

The Journal will be represented at the Harvard-Oregon game at Pasadena New Year's day by George Berris, its sports editor, recognized football authority. Follow his dispatches in The Journal.

Portland and vicinity—Sunday, rain; southerly wind. Oregon and Washington—Sunday, rain; moderate southerly gale along coast.

FIRE LEVELS PLANT. BLAZE SPECTACULAR

Branch of Palmolive Company Destroyed by Flames Despite Best Efforts of Fire Fighters.

Two of Firm's Employees Narrowly Escape Death; Portland Stove Works Also Goes Up in Smoke.

Between \$350,000 and \$400,000 damage resulted Saturday afternoon at 2 o'clock when a most disastrous and spectacular fire destroyed the Portland branch of the Palmolive company, at Twentieth, Wilson and Roosevelt streets. The damage was estimated by C. A. Patton, manager of the plant, and Harvey O'Bryan, insurance agent.

Twenty-five engine companies, the fire boat George Williams, three truck companies and one chemical company, under command of Chief Dowell, fought the stubborn blaze for almost four hours. At 5:45 p. m. the fire was reported out but firemen were to watch it throughout the night.

Two of the 75 employees in the plant narrowly escaped death when the flames first burst out. At the cry of "fire" Frank Wilson dashed down the stairway, only to be greeted by a seething flame when he reached the bottom landing.

He managed to run through to the street. His face and hands were badly burned. The police took him to the emergency hospital.

C. M. Condit, trapped on the second floor by the rapidly spreading flames, jumped through a window to a snow bank and was unhurt.

Houseman Walter W. Bray of Engine 2 broke one of his ribs when he slipped and fell.

The fire was probably one of the most spectacular in the city's history, destroying an enormous amount of greases and oils in a short space of time. For 45 minutes after firemen arrived flames kept shooting 100 feet above the top of the three-story brick building and threw out such an intense heat that spectators voluntarily stayed back from the fire without the usual orders by the police. During this time firemen found it difficult to get near the building.

Two possible causes are given for the fire.

G. H. Warren, superintendent of the fire.

President Names Coal Commission

H. M. Robinson, J. P. White and Rembrandt Peale to Investigate Mining Conditions.

Washington, Dec. 20.—(U. P.)—President Wilson tonight named the following men as members of his coal commission to investigate the mining situation:

Henry M. Robinson, John P. White, Rembrandt Peale.

They will look into mining conditions throughout the country and recommend changes in wages if any are warranted by the economic situation.

White is former president of the United Mine Workers of America and will represent the miners on the commission. Peale is a coal operator in the Pennsylvania field and will speak for the operators.

Robinson, former member of the shipping board, was named to represent the public.

All have accepted the appointment, it was announced. Their acceptances were received late today.

Holiday Sales This Year Exceed Any in History of Portland

Christmas Trees, Although They Will Be More Expensive, Will Be More Heavily Laden Than in Past Years, According to Dealers' Statements; American Made Toys Are Feature.

Portland merchants Saturday night closed the week before Christmas with the knowledge that the total volume of holiday sales this year will exceed those of any other season, and the rest of the Christmas shoppers is characterized by a desire to secure the better quality of goods, whether in luxuries or practical gifts.

"Sleuthing" after dear old Santa in what sort of a stocking he intends to leave on his annual rounds, it has been discovered that money is no object this season. Christmas trees, one is told, are to be sold at a premium, due to the recent storms, snowing in the woods, but they will be sold, nevertheless, and will bear copiously.

For the grown-up Christmas—the

women's share of it—they are going to find lots of jewelry and furs in the silk stockings which they tack to the mantelpiece, for sales in these two classes have practically exceeded those of any previous year.

Watches are popular and silver articles of all kinds, especially by the Sheffield silver. Diamonds are being used for gifts, and these must be in settings of platinum, or white gold, instead of the plain, conventional settings of days gone by.

Another much sought gem is the pearl—beautiful necklaces of real and artificial ones are to be inspirations for many shining eyes on Christmas morning.

Again, in furs, gowns and lingerie the purchasers are demanding those articles of highest value and most artistic design.

Boy Slain While "Playing" War With Companion; Revolver Is Used

Seven-Year-Old Lad Killed When Weapon in Hands of Cousin Is Discharged.

Seven year old Vernon Franks, son of Mr. and Mrs. Harry H. Franks, 2067 Delano street, was almost instantly killed at 4:10 o'clock Saturday afternoon in his home, when a .38-calibre automatic pistol was discharged in the hands of his 14 year old cousin, Edward Keller.

