

ALLEN LOOKS HIGH ON PART HORIZON

Kansas Governor's Inaugural Address Adds to Fame.

POPULAR ISSUES TO FRONT

While Campaign Ran Itself Kansas Editor Does Duty on Western Front as Worker to Aid Men.

WASHINGTON, Jan. 20.—A new candidate for the Republican Presidential nomination with a diversity of strong points looms high and bright on the political horizon.

Whether he has thought of himself as a possibility or not is not known, but Henry J. Allen has been cherishing the ambition to make himself strong in the National campaign two years hence.

He discussed what in these times, now that the war is over, is the most popular issue, namely, the three great mismanagements, the American soldier boys mistreated and were needless lives sacrificed.

Nomination Run Itself. Governor Allen was near the front throughout the most of the fighting period after the United States entered the war.

The voters of Kansas did not forget him, however, because he was not home to tell them about himself. They nominated him overwhelmingly as the Republican candidate for Governor in his absence and elected him by a majority which, on a percentage basis, was the largest margin ever given to a candidate for Governor by the state.

His inaugural address pointed out weaknesses and abuses in the war management as they came to his attention in a first-hand study at the front.

The prominence which his speech received in the newspapers was not altogether due to what he said but partly to the fact that Henry J. Allen was a National figure before he was nominated for Governor of Kansas.

When the press report of his inaugural address appeared in Washington a Republican statesman making the living in a well-lighted-rodded atmosphere for some time, was one of the first to acknowledge that the new Governor of Kansas was in position to do tremendous harm to other ambitious Presidential booms.

He pointed out that Allen occupies an enviable position in that, having been at the war front, he speaks the language of the Yankee soldier and will speak and write of the questions uppermost in the minds of the returning heroes, but he said, there are other elements of strength possessed by the Kansas Governor which must not be underestimated.

No man mentioned for the Republican nomination, with the possible exception of General Leonard Wood, more nearly stands as the interpreter of the Roosevelt principles and theories.

Three Added to Fleet From Among Portland Shipyard Products. In spite of previous orders that the 8800-ton steamer West Compo was to be the last of the Portland-built fleet delivered to the navy, three more are to be assigned to the fighting branch of the West Compo, West More and the Cokesit.

The West Wauneka, which ended a successful trial trip late Saturday night, is to be delivered to the Emergency Fleet Corporation tomorrow and the West Compo is to be ready January 24. The West Corum will be accepted early in February and the West Modus February 19.

RIVER EXPECTED TO FALL. Reading of 13.8 Shown, or Gain of One Foot in 24 Hours. At a stage of 13.8 feet above zero, the Willamette River will come to a stand here today, says Edward L. Wells, of the Weather Bureau, who expects the river to begin to fall on Wednesday.

The current and drift resulting from the freshet caused the Port of Portland dredges to suspend operations in harbor work. In the harbor considerable small drift passed through, while on the lower Columbia pilots are kept above the bar.

The stage of water at various stations at 5 o'clock yesterday afternoon was reported by the Weather Bureau as follows:

Table with 3 columns: Station, Height, Change since 8 A.M. Albany: 18.0, -0.2, .04. Salem: 12.6, -0.8, .11. Oregon City: 12.8, -1.0, .12.

CONCRETE SHIP TAKES SHAPE. First of Kind on Coast May Slide Off Vancouver Ways This Week. VANCOUVER, Wash., Jan. 20.—(Special.)—The first concrete ship to be built in the Pacific Northwest will be launched here the latter part of this week.

The second concrete ship has been poured and the third is being poured today. After setting for 30 days the third ship will be launched. Work on the concrete ship has been going on since the contract held by the Great Northern Concrete Shipbuilding Company.

Water at 9.5 Feet. VANCOUVER, Wash., Jan. 20.—(Special.)—The steamer Nespelem made its first run up the Columbia River today, and the Kellogg, recently taken from the Portland-Kelso, Wash., run, will go up tomorrow in the place of the Tacoma, which is being cleaned up and repaired.

The Columbia River was about stationary today at the mouth of the river. Before the rains set in the Columbia River dropped to four-tenths of a foot, which is unusually low.

Canada Maru Again Sails. TACOMA, Wash., Jan. 20.—(Special.)—With a full cargo from Tacoma the Osaka Shosen Kaisha liner Canada Maru cleared from this port for Japan today, with Captain W. H. Lewis in command.

Movements of Vessels. PORTLAND, Jan. 20.—Arrived, P. M. S. B. Baroda, from Seattle, at 5 P. M. Steamer Matsuyama, from Seattle, at 5 P. M. French steam auxiliary Soledad, from Victoria, B. C., at 10:30 A. M. States dredge Chinook, from Charleston, S. C.

STEAMSHIPS ASKED BY PACIFIC COMPANY

New Line From Portland to Far East to Be Started.

JAPAN OFFICE WILL OPEN

A. F. Haines Announces Organization Is Proceeding While Government's Answer Is Awaited.

The admission was made yesterday that the Pacific Steamship Company has made formal application to the United States Shipping Board for the assignment of steel steamers to the company's line for operation between Portland and Far East.

It was reported a few days ago that such a step had been made. A. F. Haines, vice-president of the company, while in the city yesterday, said application had been made, but that he does not know how much time will elapse before vessels will be placed at the disposal of the organization.

The attitude of the Shipping Board has been to the first ports to be served in the Pacific are those where a congestion in cargo exists, so four ships have been ordered placed in operation at Puget Sound, says Haines.

"Our plans for Portland are, of course, for a new line, and we expect to be assigned tonnage as soon as the Shipping Board feels the congestion elsewhere has been relieved."

