Morning Oregonian.

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CITY WELL FREED OF STORM'S GRIP

Car Service Restored Except Troutdale Line.

MORE PHONE LINES DOWN

Strong Wind Wrecks Poles. Crews Hard at Work.

HIGHWAY SECTION WARMER

Snow, However, Has Drifted Deep in Places and Workmen Are Under Handicap.

STORM DEVELOPMENTS YESTERDAY.

Moderating weather melts ice along highway.

Telegraph communications restored except for east lead.

First detoured trains arrive from east.

Efforts to reach passengers on stalled trains up the Columbia continue. Steamer Undine will leave up at 6 A. M. today to North Bank trains at Cooks and Lyle, Wash.

Burnside bridge jam broken.

Eleven thousand six hundred and three telephones out in Portland; damage mounts.

Columbia highway pavement undermined on Sandy; deep snowdrifts on upper highway.

Rainy Weather Forecast.

Rain and southwesterly winds will continue today, according to the forecast of Edward L. Wells, weather observer, last night. The wind is expected to drop slightly and the temperature to remain unchanged.

Portland experienced continued improvement from storm conditions yesterday in all except damage to telephone service. Warm rain and southerly winds broke the ice mantle from the city limits eastward along the Columbia highway to within a few miles of Corbett.

Street car service had been restored to normal on all city lines except a short distance near the end of the Montavilla tracks. Interurban service proceeded without interruption on the Bull Run, Estacada and Oregon City lines, but service had not yet been restored to Troutdale. Bus transportation had been arranged from the end of the Rose City car line to Park Rose until the street car run is resumed.

Railroads Still Tied Up.

The upper Columbia river railroad lines still remained tied up last night, with officials making no predictions as to restoration of direct eastern service. Every effort was being made to open the ice-locked tracks with crews of hundreds of men using river steamers as bases for supplies. Additional efforts were made to reach the five trains which are still marooned with their passengers. The first detoured trains arrived during the day by way of Tacoma.

The Pacific Telephone & Telegraph company experienced more serious trouble yesterday, which brought its total of telephones out of service up to 11,603. The strong wind late Monday night had blown down large numbers of weakened wires and poles.

Exchanges to Be Restored.

Many exchanges will be restored to normal today, but some, notably the Tabor and Arleta exchanges, were in such shape that no prediction could be made as to their restoration. A crew of 1000 men will be working either in Portland or on the main east lead up the Columbia highway today.

In the district above Crown Point, which was reached by telephone linemen yesterday for the first time since the storm, all wires were down and poles were either blown down or buried in snow drifts which were estimated to be 30 feet deep in places along the highway. From Multnomah Falls to Cascade Locks, a distance of 28 miles, everything was buried beneath snow and ice. From Multnomah Falls to the city limits of Portland, the lines and most of the poles had been broken.

Steamer Used as Base.

The telephone company has a crew of 100 men working from the river steamer Madeline as a base and was sending 100 more men up on the river steamer Grahamona last night. The Madeline was tied up near Corbett and the Grahamona will put in near Bridal Veil. Both will keep pace with the crews as they work their way on up the highway attempting to restore communications.

The great mass of snow and the frozen ice crust on the highway have made it a problem as to the possibility of restoring telephone communications along the main east lead, according to C. E. Hickman, commercial superintendent of the company.

A strong current in the Willamette river continued to hold back ocean-going steamers above the bridges. The log jam above the Burnside

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TURKEY SHIPMENTS LOOKED FOR TODAY

PRESENT SUPPLY FAR SHORT OF REQUIREMENTS.

Auto Trucks and Parcel Post Used to Bring Birds to Portland for Thanksgiving.

Portland's turkey supply, up to last night, was far short of Thanksgiving requirements, but several carloads from Idaho and points east of the Cascades, as well as some southern Oregon turkeys, which were held up by the storm, were expected to arrive this morning. If they reach Portland in time for distribution there will be enough turkeys for all.

Only one shipment came in from Idaho yesterday and that was received by a retailer. A number of lots from the valley came by auto truck to commission men, and one dealer received a small shipment by parcel post from eastern Oregon.