The two boys were playing "war," according to the best information the police can obtain. One was supposed to have an air rifle and the other a small dagger.

Vernon had the dagger tied around his waist. The bullet struck Vernon under the left arm and went through his body, emerging near the right arm.

The accident was in an upstairs bedroom. After shooting Vernon, Edward picked up his limp body and carried it half way down the stairs where he met Franks.

He placed the injured boy in a crib, where he soon breathed his last. Edward then turned to Franks with upraised hands and shouted "terrors!" "Show me if you want to be struck," Franks told Edward not to worry about the affair, but the boy soon disappeared from the house with (Continued on Page Six, Column Two)

DISCHARGE IS ACCIDENTAL. According to the story Edward is said to have told, he had hold of the stock of the gun, and Vernon seized the muzzle to pull it away from him.

In some way the trigger was touched. The bullet struck Vernon under the left arm and went through his body, emerging near the right arm.

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FLOODS CAUSE BIG DAMAGE IN OREGON CITIES

Milton and Freewater Stores and Residences Sustain \$50,000 Loss; Chinook Wind Is Cause.

Snow in Blue Mountains Melts; Waters Pour Into Towns From Canyon; Other Cities Suffer.

Walla Walla, Wash., Dec. 20.—(U. P.)—Milton and Freewater, Or., are damaged \$50,000 at the lowest estimate, the east end of Pendleton is flooded and the towns of Weston and Athena are experiencing the highest water ever known.

Direct Western Union telegraph service to Portland is stopped and train service between Walla Walla and Pendleton is impossible as a result of floods started by the rapidly melting snow in the Blue mountains and the nearby hills.

The floods were started by the chinook wind, which struck this section early this morning. By 8 o'clock the torrent struck Milton, which lies at the foot of Nichols canyon, draining directly from the mountains and foothills to the east.

The water rushed in a torrent down the main street of the place and on to Freewater a half mile distant, flooding the basements of the entire business section of Milton and of all of the large fruit warehouses in Freewater.

Some of the stores in Milton had two feet of water on the first floor when the high point of the flood was reached. The waters started to subside at 4 o'clock this afternoon, but conditions will not be normal for several days.

Four washouts are reported on the O-W. R. N., three between Milton and Athena and one at the crossing of Wild Horse creek, between Athena and Adams. Officials of the railroad report that trains from Spokane are being detoured from Walla Walla to Wallula and thence via Pendleton via Umatilla, and that the damage to the line cannot be estimated until the floods have subsided.

At Athena the Preston-Shaler flour mill has been forced to close because of the high water.

Walla Walla has not suffered on account of being lower in the valley than Milton and Freewater, and the fact that the tributaries of the Walla Walla river (Continued on Page Ten, Column Two)

DAYTON RESIGNS DISTRICT BENCH

Judge Makes Decision Now to Give Chance to Size Up the Prospective Candidates.

Judge Arthur C. Dayton, who has for six years presided over department three of the district court for Multnomah county, sent his resignation to Governor Olcott late Saturday afternoon, to go into effect January 1. His term of office would have expired one year later.

As it has been rumored for some time that Judge Dayton was considering resigning, already there are many candidates in the field. Deputy District Attorney Joe Hammersley, Deputy City Attorney Edward T. Lansing and Martin J. Hawkins are among the number.

Judge Dayton resigned to return private practice. In his letter to the governor he stated that his reason for resigning at this time is to allow the people to judge the qualifications of his successor before the primaries in May. Judge Dayton has declined many tempting offers to join prominent law firms in the city, he said, and will open offices for himself.

Dayton considers the greatest achievement of his career was the draft and passage of the law establishing the small claims court.

In this court a litigant is allowed to seek settlement of a claim of less than \$50 without securing an attorney, and by paying a nominal filing fee of 75 cents.

Dayton came to Portland in 1908 following his graduation from the Illinois College of Law, and engaged in a general practice. In 1914 he was elected to the district bench.

Senator McCumber Of North Dakota Is Here Visiting Sister

Visiting at the home of his sister, Mrs. Eliza James, and of his niece, Mrs. Frank V. Smith, 653 East Fifty-fourth street north, is United States Senator Porter J. McCumber of North Dakota, one of the "mild reservationist" group of Republicans in congress.

He has been on a trip through the West and in Eugene, recently, visited B. L. Bogart of Eugene, for 18 years his law partner in North Dakota. He will leave for his home tonight, and expects to be in Washington immediately after New Year.

