

FLOODS RECEDING ON PUGET SOUND; DAMAGES HEAVY

Men Work Day and Night Placing Sandbags in Puyallup River to Stop Further Damage.

BUILDINGS ARE THREATENED

Large Sections of Rich Lowlands Are Still Under Water; Weather Favors Fall of Streams.

Tacoma, Wash., Jan. 2.—(U. P.)—With clear and bright weather prevailing for the past 24 hours, flooded streams in this vicinity were steadily falling today and it is believed that with continued clear weather no further damage will result.

A large force of men worked all day yesterday and last night dumping sandbags into the Puyallup river on the flats here in an effort to save the half million dollar plant of the Puget Sound Lumber & Iron company, through which the river has been threatening to cut a new channel. Heavy damage has been done to one of the main buildings, but it was believed today the fight against the encroaching waters of the swollen stream had been won.

Much of the rich lowlands in Puyallup valley are still inundated.

Trains Are Discontinued

Goldendale, Wash., Jan. 2.—With the sun shining brightly on New Year's day, floods in the Klickitat valley reached their crest. Never since the early settlement of the country has there been so much moisture. All water courses have been at flood stage most of the time for the past two weeks.

The banks of the Little Klickitat river at Goldendale have overflowed for the first time in many years, and the Golden meadow has been under from four to six feet of water. The canyons and hills of the Simcoe mountains are more free from snow than they usually are in July.

The Big Klickitat river reached extreme flood stage Monday, when train service on the Goldendale branch of the North Bank road was suspended. The flood washed away the approaches and weakened the concrete piers of the new steel span bridge between Klickitat and Goldendale. Traffic is now routed to Goldendale over the old Maryhill and to Goldendale by auto.

Damage in Nehalem Valley

Verona, Or., Jan. 2.—The heavy rains did considerable damage to the roads throughout the Nehalem valley. The Nehalem river overflowed its banks in places and bridges and culverts in small streams were washed out. All mails have been delayed. A large slide on the Mt. Clatsop road delayed a delivery of 48 hours in the mail to Mt. Astor. A large number of logs were lost by the Birkenhead Lumber company when the river carried so much drift against the boom at Birkenhead.

Railroads Rush Repairs

Seattle, Jan. 2.—(U. P.)—Flood conditions in the Northwest are greatly improved today, due largely to change in weather. While the rain has been tending slowly, the railroad companies are hurrying repair work.

Yakima Changes Course

Ellensburg, Wash., Jan. 2.—Yakima river is changing its course, making the Milwaukee and Northern Pacific lose 100 yards of high fill. The railroads are not trying to drive piles for a bridge because of the swift current and high water. Two hundred workmen and 100 pile drivers have been engaged by the Milwaukee to start work when the flood recedes. They must work about two weeks and drive 1200 feet of piling. The Northern Pacific ran a train east to Spokane yesterday.

Mill Flood to Close

Ridgefield, Wash., Jan. 2.—The Brattle-McCalland shingle mill had to close down Monday and the water is almost to the top of the docks.

MISSION TO WAR COUNCIL SUBMITS ITS REPORT

(Continued From Page One)

Colonel House, as the special representative of the government of the United States and the heads of the British, French and Italian governments, with regard to the war policy of the United States and her associates in the war.

Participation by the members of the mission in a meeting of the British war cabinet, at which conference a general and useful discussion was had concerning the needs of the allies and the extent of the assistance to be expected from the United States.

Conference Work Rushed

Participation by the United States in an inter-allied war conference held in Paris on November 29. At this conference all preliminary speeches were dispensed with and within half an hour after the conference had been called to order by M. Clemenceau it had split into committees for work.

Participation by the United States in a meeting of the supreme council held at Versailles December 1. Representatives of England, France, Italy and the United States there met, as a first step, to discuss the future of control of the armies on the western front. This meeting, the first of its kind, assures for the future unity of support on the part of the United States and the allies.

First steps taken in the establishment of a more perfect liaison between the commanding generals of the United States.

NAVAL

The formation of an inter-allied naval council to coordinate the operation of the naval forces of the United States and her associates in the war so that these forces may in the future be operated as one in the prosecution of the war on sea and land in conjunction with the land forces.

Agreement between the British admiralty and the navy department putting into effect certain plans relating to the prosecution of the naval war against submarines.