The storm upset the calculations of both wholesalers and retailers, and there was some anxiety last night over the situation.

There are many out-of-town orders yet on wholesalers' books, and it looks as if several towns which had depended on Portland for their supply will have a turkeyless Thanksgiving. Every effort will be made to supply these points, but it is as difficult to get express shipments to them as it is to accumulate the supply here.

Good turkeys today will probably cost most of the consumers 50 cents a pound.

On the Yamhill market a maximum price of 45 cents was fixed for the farmers' stalls. The supply of farm birds, however, was not large and probably will be exhausted early today. Some of the retail stores on Yamhill street met the farmers' price, but most of them asked 50 cents.

"I believe there will be enough turkeys to satisfy the city demand," said J. C. Green, the largest local retail poultry man.

"The supply may not be as large as a year ago, but buying by the public is not on the same scale as it was then. The turkeys this year are of very good quality."

There was an abundance of most other kinds of poultry in the retail markets. Fat dressed geese sold at 40 cents, ducks at 45 cents, large hens at 38 cents, small hens at 30 cents, small springs at 40 cents, large springs at 35 cents and roosters at 32 cents.

4 AMERICANS CAPTURED

After Being Held by Mexican Bandits for Ransom, Party Freed.

WASHINGTON, D. C., Nov. 22.—Four Americans were captured late yesterday by Mexican bandits at Santa Eulalia, 21 miles from Chihuahua, the state department was advised today. After being held for ransom the party was released at the end of a four-hour period when no ransom was forthcoming.

Those captured were Edgar Butts, a mining engineer of the American Smelting & Refining company, and his wife; Willard Benham, another employe of the company, and Miss Mary Long, daughter of a former American consular agent at Parral.

Shortly afterward Oscar Trevino, a Mexican mine owner, was catpured by the same bandits and later released on payment of $5000 ransom, the department also was advised.

TURKEYS BRING 31 CENTS

Willamette Growers Reserve Many Birds for Christmas.

SALEM, Or., Nov. 22.—(Special.)—Salem poultry dealers today paid 36 cents a pound for dressed and 30 and 31 cents for live turkeys. Most of the Willamette valley birds are being shipped to the Portland and Seattle markets.

The recent storm, which prevented Portland dealers from shipping their birds to distant markets, had the effect of bearing down prices in this section of the state. As a result of the lower prices being paid for turkeys, many of the Willamette valley growers are reserving their product for the Christmas trade.

FISHING SMACK RAMMED

Steamer Harvard Cuts Craft in Two—Three of Crew Missing.

SAN FRANCISCO, Nov. 22.—The steamer Harvard of the Los Angeles Steamship company, en route to Los Angeles, rammed the fishing smack Tano, cutting her in two off Mile rock early tonight, according to advices received by the marine department of the chamber of commerce. Three of the Tano's crew were reported missing.

The Harvard picked up what is believed to have been the little craft's only lifeboat, containing three men, and is standing by searching for the three others.

FREIGHT RATES LET DOWN

St. Paul Road Acts Independently of Other Lines.

CHICAGO, Nov. 22.—The Chicago, Milwaukee & St. Paul railway, acting independently of other lines, today announced freight-rate reductions ranging as high as 40 per cent in some cases on certain commodities shipped from the middle west to the Pacific coast and destined for the Hawaiian islands.

The reductions were made to meet Panama canal shipping competition and will cover shipments from the east as soon as arrangements can be made with eastern roads, it was announced.

DANGERS OF FLOOD IN OREGON WANE

Waters Begin to Recede in Rampant Rivers.

THRILLING RESCUES ARE MADE

Much Lowland Country Is Under Water; Dikes Out.

DAMAGE IN MILLIONS

Extent of Ruin by Storm Probably Never Will Be Known. Bridges Torn Down.

HIGHLIGHTS OF STORM IN OREGON AND WASHINGTON.

Florence, Or.—Dikes on lower north fork of Umpqua river washed out; damage heavy.

Lebanon, Or.—Flood waters inundate 40 acres in southeastern part of city.

Brownsville, Or.—Dozens of families marooned when flood waters pour through streets.

