

RAIL AND SEA TRAVEL HAMPERED BY STORM

Grays Harbor Country Feels Full Effect of Gale.

RAIN IN 4 DAYS IS 6 INCHES

Trains Forced to Detour Because of Washouts; Vessels in Grays Harbor Barbound.

ABERDEEN Wash., Jan. 18.—(Special.)—Another storm, severer than that of Wednesday night and Thursday, swept Grays Harbor last night, coming in on a 50-mile wind and bringing a drenching downpour of rain.

The rainfall for the past four days is just under six inches, official weather records show. The owl train from Portland and Seattle was derailed on account of an Oregon-Washington washout near In. p. dence. The train from Molalla, due at 8:10, was abandoned on account of a washout west of Carlsle.

The Government storm signal pole was blown down, so that no weather signals could be posted at the usual place. An immense number of trees have been felled in the woods, loggers state.

Steamer Kvichak arrived from San Francisco this afternoon at 4 o'clock. She will load a cargo of lumber at the Grays Harbor Commercial Company mill in Comopolis. The bar was so rough that no steamers ventured out, though several are ready to sail.

ASTORIA HAS 80-MILE GALE

Lightning, Thunder and Rainfall Accompany Severe Storm.

ASTORIA, Or., Jan. 18.—(Special.)—The southerly gale which has been sweeping over this district for several days culminated during last night in the worst gale of the season and one of the most severe in years. The wind, which came in frequent squalls all night, attained a force of approximately 50 miles an hour at the mouth of the river, while at times rain fell in sheets, and there were frequent sharp gusts of lightning and a booming accompaniment of thunder.

The official record at the weather observer's office shows that from 5 o'clock last evening to the corresponding hour today the rainfall was 2.5 inches, and during the previous 24 hours it was 1.33 inches, making a total precipitation of 4.83 inches in 48 hours. All the telegraph and telephone wires went down in the blow, and for several hours Astoria was entirely shut off from communication by wire with the outside world. The barometer dropped to 29.35 during the blow, and has risen only slightly since, so the indications are the storm has not completely spent its force. Aside from tying up shipping, flooding sewers and drains and flooding basements, no further damage of note either on shore or at sea has been reported.

On high tide at 2 o'clock this afternoon, the schooner W. H. Marston, which drifted onto the sands opposite the city on Wednesday night, was successfully floated. The tug-boat steamer State of Washington and Weone and the tug Samson and Watila pulled on her for an hour and a quarter before she could be moved into deep water. So far as can be ascertained the schooner is not injured and she left about 2:30 for Portland.

COOS RIVER RISING RAPIDLY

North Bend Electric Service Is Demoralized.

NORTH BEND, Or., Jan. 18.—(Special.)—The heavy southwest storm that has prevailed here almost continuously since last Tuesday increased in severity during the last 48 hours, and as a consequence, telephone, telegraph and electric light service have been temporarily demoralized and passenger and mail service delayed by slides and damage to trackage. The downpour of rain has been the heaviest recorded here for some time and Coos River and other streams in this vicinity are reported to be rising at the rate of several feet a day. In many places these streams have overflowed their banks and have flooded farms and roads and are endangering bulkheads that protect sections of fertile bottom land. A high tide in conjunction with the strong southwest gale has raised the water in the bay until it is within a few inches of extreme high water mark and some fear is entertained that damage may result to some of the waterfront industries from flooding.

Sand and dirt washed from the elevated and unpaved streets clogged the sewers and gutters in many parts of the city today and flooded the premises of a number of residents. The coast guard station reported that the wind along the Coast had reached a high velocity this afternoon and that the water on the bar and off shore was exceptionally rough. Boats will be unable to cross in or out until the storm subsides.

WASHINGTON STREAMS HIGH

Warm Rain Causes Rivers to Leave Their Channels.

SEATTLE, Jan. 18.—Constant fall of a warm rain during the last few days today resulted in the rapid rising of water in a number of Western Washington rivers and in surrounding some 20 homes in the Rainier Valley, a few miles south of here, with two feet of water. Water in the Cedar River Basin was reported rising one foot an hour, but slightly cooler and foggy weather late today gave rise to hopes that the water would not rise sufficiently to cause damage.