A warm advocate of the League of Nations, Senator McCumber recently ratification of the peace pact and of the League of Nations clause in the near future, but such ratification will be on a compromise basis, and the compromise will be in the reservations of Senator Lodge.

"Either that, or no ratification," says the senator.

Howell Boy Takes Stand in Defense; Changes Explained

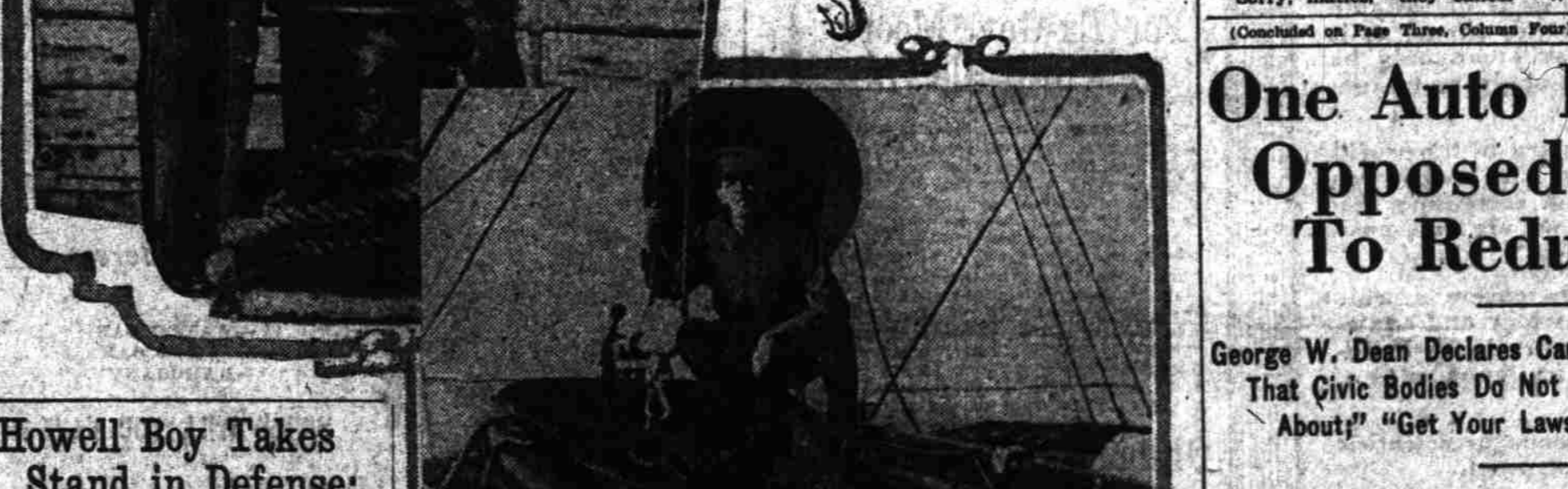
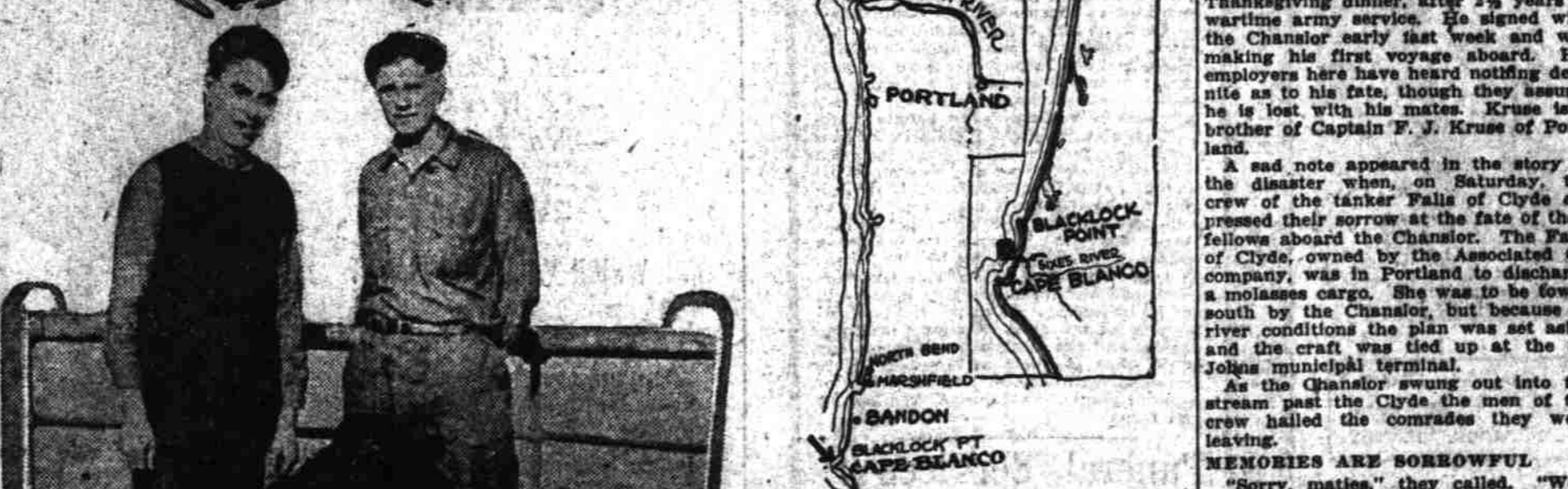
Marshfield, Dec. 20.—Harold Howell went on the stand in his own defense at Oquille today and for four hours stood a grueling cross-examination. The prosecution laid stress on two deviations from his evidence at the first trial.