Raymond, Wash.—Torrents of rain fall in Willapa harbor district.

Salem, Or.—Flood crest passed when Willamette river begins to recede. Some families in city marooned.

La Grande, Or.—Rain reduces snow to 12 inches; sun shines.

Coos Bay, Or.—District paralyzed as result of floods.

Grants Pass, Or.—Heavy rain falls.

Eugene, Or.—Willamette river, 11 feet above low water, is falling.

Corvallis, Or.—Rising waters stop electric trains.

Albany, Or.—Families marooned by flood waters of Santiam are rescued.

Both Oregon and Washington last night seemed to be fairly well out of the grip of the snow, sleet and rain storm which for nearly three days had crippled and almost paralyzed all railroads, had demoralized wire communication, flooded lowlands, torn out bridges and done damage that amounted to millions of dollars.

In the western part of both states snow was melting. In Oregon the flood waters of the rivers which had started on rampages were reported to be receding. In the eastern section of both states the snow also was melting and the temperatures almost everywhere were warmer than at any time since the storm started last Friday.

In the western part of Washington flood dangers were said to be acute as the result of warmer temperatures and driving rains rapidly melt-

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PLOWS BATTLE SNOW TO FREE FIVE TRAINS

RESCUE OF PASSENGERS IS BEING ATTEMPTED.

Travelers Marooned for Days as Result of Storm—Food Said to Be Plentiful.

Between Portland and The Dalles on either side of the Columbia river and from both directions rotary plows yesterday were bucking ice and snow drifts and workmen were toiling to clear the tracks of the Union Pacific and the Spokane, Portland & Seattle railway in order to release trains which had been marooned for days and to rescue the passengers from five trains. These trains were at Bridal Veil and Celilo on the highway side and at Cooks and Lyle on the north bank.

After arrangements had been made yesterday to carry the passengers from two storm-bound trains at Cooks in launches to Hood River, where there is plenty of food, the passengers of these trains decided they would rather stay where they are until a steamer arrives to bring them to Portland. A. J. Davidson, general manager of the North Bank road, chartered the steamer Portland yesterday to go up the river to get the passengers. The arrangements were made for the steamer to leave at 6 o'clock last night.

As a precaution against accident to the Portland the Undine will leave at 6 o'clock this morning so that one steamer will have more chance of getting through the locks, which have been reported frozen.

"We want to do everything possible to make sure that all passengers on our marooned trains are brought to this city as quickly as possible," W. F. Turner, president, said last night.

The North Bank officials received information that the rotary plow which was derailed Monday at Carson when it attempted to dig through four feet of ice was within four miles of Cooks yesterday afternoon. But the officials were not content to risk the chance to have the train passengers brought in by rail.

It was reported the train which had been marooned at Roosevelt will be detoured and will be brought into Portland by way of Pasco and the Northern Pacific. A snow plow is working toward Cooks from the direction of Pasco. Another snow plow is marooned at Maryhill.

On the Oregon Trunk passengers on the train stalled at Maupin had been relieved with food, which was carried to them on foot from North Junction. There was no immediate chance of this train being released. When the snow plow from Pasco reaches Fallbridge it will work southward.

On the Union Pacific a plow and men from three work trains were attempting yesterday to dig a way to the train filled with passengers at Bridal Veil falls. While officials had no direct word, they believed that the passengers on the train at Celilo had been taken off and put on some train which was detouring north through Yakima and Tacoma to Portland. There was no fear of food shortage at Bridal Veil.

In addition to the work out of Portland, the Union Pacific had a rotary plow working in this direction from La Grande to clear the main line through the gorge. Also there were 500 men at Multnomah Falls and Bonneville clearing the track there and releasing an ice-encased snow plow.

A launch was sent yesterday by

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FLOOD HERE AVERTED, BARRING HEAVY RAIN

LOG JAM THREATENING BURNSIDE BRIDGE IS BROKEN.

Fall in River After Tomorrow Is Predicted by Weather Man. Rise Is Losing Rapidity.

Unless unusually heavy rains occur during the next day or two the high water in the Willamette river will run off in a freshet not exceeding a crest of between 17 and 17½ feet at Portland, it was predicted last night by Edward L. Wells, district weather forecaster. This prediction, made yesterday morning, was confirmed by reports received last night from upriver points. The river was expected to fall tomorrow.

