

WOODEN SHIP BOARD HEAD REVIEWS WORK

Manager Weyworth Leaves Shipping Body Service.

SENATE CHARGE ANSWERED

Defects and Errors Appearing in Earlier Vessels Gradually Being Eliminated.

WASHINGTON, Jan. 20.—The resignation of James Ormerod Heyworth, of Chicago, manager of the wooden ship division, United States Shipping Board, Emergency Fleet Corporation, is announced.

Mr. Heyworth withdrew from the service of the corporation for the reason that he is no longer able to disregard the demands of his private business as engineering contractor.

Before relinquishing his post, Mr. Heyworth issued the following statement: In this work of the Wooden Ship Division is for the first time described by the retiring head of that important organization. The statement follows:

Statement Is Issued. Wooden ships to the number of 101 have been completed up to December 1 and have been turned over to the shipping board of the United States Shipping Board.

Of these 101 are in active service, carrying cargo or mail, in ballast from one port to another, and facts are now at hand concerning the movement of 83 of these vessels. They have made in all 305 voyages, covering a total of 490,422 statute miles.

The record shows that 194 of our naval vessels were with cargo, representing a freight movement of approximately 485,000 tons, a total mileage of 30,000 statute miles.

They traveled from San Francisco to Manila, a distance of 6,000 miles; from West Coast ports to Africa and Antofagasta, Chile, a maximum distance of 6,000 miles; from West Coast ports to the East Coast, a maximum distance of 4,000 miles; from West Coast ports to the East Coast, a maximum distance of 4,000 miles.

Construction of wooden vessels on a large scale was justified only by Germany's U-boats were sinking tonnage during 1917 and the early part of 1918 many times faster than the shipyards of the allied nations could produce it.

Every available kind of material that could be used for ship construction, and every facility that existed, or could be created, was used to meet this treacherous and ruthless destruction.

The construction of wooden ships was certainly justified by the conditions and conditions obtaining when the construction was decided upon. The conditions were such that the construction of wooden ships was the only way to meet the emergency.

It is true that the construction of wooden ships was not met, and that the hopes of the proponents of wooden ships as to speed of construction were overly sanguine. But, as measured by performance which includes the fact that the construction of wooden ships was the only way to meet the emergency.

Such opposition as has arisen among operating shippers to the construction of wooden ships is not so much upon the material of which it is constructed as it is upon its size, and, consequently, its carrying capacity.

Some time ago the following charges were made in the Senate: 1. That from 90 to 100 wooden ships had been delivered by the builders, and of this number less than 30 have actually carried cargo.

That the first of these vessels sank in ballast before it could be delivered to the operating company to which it was assigned. 2. That the second ship delivered was consigned to the same company, but sank on its first trip out.

That none of the vessels delivered has been used for the purpose for which they were built. 3. That the construction of wooden ships was a waste of money.

Not gone over-seas, because none are fit to. That the whole wooden ship programme has been a failure, and that all of the money invested in these vessels will be a dead loss to the Government.

The defects and errors that have appeared in the earlier boats are being gradually eliminated, and the vessels now being delivered are being subjected to a very rigid inspection and an exhaustive sea trial before final acceptance. These charges were made by a board of substantial members of the Senate.

Blackford Crew Blamed. No. 1. The steamer Coss Bay, built by Kruse & Banks, Coss Bay, Or., foundered on September 11, 1918, during a gale while bound from San Francisco to the west coast of South America in ballast.

No. 2. The steamer Blackford, built by the Grays Harbor Motor Ship Company, of Grays Harbor, Wash., was abandoned at sea during the same storm on September 11, 1918, and drifted ashore on the west coast of Mexico on September 20. Unsuccessful attempts to save her have since been made.

No. 3. The steamer Dumaru, while bound from the Pacific Coast to the Philippines with cargo oil, was struck by lightning and burned to a total loss on September 20, 1918, while en route to the Philippines. Had these disasters occurred to steel vessels they would not have been considered as indicating failure of the programme.