Railroad lines have prepared for trouble in the Cascade division, where one slide east of Maple Valley today slightly delayed train service. Snoqualmie River is high and the Skykomish is rising rapidly.

Due to the unusually mild winter, however, there is little snow reported in the mountains, so that severe damage from floods and slides may be avoided.

WILLAMETTE UP THREE FEET

Freshet Is Predicted If Warm Rain Continues.

As a result of the heavy rains and warm weather which have prevailed in the Willamette Valley for the past several days, the Willamette River at Portland rose three feet, two inches during the 24 hours ending at 3 P. M. yesterday. A freshet is predicted by mariners if the present warm rains continue.

The river reading at 3 P. M. yesterday was 9 feet 2 inches. The rise has carried into the accelerated current a great deal of driftwood, and this, coupled with the fact that three large log rafts broke from their moorings in the upper harbor early yesterday morning

as a result of the high wind, is causing considerable trouble to mariners.

The first log raft was torn from its moorings in the west channel at Ross Island shortly after midnight. This raft is the property of the Multnomah Box Factory. The two other rafts have not yet been identified. Everyone along the docks of the Portland harbor was warned of the drifting logs at an early hour yesterday morning by the Harbor-master's office.

A number of towboats began work at dawn yesterday in an effort to remove the floats from the river, and had met with considerable success by the middle of the afternoon.

The weather forecast for Sunday is continued rain, and a further rise in the river is looked for.

Up to 5 o'clock last night 1.31 inches of rainfall was recorded at the weather bureau in Portland for the day.

Telegraph poles and trees thrown across the power lines by the high winds of Friday night badly crippled the service of the Portland Railway, Light & Power Company yesterday morning, and besides the damage done, a great deal of trouble and inconvenience was caused by the downing of the Portland Railway, Light & Power Company's wire lines are the only ones which were seriously damaged.

A flame at the Casadero power plant on the upper Clackamas River was demolished by the high water there and the power was out as a result. The plant is being maintained, though greatly weakened, and it is expected that this will continue until the flume is well laid up several months. Today a plate glass window at the Gordon store was broken by the wind.

The rain for most of the day fell in torrents and no such downpour has occurred here before during the present winter. In the Coquille Valley reports declare the Southern Pacific Railroad will be under water tomorrow morning, if not before, at points between Coquille and Myrtle Point.

Ranchers living on Coos Rivers and on the several branches of the Coquille, forwarded reports this afternoon telling of unusually rapid rising of the streams. All logs which have been out in isolated sections in the past two years are expected to come out on the freshet tomorrow morning.

Water shipping is at an absolute standstill and no craft can negotiate the bar, where the weather is very rough. The steamship City of Topeka arrived off shore this morning from Eureka and San Francisco but could not cross in. She will remain at sea overnight. Telephone and telegraph service restored last night after an interruption of from 12 to 15 hours hit stood up well today and communication is possible to all points outside the valley. More than two inches of rain fell from 7:30 this morning to 5:30 tonight.

RIVERS ARE RAISED BY RAINS

Damage Done by Storms Not Excessive—Danger Not Anticipated.

CASTLE ROCK, Jan. 12.—(Special.)—The heavy rains of the past few days raised the river and creeks and the strong wind did some damage, blowing down trees on telephone and electric light lines, the high line between here and Vader being out for a time. Some of the railing of the county bridge across the Cowlitz was blown off.

WOODLAND, Wash., Jan. 19.—(Special.)—Rains here caused a 13-foot rise in Lewis River which is still rising. No danger is anticipated as there was not much snow in the hills.

Centralia Lowlands Flooded.

CENTRALIA, Wash., Jan. 18.—(Special.)—The heavy rains of the past two days have caused the creeks and rivers in this section to rise to almost flood proportions. The lowlands between Centralia and Chehalis are under water. Considerable damage was done by a wind storm that swept through central Lewis County Tuesday and Wednesday. Wire and phone lines were broken. The power line between Winlock and Toledo was broken in six places and Toledo was without lights for 48 hours.

Albany Basements Flooded.