The muddy Willamette passed the flood stage of 15 feet yesterday afternoon and stood at 15.6 feet at 5 o'clock last night. A rise of a foot occurred in eight hours yesterday and another foot of rise is expected by this afternoon. The fact that the rate of rise has become much slower indicated, Mr. Wells said, that the peak of the freshet was at hand and the danger of further flood damage was past unless another downpour like the last should take place.

The log jam, which threatened the Burnside bridge, was broken shortly after 2 o'clock yesterday afternoon by the Port of Portland steamer Portland after the launch Echo had made a hole in the mass. The tangle of logs and debris went careening down the current as the Portland shoved her prow through it, but the mass was so broken up that it passed through the other bridges without damage.

Though the amount of drift coming down the stream was considerably less yesterday than the day before, it was still heavy, and every boat on the river that could turn a wheel was pressed into service on one mission or another. The entire Shaver fleet and many small power boats were engaged in herding runaway logs into booms.

The only fear felt for the bridges last night was the report that a large log boom at Oregon City was in a precarious position, and it was thought that if this boom should break loose and should jam against the mass already collected against the piers of the Hawthorne bridge, the shock might be sufficient to carry out that structure. The Oregon City boom was still intact at 6 o'clock last night, however.

DEFICIENCY BILL PASSED

House Measure for $104,000,000 Now Goes to Senate.

WASHINGTON, D. C., Nov. 22.—The house today passed the deficiency appropriation bill, carrying approximately $104,000,000.

The measure, which goes to the senate, provides $65,000,000 for the veterans' bureau, $23,000,000 for the refunding of internal taxes erroneously collected and $6,500,000 for the postal service.

AMERICAN KILLED IN INDIA

William F. Dogherty Reported Victim of Bombay Riot.

LONDON, Nov. 22.—A dispatch to the Morning Post today from Bombay stated that William Francis Dogherty, an American engineer, was killed during last week's rioting there.

HOWEVER, IF HE THINKS WE'RE LICKED HE'S MISTAKEN.

TAX BILL SLATED TO PASS TODAY

Senate to Take Action and Then Adjourn.

UNANIMOUS CONSENT GIVEN

Immediately After Passage Measure to Go to President.

INCOME LEVY FIRST HIT

Other Changes to Go Into Effect January 1—Surtax Rates to Be Continued This Year.

WASHINGTON, D. C., Nov. 22.—Final enactment of the tax revision bill and adjournment of congress sine die tomorrow was made certain today by the adoption of the unanimous consent agreement in the senate for a vote on the revenue measure by 5 P. M. tomorrow.

Immediately after passage, the bill will be sent to the president.

The only important section to be put into force immediately is that relating to the income tax, the other changes going into effect January 1. The present sur-tax rates will be continued for this year, reductions going into effect next year and being reflected in tax payments in 1923.

Bill Labeled Makeshift.

In laying the conference report before the senate today, Chairman Penrose of the senate managers in a statement described the bill as a "temporary makeshift."

"The bill," he said, "does not place the tax system on a stable or scientific basis. But it is better than the law which it will supersede because of the reduction of the tax burden and the technical or administrative improvements."

Simmons Opens Debate.

Debate was opened by Senator Simmons of North Carolina, who declared that when the conferees got through with the bill even some of the most prominent of the republican managers could not "conceal their disgust" with the measure.

Attacking the majority senate managers, he said they had made an "unjustifiable surrender" on the corporation income tax and had "given up in glee" the 15 per cent rate in favor of the 12½ per cent rate.

The senate in executive session tonight endeavored to clean the slate of presidential nominations and more than 200 were confirmed.

Action on Resolutions Precluded.

Plans for the adjournment tomorrow virtually preclude any action on pending resolutions to order work on battleships stopped while the arms conference is in session. Senator King, democrat, Utah, today sought to obtain committee action on his resolutions to this effect and was promised by Senator Page, republican, Vermont, chairman, that a poll of the committee would be taken to determine whether the question had been taken up. Republican leaders declared an adverse decision was certain.

