

## GET IT SAYS ELLIS G.

### But Mr. Adams and Mr. Swigert Politely Decline.

## DID MR. HUGHES CREATE THEM?

### He Says He Did, and Demands That They Resign From Port of Portland—No Right to Oppose Him, He Declares.

The manner in which C. F. Adams and C. F. Swigert became members of the Port of Portland Commission was the basis yesterday afternoon of the liveliest discussion that has ever taken place in the board's office. At the meeting, held in room 80, Worcester building, Ellis G. Hughes, president of the board, declared that he was instrumental in securing the appointment of Swigert and Adams to the commission, and he thought they should coincide with his views on some important matters. As they failed to do so at divers times, he felt that their resignations were necessary, in justice to himself and the friends who assisted him in securing the enactment of the Port of Portland law. Mr. Adams and Mr. Swigert felt otherwise. Mr. Swigert produced some letters which had passed between himself and Mr. Hughes, and as the single newspaper reporter present refused to listen to the reading of the correspondence, he was granted the freedom of the sixth-floor corridors, with the unrestricted privilege of ascertaining the distance from said corridors to the street below by aerial descent.

The incidents, briefly stated in the foregoing, happened at an adjourned meeting of the Port of Portland Commission. The Commissioners present were: Chairman Hughes and Messrs. Adams, Bandfield, McCracken, Kelly and Swigert. The principal business which brought them together was the opening of bids for engines for the new dredge. Only two bids were received—one from the Willamette and the other from the Portland Iron Works. The former company was represented by William H. Corbett, vice-president and general manager, and Bert C. Ball, chief engineer; the latter by President H. T. Clarke. The Willamette bid was \$25,000, and the Portland's, \$26,000. The former was accepted.

In their bid the officers of the Willamette Iron Works stated that, as some of the material, particularly the shafts, must be made in the East, the time for the completion of the engines was dependent upon the delivery of these parts. They guaranteed to have the engines completed within five months after the signing of the contract, subject to the condition that the shafts be delivered at least two months prior to such time, and contingent upon strikes which brought them under their control. They would not accept the clause covering defects discovered one year after the final test and acceptance of the completed work. After the engines were completed and passed the final test and inspection required before acceptance, their responsibility ceased, as they could not control conditions under which the engines would operate after that time.

Houseboat Not Acceptable.

Passing some minor business, the commission took up the plans of the hull of the proposed dredge, prepared by J. B. C. Lockwood, its designing engineer. Mr. Lockwood explained the plans fully, the asteroform for the hull, the arrangements for a crew of 40, and so on. The chairman thought a houseboat would afford more comfortable quarters for the men, but Mr. Lockwood said—and several members agreed with him—that a houseboat would give satisfaction in summer, but in the rough weather of winter would be difficult of access by men working on the dredge. As the matter was dropped for the time being:

"Now," said the chairman, "the next order of business, consider the spud gear."

So the spud gear was brought before the board, one by Chairman Hughes and one by Designing Engineer Lockwood. Mr. Hughes held that the spud gear of the dredge is excellent, but poor in construction. He built, satisfactory results were obtained. Mr. Lockwood's objections against the spud gear. First, it was complicated, and got out of order; second, it required the services of a large number of men; third, it required the use of square spuds; and fourth, it required the services of a large number of men to operate it. He proposed that the spuds be placed on a ship, and the dredge swung ahead from the ship. He said, the simplest and most efficient system.

A general discussion of the merits of the two systems followed. Mr. Adams moved that the plan be accepted.

"You'll lose a lot of money," said Mr. Hughes, "if you do that."

"How long will it take?" asked Mr. Hughes.

"From 10 to 15 days," said Mr. Adams.

"And you'll lose a lot of money," said Mr. Hughes.

"Two minutes," said Mr. Adams.

"It will never be done," said Mr. Hughes.

Didn't you see that the two weeks' time with all the loving days of the year? The chairman's motion was passed.

Adams, Bandfield and Hughes, Mr. Swigert signs a spud gear.

"But I'll be added," said Mr. Adams.

"I, too," said Mr. Adams.

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does not work right," interjected Mr. Bandfield, staring the chairman in the eye, "who will blame you? No one! No one, sir! All will blame the commission."

"I shall take all the blame," said the interjector Mr. Hughes.

