

DEMOCRATS URGED BY BRYAN TO GET PEACE COMPROMISE

Commoner Wants People to Select Representatives From U. S. to League of Nations.

By David Lawrence
(Copyright, 1919.)
Washington, Dec. 20.—William Jennings Bryan, oldest living candidate for the presidency and veteran politician, whose boast is that he was running for the presidency long before anybody being mentioned for that office today was even known to the general public, has injected himself not only into the treaty controversy but into the political situation within the Democratic party, as well.

Bryan's views on current events were made known to a gathering of Democratic senators here the other night at which certain well known views which the commoner has espoused during the last 10 years were resurrected, together with certain new ones which he believes the Democratic party should adopt in its platform and campaign.

So far as the treaty fight is concerned, the significant fact is that Bryan is for a compromise. He would like to seek, for instance, a reservation providing for the direct election by the people of the United States of their representative in the council of the League of Nations. But he believes that something can be worked out in the pending reservations in order to bring the approval of the senate.

Really, his ideas approximate more closely those of Senator Hitchcock of Nebraska than those of Senator Underwood of Alabama. There is unquestionably an interesting development in Bryan's tendency to bury the hatchet with the senator from his home state. For years the feeling between Bryan and Hitchcock on politics inside of the Democratic party has been none too pleasant, which accounted for the lack of warmth alone at one time on the part of the Nebraska senator for the incumbent of the White House. The latter has been expressing leaning toward the former secretary of state and his party in matters of patronage.

RENEW FRIENDSHIP
But it appears that as between Bryan and Hitchcock bygone are rapidly beginning to be forgotten and that the year 1920 can be discussed without prejudice. Incidentally, the gathering of Democratic senators proceeded in assuming that of course Woodrow Wilson would be re-elected and that the party for a third term and that the coast was clear for the selection of somebody else without offense to the White House.

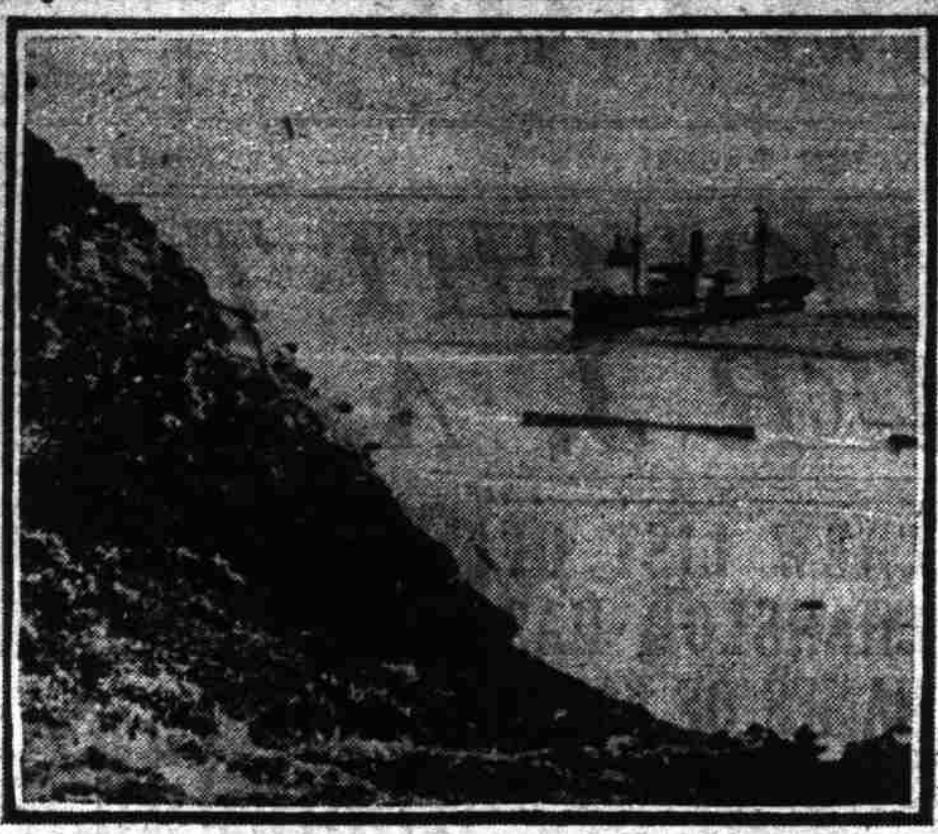
Throughout the many speeches made, therefore, there ran the friendliest feeling for the man in the White House and, of course, in the discussion of reservations to the treaty it was conceded that there should be no framed as to be acceptable to President Wilson. But, nevertheless, the fact that a score of Democratic senators sit down at the dinner table and talk compromise as a political as well as a patriotic necessity discloses an apprehension that the president may encounter his party in the next campaign with the embarrassing load of an uncompromising position on the peace treaty, the parallel to which may be found in the Republican party where the men on the outside of congress are afraid that an unbending attitude on the part of Senator Lodge may have the same effect on the Republican success.

