

GIRL KILLED IN AUTO COLLISION

Erma Louise Graham of Dallas Loses Life in Motorbus; Sister and Aunt Hurt.

One person was killed outright about 5:40 Tuesday night and two others were injured, when an automobile driven by Irl Lyons, formerly a business man of Silverton, Ore., collided with a motorbus of the Oregon hotel, at Everett and Sixth streets.

Erma Louise Graham, 4 years old, lost her life in the crash. Pauline Graham, the dead child's younger sister, and Miss Margaret Graham, an aunt of the children, were painfully cut and bruised when the motorbus upset.

The dead girl and her sister were the children of W. A. Graham of Dallas, and Miss Graham is his sister. The mother of the children abandoned them and their father last September, and was reported to have eloped with E. R. Viers, a Portland man with a farm near Dallas.

No Trace of Missing Mother
The finding of an empty boat and a note purporting to be from the young couple, near Tillamook river, last December, Mrs. Graham and Viers had met their death at sea, but this was discounted later when the fact was established that the note was written by a young girl. No trace thus far has been found of either Mrs. Graham or Viers, although the woman's husband has followed every clue that has presented itself.

Shortly before the accident last evening, Miss Graham and her niece arrived at the Union station from their home in Dallas. They entered the motorbus and were on their way to the Oregon hotel, where they intended to stay until a train departed for Hood River.

The motorbus was driven by C. A. Elliott, in the employ of the hotel, and was traveling south in Sixth street. Elliott is the chauffeur who, last December, while driving the same motorbus, ran down and killed a man named Johnson, at Sixth and Davis streets.

Lyons had just left the office of the Pacific Electric company and was on his way to the offices of the Pacific Metal company, at Twelfth and Everett streets and was driving west.

According to Lyons, who was alone in the automobile, he was not driving more than six miles an hour, but did not see the hotel motorbus until he was literally upon it. He made an effort to turn in the direction the motorbus was going, but did not succeed in time to keep from crashing with the heavier motor machine, turning it over on its side.

Woman and Children Caught
Elliott was thrown 15 feet clear of the wreckage, but the woman and children were pinned beneath. According to the statement of both drivers, neither car had lights burning.

Lyons was placed under arrest by Patrolmen Goulter and Rekdall on orders from Captain Inskip, and is charged with involuntary manslaughter. His bail was fixed by Municipal Judge Rognessman at \$1000 cash.

Lyons is suffering from shock as the result of the accident. He is married, and his wife is visiting relatives in Salem.

Lyons Going to Seattle
They had disposed of their business in Silverton and Lyons was in Portland Tuesday for the purpose of closing up his business transactions with local houses. He intended to drive to Seattle this morning, where he expects to make his home.

The body of the dead girl was taken in charge by Deputy Coroner Lyones and will be held pending further investigation of the accident.

GRILLING OF BAKER DEVELOPS INTO FARCE
(Continued from Page One)

solemnly answered by Baker with "I think this is the time."
Hitchcock After Secrets
A strong move to throw the hearings into executive session developed at the outset of the hearing. Reed and Kirby demanded that confidential data, which the committee wants, should be given in secret session.

By shortly after 10 o'clock the committee room was crowded, a majority of the audience being women.
Senator Hitchcock objected to the secret session, saying it was only fair to the secretary and to the public and to the country that Baker's answers to "our searching questions" be spread broadcast.

Baker supported the secret session, declaring "the misfortune of my first appearance—if it can be termed a misfortune—lay largely in the fact that I attempted to give a general perspective of the whole field of war work without supporting it with specific figures. I think these should be given to the committee only in executive session."
Committee members then launched into discussion of American shipping resources.

Shipping Figures Demanded
Weeks attempted to draw from Baker figures as to the tonnage now at the disposal of the war department for troop and supply transport. Baker did not have this information, he said, but "can give it to the senator later."
"I understand the department has 791,000 tons," said Weeks.
"I think that is under-estimating it," replied Baker.
Hitchcock interposed that his information was that the United States had

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Simply moisten your hair with water and rub it in. One or two teaspoonfuls will make an abundance of rich, creamy lather, and cleanses the hair and scalp thoroughly. The lather rinses out easily, and removes every particle of dirt, dandruff and excessive oil. The hair dries quickly and evenly, and it leaves it fine and silky, bright, fluffy and easy to manage.
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only 1,400,000 tons of shipping in all, but Baker did not comment.
Hitchcock, however, pressed his question regarding tonnage, asking the secretary what basis he had for believing the department could transport 1,500,000 men to France during 1918.
England May Lead Tonnage
Baker reiterated that 500,000 men could be sent to France by spring. He did not reveal for the first time that this government was not relying entirely upon its own ships to transport them, but "upon certain international arrangements."
Britain has agreed to furnish a huge amount of tonnage for shipping supplies and men.
Beyond this, Baker would not go into open session and efforts by Senator Hitchcock to press for the information were refused.

This afternoon Senator Chamberlain decided to ask Baker to appear Thursday morning with General Wheeler and other officers, prepared to give detailed information on tonnage, men and supplies.
In response to questions by Senator McKellar as to the supply of artillery in camps and cantonments, Baker said that national guard units had been 40 per cent equipped with guns.
"It varies from 80 per cent at Camp Bowler to 100 per cent at Camp Hancock," said Baker.