"Mr. Hughes will take all the blame because he acts as he thinks," observed Mr. Swigert. "He believes he will be held responsible for the actions of the whole board. It is an awkward position for him to be in, and it is an awkward position for us. Had I known that I should be placed in such a situation, I should never have accepted an appointment to the board."

"I," answered the chairman in an easy manner, "with the assistance of friends secured the enactment of the present Port of Portland law. And," he went on in an explanatory way, "these friends come to me with complaints. I am not responsible to you, Colonel McCracken; to you, Mr. Bandfield; to you, Mr. Adams. But I am (energetically) responsible to the people. I am responsible for putting you in here, glancing significantly first at Adams and then at Swigert."

He Didn't Create 'Em.

"No, sir," exclaimed the two looked-at gentlemen. Mr. Adams half arose from his chair. Mr. Swigert flushed.

"No, sir," echoed Mr. Bandfield, who turned in his chair and glanced at the chairman.

Lapse of 19 seconds, during which the sound of a pin dropped upon the floor would have been heard had not the pin so dropped been melted by the torrid silence.

Mr. Swigert refreshed his fellow commissioners.

"Is that true?" he asked quietly.

"It is not," said Bandfield.

"It is; I'll prove it," said Hughes. The commissioners leaned over and bent their ears, and the chairman went on: "Colonel McCracken and Mr. Selling agreed," he continued, "that, as I had got the bill through the Legislature, I was entitled to two places. The vote was unanimous at the end, but if I had not insisted upon your election you would not be here (looking at Adams and Swigert). I do not know what Mr. Bandfield thinks. I said nothing to Mr. Kelly. But if I had not insisted upon your appointment you would not have got the office. (This with a 'mark-my-word' air.) Now, the gentleman who helped me to get the bill through held me responsible for you." (Again looking at the two commissioners.)

Am I to understand," asked Mr. Adams, "that you are to judge in all your undertakings?"

"No, you are not."

"No mention of the names of Swigert and Adams for appointment to the board was brought up."

"You," said the chairman to Mr. Bandfield, "brought me a note against these men."

"It was handed to me by a man at the elevator, who told me to give it to you, was the answer. 'I did not know what was in it.'"

"The names of Mr. Swigert and Mr. Adams were not mentioned at our first meeting," he resumed, after a pause. "The matter came up this way. You wanted to organize with five on the board. I opposed you because Charlie Ladd was in California, and our attorney sustained my contention that we could not organize unless he were notified. The first mention we had of their names was in Mr. Corbett's letter. I knew Mr. Swigert well, and I was satisfied that they would make good officers."

Then followed a desultory discussion, which was terminated by Mr. Bandfield, who abruptly demanded of the chairman: "What did the Chairman mean?"

"Do you mean that when you say 'thumbs up' to the board we must comply?"

"No, sir; no, sir."

"All right," said Mr. Adams.

"All right," said Mr. Bandfield.

Commissioner Swigert wished to make a few remarks, but he made quite a number. After referring to his long friendship with Chairman Hughes, he said that when he heard that he would be appointed:

(Concluded on Second Page.)

## MISSING NUMBER 47

### Six People in Walla Walla Disaster Picked Up at Sea.

## FIVE OF CREW, ONE PASSENGER

### French Bark Max Evidently the Boat Which Struck the Walla Walla—Was Spoken and Reported Collision With Steamer.

SAN FRANCISCO, Jan. 4.—As far as can be determined by diligent inquiry and careful checking and comparison of lists, the dead and missing from the wreck of the steamer Walla Walla now number 47 people. The steamer Noma City arrived here tonight with six survivors of the wreck. They include five of the crew and one second-class passenger. They were picked up off Trinidad yesterday afternoon from a life raft. Their names are: P. Nelson, first officer; P. Lupp, second officer; C. Brown, fourth officer; J. Shiel, pantryman; S. Muerilo, second cook; Henry Erickson, second-class passenger. Erickson was accompanied by his wife and three children, who are yet unaccounted for. They were bound for Whatcom, Wash.

The known dead number eight; passengers missing, 19; crew missing, 20. The known dead are:

Known Dead.

MRS. HERMAN KOTZSCHMAR, passenger.

JOHN WILSON, quartermaster.

WILLIAM BARTEN, fireman.

DROLEY (or L. H. DRUBEY), passenger.

Four unknown men.

Passengers Unaccounted For.

The following passengers are unaccounted for:

J. L. FIELD.

J. A. GRAY.

CHARLES NEFF.