PRESSURE BEING USED
Generally speaking the pressure on both sides is for compromise, men like Taft, Wickersham and Strauss in the Republican ranks taking a position not far different from that of Bryan and many Democratic senators. Incidentally it should be disclosed in that connection that Bryan feels the president acted most unwisely in not taking a more representative position to Paris and that it was poor mission to the country when it elected a Republican congress in 1918, Bryan has many other ideas on the subject of Wilson administration, some which have been heard before from Republican critics but some of which would never be acceptable to the latter either. For instance, Bryan believes that the brotherhoods should have had an increase in wages; he thinks the handling of the coal strike by the injunction process was wrong and that the Democratic party should become openly the champions of labor and government ownership.

BRYAN YOUNG GAS EVER
Perhaps the most interesting new idea that Bryan brought forth from his reservoir of political doctrine was the establishment of an official daily newspaper to be conducted by the government and to present the facts to the people. Senator Hitchcock, who runs the Omaha World-Herald and is perhaps more familiar with daily newspapers than Bryan, whose experience has been mostly in the field of the weekly periodical, took issue with the former secretary of state. Hitchcock thought the scheme impractical and too expensive in these days of high cost of government.

Anyway a good thing had by all present—a good old fashioned time, with William Jennings Bryan as young as

WHERE CHANSLOR HIT ON ROCKS



Photograph of the steamer Sinaloa on Cape Blanco reef, at almost the exact point where the Chanslor broke up. The Sinaloa, like the Chanslor, grounded in a fog June 15, 1917. It was fair weather at the time and she was eventually salvaged.

ever, as politically alert as ever, and as ready to lead the Democratic party to victory or defeat as he ever was. Bryan, it is believed, however, doesn't take himself seriously as a candidate, for he laughingly told a New York newspaper editor recently that Democratic chances seemed poor enough to select him to run again.

FOUR LOCAL MEN LOST IN GREAT SHIP TRAGEDY

(Continued from Page One.)

It is not necessary for crews on coastwise vessels. F. Matson, a member of the Portland local of the seamen's union, signed aboard the Chanslor before Captain Sawyer on December 15, according to local agents. As the Chanslor departed two days later on her last trip, it is regarded as almost certain that Matson was aboard. No record of this man's residence could be obtained today, but men who knew him declare that he called Portland his place of residence.

LISTED AMONG LOST

Frederickson signed November 17. He is listed as among those lost. He joined the crew while the vessel was in Portland. Christensen signed November 21, as the vessel was about to depart for the South. Boris East, son of John H. Secord, 637 East Oak street, is probably lost. Secord, 22 years old, shipped on the Chanslor for the first time when she left this week. He went into the merchant marine at the outbreak of the war and made several cruises to Pacific ports.

Louis Delor, 26 years old, messman aboard the Chanslor, was a brother of Fred Delor, Portland streetcar motorman. He had been on the Chanslor 14 months and at sea four years. When in Portland he lived with his brother and uncle, E. Koch, 723 East Everett street. The brother and uncle expect to leave for the scene of the wreck tonight. The father of Boris Secord, however, will probably not go to Cape Blanco until more definite information comes through. Mrs. A. A. Sawyer, wife of the master of the tanker, will be among those leaving tonight for Bandon. Her husband is in the hospital there with a broken rib and other injuries, and is also reported to be suffering from pneumonia, caused by exposure.

Mrs. Sawyer was advised at 2 o'clock this morning of the safety of her husband and his arrival at Cape Blanco light, where he was given first aid treatment. At 9 o'clock this morning Captain Johnson of the Cape Blanco coast guard station telephoned to Mrs. Sawyer, at the request of her husband, to report that the captain had been removed from Cape Blanco to the Bandon hospital, where his condition is held to be very serious, due to the complications of his injuries and pneumonia, which developed as a result of his exposure.