Reorganization of American land and naval forces at French ports.

The securing of a full and detailed picture of the naval problems in European waters.

MILITARY

After conferences extending over approximately 20 days with the commander in chief of staffs, members of the general staffs and commanders in chief of the allied armies on the western front, as well as with the highest civil officials of the respective governments, the extent of the military effort to be aimed at by the United States was clearly determined.

Agreement in mind negotiations were carried on looking to the pooling of resources for the mutual advantage of all of the countries engaged in the war against Germany.

Contributions Determined

The contributions likewise of the countries associated with the United States were determined. This pooling of resources was adopted by the resolution adopted by the inter-allied conference looking to the creation of an allied advisory board charged with the duty of advising the shipping authorities of each nation concerning the allocation of tonnage so as to permit the American military effort to be realized.

Full survey made of the problem of debarcation in Europe of American military forces and supplies to the bases of military operations.

Port Control Is Planned

Arrangements made for fullest cooperation between the United States, Great Britain and France in the production of military instruments and supplies of all kinds.

Plans made for the proper organization of ports of debarcation of troops and discharge of cargoes looking to the most economical utilization of tonnage.

Participation in military deliberations of the supreme war council as a step toward efficient and centralized unity of control of military operations.

FINANCE

Full detailed conferences with the financial representatives of Great Britain, France, Italy, Japan, Greece, Rumania and Russia for the purpose of ascertaining the extent of the financial effort necessary on the part of the United States in order to properly cooperate with these governments in making financial arrangements for the prosecution of the war against the central powers.

Conferences with the representatives of the above mentioned countries for the purpose of perfecting the organization of an inter-allied council which is a priority board whose duty it should be to consider the relative importance and urgency of the financial demands to be made by the concerted effort of the countries waging war against the central powers.

Crosby Heads War Council

Assistant Secretary of the Treasury Crosby, the financial member of the mission, remained in Europe to act as president of the inter-allied council.

Arrangements begun for the proper financing of purchases by the countries at war with Germany of supplies from neutral countries.

Participation in the financial discussion of the inter-allied conference.

SHIPPING

Full and detailed reports were secured showing total loss of tonnage due to war risks and marine risks from August 1, 1914, to September 30, 1917.

The estimated output of new tonnage by the allies during the year 1918 was ascertained.

The proper employment of existing tonnage so that the maximum utilization of such tonnage could be effected was provided for in a resolution adopted by the inter-allied conference.

Shipping Body Is Planned

The allies, considering that the means of maritime transport at their disposal, as well as the provisions which they dispose of, should be utilized in common for the pursuit of the war, have decided to create an inter-allied organization for the purpose of coordinating their action to this effect and of obtaining a common program constantly kept up to date, enabling them by the maximum utilization of their resources to restrict their importations with a view of liberating the

Baby Came Just a Minute Behind the New Year Advent

Dr. George Parrish, city health officer, has on file at his office a report of the birth of a daughter to Mr. and Mrs. E. S. Parrish, 3418 Fifty-fifth street, S. E. The baby was born at one minute past midnight the morning of Tuesday, January 1, 1918.

Dr. G. Sabin was the attending physician, and has signed the record now in Dr. Parrish's office. The nurse was Mrs. E. M. Twitcheell.

So far the Parrish baby did not lead, and Thursday at noon will be awarded the prizes offered by The Journal and a number of merchants for the first baby born in the new year, providing no report of a tie is received at the health office.

greatest amount of tonnage possible for the transportation of American troops.

The whole question of the employment of neutral tonnage in line with the proposals made by neutral countries with respect to this tonnage was exhaustively discussed and plans looking to the favorable result of tonnage negotiations with neutral countries were substantially agreed upon.

A survey was completed of the ports of debarcation of American troops and supplies and plans were made looking to the most expeditious discharge of troops and cargoes so as to permit the return of vessels to their home ports with the least possible delay.

WAR TRADE

Full and detailed conferences were held with the British ministry of munitions and the supply departments of the British admiralty and the British war office and a complete analysis of the facts and figures in possession of these departments of the British government was made.

The results of these investigations contain a full statement of the methods in vogue in England for supplying the army and navy with munitions and other materials and also statistics relating to the mutual cooperation necessary to be effected for the proper supplying of the armed forces of the countries waging war on the central powers.