DR. ALLEN.

MRS. ALLEN.

MRS. A. JOHNSON.

W. B. MOORE.

L. M. HANSELMAN.

L. C. MARSH.

MRS. H. ERICKSON and three children.

J. BROWN.

G. F. SPENCER.

L. DRUBEY.

G. NICHOLSON.

A. HANSON.

Crew unaccounted for: GEORGE H. GROSSBY, chief engineer. J. OTER, watchman. JOHN ENGLISH, quartermaster. R. SOMERS, seaman. E. L. NUTTMAN, purser. GEORGE H. GROSSBY, chief engineer. R. F. POTTER, second assistant engineer.

W. P. DORLANDS, water-tender. J. ROONEY, fireman. G. GORE, coalpasser. JOHN CALLAHAN, coalpasser. J. CONNELL, steward. FRANK REARDON, porter. F. RHODE, mess boy. H. HOLLOWAY, waiter. T. B. WILLIAMS, waiter. J. JOHNSON, waiter. ED REISS, waiter.

The list of saved includes 23 passengers and 19 of the crew.

Experience of Those Rescued Last.

The presence of so many officers on the life raft picked up by the Noma City is accounted for as follows:

The first, second and fourth officers were on the rear of the Walla Walla doing all in their power to rescue the passengers when they noticed the vessel

sinking. Just previous to this they had thrown a raft from the steamer to the passengers who had jumped into the water. As the boat was going down the officers leaped and were picked up by those who had succeeded in boarding the raft. There were originally eight persons on the raft, those mentioned heretofore, an unknown lady, and the 15-year-old son of Rev. Dr. Erickson. Shortly after the Walla Walla went down those on the life raft met one of the lifeboats, and the unknown woman was removed from the raft to the boat. Young Erickson died from exposure 12 hours later. The Walla Walla went down. The survivors saw the steamer Despatch come and go out of Eureka, but could not hail her. Rev. Erickson seems to have suffered the most from exposure. He drank a quantity of salt water during the 36 hours the party was drifting about in the ocean before being picked up by the Noma City, and tonight is unable to talk. The rest of the party are in as good condition as can be expected after their perilous adventure.

## VICTORY FOR BOTH

### Hanna Will Control the Ohio House, Foraker the Senate.

## M'KINNON ELECTED SPEAKER

### Animated Session of the Representatives' Caucus—Price Declared Himself for the Re-election of Hanna Two Years Hence.

COLUMBUS, O., Jan. 4.—In the Republican caucus this evening, for the organization of the General Assembly, the Hanna men secured control of the House and the Foraker men of the Senate. Some of the nominations for officials of the Senate were made without opposition, but there was a "fight to a finish" for those of the House, especially for the Speakership. There was no compromise in the caucus. In the Senate, the Senators make up the standing committees themselves. In the House, the Speaker appoints all the committees and the contest was primarily for the Speakership, with everything else as secondary.

The Republican Senate caucus was short and featureless, but the House caucus was animated, and lasted several hours. Representative Cole, in presenting the name of W. S. McKinnon, of Ash-tabula, for Speaker, denied that McKinnon's election could be construed as a humiliation of Senator Foraker, whose re-election they all desired. Representative Guerin, in presenting the name of Aaron E. Price, of Athens, for Speaker, repeated the statement that Price had been endorsed originally by both Senators and other Republican leaders. He denounced "outside influences" and the threats to make "one-termers" out of certain members.

McKinnon was nominated over Price on the first ballot by a vote of 28 to 20. After McKinnon's address of acceptance, Price was called out and made the sensational speech of the day by nominating and declaring himself for Hanna for re-election to the Senate two years hence. Price said that he found it easier to get pledges than votes, and eulogized Hanna and McKinnon, to whom he credited his defeat, as men of the highest character.

A. G. Comings, of Oberlin, one of the Hanna leaders, was nominated without opposition for Speaker pro tem. Burgess L. McElroy was nominated for re-election as Chief Clerk of the House over H. V. Speelman on the first ballot by a vote of 43 to 25. The Foraker Representatives made their last hard stand for Speelman. The other nominations were made without opposition.

In the Republican Senate caucus most of the time was devoted to the selection of a committee to apportion the standing committees. F. B. Archer, the Foraker candidate, was nominated for President pro tem, without opposition. F. E. Scooby was nominated for Chief Clerk over W. B. Uhl, whose nomination Senator Hanna had strenuously urged, by a vote of 14 to 7. While the Hanna men swept the board in the House, the Senate nominations included only one pronounced Hanna man—Richard Lynch, for enrolling clerk.

