

RAILROADS CHOOSE
BEST NOT CHOSEN

Rumor of Selection of L. C. Gilman and J. D. Farrell Is Vigorously Denied.

UNIFICATION PLANS MADE

Conference of Western Committee of Railroad Presidents Discusses Cutting Off Travel Luxuries and Shipping Rules.

Reports that L. C. Gilman, president of the North Bank road, and J. D. Farrell, president of the O. W. R. & N. Company, had been appointed by Secretary McAdoo to the management of Oregon and Washington railway lines, were vigorously denied by President Gilman last night.

The report was circulated yesterday upon the return of President Gilman from a conference of the Western Railroad Board, where plans for the immediate unification of the roads were discussed.

"Neither Mr. Farrell nor myself have received any such appointment," said Mr. Gilman. "It is true that we are members of the Western committee of railroad presidents, appointed some time ago by the American Railway Association, which is not in existence under the new regime, and it is probable that the erroneous report is based upon that membership."

Board Still in Service.
Mr. Gilman made it clear that the Western board, which has just completed its conference, is still in service, however, representing the territory embraced in Oregon, Washington, Idaho, Western Montana, Nevada and California. Its other members are President Spruille, of the Southern Pacific; E. P. Ripley, of the Santa Fe; and C. M. Levy, of the Western Pacific.

In carrying out the unification plans the conference delegated general supervision to Messrs. Farrell and Gilman in the Northern section, and to Mr. Spruille, of the Southern Pacific, and A. H. Payson, of the Santa Fe, in the Southern section. Such supervision is only in line with the duties of the Presidential committee and does not partake of the nature of new appointment by Director-General McAdoo.

Mr. Gilman said that the conference evolved no definite plan for handling traffic on the Pacific Coast, other than the announced elimination of passenger travel luxuries, and the privilege of shippers to express a preference for the routing of freight. The latter provision will be set aside if traffic conditions are given such a turn.

Selling Goods to Discard.
The solicitation of freight and passenger patronage has been cast to the discard, and important changes in schedules are predicted to occur in the near future.

A meeting of railway officials, for the consideration of flood conditions, held at Seattle, Wash., yesterday, was attended by E. P. Robinson, J. P. O'Brien and William McMurray, of the O. W. R. & N., and A. D. Charlton, of the Northern Pacific, who returned yesterday.

Mr. Gilman said that the service now afforded between Portland and Seattle, and other northern points, is excellent, considering the conditions imposed by high water along the lines.

The night express trains between Portland and Seattle, and the express to Tacoma, which have been suspended, will not be made upon telephoned requests. Reservations and tickets may only be made at the ticket offices at the O. W. R. & N., the Northern Pacific and the Great Northern.

PASTOR FINANCE ROBBED

DR. JOSHUA STANFIELD LOSES HAT, OVERCOAT AND AUTO. Machine Taken From Street in Front of Church, While Wearing Apparel Disappears From Study.

While Dr. Joshua Stanfield, pastor of the First Methodist Episcopal Church, made a address in the church last night at 4 o'clock, an unknown thief entered his study and made away with the pastor's hat and overcoat, leaving a barrel of oil in their place. The theft was not discovered until the class was dismissed and the pastor had returned to his study.

This loss should have been enough for one day, but Dr. Stanfield was obliged to accept further loss as gracefully as possible. Arriving at his church he found that his auto, a seven-passenger car, had been taken, evidently by the same thief. Dr. Stanfield commented on the fact that his car was locked and the key in his pocket.

Upon going from his home to a wedding yesterday morning, Dr. Stanfield saw his automobile parked at Fourth and Market streets, and immediately took possession of it. From its appearance, the car had been driven about by joy-riders, and had used several of the spokes having been broken and other parts being scratched and battered.

WOMAN ROBBED OF PURSE

Mrs. F. E. Powell Loses Handbag After Struggle With Thief.