British System Surveyed

A survey was made of the system in practice in Great Britain relating to the letting of government contracts and the organization of industries throughout Great Britain.

Attendance at inter-allied conference in Paris and in particular at the meetings of the representatives of several allied nations having to do with munitions questions.

Full conferences with representatives of the United States ordinance department in France and representatives of British and French munitions departments, stationed in the United States, in the embodying of conclusions in memoranda submitted to the war department.

FOOD

A comprehensive and accurate estimate was obtained of the food in the possession of the allied nations and of the amounts that must be supplied by North America during the year ending October 1, 1918. Cabined information had not been of a satisfactory nature and personal contact with the statistical boards and food administrations of the countries concerned was necessary in order that the necessary data could be more available.

The curve of shipments of foodstuffs required from North America for the United Kingdom, France, Italy, was fixed for the year ending 1918. It is believed that the program worked out in the conference with the several inter-allied executives dealing with supplies of foodstuffs will grant greater facilities for the distribution of foodstuffs at a lower cost on terms of tonnage and transportation.

Allies to Control Food

In order to permit the United States to visualize the food problem in North America, plans were worked out whereby the governments of Great Britain, France and Italy agreed to put into effect a legalized and compulsory control of foodstuffs in these countries.

The creation by the inter-allied conference in Paris of a permanent scientific committee on alimentation to consist of two representatives each for the United States, Great Britain, France and Italy. This committee to be in continuous session in Europe for the purpose of studying the alimentation of the allies. This committee to stand in an advisory capacity to the food administrations of the above named countries.

Food Production Considered

Dr. Taylor, the representative of the food administration on the mission, represented the United States department of agriculture at a conference held in Paris to consider the problems of food production in the allied countries during the year 1918. At this conference an inter-allied agricultural committee was formed by the action of one delegate each from the United States, Great Britain, France and Italy, to sit continuously in Europe and to act in an advisory capacity to the governments named.

RECOMMENDATIONS

The United States exert all their influence to secure entire unity of effort, military, naval and economic, between themselves and the countries associated with them in the war.

Inasmuch as the successful termination of the war by the United States and the allies can be greatly hastened by the extension of the United States shipping program, that the government and people of the United States bend every effort toward accomplishing this result by a systematic coordination of resources.

That the fighting forces of the United States be despatched to Europe with the least possible delay incident to training and equipment.

Sanitary for a Perfect Complexion

Preserve, beautify, soften the skin, and keep it healthy and clear. You'll like its clean, healthy odor. 50c. All drug stores. If it's the skin—Sanitex.

RAILROAD TRAFFIC MAN CONTENTS THAT EQUAL RATES HELP GROWERS

F. W. Robinson Shows Instance to Justify Competitive Rate in Letter to the Commission.

That the grant of equal rates from Unadilla county to Portland and Seattle furnishes competitive markets to Oregon livestock producers which is an aid to the industry, is asserted by F. W. Robinson, traffic manager for the O. W. R. & N., to Frank J. Miller, chairman of the Oregon public service commission.

Mr. Robinson's statement is a defense of the policy described by W. S. Baker, in correspondence with the public service commission, when he told how Henry M. Sommerer of Hermiston had found it possible to ship livestock from the Unadilla county town through Portland to Seattle as cheaply as to Portland.

The matter was investigated by the public service commission and it was found that the perfect competition between the O. W. R. & N. from points where competition of the Northern Pacific was met, but not from the exclusive territory of the O. W. R. & N.

Competitive Markets Valuable

The value of competitive markets to the Oregon producers of livestock is essential in encouraging production and of worth to the producer," says Mr. Robinson in his letter to Chairman Miller.

Had asked D. E. Clark, our livestock agent, to call on Mr. Sommerer at Hermiston, which he did, December 21. Mr. Clark advises that on November 21, Mr. Sommerer shipped a car of hogs (U. P. 37152) from Hermiston consigned to a Seattle firm. Upon arrival of the hogs at The Dalles Mr. Sommerer received advice that the Portland market was higher than the Seattle and the Dalles, the shipment was diverted to North Portland and sold on the Portland market and Mr. Sommerer received net returns from the sale of his hogs at Portland through a commission firm operating at North Portland; so that in this instance as set forth in my letter of the thirteenth, the question of the value of markets and in this particular case the Portland market was better than the Seattle market, hence Mr. Sommerer disposed of his stock on the Portland market. This stock was accompanied by Mr. Sommerer himself as attendant."