Disorder marked the beginning of the senate consideration of the conference report on the tax bill, the climax being reached in the unusual procedure of expunging senatorial remarks from the record.

The words stricken out were contained in a verbal clash between Senators Penrose, republican, Pennsylvania, and Heflin, democrat, Alabama, in which Mr. Penrose referred to the "black darkness of the state" represented by Mr. Heflin, and the Alabama senator characterized Mr. Penrose's state as "manipulated by predatory interests."

Reductions Are Listed.

An examination of the bill as finally drafted by the conferees shows that the tax on carbonated soft drinks manufactured for sale in closed containers is limited to a levy of 5 cents a gallon on the finished fountain syrups used by the manufacturers. First announcement with regard to this tax was that the 5 cents a gallon levy was in addition to a tax of 2 cents a gallon on the finished drinks.

Here are the reductions in the nation's tax bill for the next calendar year as estimated by the experts on the basis of the tax revision bill as rewritten in conference and approved yesterday in the house:

Individual income:

Account of increased exemptions because of dependents, $30,000,000.

Heads of families, $40,000,000.

Decreased surtaxes, $60,000,000.

Capital gains, $20,000,000.

Corporations:

Repeal excess profits tax, $260,000,000.

Transportation, $270,000,000.

Insurance premiums, $20,000,000.

Beverages, non-alcohol, $26,000,000.

Admissions and dues, $20,000,000.

Musical instruments, $12,000,000.

Sporting goods, $4,000,000.

Chewing gum, $1,000,000.

Motion picture films, $6,000,000.

Candy, $8,000,000.

Furs, $9,000,000.

Toilet soaps, etc., $2,000,000.

So called luxury taxes, $18,000,000

Perfumes cosmetics, proprietary medicines, $6,000,000.

Parcel post stamp taxes, $20,000,000.

Surety bonds stamp taxes, $2,000,000.

Art works, $700,000.

Electric fans, $300,000.

Thermos bottles, $200,000.

Total, $885,200,000.

ENGLISH PRINCESS WILL WED VISCOUNT

BETROTHAL ANNOUNCED FORMALLY IN LONDON.

King Gives Consent to Marriage of Only Daughter to Henry George Lascelles.

LONDON, Nov. 22.—(By the Associated Press.)—The betrothal of Princess Mary, only daughter of King George and Queen Mary, to Viscount Lascelles, was announced tonight.

King George, at a council meeting in Buckingham palace today, had personally announced that he had given his consent to the marriage.

Viscount Lascelles (Henry George Charles Lascelles) is the eldest son of the Earl of Harewood, and is 39 years of age. Princess Mary is 24.

The viscount, who was educated at Eton, was an attache at the British embassy in Rome from 1905 to 1907, and aide de camp to the governor-general of Canada from 1907 to 1911. He served with distinction in the European war. He was three times wounded and won the distinguished service order and bar and the French croix de guerre.

The Lascelles family is one of the oldest in Yorkshire, dating back to the reign of Edward I, but the earldom was not created until late in the eighteenth century, the present earl being the fifth of the line.

Viscount Lascelles, who is heir to the earldom, is credited with being one of the richest young peers in England.

There have been many suitors for the hand of Princess Mary. She was an active figure in work for the soldiers during the war and is a popular figure with all ranks of British society.

The engagement of Princess Mary is another break in royal tradition which is likely to be extremely popular.

Princess Mary is only a little less endeared to the hearts of the people than her brother, the Prince of Wales. In recent years she had entered into the spirit of public life, attending public functions and interesting herself in charitable works. Today she was engaged in opening a nurses' home and inspecting a band of girl guides at Brighton. She received a glowing ovation.

The princess is a nurse, having undergone hospital training. She is musical and an expert needlewoman.

The viscount four years ago inherited an immense fortune, reputedly more than 2,000,000 pounds, from a kinsman, Lord Clanricarde.

No arrangements for the wedding have been made.

FRUIT SHIPMENTS LISTED

Northwest States Send Out 43,215 Cars of Produce in 6 Months.