Mrs. F. E. Powell, 139 Gilliam street, was robbed of a handbag containing about \$5 last night by a purse-snatcher who attacked her in front of the home of Mrs. Laura Hallinan, 38 North Twentieth street. Mrs. Powell tried to fight the robber off, but lost the bag after she had been thrown to her knees and the handle of the bag had been torn.

Patrolmen Tully and Morris searched the neighborhood for the robber, but had no success, as Mrs. Powell could not describe her assailant.

ALLEGED I. W. W. ARRESTED

Astoria Prisoner Taken to Portland by Immigration Inspector Gooch.

ASTORIA, Or., Jan. 4.—(Special).—That the Department of Justice has not abandoned its prosecution of the I. W. W. is indicated by an arrest here today, when Donald Fraser, an alleged organizer for the I. W. W., was taken into custody by Immigration Inspector Gooch on instructions from the Federal District Attorney's office. The man was found at the local I. W. W. headquarters

TERES AND WAS TAKEN TO PORTLAND TONIGHT.

Fraser was there about the time that the country arrests of I. W. W. officials were made in various sections of the country, but slipped out of sight. While no official announcement has been made regarding the charges against Fraser, it is understood that the arrest is a continuation of the operations to break up the activities of the so-called Industrial

272 "DRUNK" CASES LISTED

Though Astoria Is "Bone Dry" Some Liquors Are Dispensed.

ASTORIA, Or., Jan. 4.—(Special).—Notwithstanding the fact that Oregon is a "bone-dry" state, figures compiled by the police department show that of 894 arrests made by the department during the year 1917, 272 or over one-third, were for drunkenness. The total number of arrests during the year was \$714.50. The banner month for the department was September, when there were 102 arrests, 45 being for over-intoxication and 57 for drunkenness.

During the early Spring and Summer considerable quantities of contraband whisky were smuggled into this port from the coast, and the trade has been broken up, practically, and the inebriates depend now almost solely upon the various concoctions, known as "prohibition whisky," which they procure at drug stores.

NEEDLE CAUSES TROUBLE

Implement Penetrates Arm of George Pratt While He Sleeps.

EUGENE, Or., Jan. 4.—(Special).—George Pratt, of Springfield, ran a needle into his arm while asleep, and did not notice it until he was dressing the next morning. He then found what he thought was a splinter protruding from his arm, and he pulled it out. His action caused considerable pain, and he was investigating when he discovered the needle.

Mr. Pratt summoned some friends and an effort was made to extract the needle, but without success. He came to Eugene yesterday, and a physician, after making an X-ray examination, cut the flesh and removed the needle.

CORVALLIS WOMEN ACTIVE

Army and Navy Auxiliary to Be Organized This Afternoon.

CORVALLIS, Or., Jan. 4.—(Special).—Corvallis women are to organize an Army and Navy auxiliary here tomorrow afternoon. A meeting is called for 3 o'clock at the City Hall, to which every woman having any relatives in either branch of the war service is invited.

It is proposed to cement together the common ties existing between the women represented by men serving under the flag, and to carry out the duties of the auxiliary, but they may be of greater service to those at the front.

GREEK OFFICERS REMOVED

Army Leaders Loyal to Kaiser Are Removed From Athens.

ATHENS, Jan. 4.—More than 400 officers of the Greek army, who had rejected the overtures made to them by the present regime and continued to proclaim their conviction in the ultimate victory of Germany and the reinstatement of Constantine as King, have been dismissed from the service and removed from Athens.

The Minister of War states that they are enjoying full liberty in the islands to which they have been sent.

EUGENE LAD TO DO HIS BIT

Donald Crosswell Will Sing and Recite for Red Cross.

EUGENE, Or., Jan. 4.—(Special).—Donald Crosswell, aged 5 years, plans to do his bit for the Red Cross. He is regarded as being clever in songs and recitations for a child. He had heard that some of the country's famous artists had given their talents for the cause, so he has decided to try, and announced that he will sing songs and give recitations on one of the corners in the business district here Saturday afternoon at 1:30 o'clock.