When the Emergency Fleet Corporation decided to build wooden ships it was found that there was not in existence a design of a wood steamship that would meet the demands of the situation. None of the designs then available represented ships of the type that was required.

Another serious obstacle arose when it was discovered that timbers large enough for certain parts of the standard ship could not be obtained in required quantities for prompt delivery along either the Atlantic or the Gulf coast.

There were other handicaps too. Shipyard facilities were inadequate. Housing conditions were bad. Many of the contractors who undertook the construction of wood ships were inexperienced, and because of this inexperience were prone to be too optimistic in their estimates of delivery.

It should not be forgotten that when the Emergency Fleet Corporation came into being it was without organization or precedent. The corporation decided to construct on the "cost plus" basis, but the policy was changed to that of awarding lump sum contracts. The authority to make such contracts was vested in the home office. All this made for much delay.

While it is to be regretted that these delays have occurred, it is to be noted that the work has been done in a remarkably short time. The output of wood ships already proved sufficient in amount and early enough in time of delivery to be a factor in solving the transportation problems of the war.

Most credit is due to the consistent confidence in the possibilities of the wood ship displayed by the Emergency Fleet Corporation in the face of hostile and unwarranted criticism.

Coleman Heyworth Product. Internationally known in the field of big engineering enterprises Mr. Heyworth was summoned late in 1917 to take the management of wood ship division which was created at that time.

Mr. Heyworth was educated in the public schools of Chicago and at Yale University where he figured in athletics. "Big Jim" Heyworth is still remembered in New Haven as one of the aggressive members of that famous coterie of athletes who upheld the honor of Old Elm on field and track a quarter of a century ago.

Mr. Heyworth was an engineer and contractor includes the construction of the old Coliseum in Chicago, which seated 20,000 people; extensive work in the design and construction of the Winton building, the first large reinforced concrete structure in Chicago; and bridge building, railroad construction and general contracting on a large scale.

Death Comes Suddenly. MRS. E. C. HABEL, ILL ONLY FEW DAYS, DIES OF INFLUENZA. Wife of Secretary and Sales Manager of Manley Auto Co., Passes as Husband Speeds Eastward.

Though in good health when her husband left last week for a month's Eastern trip, Mrs. E. C. Habel, wife of the secretary and sales manager of the Manley Auto Company, succumbed to influenza Saturday.

Mrs. Habel was born in Rockbar, Idaho, in June, 1892. She had been married for seven years and a resident of Portland nearly all that time. She died at the family home at 437 East Forty-fourth street.

Three other sisters, Mrs. May Thompson, Butte, Mont., and Mrs. Durant and Mrs. Slet, both of Boise, Idaho, and a brother, W. F. Sullaway, of Butte, and her father, J. E. Sullaway, also survive.

Mrs. Habel was on a trip East to several automobile factories and also had planned a visit to New York City, his old home. He telegraphed A. B. Manley, president of the Manley Auto Company, from Detroit that he would return West at once.

NON-PARTISAN CHOSEN AS PEACE 'DELEGATE'

Passport May Be Delivered to 'Farmers' Choice.

WAR ATTITUDE RECALLED

Arthur La Seur, of Minnesota, Selected to Help Wilson 'Right Wrongs by Central Powers.'

OREGONIAN NEWS BUREAU

Washington, Jan. 20.—A storm is due to break around the organization which an investigation of the Department of Agriculture, also chose delegates to attend the Versailles peace conference in Paris here a few days ago.

The same conference adopted a resolution asking the Senate committee on agriculture and forestry or a special committee of the Senate to investigate an alleged connection between the general education board, a Rockefeller institution, and the Department of Agriculture.

But just what will happen when the peace delegates undertake to obtain passports is an interesting question. There is a little piece of past history in connection with the Nonpartisan League, so strong in North Dakota and Idaho, which makes the matter interesting.

