detoured over the North Bank.

## BRIDGES GO OUT AT TACOMA

### Interurban Trains to Seattle Have to Be Cancelled.

TACOMA, Wash., Dec. 18.—With the barometer rising steadily and with a warm chinook sweeping snows into swollen streams, the flood situation between Tacoma and Seattle was further aggravated today by weather forecasts of rains and a strong southerly gale tonight. A heavy drift caused the big steel span on the main line of the Milwaukee railroad to plunge into the Puyallup River near Tacoma at 10:30 today. A tangled mass of driftwood was swept to the drawbridge extending to the St. Paul mill and swept away the timber protection works.

After the Milwaukee span fell the drift menaced the interurban railway bridge, but this escaped because the drift divided and scattered. The Lincoln-avenue draw and the Northern Pacific freight spur were likewise endangered. Milwaukee trains were today routed over the O.-W. R. & N. and Northern Pacific lines as far as Tacoma Junction.

Four spans on the bridge across the Nisqually River, on the Tacoma Eastern Railway, crashed into the stream this morning. All wires in that district are down.

Puget Sound Electric Company crews are keeping vigilant watch over the interurban bridge. Interurban trains between Tacoma and Seattle were suspended at 10 o'clock today. Because of the high water between the Union Depot and the reservation train service on the Northern Pacific between Tacoma and Seattle was suspended.

Milwaukee officials report serious slides and high streams in the Cascade Mountains. It is reported a slide or washout menaced the main line of the Northern Pacific east of Palmer.

In the 12-hour period ending at 5 o'clock this morning the rainfall was .66 of an inch.

## HELENA HAS 48-MILE GALE

### Temperature at 59 Is Highest for December Day on Record.

HELENA, Mont., Dec. 18.—The wind is blowing 48 miles an hour in Helena today and the temperature is 59 degrees above zero, the warmest it has been on any December day in 36 years, or since the local weather bureau station was opened.

The wind has blown 1101 miles since Friday afternoon at 3 o'clock, when the chinook started. A velocity of 50 miles an hour was attained here yesterday. A continuation of the chinook for the next 36 hours is the prediction, although slightly lower temperatures are expected tonight and tomorrow.

### Flood Closes Sheridan School.

SHERIDAN, Or., Dec. 18.—(Special.)—The heavy rainfall of the last three days has raised the Yamhill River out of its banks and a rise of more than a foot and a half was recorded today. The basement of the high school was flooded, causing a half-day suspension of school. The rains are unusually warm and, unless a cold wave retards the melting of the snow in the mountains, a much higher rise in the river is predicted.

## STAMPEDE TUNNEL FLOODED

### No Through Trains From East Reach North Yakima.

NORTH YAKIMA, Wash., Dec. 18.—No through trains from the East have reached North Yakima over the Northern Pacific since yesterday morning, and instead of three arriving this morning, the expected early Christmas mail is again held up.

Washouts on the west side of the Cascades and water rushing through the Stampede tunnel to a depth of two feet have stopped all traffic from the west, and caused the Northern Pacific to stop westbound trains at Mabton and send them back to Pasco to be detoured over the Spokane, Portland & Seattle. Yesterday's No 1, and trains 41, 317 and 3, are all overdue, as is No. 318 from the west.

## GRAYS HARBOR DAMAGE SLIGHT

### Visitors Who Go to View Angry Ocean Are Disappointed.

ABERDEEN, Wash., Dec. 18.—(Special.)—Reports from all parts of the county indicate that Grays Harbor suffered only slightly from the gale which swept this district Saturday and Sunday, accompanied by floods and freshets. The railroad tracks were undamaged and the county roads suffered little.

One of the peculiar features of the storm was that it was little felt on the seaside. Sightseers who flocked there to view an angry sea found that the Pacific looked very much as it does in the Summer. There were no big breakers. The jetty was undamaged by the gale

## HIGH WIND DOES DAMAGE

### Trees in Country and Awnings in Seattle Go Down.

SEATTLE, Wash., Dec. 18.—A 46-mile southerly gale blew over the Puget Sound territory today, felling trees, tearing wires down and playing havoc with awnings and signs. Weather bureau officials said the gale would continue. Rain accompanied the wind.

### Barometer Rising at Astoria.

ASTORIA, Or., Dec. 18.—(Special.)—The backbone of the series of southerly gales that have been sweeping along the coast for several days has apparently been broken, temporarily at least. This afternoon the wind shifted to the west and the barometer is rising slowly, indicating better weather conditions for the coming few days.


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