WIFE HAD ABANDONED TRIP

Mrs. Sawyer, wife of the captain, in speaking of the accident, stated that she originally intended to accompany her husband on the fateful trip but abandoned her plans shortly before the departure of the vessel. A Christmas party, she said, had been planned upon the ship's arrival here, and she had already purchased many presents for personal friends among its crew. Chief Engineer Thomas Seymour, Fred Tombaugh, wireless operator, Charles Conley, steward, and Bud Cashin, assistant steward, all old members of the crew, were very dear friends of the captain and his wife and were practically considered as members of the family.

Captain William H. Patterson, who has known Captain Sawyer for years as a seafaring man, described him as a very efficient and capable sea captain, thought one of the youngest captains on the Coast. Sawyer is 33 years old.

CHANSOR BUILT IN 1910

The tanker Chanslor was built in 1910 at Newport News, Va., and was owned and operated for oil delivery between San Francisco and Portland by the Associated Oil company. Francisco is the home port of the craft. The Chanslor is of 4988 tons gross or 3121 net, 278 feet long, 52.1 feet breadth and 29.5 feet deep.

Francis C. Jackson was signed on as second assistant engineer of the Chanslor just before the vessel departed from Portland Wednesday.

Of the other officers, W. H. Reese, first mate, and "Tommy" Seymour, chief engineer, are best known in Portland of the Chanslor's crew, as they have been in the Associated tanker service for years. According to all available reports the Chanslor struck Cape Blanco reef at 10 o'clock Thursday evening and the first word to reach shore came with the rescue of a few members of the crew, including Captain Sawyer. It is thought that the greater part of the crew perished and ended near the top of the craft were able to reach the lifeboats before the Chanslor broke in two and went to the bottom.

CLIFF 235 FEET HIGH
Cape Blanco projects about 1½ miles from the general trend of the coast. It is a steep, bare tableland, terminating seaward in a cliff 235 feet high, with lowland behind it. A large, high rock lies close under the south side of the cape. From seaward the cape is not prominent, but from northward or southward appears like a moderate low, bluff island.

The wireless operator on the Chanslor was Fred Tombaugh of San Francisco, according to information received this morning at the Associated Oil dock.

EVIDENCE AGAINST HOWELL BOY NEW

Introduction of Testimony as to Blood Stains on Clothing Is Held Important.

Marshfield, Dec. 20.—Introduction of new evidence of blood stains on the clothing and belongings of Harold Howell, who is charged with the murder of Lillian Leuthold near Bandon last July, forms an important part of new evidence of the prosecution, it was indicated Friday.

This will be supplemented by evidence regarding shoes and footprints. The state has 16 more witnesses to testify, and the defense announces it would recall part of the state witnesses as its own, and have 45 witnesses in all.

Little new developed in evidence of the first 12 witnesses for the prosecution. The defense objected to John Leuthold, father of the murdered girl, testifying, asserting he is paying the special prosecutor to assist in the case. The prosecution denied this, saying the state is paying \$200 of the \$250 which Assistant Counsel Sherwood receives.

The prosecution attempted to impeach the evidence of one of its own witnesses, H. C. West, because he had told different stories before the coroner's inquest and at the first trial. The defense objected to the witness being impeached by his own testimony and the state must impeach him by other witnesses.

Attorneys say that the trial will probably be completed Monday or Tuesday. The defense promises new evidence of importance, but has not indicated its nature.

Ex-President Taft Again Urges Senate To Approve Treaty

Washington, Dec. 20.—(WASHINGTON BUREAU OF THE JOURNAL.)

Former President Taft, in a letter to Senator McNary, again urges ratification of the peace treaty and appends the text of 10 reservations which he suggests may form the basis of an agreement between mild reservation Republicans and Democrats.

Senator McNary stated that Taft's proposals are confidential, but make no substantial departure from previous reservation plans. Taft is said to take the position, in effect, that the time has arrived for action without regard to Senator Lodge or President Wilson if senators who favor the treaty can reach an agreement.

McNary expects negotiations for compromise to begin after the railroad bill is passed and the Democratic contest for senate leadership is decided between Hitchcock and Underwood.

Deportation Bill Passed by House

Washington, Dec. 20.—(U. P.)—The house, by unanimous vote, today passed the Johnson "deportation" bill, which would expel and exile from this country aliens who are members of an anarchist organization.

Ashland Snow Gone
Ashland, Dec. 20.—A brisk south wind for the past 48 hours, together with a rise in temperature, has made Ashland and immediate vicinity practically free of snow.

coast of Oregon, and reported to be one of the three survivors from a crew of 39 men, is a native Californian. Captain Johnson of the Bandon coast guard was not notified of the wreck until Friday evening, word coming from the Hughes ranch near Cape Blanco. The captain at once put out a patrol which extended for miles up and down the beach from Bandon and has done splendid work with his men. He is keeping up the search in case there might be some other survivors or bodies come ashore.