He Was Puzzled

A copy of a letter written by Sommerer to Clark, the livestock agent of the railroad is attached to that written by Traffic Manager Robinson. In it he says:

In talking to Mr. Baker, I did not mean to convey the idea that we had a competitive market at the same rate, but I did wonder that the railway company would haul a car of stock from Portland to Seattle, over heavy grades and almost as far again, for \$1. Before I had any explanation I could not understand that the railway should be willing to haul from here to Portland for \$58 and only \$58 to Seattle."

Journal Carriers Guests of Manager

Oregon City, Jan. 2.—Oregon Journal carriers and newboys in the Oregon City district, numbering 14, were the guests of the local manager, W. E. Hamler, on a trip to Portland New Year's day. Three other boys were prevented by sickness from taking the trip. Arriving in Portland the boys were taken through the Y. M. C. A. building and a plunge in the pool was enjoyed by several, after which the mechanical and press rooms of The Journal plant were visited.

Between 12 and 1 p. m. the visitors enjoyed a fine lunch at the Y. M. C. A. cafeteria, followed by a visit to the Hippodrome, where they were the guests of Assistant Manager Myer. Late in the afternoon the boys expressed a desire to view the police station from the inside, and they were accompanied through the courtesy of Traffic Officer Bender, who explained the several departments to the boys.

The lads thoroughly enjoyed themselves, returning home tired but thoroughly satisfied that the year, for them, has started auspiciously.

Kick by Horse Is Fatal to J. Maier

Vancouver, Wash., Jan. 2.—Joseph Maier, who for some time lived on a small farm at Minnehaha, visited the Sister of Charity farm west of this city Sunday and while there was kicked in the head by a horse and he died at St. Joseph's hospital Tuesday.

Maier was 66 years of age. The body is at Limber's undertaking parlors. Funeral services will be held Thursday morning at the Catholic cathedral, Rev. Father Swenson officiating. Interment will be in the Catholic cemetery.

Flood Was Cause Of Real Suffering

Chehalis, Wash., Jan. 2.—According to telephone reports received in this city the town of Lewis in eastern Lewis county for a time had real flood suffering. On account of the high water of the Cowlitz river and the washing away of roads and bridges it was impossible to get in and out of that section and for a time there were but a few pounds of flour and sugar in the stores and even in the private homes of that section.

North Bank Makes Sleeping Car Change

On account of the heavy detourage traffic over the lines of the North Bank road, sleeper coaches will be run on No. 8, leaving Portland at 5:30 p. m., instead of on No. 2, the North Coast limited, leaving at 7:10. This change goes into effect today.

Striker Fined \$10

Oregon City, Jan. 2.—Because he was standing on the west end of the suspension bridge and would not move along when commanded to do so by Frank I. Hammer, chief of police of West Linn, W. K. Utting, a striking mill man, was fined \$10 by City Recorder L. L. Porter of West Linn.

VOLUNTEERS NEEDED TO HELP STRAIGHTEN OUT DRAFT TANGLES

If Aid Is Not Offered Soon Workers May Be Conscripted From School Teachers.

Lack of volunteers for office work and false exemption claims filed by registrants are continuing to harass officials of the Portland exemption boards.

Local boards declare the government regulations demand the help of school principals and teachers in the office work of advising registrants who apply for information. Unless some volunteer they will be called to such service through the authority of the board. It is announced. Two more weeks of work remain on the first classifications of the questionnaire and the office save injuries to those who work to do have been on duty as much as 15 hours a day, because no citizens have volunteered to take charge of the minor inquiries that are brought up by registrants.

Information Is Asked

People knowing of registrants seeking exemption upon false claims are again urged by the boards to report them to government appeal agents of the local board to which the "slacker" belongs. This request has been made by agents who represent the interests of the registrants to which these appeals are made. It may be called in the place of those who falsely claim exemption. The protection of the substitute is essential to governmental justice.