The delegates, it is announced by George P. Hampton, who is the mainpring of the organization, are going to Europe to help President Wilson establish a league of nations and to aid him in his programme to obtain reparation for the wrongs done humanity by the central powers.

The interesting fact about this statement is that one of the delegates chosen to help Mr. Wilson is Arthur La Seur, of Minnesota. A mere mention of the name is all that is necessary in North Dakota, Minnesota or Idaho where the Nonpartisan League was involved in the political campaign of last fall.

Mr. LaSeur's Letter Recalled. It was a letter written by LaSeur, as national secretary for the Nonpartisan League, on April 5, 1917, the day war was declared by the United States against Germany.

His work as civil engineer and contractor includes the construction of the old Coliseum in Chicago, which seated 20,000 people; extensive work in the design and construction of the Winton building, the first large reinforced concrete structure in Chicago; and bridge building, railroad construction and general contracting on a large scale.

Exchange of Service Legal. WASHINGTON, Jan. 20.—In disposing of past cases, the Supreme Court today decided that the commerce act as amended in 1910 did not prohibit the free exchange of utility service between telegraph and telephone companies and railroad companies, even where service from one line to points on another was involved.

Mooney Probe Dropped. SAN FRANCISCO, Jan. 20.—Announcement that it had dropped its investigation of charges of irregularity in the prosecution of Thomas J. Mooney and related cases, filed with the Department of Labor by John E. Dennis, director-general of employment, was made by the San Francisco County grand jury here today.

Read The Oregonian classified ads. (Signed) ARTHUR LA SEUR. This letter was used to establish a connection between the Nonpartisan League and the L. W. W., and to show that the two organizations were equally disloyal.

Arthur La Seur, of Minnesota, Selected to Help Wilson 'Right Wrongs by Central Powers.' The same conference adopted a resolution asking the Senate committee on agriculture and forestry or a special committee of the Senate to investigate an alleged connection between the general education board, a Rockefeller institution, and the Department of Agriculture.

But just what will happen when the peace delegates undertake to obtain passports is an interesting question. There is a little piece of past history in connection with the Nonpartisan League, so strong in North Dakota and Idaho, which makes the matter interesting.

The delegates, it is announced by George P. Hampton, who is the mainpring of the organization, are going to Europe to help President Wilson establish a league of nations and to aid him in his programme to obtain reparation for the wrongs done humanity by the central powers.

The interesting fact about this statement is that one of the delegates chosen to help Mr. Wilson is Arthur La Seur, of Minnesota. A mere mention of the name is all that is necessary in North Dakota, Minnesota or Idaho where the Nonpartisan League was involved in the political campaign of last fall.

Mr. LaSeur's Letter Recalled. It was a letter written by LaSeur, as national secretary for the Nonpartisan League, on April 5, 1917, the day war was declared by the United States against Germany.

His work as civil engineer and contractor includes the construction of the old Coliseum in Chicago, which seated 20,000 people; extensive work in the design and construction of the Winton building, the first large reinforced concrete structure in Chicago; and bridge building, railroad construction and general contracting on a large scale.

CLICKITAT GIRL PROMOTED

KATE NYE, FORMER CLERK, GETS SEATTLE APPOINTMENT.

JUVENILE COURT CLERKSHIP OF KING COUNTY TO BE IN CHARGE OF WOMAN OFFICIAL.

GOLDENDALE, Wash., Jan. 20.—(Special.)—Miss Kate Nye, County Clerk and clerk of the Superior Court for Klickitat County during the past four years, has been appointed clerk of the Juvenile Court at Seattle.

Before becoming a public official Miss Nye was a school teacher. She was born at Weeping Water, Nebraska, and became a resident of Klickitat County 18 years ago.

During her term of office as clerk of Klickitat County she held the position of secretary and later vice-president of the State Association of County Clerks for Washington.

The position came to her unsolicited. Before becoming a public official Miss Nye was a school teacher. She was born at Weeping Water, Nebraska, and became a resident of Klickitat County 18 years ago.