ALBANY, Or., Jan. 18.—(Special.)—With a rainfall of 2.55 inches in 24 hours, Albany yesterday experienced the heaviest downpour it has seen in seven years. Though some basements in the city were flooded the rain was welcomed gladly for the good the downpour has done to growing crops and in other ways.

GREAT NAVAL BATTLE STOPPED BY MUTINY

Plan of Attack by German Fleet Carefully Laid.

SURPRISE WAS PLANNED

All Submarines to Be Engaged in Order to Inflict as Much Damage as Possible.

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LONDON, Jan. 18.—(Special Cable.)—Captain Hinzmann, of the German Naval Staff, in an article in the Deutsche Zeitung, gives the particulars of the plans prepared by that body for an attack on the British Coast, so states a dispatch to the Daily News. This attack was the direct cause of the sailors' mutiny at Kiel, Cuxhaven and Wilhelmshaven and to the revolution.

Captain Hinzmann says that, when it was reported the British contemplated launching the German navy command decided upon an attack with all their available naval forces in order to lessen the pressure on the German right wing. To this end, the fleet between the mouth of the Thames and Belgium was to be cut off and navigation generally was to be made impossible until the end of October.

Plan Kept Secret.

It was essential that the plan should remain secret, because the attacks had to be made from the Bight of Heligoland and on a dark night, so that it might be a surprise. It was also necessary to mass a sufficient force of submarines to engage the fleet force of the allies and to inflict as much damage as possible. U-boats were no longer required for submarine war, therefore a sufficient number of them was available. The force was to leave its base at such an hour as to enable it to reach the Bight between Terschelling and the Horn reef at nightfall.

During the night two squadrons composed of destroyers and light cruisers were to make an attack simultaneously on the Flemish coast and the mouth of the Thames, but were to turn back within an hour. They were to be covered by a stronger force, which would lie in the vicinity of Scodfen, where, as was known to the German naval authorities, only weak allied naval forces could be operated. The German main fleet was to remain in the rear to cover the return of the attacking squadrons.

Prospects of Success Favorable.

The plan was known only to officers of the naval staff and leaders of the submarine squadrons and to the latter only a few hours before the time set for the attack. Captain Hinzmann is of the opinion that the undertaking was no more risky than the attack on Dover in February, 1915, or than other raids on the British coast. The prospects of success were favorable, he says. There were more and better destroyers and submarines available than on former occasions. Submarine observers had already been sent out and more were to follow with the fleet.

The first line was to be stationed near the Fifth of Forth and the second half way between the Fifth and the limit of the danger zone. If the British naval forces were to accept the challenge they would have had to pass both these lines and behind the second line the small cruisers would have laid a mine field in the meantime.

Crews of Battleships Mutined.

"It is obvious," says the writer, "in view of such a plan that the story of a scheme to sacrifice our fleet was ridiculous. On the contrary the time and spot were chosen in such a manner that the British fleet, if it took up the challenge, must suffer severe loss. The plan miscarried because the crews of the big men-of-war left the submarines in the lurch and refused to undertake their part of the scheme."

The author states that the plan was not made known because, on former occasions plans had miscarried because particulars about them were divulged.

Obituary.

SHERIDAN, Or., Jan. 18.—(Special.)—Following a severe attack of influenza from which she had partially recovered, Mrs. H. N. Burchell of this city died yesterday. She leaves her husband and one daughter, Ada.

NEW YORK, Jan. 18.—Captain Francis Marion Gibson, United States Army, retired, formerly of the Seventh Cavalry under Custer, died at his home here last night. He was 71 years old.

William James McKee, 29, an elevator operator in the Broadway building, died January 14 of pneumonia in Good

Samaritan Hospital. He was discharged from the 162d Infantry at Camp Greene, N. C. December 27, 1917, for physical disability. Mr. McKee is survived by his parents, Mr. and Mrs. J. A. McKee, his brother, four sisters and his grandfather, Newton McKee, of Vancouver, Wash.

MEXICO CITY, Jan. 17.—John R. Silliman, American Consul at Guadalajara, since 1916, and the United States diplomatic representative with President Carranza from 1914 to 1916, died at Guadalajara of pneumonia today. Mr. Silliman was graduated from Princeton University in 1879, being in the same class as President Wilson.