Today he testified that he did not participate in the burning of old shoes and clothes after the murder, and the prosecution produced the stenographic report of his evidence at the first trial, in which he testified, "We burned them." The other deviation was regarding his gun. Howell offered explanations for the deviation in both instances.

C. Nagle and son, who live near the Howell home, testified that on the night of the murder Howell had come to their house and appeared pale, agitated and excited, so much so that Nagle asked him what the cause was. Howell, they testified, said he had been chasing a wounded rabbit through the brush.

WHERE OIL TANKER SANK WITH PROBABLE LOSS OF 37 LIVES

ABOVE—Cape Blanco lighthouse on Southern Oregon coast, where Associated Oil tanker J. A. Chanslor went on the rocks and sank Thursday night. Below is the J. A. Chanslor. At the left is Francis C. Jackson, son of Mr. and Mrs. C. S. Jackson of Portland and second assistant engineer, who is believed to have lost his life. Below is Captain A. A. Sawyer, who is one of three known survivors. Of the two figures, the one at the left is Louis Delor, messman, of Portland and F. Norton, second mate, who are among the missing. The figure in the lifeboat also is that of Delor. The map at the left shows the location of the wreck in relation to the Oregon coast; the map at the right shows the location of the wreck, the cross at the bottom indicating where the ship went down one and one half miles north of Cape Blanco, and the cross at the top where the one lifeboat reached shore four miles north of Bandon and 30 miles from the point where the Chanslor went down. Rock shown in picture at top is Tower rock, near which the Chanslor met her doom.



Overseas Soldier Shoots Doctor Washington, Dec. 20.—(U. P.)—Dr. John R. Rooney, a surgeon attached to the public health service, was shot three times today in the Providence hospital here by Walter S. Herbert of Millville, W. Va., a wounded overseas soldier. Herbert told the police that the physician had made light of his wounds. This was denied at the hospital, and it is believed that the soldier may be suffering from the effects of shell shock.

THIRTY-THREE OF CREW ARE YET MISSING

With Three Men Saved and the Bodies of Four Victims Recovered, Ocean Vigil is Continued.

Captain A. A. Sawyer, of Ill-Fated Oil Tanker Chanslor, and Two Others, Live to Tell Tale.

Bandon, Dec. 20.—One more body from the oil tanker J. A. Chanslor, which was wrecked on the rocks off Cape Blanco in a fog Thursday night, has been washed ashore, making four bodies recovered. With the three men rescued, seven of the crew of 40 on the steamer have been found dead or alive.

Known dead are: E. A. ROSE, third mate. ADOLPH HOHNE, San Francisco, seaman.

L. C. PFANTSCH, boatswain. The fourth body is supposed to be that of First Mate W. H. Bland. It was found this morning. Pfantsch was not identified by name, but his body was recognized as that of the boatswain, listed as Pfantsch.

Our Rose's body was found a United States navy tag bearing his name and two sets of numbers, 9-38-18 and 8-15-94, apparently enlistment dates.

On Hohne's body was found a bank book of the Union Trust company of San Francisco, bearing his name. The supposed dead include: F. GREEN, steward. FRANCIS C. JACKSON, Portland, second assistant engineer. C. CONLEY, waiter. HARRY MANN, sailor. D. DRYSDALE, sailor. V. MIBOV, pilot.