During her term of office as clerk of Klickitat County she held the position of secretary and later vice-president of the State Association of County Clerks for Washington.

The position came to her unsolicited. Before becoming a public official Miss Nye was a school teacher. She was born at Weeping Water, Nebraska, and became a resident of Klickitat County 18 years ago.

During her term of office as clerk of Klickitat County she held the position of secretary and later vice-president of the State Association of County Clerks for Washington.

The position came to her unsolicited. Before becoming a public official Miss Nye was a school teacher. She was born at Weeping Water, Nebraska, and became a resident of Klickitat County 18 years ago.

During her term of office as clerk of Klickitat County she held the position of secretary and later vice-president of the State Association of County Clerks for Washington.

The position came to her unsolicited. Before becoming a public official Miss Nye was a school teacher. She was born at Weeping Water, Nebraska, and became a resident of Klickitat County 18 years ago.

During her term of office as clerk of Klickitat County she held the position of secretary and later vice-president of the State Association of County Clerks for Washington.

The position came to her unsolicited. Before becoming a public official Miss Nye was a school teacher. She was born at Weeping Water, Nebraska, and became a resident of Klickitat County 18 years ago.

During her term of office as clerk of Klickitat County she held the position of secretary and later vice-president of the State Association of County Clerks for Washington.

The position came to her unsolicited. Before becoming a public official Miss Nye was a school teacher. She was born at Weeping Water, Nebraska, and became a resident of Klickitat County 18 years ago.

During her term of office as clerk of Klickitat County she held the position of secretary and later vice-president of the State Association of County Clerks for Washington.

The position came to her unsolicited. Before becoming a public official Miss Nye was a school teacher. She was born at Weeping Water, Nebraska, and became a resident of Klickitat County 18 years ago.

During her term of office as clerk of Klickitat County she held the position of secretary and later vice-president of the State Association of County Clerks for Washington.

The position came to her unsolicited. Before becoming a public official Miss Nye was a school teacher. She was born at Weeping Water, Nebraska, and became a resident of Klickitat County 18 years ago.

VETERANS TO ORGANIZE SURVIVORS OF ALL WARS TO FORM STATE DIVISION.

Men Discharged From Army, Navy and Marine Corps to Combat Bolshevik Elements.

Oregon veterans of all American wars are to be organized into a division of the United American War Veterans, according to plans now under way in Portland.

The acting division commander, to serve until organization is sufficiently completed for the holding of an election, is W. L. Beauveau, formerly a sergeant at headquarters for the 24th Infantry Brigade, Camp Lewis.

Other acting divisional officers for purposes of organization are: W. E. Goodwin, chief of staff; J. W. Waterhouse, adjutant-general, and Nicholas Pierangel, acting quartermaster-general.

Mr. Beauveau says that New York headquarters of the veterans has authorized him to proceed with the organization. One reason for hurrying the organization is to combat the Bolshevik elements already at work among the returned soldiers.

All men and women, honorably discharged from the Army, Navy or Marine Corps of the United States, are eligible for membership, regardless of when they served. The G. A. R., Spanish-American War Veterans and Indian War Veterans will be invited to affiliate with the new organization, without sacrificing their individuality, and only acting with the main body of subjects affecting all.

General John J. Farthing Post No. 3, with headquarters in the Hall of Records in New York City, is for the present general headquarters. A meeting to effect organization of the Oregon division will be held in the near future.

FARM LOAN BONDS SOLD. Purchase From 12 Land Banks Permitted by Treasury. WASHINGTON, Jan. 20.—Federal farm loan bonds may now be bought from each of the 12 land banks under a new Treasury policy ordered by Secretary Glass, modifying the former plan by which farm loan bonds were kept off the market until after all 11th city loans were floated.

About a million dollars of these bonds have been sold by the Federal land banks since January 1 when the new policy was adopted. The bonds bear 4 1/2 per cent interest, sell at one-half per cent above par and are exempt from Federal taxes.

