



ELECTRIC LINEMEN TO MAKE DEMANDS

Will Ask Company For Advance in Wages.

WALKOUT TO FOLLOW REFUSAL

Men Believe They Can Tie Up the Power and Lighting System.

MEETING IS ENTHUSIASTIC

New Wage Schedule Formulated Which Must Be Referred to Salem Union—Definite Action to Be Taken Tonight.

STRIKE SITUATION TODAY.
Crisis in strike will come tonight with first attempt of company to run cars after nightfall since Saturday. Electrical workers prepare for sympathetic strike.

Pickets fail in attempt to prevent cars being run yesterday.

Two switches jammed, causing derailment, and few windows broken by strike sympathizers yesterday.

Citizens' Alliance comes to support of strikers company.

Movement for arbitration to settle strike is a failure.

Stopping of cars at dark last night causes discomfort to thousands of working people.

Cars will be started from the barns on all lines at 7 A. M. and run as usual during the day. Whether they will run in the evening will depend on developments during the day and whether or not it is safe for the carmen to run.—General Manager Fuller.

Electric linemen employed by the Portland Railway, Light & Power Company took the first steps leading to a sympathetic strike last night. If the Salem union will subscribe to the demands for a new wage schedule an ultimatum will be presented to the company. If the company rejects the demands, the linemen say, they will strike.

About 40 linemen are employed by the company and nine-tenths of them are members of the union. The linemen believe they hold the key to the situation and that if they strike at this time when the carmen are out, the company will be powerless to operate its cars. The electric lighting system may also seriously suffer. A complete tie-up is predicted if the linemen and the company fail to come to terms.

Last night the members of the local union of electrical workers, to which the linemen belong, held a lengthy meeting at Drew hall, when a committee was appointed to draft a new wage schedule which will be submitted to the company.

Another meeting will be held tonight, which will be attended by the linemen who are employed by the electric and power system at Salem, which is owned by the Portland Railway, Light & Power Company.

Owing to certain rules which govern the actions of the local unions no definite action can be taken until the linemen at Salem who are employed by the same interests have an opportunity to have a voice in the proceedings. Tonight they will have this opportunity, but it is understood that those who favor a readjustment of the wage scale are in the majority and that they can control the meeting the same as they did last night. Before a strike can be declared the consent of certain officials and executive bodies of the international union has to be secured, but this can all be done by telegraph, and it is believed that it can be accomplished within a few hours. The higher officials have been closely following the situation and have been kept informed of all the developments, and it is understood that they will sanction any action that the Portland local may take. If the linemen go out it will probably be either Wednesday or Thursday.

Carmen Think Battle All but Won.
The carmen are jubilant over what they term splendid prospects of a sympathetic strike being declared by the linemen, and believe that the battle is all but won. Last night a committee from the linemen conferred with the union carmen, who were holding a meeting in the same building.

The meeting of the linemen which was open only to those who belonged to the union was wildly demonstrative. Vigorous and enthusiastic speeches were made, the speakers pleading with the men to accept this opportunity to demand of the company what they believe to be their just deserts. All the speakers were loudly applauded. The meeting began at 9 o'clock and did not break up until 12:30 o'clock this morning.

Most of the linemen are employed by the company to do repair work. If they walk out on a strike the linemen declare that it will be impossible for the company to fill their places at any immediate date, and that within a few days the entire system would be in a complete state of demoralization.

The electrical workers employed by the company have two different unions. The linemen belong to one and those who work indoors belong to another, and they have no connection. The inside workers have taken no action whatsoever, and it

is not known how they regard the situation.

Crisis Will Be Reached Tonight.

The crisis in the streetcar situation will probably be reached tonight, when it is expected the Portland Railway Company and the Oregon Water Power & Railway Company will attempt to run cars after nightfall. The question will be whether the authorities can protect the cars, and the men running them. If cars can be run tonight, the company will consider that the backbone of the strike has been broken.

Fair service was maintained on all the city lines yesterday, but at dark the cars were run to the barns, the company fearing a recurrence of the riot scenes of Saturday night. Cars will resume at daylight this morning. The union failed in its efforts to prevent cars from leaving the barns yesterday morning.

Attempt at Arbitration Fails.

Arbitration has apparently failed to end the strike. A committee headed by Dan McAllen and W. P. Olds sought to effect a peaceable settlement in this manner and the union committee agreed to adjust its differences with the company by this means. However, recognition of a union committee is something the company will not concede. The Portland Railway Company feels it has no communication before it from its carmen, and no request which has not been considered and answered, and officials think there can, therefore, be nothing to arbitrate.