Some Delinquent Numbers

Names of comparatively few delinquents have been turned in to the police, and lately fewer mistakes have been made on the questionnaire than before. District board No. 4 turned in the following names and order numbers as delinquent Tuesday: 49, Charles W. Richards, 5710 Woodstock avenue southeast; 81, Burnett Cowan, 4719 sixtieth street southeast; 88, Chester Ell Nichols, 547 Rural.

Order numbers receiving the questionnaire mailed out today are: District 1—1728 to 1918. District 2—1888 to 2030. District 3—1210 to 1302. District 4—1276 to 1373. District 5—1248 to 1344. District 6—1383 to 1456. District 7—1135 to 1215. District 8—1017 to 1097. District 9—468 to 491. District 10—1351 to 1455. District 11—729 to 784.

W. P. Powers Now Has Better Place

W. P. Powers, for several years traveling freight and passenger agent of the North Bank lines, has been promoted to the post of agent in North Portland for the O. W. R. & N. S. P. & S. Great Northern and Northern Pacific roads. He succeeds W. E. Halderman, who has gone into other business.

Railroads Calling In All Solicitors

Freight and Passenger Agents, by Government Order, Will Be Placed in Other Fields of Work.

Orders received this morning from headquarters of the affected lines, have stopped all solicitation of freight and passenger business in Portland by the Missouri Pacific, Burlington, Santa Fe, Southern Pacific, Union Pacific and North Bank railroads.

Portland officials of these lines are directed to call in all solicitors and hold them in readiness to take up other lines of railroad work. The roads promise to care for all their men.

Orders so far received affect approximately 100 men in Portland railway offices. Salaries of men taken from employment as solicitors aggregate \$15,000 a month.

Other roads are waiting similar orders and the number of men affected probably will be doubled before Thursday night. Should the roads now maintaining offices for the solicitation of business in Portland close their offices and remove their employees it would mean a loss of approximately \$10,000 a month in rent and \$25,000 a month in salaries and expense accounts, according to estimates by railroad officials.

CITIZENSHIP HOPPER GROUND OUT RECORD NUMBER OF 'PAPERS'

New high records in naturalization have been made in Multnomah county during the last year, according to J. B. Easter, naturalization clerk.

For the year just closed there have been filed and issued 1116 first citizenship papers. During the same period there were filed 678 permits for second papers. The records show that the department has handled more business for the year than in any previous year in the history of the county clerk's office.

Many German and Austrian residents have been granted their first papers.

TONG TRIAL NEARS END

Chin Jung Hin on Stand This Morning in Own Behalf.

With the state having rested after putting on 28 witnesses and the defense having submitted the testimony of 24 witnesses and the case still undecided, the trial of Chin Jung Hin, accused as an accomplice in the murder of Chin Hong, promises to end Thursday.

The defendant occupied the witness stand this morning.

Featuring the trial are six ugly looking revolvers which have been put in evidence. The big guns, one a Savage of modern type, and five the latest patented Smith & Wesson, were taken from Chin Hong, who was killed in the trial of Chin Jung Hin, accused as an accomplice in the murder of Chin Hong, promises to end Thursday.

SIX BOOTLEGGERS CONVICTED

Six arrests and convictions of Harney county bootleggers sums up the work of Special Agent Frank W. Rogers, son of Joseph Rogers, deputy county clerk.

The offenders paid fines of \$50 to \$500. In the opinion of Rogers the ring of traffickers has been broken up. Among those who have been convicted are Carl Bay of Drewsey and Jack Kisby, deputy sheriff, who resided at Crane.

Automobile owners who have not yet obtained their 1918 license tags will have about 10 days yet in which to do so. Chief of Police Johnson has announced. The office of the secretary of state has been deluged with applications for licenses to such an extent that it was impossible to provide all owners with tags, said the chief.

Take a LITTLE BRONCHO QUININE Tablets. Cures colds, flu, fever, if it fails to cure. E. M. GROVES' signature is on each box. 50c. (Adv.)

SEAT SALE OPENS TODAY!

At Sherman, Clay & Co. for the six-day engagement of the greatest traveling opera company in the world—commencing next

MONDAY, JAN. 7

SAN CARLO

GRAND OPERA COMPANY

FACTS ABOUT THE COMPANY

The only traveling opera company that ever played a successful New Year's engagement. Thousands turned away in New York and all Eastern cities.

LIBERTY

LAST CALL