The result of the Republican nominations made tonight affects more than the Legislature, which convenes next Monday. The prestige of the Ohio Senators with the National Administration and with the future National and state campaigns, the reapportionment of the Congressional districts so as to affect those who are now in Congress and also those who will be in Congress at the next election, are affected.

The

## LANDED ON THE BEACH

### Story of the Boatwain, Who Was on a Raft With Six Others.

EUREKA, Cal., Jan. 4.—The developments late last night and today have added seven more names to the survivors of the Walla Walla. It was thought that one of the missing rafts with four people aboard had been sighted off Humboldt Bar. Captain Henning and his life-saving crew, with two volunteers from the steamer San Pedro, put to sea, but the object sighted proved to be an old sail. The crew was compelled to remain at sea all night, being overtaken by darkness. The tug Ranger, which steamed about 30 miles, running northward above Trinidad, returned today. Nothing was sighted. Late this afternoon, the seven who landed at Dry Lagoon reached this city. A Johnson, the boatwain, was one of them.

## INTENDED TO DELAY

### Panama Canal Company's Offer to Sell Out.

## THE RAILROADS BACK OF IT

### In the Senate the Proposal Will Doubtless Cause a Long Debate—Property May Be Had for Forty Millions.

WASHINGTON, Jan. 4.—The offer of the Panama Canal Company to sell its property for \$40,000,000 will probably make no difference with the programme for considering the passage of the Nicaragua Canal bill in the House. The friends of this measure say that the Panama proposition is simply a move by the transcontinental railroads intended to defeat the Nicaragua bill. Hepburn says that, acting on the Canal Commission's report and the belief that the Nicaragua route offers the best advantages, he will push his bill through this week.

In the Senate the offer will make a vast difference. Many Senators believe in the Panama route, and especially in the tidewater level. They will make this offer of the Panama Company the text of a long debate. The amount conforms to the commission's estimate, and this is to be advanced as an additional reason why the Panama route should be selected. As soon as Morgan undertakes to get consideration for his bill in the Senate, there will be a counter-move to refer the bill back to the committee in order that the new Panama offer may be considered. Several members of the Administration look with favor on the Panama route, which will give support to those Senators who intend to make a fight for Panama.

Provided a clear title to the property can be had, the \$40,000,000, added to the estimate of \$142,000,000 necessary to complete the canal by the Panama route, would make it cost about \$182,000,000 less than the estimated expenditure necessary to build by the Nicaragua route. The seawater canal would cost, according to the estimate, about \$50,000,000 more.

## TO AID CALEB POWERS.

### Systematic Plan for Raising Money for His Defense Will Be Adopted.

INDIANAPOLIS, Jan. 4.—William S. Taylor, of Kentucky, held a conference with Mayor Bookwalter and other leading Republicans today with a view to starting a movement in aid of Caleb Powers, ex-Secretary of State of Kentucky, who is now under conviction for complicity in the murder of Governor Goebel, and is trying to get into the Supreme Court on an appeal. Powers wrote a pathetic letter to Taylor, in which he states that his two trials in the courts of Kentucky for a crime of which he knows nothing has stripped him of every cent he has in the world, and he asks that Republicans here be appealed to for assistance. Nearly all members of the conference today expressed a willingness to assist the condemned man, and a systematic plan will be adopted for raising the money. Taylor was requested to ascertain how much money Powers will require.

Jurisdiction in Lynching Cases.

ROME, Jan. 4.—A cable dispatch from Washington says that Secretary of State Hay has sent a note to the Italian Ambassador in Washington, Steno-Mayor des Planches, saying that a copy of Italy's protest against the lynching of Italian citizens at Erwin, Miss., will be sent to Congress, accompanied by a recommendation by President Roosevelt advocating legislative reforms and the subjecting of acts committed in violation of treaties and to the detriment of foreigners to the Federal Court's jurisdiction.

## Disorders at Barcelona.

MADRID, Jan. 4.—The police of Barcelona are guarding the Suburban Tramway cars, which have to run the gauntlet of volleys of rocks.

A feature of the situation is the attitude of the women. At meetings of workmen during the night it was decided to strike for a reduction to nine hours' work in support of the strikers.

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