Since November 1 the Treasury has absorbed \$9,500,000 of farm loan bonds. White Russia Joins Bolsheviki. ZURICH, Jan. 20.—(Havas.)—White Russia has proclaimed its union with the Russian soviet republic, according to a dispatch from Kiev.

White Russia Joins Bolsheviki. ZURICH, Jan. 20.—(Havas.)—White Russia has proclaimed its union with the Russian soviet republic, according to a dispatch from Kiev.

White Russia Joins Bolsheviki. ZURICH, Jan. 20.—(Havas.)—White Russia has proclaimed its union with the Russian soviet republic, according to a dispatch from Kiev.

White Russia Joins Bolsheviki. ZURICH, Jan. 20.—(Havas.)—White Russia has proclaimed its union with the Russian soviet republic, according to a dispatch from Kiev.

White Russia Joins Bolsheviki. ZURICH, Jan. 20.—(Havas.)—White Russia has proclaimed its union with the Russian soviet republic, according to a dispatch from Kiev.

White Russia Joins Bolsheviki. ZURICH, Jan. 20.—(Havas.)—White Russia has proclaimed its union with the Russian soviet republic, according to a dispatch from Kiev.

White Russia Joins Bolsheviki. ZURICH, Jan. 20.—(Havas.)—White Russia has proclaimed its union with the Russian soviet republic, according to a dispatch from Kiev.

White Russia Joins Bolsheviki. ZURICH, Jan. 20.—(Havas.)—White Russia has proclaimed its union with the Russian soviet republic, according to a dispatch from Kiev.

White Russia Joins Bolsheviki. ZURICH, Jan. 20.—(Havas.)—White Russia has proclaimed its union with the Russian soviet republic, according to a dispatch from Kiev.

White Russia Joins Bolsheviki. ZURICH, Jan. 20.—(Havas.)—White Russia has proclaimed its union with the Russian soviet republic, according to a dispatch from Kiev.

Clothes you can depend on. Strong as we are for style, we know that unless a garment is basically correct it cannot give good service.

That's why our fabric and findings must measure up to the highest standard. Can't afford the labor of fine making unless we know that the quality of the materials are right.

It is this very care that brings men back each season for Mathis clothes. Suits and O'Coats \$25, \$30, \$40 and up

Mathis MEN'S WEAR. Corbett Bldg., 5th and Morrison. White Russia Joins Bolsheviki. ZURICH, Jan. 20.—(Havas.)—White Russia has proclaimed its union with the Russian soviet republic, according to a dispatch from Kiev.

CARTOZIAN'S Sale of Oriental Rugs. YOU TAKE NO CHANCES HERE! Every rug can be freely inspected—Every rug is reduced in price—No forcing of Prices through competitive bidding.

COLUMBIA. Now Playing—11 A. M. to Almost Midnight. NOW—RIGHT NOW. A loaf dough divider is shown here for this modern divider is known here.

FOR LUMBAGO. Try Musterole. See How Quickly It Relieves. You just rub Musterole in briskly, and usually the pain is gone—a delicious, soothing comfort comes to take its place.

CHARLES RAY in STRING BEANS. Toby Watkins wanted to be a poet a durned sight more than he wanted to follow a plow. See how he came to win the Mayor's daughter.

MUSTEROLE. WILL NOT BLISTER. FATTY ARBUCKLE IN "CAMPING OUT" and MRS. CHARLIE CHAPLIN IN "BORROWED CLOTHES" A Programme That's Seldom Seen at One Time

VEGETABLE TEA FOR CONSTIPATION. Thousands of families brew it at home and keep well.

VEGETABLE TEA FOR CONSTIPATION. Sick headache, nervousness, sallow skin and drowsiness are nearly always caused by constipation and can easily be conquered by the use of Dr. Carter's K. and B. Tea.

VEGETABLE TEA FOR CONSTIPATION. Brew it at home the same as you would the regular medicine. Drink a cupful just before you go to bed.