Of the three bodies which came ashore after the capsizing of the lifeboat and which were found by the coast guard, one is believed to be that of one of the mates. He has dark hair, but there is nothing on the body to serve as identification excepting a gold watch. The other two bodies have not been identified.

Captain Johnson received an unverified report that a life raft was seen off the Coquille river bar, that two men were aboard and one jumped off the raft into the water. Whether the story is true is not known and Johnson is trying to trace down and verify the report. Today Earl Dooley, one of the three survivors, talks irrationally and it is believed that the exposure has so affected his mind that he cannot give any reliable information about the wreck or the crew.

CAPTAIN OF WRECKED SHIP IS NATIVE OF CALIFORNIA

San Francisco, Dec. 20.—(U. P.)—Captain A. A. Sawyer, master of the oil tanker J. A. Chanslor, wrecked off the

Former Service Men Given Preference to Floaters for Work

With practically every employer in the city cooperating in the task of providing positions for former service men, the Chamber of Commerce unemployment committee is planning to forestall the coming of a wave of floaters to this city.

Pledge cards which were distributed by the unemployment committee through members of the 50 subcommittees are being returned to Captain Conville, who is in charge of the employment bureau at Liberty temple. Lumbermen, bankers, bakers and furniture men were the first to turn in full reports on the number of additional men they could place at work.

It is estimated that provisions have been made for over 500 ex-service men. In some cases it has been necessary to sacrifice workers who had not been in the service to make room for the unemployed soldier and for this reason the chamber is unwilling to make provisions for any ex-service men except those who live in this city permanently.

12 KILLED WHEN TRAINS WRECKED

Freight Crashes Into Special Canadian Pacific Passenger in Maine; 35 Injured.

St. John, N. B., Dec. 20.—(U. P.)—Twelve persons were reported killed and 35 injured when a west-bound freight train crashed into a special train on the Canadian Pacific railway, carrying passengers west from St. John, near Brownsville Junction, Maine, today.

Eight passengers and four trainmen on the special train were killed, according to reports from the scene of the wreck, when the freight plowed through the heavy locomotive and first car of the special.

A relief train with doctors and nurses was sent from St. John.

PASSENGERS FROM EUROPE
The special was carrying passengers who arrived at St. John on the Empress of France yesterday.

Among those on the vessel were two daughters of the duke of Devonshire, governor general of Canada; Lieutenant Colonel W. A. Bishop, V. C., famous aviator; Sir Reginald Tupper, Rear Admiral C. D. Kelghley Peach, Honorable George P. Graham and Lady Marmion. According to a statement here none of the above is known to have been on the special train.

C. P. ISSUES STATEMENT
The following statement was issued at the Canadian Pacific offices at Montreal: "At 7:15 o'clock this morning, one mile east of Onawa, Maine, a freight train collided with a special train from St. John, carrying steerage passengers who landed from the Empress of France and were bound for the West. The freight train, carrying a locomotive and two cars of the special. As the wires are all down as a result of the accident, the number of casualties has not yet been ascertained here. Relief trains left at once from Onawa, Maine, and Megantic, Quebec, with doctors, nurses and relief supplies of all kinds."

Onawa is a little village 50 miles northwest of Bangor, Maine.

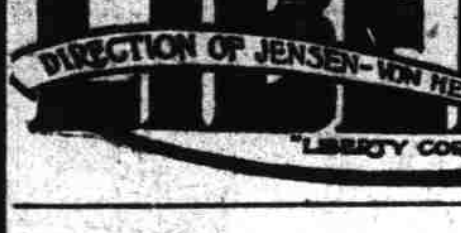
Physician's Auto Damaged in Crash With Street Car

Dr. J. D. Fenton, with offices in the Oregonian building and residing at 1008 East Everett street, escaped injury Friday night when his automobile was struck at 10 o'clock by a Broadway streetcar on Broadway, between East Seventeenth and Nineteenth streets. One fender and the tail light of the auto were smashed. J. C. Evans was the conductor in charge of the streetcar.

At noon today no report of the accident had been filed at the police traffic department. Motorcycle Officer Norene was sent to investigate the crash.