SPOKANE, Wash., Nov. 22.—Washington, Oregon, Montana and Idaho shipped a total of 43,215 cars of fruit, produce and vegetables during the six months ended October 31, according to figures announced by the federal bureau of markets here today.

The bureau estimated that the four states will ship a total of 75,000 cars of orchard and garden products before the present season is over.

$100 Offered for Tow.

SALEM, Or., Nov. 22.—(Special.)—The Willamette Valley Flax & Hemp company, which was organized here recently, today received an offer from a northwest furniture house of $100 a ton for all the tow the association has for sale next year. Tow is manufactured from the inferior grade of flax and its sale shortly after harvest affords a quick cash return to the grower.

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YESTERDAY'S—Maximum temperature, 53 degrees; minimum, 46 degrees.

TODAY'S—Rain; southwesterly winds.

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CHINA'S ECONOMIC PROBLEM TACKLED

Nations Study Tax and Tariff Restrictions.

CONFERENCE SLOWED DOWN

Details of Arms and Far East Issues Taken Up.

NAVAL EXPERTS BUSY

Confidence of Agreement With American Plan as Basis Is Reported Increasing.

WASHINGTON, D. C., Nov. 22.—(By the Associated Press.)—Negotiations relating to both the far east and armament limitation moved more slowly today as attention of the arms delegates passed from general policies to details.

China's economic embarrassments formed the text of the far-eastern discussions, which resulted in the appointment of a sub-committee of representatives of nine nations to study the subject of administrative autonomy for China with particular reference to tariff and tax restrictions.

The land armament problem also was considered at informal conferences and a meeting of the armament committee of the whole was called for tomorrow with the expectation that Premier Briand of France would say a last word as to his country's attitude on armies.

Naval Experts Confident.

On the side of naval experts was an air of growing confidence that details of the American plan would eventually bring all the powers into agreement. It is possible that the naval plan may receive some consideration at tomorrow's meeting of the five delegations, which constitute the armament committee of the whole, but the greater attention is expected to center on land armament in view of the imminence of M. Briand's departure for France.

It is the preservation of her army, with the moral backing of the principal powers, that most interests France at present and it is known M. Briand would be pleased to take back to France a formal conference indorsement of the position he has taken against material reduction.

Whether the other delegations will be willing to go so far as to take formal action of that character is uncertain, although it is taken for granted that at tomorrow's meeting there will be many general expressions of appreciation for the reasons which impel France to maintain the largest army.

Other Questions Discussed.

Land, naval and far eastern questions were talked over by Secretary Hughes today with the American advisory committee of 21, and after he had presented a report, sub-committees were instructed to prepare reports for the American delegates on details.

The submarine issue raised by Great Britain will be one question to be investigated, and another, whose inclusion was regarded as forecasting a new angle of the negotiations, will be the use and legitimacy of new weapons of warfare. Thus far that subject has not been mentioned in the conference.

The sub-committee on Chinese administrative autonomy, authorized today by the full body of delegates of the nine nations sitting as a committee of the whole on the far east, is expected to find its chief task in an attempted rearrangement of the customs regulations which have kept China from imposing a duty of more than 5 per cent on her imports. In addition there is expected to be an inquiry into the international agreement by which certain specified items of the republic's tax returns must be turned over immediately for payment of foreign obligations.

Revenues Held Curtailed.

All of these restrictions, the Chinese declare, have resulted in such a curtailment of national revenues as to make economic progress impossible. The Chinese delegates have emphasized the tariff autonomy principle as one of the most important she wished to establish, and there are said to have been indications in today's discussions that this view had met with much sympathy among other delegations.

The sub-committee was authorized at the suggestion of Senator Underwood of the American delegation.

Although the delegates have not taken up some of the most troublesome questions involved in the far eastern situation, the progress made thus far was described in official quarters tonight as highly encouraging. So rapidly and smoothly have the negotiations moved that some of those connected with the American delegation are predicting that the conference will go a long way toward clearing up the far eastern tangle.

Procedure Is Forecast.

The probable procedure with reference to Chinese and other far eastern and Pacific questions was forecast today in authoritative quarters. The Root resolution, adopted yesterday by the far eastern committee of

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