

FAT JOBS "HOGGED" BY COMMITTEEMEN

Senate Finds Out How 'Dollar-a-Year Patriots Planned to Make Huge Profits.

CLOTH CONTRACTS SEIZED

After Grabbing Big Orders, Testimony Shows That Wool in Men's Overcoats, Blankets, Etc., Is Cut Out for Cheap Stuff.

WASHINGTON, Jan. 2.—General reorganization of the ordnance bureau, with experienced business men at the head of important divisions under the chief of ordnance, was announced tonight by the War Department.

WASHINGTON, Jan. 2.—Army supply contracts given through the supplies committee of the Council of National Defense to concerns in which committee members are interested, were investigated today by the Senate military committee.

Charles Eisenman, vice-chairman of the supplies committee, and a retired clothing manufacturer of Cleveland, and Samuel M. Kaplan, of New York, one of the dollar-a-year volunteer members, were the principal witnesses. The latter's testimony was confined almost entirely to a contract with the Base Sorting Plant, Inc., of New York, in which his brother, Ira A. Kaplan, has a third interest, for sorting Army clothing scraps, which was said to promise profits of \$400,000 annually. The contract recently was canceled.

Apparent Law Evasion Defended.

Work of the supplies committee was highly praised by Mr. Eisenman, who said it had negotiated orders for supplies worth \$100,000,000 for the Quartermaster-General's office. He defended the committee's practice of approving contracts with firms of members, explaining that in such cases interested committee members were excluded from the negotiations.

Senator McKellar wanted to know if this was not an evasion of the law, but Mr. Eisenman insisted that the committee's practice was followed to conform to the law. The committee members, Eisenman stated, were selected from men in the business who had proved successful and that contracts with their firms were made because full use of the country's manufacturing facilities was necessary.

Both Eisenman and Kaplan had lively clashes with committee members. Senator McKellar admonished the latter, who resented having his motives impugned, to speak respectfully, and Senator Weeks heatedly declared he was "about as impudent a man" as he had ever seen.

Shoddy Clothing Advocated.

Statements of Quartermaster-General Sharpe, attributing shortages of Army clothing to failure to receive cloth ordered through the supplies commission, were squarely contradicted by Eisenman. He asserted that supplies of cloth were delivered on time and faster than it could be manufactured by the factories under General Sharpe. He also declared the Quartermaster-General's office was responsible for some shortages by mistakes in routing clothing to cantonments.

Eisenman told the committee he had recommended and the Quartermaster-General had approved reducing the wool content in overcoats, blankets and other clothing and substitution of wool substitutes, or "shoddy," saying the quality was not impaired and that as good or better garments were obtained.

"The scrap sorting contract, both Eisenman and Kaplan asserted, was intended to give the contractors a profit of only a half cent a pound, all over that to be returned to the government. He protested against its recent annulment by General Sharpe, who said the cost of 4 cents a pound for sorting was excessive.

Senator McKellar declared some manufacturers were disappointed because they had not been able to get the high prices they demanded.

"One of the reasons for reducing the percentage of wool was that we were cut off for three years from the world's wool supply."

Standing and shaking his finger at the witness, Senator Frelinghuysen said: "You assumed responsibility for reducing the wool standards of Army clothing."

"I did not reduce them," Mr. Eisenman said, rising and declaring that use of wool substituted had developed clothing and blankets as good or better as those formerly made with more pure wool.

A tilt developed when Mr. Eisenman vehemently insisted on testifying in his own way, giving, as he said, "the flesh and blood of it."

"I want to give you the real dope," said he. "If you don't want to hear it, all right."

"Witness Termed Impudent."

"I think the witness is irascible and bawling on the impudent," Senator Weeks interrupted.

Senator Weeks was supported by Senator McKellar, who said the witness had been making "spread-eagle speeches."

Senator McKellar inquired regarding Mr. Eisenman's business connections at Cleveland and whether Secretary Baker, whose home is there, recommended his appointment. Eisenman answered in the negative.

Senator McKellar turned temporarily to examine Frederick Idington, of the supply committee. He said he is a foreign wool buyer for the American Woolen Company, still receives a salary from it, and is now devoting all his time to the Government's interests at \$1 a year.

"And your firm gets large contracts from the committee?" asked Senator McKellar.

"Yes," said Mr. Idington, "but the amount has diminished since I came here. I don't think my connection has any effect on the contracts of the American Woolen Company."

Stevens Obtains Contracts.

Brock Stevens, of the United States Hunting Company, another member of Eisenman's committee, was examined. He said he was an adviser of Eisenman's and had been asked to come to Washington to represent the National American Association of Woolen Manufacturers. The Hunting Company, from which he receives a salary, Stevens said, had received contracts from the supplies committee.

"Why did you sidestep acting on contracts with your company?" asked Senator McKellar.

"I wanted to observe the law," Mr. Stevens replied.

Samuel M. Kaplan testified he was on the committee.

LINCOLN HIGH AND UNIVERSITY OF OREGON GRADUATE WINS STRIPES WITH FOREST ENGINEERS.

Among the Oregon engineers now with the 20th Regiment, Forest Engineers, is Alfred H. Davies, who enlisted in October and joined the regiment at Washington, D. C. "Deak" Davies is a graduate of Lincoln High School and the University of Oregon and was located engineer for the Oregon Lumber Company when he enlisted. A letter received in Portland tells of his recent promotion and of camp life in the capital.

"We are all out of touch with the Coast now, except for the Oregonians I get occasionally, and letters that detail the news," he says. "Distribution of chevrons last night. I got a handful together with the title of sergeant."