Portland Girl Weds

Chehalis, Wash., Dec. 20.—The Lewis county auditor issued a marriage license to Samson D. Sprague of Centralia and Naomi S. Macfarlane of Portland, Ore., who were married by Rev. A. J. McKenzie of the Methodist church.



STARTS TODAY

MARY ROBERTS RINEHART'S SATURDAY EVENING POST FUN CYCLONE

You can't imagine how much legitimate comedy can be packed into one photoplay until you have seen this one.

DOUGLAS MACLEAN & MAY
"23 1/2 HOURS' LEAVE"
Highly recommended in the treatment of Rheumatism, Stiff Joints, Sprains, Neuralgia, Stiff Neck, etc. Preferable in many ways to liniments. On sale at all drug stores or by mail \$50 postpaid.
Hoyt Chemical Co., Portland, Oregon.

CAR SHORTAGE IS HOLDING UP WORK FOR EX-SOLDIERS

Lumbermen Give Earnest Support to Mayor's Appeal for Employment to Ex-Service Men.

Lumbermen of Western Oregon and Western Washington, in session at the Portland hotel Friday, promised Mayor Baker that they will give regular employment to ex-service men now out of work, not only in Portland but in other parts of the Northwest.

But the extent to which they can meet the situation is limited by the prevalence of a car shortage which is forcing scores of mills in both states to suspend operations.

Mayor Baker made an earnest appeal to the lumbermen and gained their enthusiastic support. But many of the mills represented are closed already because they cannot get cars to ship their products; others will close before the first of the year. As soon as the car situation will permit them to reopen they will recruit from five to 20 per cent of their crews from the ex-service men.

319 JOBS ALREADY PROMISED

The meeting instructed the officers of the West Coast Lumbermen's association to canvass all the mills in both states west of the Cascades to determine how many returned soldiers and sailors can be employed. The Portland local committee, through E. D. Kingsley, reported that 319 jobs already have been promised by mills in and around Portland. The local canvass has not been completed. More than 400 additional jobs were promised by mill men in both states present in the room.

The plan to increase the association dues from 3 cents per 1000 feet of cutting capacity, to 5 cents, adopted at a meeting in Tacoma a week ago, was endorsed. Some of the funds so accruing will be used, in cooperation with other associations, in lumber promotion work through the National Lumber Manufacturers' association. Ralph H. Burnside of Portland and T. A. McCann of Bend, the latter being president of the Western Pine association, spoke in support of the work of the national.

HINES PLAN INDOSSED

The meeting yesterday gave much of its attention to the chronic Tacoma problem. The action of the meeting at Tacoma a week ago in protesting against the proposed plan of the railroad administration to the ability of the mills to load was enthusiastically indorsed. Such a system of distribution, it was pointed out, will work a disadvantage to the fir mills and a corresponding heavy stockpile and therefore do not present great viable "ability to load."

Robert B. Allen, secretary-manager of the association, was instructed to appeal to the Interstate Commerce commission for a continuation of the present car pooling arrangement after the roads are returned to private control. The Cummins bill and the Eech bill, now pending in congress, would empower the commission to provide pooling.

Secretary Baker to See Harvard-Oregon Football Contest

Pasadena, Cal., Dec. 20.—(U. P.)—Secretary of War Baker plans to be in Pasadena New Year's day for the Harvard-Oregon football game under the auspices of the Tournament of Roses association. He wired the association today from Cleveland, Ohio, asking reservation of two tickets.

The association has made the reservation asked and so wired Baker.

Huber Arraigned for Stealing P. O. Stamps

Albert H. Huber, alias Joseph Kohl, was arraigned before United States Commissioner Drake this morning on a charge of having in his possession 800 stolen postage stamps. The stamps were stolen from the Cathlamet, Wash., postoffice, last Thursday. It is alleged, Huber is out on \$2500 bond.

A combined seat and dam has been invented which may be inserted into a bathtub to confine the water to one end when desired.

American Private And Mexican Dead In Border Battle

El Paso, Texas, Dec. 20.—(U. P.)—Private Flier Embler, Eighth United States cavalry, and a Mexican named Samir were killed last night in a gun fight between whiskey smugglers and the American border patrol, on the south side of this city. The fight between the patrol, assisted by El Paso police, and Mexicans attempting to smuggle several sacks of liquor across the line, resulted in the retreat of the smugglers and abandonment of the contraband liquor.

Juarez is reported rapidly becoming the Port of the Americas, and headquarters of wholesale liquor dealers, shipping from American distilleries.

Private Embler's home was Hyde Park, N. C.