The Pacific interests have established offices at Yokohama and Manila. Haines has a representative in Japan now who has been instructed to open a Kobe office. It is estimated that the annual extended tonnage available across the Pacific will approximate \$50,000.

It is indicated the corporation intends its entrance into the trans-Pacific trade shall be permanent, an important agency in that connection is maintained in New York and strong bids are promised for transcontinental patronage.

Mr. Haines returned to Seattle last night. He had no announcement to make relative to investigation of the Far Eastern service, saying the company was proceeding with its organization quietly and preferred to withhold details until the officers were in a position to make known that tonnage had actually been allotted and when the ships would be available.

"When that time arrives we will be only too glad to have it known, as we have a strictly Portland line, want Portland business and are glad to have Portland's influence and good will with us," he said.

The field is here, as Haines announced today, vessels available that the field can be broadened to the advantage of this harbor as well as the steamship company.

Wooden Ships Offer Continues. WASHINGTON, Jan. 20.—Wooden ships will continue to be offered for charter free of trade control, but subject to rate regulation, the Shipping Board announced today. Vessels available for service now are of 3500 tons deadweight capacity, and are controlled by the operations division of the Fleet Corporation.

Marine Notes. Eric V. Hauser, general manager of the Great Smith-Porter Ship Company, who has been in St. Paul and other points in the East shortly before the holidays has returned.

During her first cargo, which is wholly flour, the 3800-ton steel steamer Callasas leaves Astoria today for New York. The steamer will carry 40,000 barrels.

C. W. Tebault, formerly with the Emergency Fleet Corporation, is placed in charge of the forces at Camp Lewis, which in the city yesterday and says that many of the discharged soldiers are being placed in shipyards, and others are enlisted in the merchant marine, through the efforts of the special men assigned to that work.

Thus today is the British auxiliary schooner Janet Carruthers, which sailed from Puget Sound yesterday, she will have returned away Thursday but was postponed.

Columbia River main channel buoy No. 2, which was damaged by a fire on Christmas Friday, was refitted yesterday.

Applications for berths on these vessels of the 17th Lighthouse District exceed those available, though three months ago those jobs were not attracting attention.

Though she was unable to call in Coos Bay on her way from San Francisco and Eureka, owing to a storm, the steamer City of Topeka, of the Pacific Steamship Company's line, had a good passenger list, and considerable freight, when she arrived yesterday.

Coming in ballast from Los Angeles, the steamer Tamalpais was refitted yesterday, the return voyage with \$30,000 feet of lumber.

Formal return of the pilot schooner Joseph Pulitzer by the city of Portland to the United States Coast Guard was made yesterday. The schooner is to be overhauled for service at the mouth of the Columbia during the summer months.

Preparations are being made to have the schooner W. H. Marston lifted on drydock in two or three days, and the off-shore lumber cargo aboard may not be delayed.

Last of the fleet of French ships built by the Emergency Fleet Corporation left the harbor yesterday, bound for Puget Sound.

The Government dredge Chinook sailed last night for Charleston, where she is to be operated in the future. Captain Archie Cann reported aboard as new commandant of the vessel. It will not continue in that capacity after reaching the South Carolina harbor, according to the report from the South.

To finish her lumber cargo the steamer Tamalpais shifted yesterday from St. Johns to Rainier.

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Rails Are Influenced by Denial of Rumor of Intended Advance in Freight Rates.

OFFERINGS ARE LARGER

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NEW YORK, Jan. 20.—Stocks fluctuated irregularly during the greater part of today's session, ending in a weak condition.

News and other developments of the week continued to exert little influence, although the market was somewhat affected by the irregularity of the morning becoming more accentuated in the broader offerings of the day.

Shipping contributed to the market's weakness, as did the news of the 47 state commissions and the authority granted to initiate freight rates was to be exercised only in cases of real and pressing emergency, such as arose directly during the war.

"Our minds Congress did not intend to clothe the President with the power to initiate or increase rates indiscriminately. This should be apparent when we stop to consider the scope and obvious intent of the several war measures. Discussion of the Overman bill in the Senate indicates clearly that the authority granted to initiate freight rates was to be exercised only in cases of real and pressing emergency, such as arose directly during the war."

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"If the railroads are to continue under Federal control for five years more it is hardly to be expected that the traffic directorate, constituted as it is of men who for years have had control of the roads and who are responsible for the many discriminations which have been made in the past, could ever be made to see the irregularities of many of the present rate relations."

"A review of freight tariffs will disclose that many of the rate structures have been made for the benefit of particular favored localities, shippers or jobbers. If regulation by commissions, state and interstate, have not yet eliminated all discriminations, it is folly to think that an appeal to the very men responsible for these existing differentials will bring about any relief or betterments."

"We believe we are fully justified in opposing further extension of time of Federal control of railroads by reason of our many futile attempts during the past year to secure recognition in behalf of the people of this state in matters of glaring irregularities and discrimination."

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U. S. CONTROL OF RAIL LINES IS PROTESTED. Oregon Public Service Commissioner Cites Abuses. Authority Given President During War Approved, but Further Extension of Control Is Opposed.

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The communication declares that the National Association of Railroad and Utility Commissioners is in communication with Congress in regard to the extension of Federal control for five years as proposed.

Abuse of Power Alleged. "Supplementing our telegram of the 13th instant in re additional five years Government control of railroads: 'We wish to state further that, owing to the flagrant abuse of the power granted by Congress during the war, we are further apprehensive of the result of a further extension of such power. In order to secure priority and the utmost facility in the movement of troops, munitions and supplies during the war, had the absolute right of assumption control of the Nation's transportation systems been unquestioned; but now that the war is over we have no hesitancy in pointing out the abuse of the power placed in the hands of the director-general."

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