Other members of the crew who were in the after portion of the ship. Captain A. A. Sawyer, one of the three men saved, is in the local hospital. He was badly bruised from being battered by the boat while in the surf after the lifeboat had capsized, but expects to be about in a few days.

William Mark and Earl Decker, the other two survivors, are also suffering from the effects of the disaster.

(Continued on Page Three, Column Two)

FACULTY ASKING INCREASE IN PAY

Substantial Advance in Compensation Demanded of Regents Washington State College.

Washington State College, Pullman, Wash., Dec. 20.—Members of the faculty of the state college have adopted resolutions and presented the same to President E. O. Holland and the board of regents of the college in which a drastic demand for increased pay is included.

Faculty members will make no positive statement of their demands but declare that they are ready to assume a definite attitude unless the regents can substantially increase their remuneration in the near future.

According to one member of the faculty, an investigation has been carried on by an associate in the department of economics in the local hospital. He was badly bruised from being battered by the boat while in the surf after the lifeboat had capsized, but expects to be about in a few days.

The same professor said that a situation that approximately 70 per cent of the instructors are unable fully to meet their household bills from month to month. The same professor said that a situation would undoubtedly be completed within the near future with the American Federation of Labor.

(Continued on Page Three, Column Two)

WAR VETERAN LOST ABOARD CHANSLOR

Son of Late River Pilot Listed as Member of the Crew While Ship Was Here.

The name of Al V. Kruse, world war veteran and son of the late Captain Fritz Kruse, has been added to the list of those sacrificed to the Pacific when the Associated Oil Company's tanker, J. A. Chanslor, struck Cape Blanco reef and was wrecked on Thursday night.

Disregard at news of the disaster that had undoubtedly cost the young seaman his life, his mother, Mrs. F. J. Ford, 100 East Twentieth street, and his grandmother, Mrs. J. R. Wood, 400 East Thirtieth street, with whom he made his home, are hoping against hope for news of his safety when there is seemingly naught left but to mourn.

KRUSE ON FIRST VOYAGE Kruse returned from London, scene of his last army service, in time for Thanksgiving dinner, after 24 years of wartime army service. He signed with the Chanslor early last week and was making his first voyage aboard. His employers have heard nothing definite as to his fate, though they assume he is lost with his mates. Kruse is a brother of Captain F. J. Kruse of Portland.

A sad note appeared in the story of the disaster when, on Saturday, the crew of the tanker Falls of Clyde expressed their sorrow at the fate of their fellows aboard the Chanslor. The Falls of Clyde, owned by the Associated Oil company, was in Portland to discharge a molasses cargo. She was to be towed south by the Chanslor, but because of river conditions the plan was set aside and the craft was tied up at the St. Johns municipal terminal.

At the Chanslor swung out into the stream past the Clyde the men of the crew hailed the comrades they were leaving.

MEMORIES ARE BLOWN AWAY "Sorry, mates," they called. "We'll (Continued on Page Three, Column Four)

One Auto Dealer Is Opposed to Effort To Reduce Accidents

George W. Dean Declares Campaign "Hurts His Business and That Civic Bodies Do Not Know What They Are Talking About" "Get Your Laws First, Then Educate People."

There is one man in Portland who opposes the campaign against automobile accidents. He is George W. Dean, branch manager of the Howard Automobile company, Buick contributors. He says it is destroying his business. He has gone among automobile dealers urging them to oppose the campaign.

"Why are you against the drive?" Dean was asked yesterday.

"Because it is destructive of my business," was the reply. "It has been reflected several times recently. One woman ordered a car from me. It arrived and she informed me that she didn't want it until next spring. It has taken years to build this business up and your campaign is tearing it down. It will all have to be built up again."

"Has The Journal printed anything that is not true?" Dean was questioned. "No, it is true; but the publicity is glibble, and there are many things better left unsaid."

"Do you think the campaign should be stopped?"

"CAMPAIGN 'ALL WRONG'" Dean returned. "There is no call for a campaign now; there are no premises. Get your laws first; they are wrong now; and then carry on an educational campaign that is not destructive. Tell people how to cross streets and those things, and don't talk so much about accidents. The automobile industry is the third largest in the United States, and you are destroying it; that's what you are doing."

Dean believes more cars will be sold when people find that the streets are safer. He also believes that civic bodies, city officials, police officers and others

(Continued on Page Four, Column Two)