YAKIMA, Wash., Jan. 18.—(Special.)—Mr. and Mrs. C. M. Dilley have received an official telegram that their son, Walter W. Dilley, 19, was reported missing in action October 1. A letter written to him in September was returned.

ALBANY, Or., Jan. 18.—(Special.)—William Laubner, resident of Lincoln County for the past 12 years, died Thursday night at his home, five miles southwest of Albany, aged 53 years. He came to Oregon from Ohio in 1906. He is survived by his widow and five children: Mrs. Dent Stewart, Miss Emma Laubner, Miss Edna Laubner and George Laubner, all residing in or near Albany, and William C. Laubner, now in the service.

Joel H. Johnson, a pioneer of 1861, died January 13, at his home, 6109 Seventy-seventh street Southeast. Having crossed the plains in an emigrant train, he settled on a farm near the present site of Woodburn, Or. He leaves his wife and two daughters, Misses Nina and Johnson and Josella B. Johnson, both of Portland.

SHIPYARDS OFFERING JOBS

10,000 Former Soldiers to Get Work in East.

NEW YORK, Jan. 18.—Arrangements have been made to place 10,000 discharged soldiers, sailors and Marines in jobs in shipyards in this district by the Mayor's committee of welcome to homecoming troops, it was announced tonight.

Half the men need have no experience and will be hired immediately, sent to school, and paid from 46 to 56 cents an hour for an eight-hour day. After three-weeks' study these men will receive opportunity to earn a 20 per cent wage increase in the shipyards. The other 5,000 men must be experienced and will be offered jobs paying from \$8 to \$10 a day.

College Regents Confer.

OREGON AGRICULTURAL COLLEGE, Corvallis, Jan. 18.—The regular quar-

Overcoats for Everyone

Here are ulsters, military modes, waist-line styles, Chesterfield models, raglans, box overcoats, all made by

Hart Schaffner & Marx

all wool, all guaranteed to satisfy. Don't choose your overcoat until you see these. There's an overcoat for you—model, style or fabric. Come in and we'll prove it.

A Big Stock to Choose From
\$25, \$35, \$40 and Up

MANHATTAN and ARROW SHIRTS NOW ON SALE

\$1.50 Arrow Shirts	\$1.25
\$5.00 Arrow Shirts	\$1.55
\$2.50 Arrow and Manhattan Shirts	\$1.85
\$3.00 Arrow and Manhattan Shirts	\$2.15

Higher Priced Shirts in Proportion

Sam'l Rosenblatt & Co.

The Men's Store for Quality and Service

Gasco Bldg. Fifth and Alder



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Mr. Moore has recently returned from Y. M. C. A. service overseas.

Textile Mills Reduce Hours.

MANCHESTER, N. H., Jan. 18.—Beginning next week, the Amoskeg mills, employing 15,000 textile workers, will be operated five and one-fourth hours a day, said an official announcement today. General trade conditions due to readjustments were given as reasons for the curtailment.

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ONE WEEK STARTS TODAY

THE LIGHT OF WESTERN STARS

THE LATEST STUNNING SUPER-FEATURE FROM THE STORY BY

ZANE GREY

FEATURING THE INIMITABLE

DUSTIN FARNUM

A corking good production that will do more than please. An out-of-the-ordinary special with real action in an artistic atmosphere. A story that leads from start to finish. Dustin Farnum in this picture does by far the best work he has yet registered on the screen.—Wid's Daily.

"SCHOLL"
MASTER PICTURE ORGANIST
PEOPLES
NEWS PICTORIAL AND COMEDY

PEOPLES

Now Playing Regular Prices

Be Oregon Grill Broadway at Stark.

"Portland's Favorite Dining Place"

Come to this cozy, hospitable grill today and enjoy

Midwinter Sunday Dinner

Served from 5:30 to 8
At \$1.25 the Plate

A delicious menu; agreeable surroundings; perfect ventilation; ample room.

Our Weekday Noon Lunch is served 11 to 2 at 50c.

"Portland's Finest Lunch"