Money derived from a collection will be given to the Red Cross.

3 BARRELS OF WINE FOUND IN HOME

VANCOUVER, Wash., Jan. 4.—(Special).—A bottle of Italian wine was discovered by officials from the Sheriff's office and the city police last night, charged with violation of the prohibition laws. Three barrels of wine, containing 52 gallons each, were found in his home, and tests will be made to determine the percentage of alcohol.

Two Industrial Accidents Fatal.

SALEM, Or., Jan. 4.—(Special).—Two fatal accidents were included in the 341 reported to the Industrial Accident Commission for the week ending January 2, inclusive. N. I. Crockett, 3041, of the Oregon Electric Railway, was killed by a train at Astoria, and the victims of the fatal accidents. All told 236 of the accidents reported were subject to the provisions of the compensation act.

WOMAN LAWYER AIDS I. W. W.

CHICAGO, Jan. 4.—A woman lawyer, Miss Caroline Lowe, formerly of Kansas, will carry part of the burden of the defense of the Industrial Workers of the World from various parts of the United States, when they come to trial in Federal Court. The court today granted her the right of participation.

Rise in Widows' Pensions Urged.

DELIVERING GOODS

Coast Only Section Making Good in Wood Ship Construction.

STEEL WORKERS ALSO LEAD

Pacific Yards Away Ahead of Rest of Country in Prosecution of Government Ship Program.

South Has Failed Utterly.

OREGONIAN NEWS BUREAU, Washington, Jan. 4.—The Pacific Coast is the one section of the United States which, in the building of ships for the Emergency Fleet Corporation, on the Atlantic and Gulf coasts shipbuilding is not coming up to expectations. In some instances contractors have failed utterly for one cause or another.

This is established by the testimony developed at hearings before the Senate committee on commerce.

As a matter of fact, the Pacific Coast, up to the present time, is way ahead of the rest of the United States in the prosecution of the Government shipbuilding program. It has installed the first steel shipyard in the world; it has its work generally further advanced than have the yards along the Atlantic Coast and in the South; it is building on more reasonable terms than have been asked by many competing yards, and in the future, the Pacific Coast will build practically all the wood ships, other than those now under contract.

Steel Builders Also Ahead.

It is evident that in time the Atlantic Coast will become the principal center of the steel shipbuilding industry, which is natural, considering the fact that the raw material must come from the East; that the East has the bulk of the steel-making plants; and that most of the steel shippers, the mere fact that the Government itself is establishing three big fabricating yards on the Atlantic coast, will, in time, throw the bulk of the steel ship industry to that section. But up to the present time, the Pacific Coast has been able to make a creditable showing against the newer yards on the West Coast.

Another important fact has been firmly established by the Senate committee hearings; the wood ship is not a failure; the wood ship program has not been a failure; the wood ship is not a failure; the wood ship has been demonstrated to be a success, and such failures as have occurred in the wood ship industry have not been chargeable to the builders of the Pacific Coast.

On the contrary, the fact that the wood ship is a success is due to the skill with which woodworkers have been put together in Pacific Coast yards.

Eastern Failure Explained.

It is a fact, however, that the wood ship programs in Atlantic Coast and Gulf yards is, generally speaking, a failure, due to various causes, primarily to the inability of Eastern yards to get the big timbers which are so essential to successful wood ship construction.

The South, which has been exceptionally influential at Washington, rushed in at the outset of the war to grab the contracts for the building of wood ships to be built not only in Southern yards, but in all yards along the Atlantic Coast. Southern lumbermen fixed the price of the lumber to furnish this lumber. Then they fell down; they could not deliver, because they did not have the big timbers, although their influence in machine shops, in the early days, was modified so that smaller timbers could be used, but this plan has failed, because it is soon became evident that the use of such timbers as the South could produce would endanger the ships and render them unworthy of the service.

Timber Available Here.