PENDLETON IS HIT BY FLOOD WATERS

Melting Snows Cause Streams to Rage; Railroad Bridge Caught in Torrent.

Pendleton, Dec. 20.—Water has risen to flood stage at Adams, 13 miles northeast of Pendleton, and in the west end of Pendleton; from the rapidly melting snow.

Four feet of water covers a strip of the highway in Adams and has surged over the railroad bridge crossing Wild Horse creek.

The water is at the highest stage known in years, and several basements already are flooded. The Walla Walla-Pendleton local was unable to pass Adams this morning, and the Pendleton-Spokane train was held here while section men worked to save the bridge from going out.

Water is covering the highway in Wild Horse canyon and the stream is a torrent. It joins the Umatilla at this city's east limit.

Tutulla creek, which flows through the west end of Pendleton, is also raging, and residents in that district have flooded basements. Six women and children were rescued from their home this morning in a high-water moving van. All streams in this section are swelled. The Umatilla being unusually high for this time of year. Pendleton's light and power, which comes from the Walla Walla river, is reported in danger.

Justice McKenna's Secretary Resigns; Held Job 10 Years

Washington, Dec. 20.—(I. N. S.)—A. F. Embury, secretary to Associate Justice Joseph McKenna of the supreme court, has resigned. His resignation has been placed on file with the clerk of the court. Embury has been secretary to Justice McKenna for about 10 years, is 37 years old and a member of the bar.

Tyndall New Legion Treasurer

Indianapolis, Dec. 20.—(I. N. S.)—Colonel Robert Tyndall of Indianapolis, veteran of the famous Rainbow division, this afternoon was elected national treasurer of the American Legion by the executive committee of the legion. The successful Gaspard Bacon of Boston who was unable to serve.

Order your Dixie Special mince pies from your grocer today—or you may be disappointed.—Adv.

ICE FLOES BREAK AND RAISE HAVOC WITH HOUSEBOATS

Big Cakes of Ice Rush Down Stream and Tear Into Willamette Moorage Homes.

Houseboat residents at Willamette moorage, where almost 100 families dwell, the year round, thought the prognostications of the end of the world had merely been miscalculated, when the ice floes broke in the river where the old steamer Anvil lies at her mooring, and rushed down with the heavy current. Houseboats were broken loose and jostled while pandemonium was created among the occupants.

Most of the ice struck the D. B. Smith houseboat, carrying it several feet down river and depositing it upon the bank. The pontoons were swept from under C. E. Johnson's home and E. S. Routledge, another resident, lost a cruiser and a pleasure yacht which were torn loose and carried off with wreckage. The heaviest damage, however, was done to the home of Harry Burnett, when broken piling fell across the roof, breaking it practically in two. Burnett, formerly a newspaper man, spent a whole year constructing his houseboat, being handicapped by the loss of one arm.

GAS MAIN SEVERED

A three inch gas main was severed and but for Gus Lindholm, who shut off the gas supply, serious fires might have added to the chaos.

A few families had previously cut trenches in the ice at the front of their houseboats, and in these cases the damage was slight, as the ice found a channel to slip through.

According to Carl E. Johnson, who has lived at the mooring for some time, the onrush of the floe made a roar as of an approaching thunder storm, and "we thought the end of the world had come." He was on the scene during the night and said the onslaught of the ice severed iron cables and crashed, breaking heavy timbers.

The fireboat, David Campbell was sent to the scene to break through the ice and prevent fires.

BOATS PROW BROKEN

The Portland Motor Boat club, a short distance below the mooring, escaped damage, but the prow of the Fern II, docked there, was broken by pressure of ice.

Wm. S. HART
JOHN PETTICOATS
You've seen "Big Bill" in most every sort of a part—but as the owner of a modiste shop—can you imagine it? No! Well, you'll have to see it—it's great and funny, too!

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Cigar bills cut way down. A cigar made of the SAME TOBACCO that goes into 10c and 25c cigars at 8c.

The SALOME—a by-product of the more expensive brands. Made from short filler that's left over after the long filler strips have been taken away from the high grade Havana leaf. And the new, long filler infuses—head keeps the scraps from your mouth. No inferior tobacco to make the 8c price. Just common sense construction.

Slash your cigar bills Mr. 10c Smokers. Try the SALOME today, 8c, 5 for 15c. At all good cigar stores and drug store cigar counters.

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Dancing Party Tonight
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MURLARK HALL
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You can't imagine how much legitimate comedy can be packed into one photoplay until you have seen this one.

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