Sergeant Davies is the oldest of three brothers, all in the service. Shelby L. Davies enlisted recently in the 20th Engineers and Linton L. Davies is a member of Base Hospital No. 46.

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The Shasta Limited now stops at Portland, northbound, and Pullman equipment is lacking from trains to the Sound. The absence of a night train is being complained of rather generally. No government order as to fewer trains to the Sound has as yet been received.

Orders were received yesterday from Eastern headquarters by a number of foreign rail lines directing them to call in their freight and passenger representatives and cease solicitation of both freight and passenger traffic. Local reduced rates on telegrams, and all were of the same purport, were the Denver & Rio Grande, Santa Fe, Chicago, Burlington & Quincy, Great Northern and Missouri Pacific.

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MORE TRAINS TO BE PUT ON SOUND RUN

Railroad Officials Think Order Limiting Service Will Be Rescinded Soon.

CONFERENCE IS HELD

Lines Weakened by Floods and Congested With Freight—Situation Met by Reducing Number of Trains Temporarily.

SEATTLE, Jan. 2.—Officials of railroads operating between Portland and Seattle, meeting here today at an informal conference, said they were certain a recent Government order limiting passenger train service between Seattle and Portland was only temporary and asserted they were certain more trains would be added soon, possibly within two or three days.

As the lines were weakened by floods and congested with freight, the passenger train service had to be cut, they said. Efforts are being made to move the freight as rapidly as possible so the passenger service can be bettered.

Among the officials at the conference were: J. P. O'Brien, vice-president and general manager of the O.W. R. & N. Company; H. B. Earling, vice-president of the Chicago, Milwaukee & St. Paul; J. H. O'Neill, general superintendent of the Great Northern; E. C. Blanchard, general manager of the Northern Pacific, and freight and passenger representatives of the four roads.

PORTLAND OFFICIALS ATTEND

Railway Men Confer Over Situation Due to Federal Control.

Anxiety over what the future may bring forth in Government control of the railroads is reflected in conferences in progress yesterday by the Northwest lines at Seattle and by the Southern Pacific Company at San Francisco.

Portland railroad officials in attendance at the former gathering were J. P. O'Brien, general manager of the O.W. R. & N. Company; William McMurray, general passenger agent for the same company; W. D. Skinner, traffic manager for the Spokane, Portland & Seattle Railway, and A. D. Charlton, assistant general passenger agent for the Northern Pacific.

John M. Scott, general passenger agent, and H. A. Hinchaw, general freight agent for the Southern Pacific Company lines in Oregon, were present at the conference in San Francisco called by President Sproule.

Out of these meetings probably will come a general outline of procedure to be followed in meeting the wishes of the Government as to operation of the rail lines in this territory. Until that time comes the situation is intangible and nebulous.

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An Extra Pair of Trousers Will Double the Life of Your Suit

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Oscar M. Smith, Manager

NEAR WASHINGTON

108 THIRD STREET

WATERS MAY RETURN

Heavy Rains Again Predicted for Puyallup Valley.

ALL INHABITANTS ALERT

Temperatures Lower Throughout Northwest—Tacoma-Seattle-Portland Railway Service Again on Schedule Basis.

TACOMA, Wash., Jan. 2.—With the waters of the Puyallup River decreasing into a normal volume, residents of the flood-swept districts in the Puyallup Valley are today appraising property damage and preparing to avert further danger in prospect of heavy rains again predicted by the weather bureau for Wednesday and Thursday.

Flood waters surrounding the plant of the Puget Sound Iron & Steel Company on the tide flats recorded rapidly during the night and this morning conditions are almost normal.

The temperature throughout the Northwest has generally dropped. Tacoma railroad officials this morning learned that the weather was much colder in the mountains and hills. Service on the tide flats recorded rapidly during the night and this morning conditions are almost normal.

The loss of railroad bridges across the Yakima River at Tolt makes direct rail communication with Ellensburg impossible. The Chicago, Milwaukee & St. Paul today was still running trains to Tolt and transferring passengers by automobile around the bridges. The three passenger trains on the Seattle-Portland run today were reported on time.

Lower temperatures in the Cascade Mountains, accompanied by clear skies, have checked the melting snows and consequently halted the rising rivers, according to Seattle Weather Bureau officials.

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here are slowly subsiding, but as reports from the headwaters indicate that rain has not fallen since yesterday noon and the temperature is below freezing, a more rapid fall in the rivers is anticipated by tonight.

The Northern Pacific is open through here as far west as Ellensburg, but the Oregon-Washington will probably not be able to operate for several days on account of one end of the bridge across the Yakima River at Parker having sunk to the water level.

As rapidly as possible county roads are being repaired, but it may be a week or more before communication to some districts can be re-established, as many small bridges are out, approaches to larger ones washed away, and for a mile or more the Yakima has formed a new channel.

FIREMEN'S BALL SUCCESS

Relief Fund of Hood River Organization Gains \$120.

HOOD RIVER, Or., Jan. 2.—(Special.)—The 15th annual ball of the Hood River volunteer fire department, held in Helbronner hall, was a success from every viewpoint. The sum of \$120 was cleared for the relief fund of the organization, 11 of the members of which are in the service of their country.

The ball was attended by 350 men and women, who greeted the New Year at the first stroke of 12 o'clock with a patriotic demonstration and the singing of the National anthem.

The firemen in charge of the ball were Earl Franz, Thomas D. Waldie, Cecil Lafferty, F. G. Ripper and Chief L. G. Morgan.

Cowlitz County Soldiers Marry.

KELSO, Wash., Jan. 2.—(Special.)—Two of Cowlitz County's young men, who are in the aviation service, claimed war brides at Vancouver Saturday.