The Pacific Coast, and especially Oregon and Washington, can produce all the big timbers required for wood shipbuilding, and as fast as required. The South is unable to produce the same scarce, munitions, food and coal demanding transportation, the Government cannot afford to allow freight cars to be used in quantity to transport ship timber from the Pacific Coast to the Atlantic and to the Gulf.

Therefore, the Pacific Coast, as to shipbuilding on the Pacific Coast, is to stop when outstanding contracts are completed, and the wood ships of the future will be turned out in the locality where the wood itself can be procured in abundance.

As for the shipping board, it is to place contracts for the building of 100,000 tons of wood ships with the shipyards of the Pacific Coast is evidence enough of the record Western shipbuilders have made to date.

Pacific Coast Shipping Notes.

ASTORIA, Or., Jan. 4.—(Special).—The steamer Beaver arrived this morning from San Pedro and San Francisco, bringing capacity cargo of wheat for Portland. After discharging her cargo, the steamer was to leave for Astoria and Portland.

The steamer Westland, carrying cargo from Portland, sailed this morning for Astoria.

The steam schooner Santiam finished loading lumber today at the Hammond mill and left this evening for San Pedro.

The steam schooner Ryder Henty that is loading lumber at Westport will complete her cargo tomorrow.

The steam schooner Nehalem shifted during the night to Wauna to load lumber. She will begin taking on cargo tomorrow morning.

The motor schooner Mount Rainier that arrived yesterday from Astoria, is being repaired at the Hammond mill. Several days to make repairs to her machinery. She will leave for Portland after she has made the attempt to reach the Bay City, having twice been forced to put back to port on account of engine trouble.

The steam schooner Shasta sailed this afternoon for San Pedro with a cargo of lumber.

The schooner Forest Home arrived this evening, 104 days from Melbourne, Australia, bringing 1000 tons of wheat for Portland. Captain Donnelly reports a tedious trip with rough weather. Australia, along with the coast and calms in between. Captain Donnelly says there are piles of stacked wheat tubs in the hold of the Forest Home, which almost no ships to carry it away.

Lumber shipments from the Columbia River in the month of December were unusually light. Statistics prepared by Deputy Collector Haddis show that 29 vessels loaded at the mills in the Lower Columbia River district during the month and their combined cargoes amounted to 1,060,264 feet of lumber. Nineteen of these vessels, carrying 1,422,000 feet, went to domestic ports, while one craft with 1,138,000 feet of lumber, on its way to the coast, was loaded in the same period 11 vessels loaded 9,908,263 feet at the coast and calms in between. Captain Donnelly says that the total amount of lumber that was shipped from the Columbia River in cargoes during

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This is established by the testimony developed at hearings before the Senate committee on commerce.

As a matter of fact, the Pacific Coast, up to the present time, is way ahead of the rest of the United States in the prosecution of the Government shipbuilding program. It has installed the first steel shipyard in the world; it has its work generally further advanced than have the yards along the Atlantic Coast and in the South; it is building on more reasonable terms than have been asked by many competing yards, and in the future, the Pacific Coast will build practically all the wood ships, other than those now under contract.

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Another important fact has been firmly established by the Senate committee hearings; the wood ship is not a failure; the wood ship program has not been a failure; the wood ship is not a failure; the wood ship has been demonstrated to be a success, and such failures as have occurred in the wood ship industry have not been chargeable to the builders of the Pacific Coast.

On the contrary, the fact that the wood ship is a success is due to the skill with which woodworkers have been put together in Pacific Coast yards.

Eastern Failure Explained.

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The South, which has been exceptionally influential at Washington, rushed in at the outset of the war to grab the contracts for the building of wood ships to be built not only in Southern yards, but in all yards along the Atlantic Coast. Southern lumbermen fixed the price of the lumber to furnish this lumber. Then they fell down; they could not deliver, because they did not have the big timbers, although their influence in machine shops, in the early days, was modified so that smaller timbers could be used, but this plan has failed, because it is soon became evident that the use of such timbers as the South could produce would endanger the ships and render them unworthy of the service.

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