The national army artillery units are being equipped with sufficient guns for training purposes, he added.
Switching the question of army supplies, McKellar wanted to know why certain contracts had been kept secret.
"My military associates thought it best not to divulge this information," said Baker, "because it might invite a campaign of sabotage. Our contracts were prevented from publication in the newspapers of their information."

A list was published in the official bulletin of the War Department, "when the fuel order was issued. I think that highly improper."
Baker reiterated under questioning that there is not now a single soldier in a single camp who is not adequately supplied with sufficient clothing to keep him warm.
There is some lack of woolen uniform coats yet, Baker admitted.

Senator Now read a letter saying at Fort Benjamin Harrison there was a large oversupply of shoes, but woolen uniforms were 850 short and with shipments in transit there would only be enough for one suit per man.
Wasworth asked Baker whether there was any legislation he thought necessary to remove hampering regulations and departmental restrictions.
"It seems to me there are many check balances for efficient work," he said.

Baker replied after a pause that he had been given rein to act as exigencies arose.
Checks on Big Funds Necessary
"I am not so sure that there are too many restrictions," he said. "We are dealing with tremendous sums of money and it needs much wisdom."
He said, however, that he would ask the war council of the department if it could recommend any such legislation.

Frelinghuysen asked why bodies of soldiers who die at camps in this country are sent home without their uniforms and in sheets as reported, he said, in letters from soldiers' families.
Baker said that orders were that bodies should be sent home in uniform unless the man died of contagious disease, in such event his body being wrapped in a disinfecting sheet.
Members headed by Wasworth here turned to Baker's appointment of E. R. Stettinius as surveyor of supplies. They tried to get the secretary to admit Stettinius' position in "purely military" organization already built up.

Baker retorted it "was not fair" to say it was only advisory, because Stettinius—with Baker's consent—has full power to coordinate production and distribution of army supplies and determines priority of supply within the army."
Queried by Weeks, as to his attitude toward the proposed munitions ministry, Baker thought it would be "exceedingly unwise" to destroy the elaborate organization built up by the several separate war branches in favor of a central munitions post. The war industries war board, he continued, supplies a useful coordinating body.
Senator McKellar objected that the war industries board is purely advisory and is without legal authority to enforce what its best judgment dictates.
Frelinghuysen asked if E. R. Stettinius

wasn't in reality a munitions director within the war department.
"He is more than that," Baker replied, "because he has control of many more things than a munitions director."
"Nothing could be more unfortunate, however," he continued, "than to create now a central munitions director which would infringe on the present war branches."

HUNS WANT PEACE OR MOVE FOR PETROGRAD
(Continued from Page One)

Poles, Ukrainians, Don Cossacks, Romanians and Tartars.
Hard fighting is reported from Sebastopol, the chief Crimean port on the Black Sea. Tartar troops that had captured Yalta, 32 miles southwest of Sebastopol, moved on the port city, but the Bolshevik forces gave battle.
The Bolshevik garrison at Kiev is reported to have been defeated by Ukrainians and the city is now believed to be in the hands of the Ukrainian soldiery.
Reverses for the Bolshevik army in Finland are reported also.

Socialist Army Called
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Wester Motor Sales company, H. L. Katz 34
Pacific Kieselkar Branch, Kieselkar (16), 34
Brace (16) 34
A. S. Brown, 30
pany, Winston (21), Haynes (9) 30
Northwest Motor company, Frank C. Biaz, Packard 14
Pierce-Arrow Pacific Sales company, Pierce-Arrow 13
The White company, White, 5
Other sales small for record entered by M. O. Wilkins as miscellaneous

State Records of New Automobiles Sold Last Year at Retail in Portland and the Number of Automobiles That Each Dealer Sold.
(From the Sunday Journal, Feb. 3, 1918.)

C. L. Boss Automobile company, Hudson (108), Maxwell (258) 263
Cory Motor Car company, Cadillac (88), 202
Dodge (264) 291
Overland Branch, 281
Reger & Fields, Chevrolet, 210
Hosmer Auto Company, Buick, 205
Oregon Motor Car Company, Studebaker, 150
Northwest Auto Company, Geo (51), Cole (23), Marmon (19), Ford (8) 103
Manley Auto Company, Hupmobile (56), 68
Saxon Motor Sales company, Saxon, 72
Oakland Sales company, Oakland, 70
Mitchell, Lewis & Slater Co., Mitchell, 65
Oldsmobile company of Oregon, 63
Bray Auto Company, Franklin, 62
Scripps-Booth (6) 62
Twin States Auto company, Getzinger Motor car company, Chandler, 62
D. C. Warren Motor Car company, Vette, 49
Cook, Gill, Paige, 48
Wester Motor Sales company, H. L. Katz 34
Pacific Kieselkar Branch, Kieselkar (16), 34
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German Insult Austrian Allies

Geneva, Feb. 6.—(I. N. S.)—The hostility between German and Austro-Hungarian soldiers on the eastern front has spread to the Italian front, according to information from Milan today.
Austrian prisoners have told their Italian captors that German officers encourage their men to scoff at the Austrians and to taunt them with the assertion that they could do nothing against the Italians until they got German aid.
So far, however, there has been no news of armed clashes such as occurred on the eastern front.

Indian Fighter Near Death From Injuries
San Francisco, Feb. 6