A rumor gained circulation yesterday afternoon that the strike had been called off. From unusually reliable authority it was learned that the executive committee, in session yesterday morning, considered the unsuccessful attempt of the union pickets to prevent cars leaving the barns, voted to call the strike off. It was reported that both President Sorenson and Secretary McKenney, of the union, voted to end the trouble, but their action would not be sanctioned by the general strike committee, made up of members of the Federated Trades Council.

This was hotly denied by Secretary McKenney last night, who branded the whole story as false. He said it was the attempt of the opposition to discredit the strike.

There was but little interference with the cars yesterday, although men at work on them were hooted along the streets by strike sympathizers.

Carmen Hold Secret Meeting.

Nearly 30 carmen attended a secret meeting last night at 10 o'clock in the Drew building. "No compromise" was the battle cry at the session and the leaders and all the men now say they will not give in on any of the points for which they are fighting.

The officers of the union say that by actual count 25 carmen attended the meeting, and it is believed that their estimate is about correct. Another meeting will be held at 10 o'clock this morning and the strike leaders say that it will be attended by at least another 100 carmen.

President Sorenson denied the platform report that he had advised several of the strikers on the O. W. P. lines to return to work if they could obtain their old positions back.

The speakers all declared themselves against making any compromise if negotiations are opened with the company and their remarks on this score were received with the wildest enthusiasm on the part of the assemblage.

The rules of the union provide for arbitration at all times. The carmen are willing to leave the settlement of the strike in the hands of any body composed of fair and impartial citizens and whatever decision they would arrive at would be accepted. But if they have to deal directly with the company they declare they will not compromise on anything.

Fair Service Maintained.

Regular schedules were operated on the Piedmont and O. W. P. divisions of the Portland Railway, Light & Power Company yesterday. On the East Ankeny and Sawyer street divisions, about 60 per cent of the usual number of cars were in commission. Many cars on all lines carried double crews. Good service was given all day, but the cars were ordered to the barn at 5 o'clock on all lines except the O. W. P. division to avoid possible conflict with mobs.

Rocks were thrown yesterday at different points throughout the city. Windows were broken in about a dozen cars from the Piedmont barn, and carmen were dared to come back on the streets after dark with their cars and see what would happen. Rock throwing was confined to suburbs where the police were not in sight. Men in charge of the Piedmont barn say that, despite the possible danger to men running cars, not over 6 per cent of the men reporting at that barn are unwilling to work. Many of the men express unwillingness to expose themselves to possible danger, but say that as soon as they are given protection they will go back to work.

Two switches were jammed by strike sympathizers yesterday, one of which caused a wreck of a merchant's express.

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PROMISE RELIEF WITHIN ONE DAY

Railroads Will Raise Fuel Famine.

REBUKED BY COMMISSION

Asked Why Freight Trains Move Like Ox-Teams.

HOT BOXES GET THE BLAME

Presidents of Roads in Northwest Tell Commission Scarcity of Locomotives, Inadequate Terminals, Etc., Cause Shortage.

MINNEAPOLIS, Minn., Dec. 17.—The fuel famine in the Northwest will be broken within 24 hours as a result of the Interstate Commerce Commission's inquiry in this city today. The commission was represented by James S. Harlan, of Chicago, and Franklin K. Lane, of San Francisco. Mr. Lane is taking personal charge of the fuel inquiry, while Mr. Harlan is busily engaged in the car shortage inquiry. It was decided that the fuel famine was the more important, there being already many reports at hand of the suffering.

Relief Within One Day.

Mr. Lane questioned E. C. Blanchard, division superintendent of the Northern Pacific at Duluth, and D. M. Filbin, assistant general agent for the Great Northern road at Duluth, today. Before Mr. Lane had finished his examination both witnesses had promised that relief would be forthcoming within the next 24 hours, and orders have been given to rush coal to the suffering towns, all other traffic being made secondary until supplies shall have been furnished.

The secretary of the Minneapolis Chamber of Commerce submitted a statement showing that the movement of the crop this year had fallen off many millions of bushels, compared with previous years.

Why Are Cars So Slow?
It puzzled the attorneys and members of the commission at the afternoon session why it took a freight car on the average about 13 days to make a trip that could be made at a 10-mile rate in 25 hours.

Mr. Blanchard, by whose testimony the situation was brought out, explained it by stating that hot boxes frequently delayed the progress of a car, and that various causes contributed to the delay of the car in transit. According to his testimony it would not be uncommon for a freight car to move from point to point at the rate of not less than a half mile an hour. He stated that there was an increase in shipments of every commodity—grain and lumber from the Coast, merchandise, coke, coal and wood products.

All Year to Get Ready.

Mr. Lane asked the witness for how long a period it took so long a time as from 10 to 13 days to move a freight car 250 miles, and he was told that the conditions were most unfavorable to speed during September, October and November.

"And you know about this every year, don't you?" asked Mr. Lane. "Yes, we expect it," was the reply. "You have nine months to prepare for it," stated the commissioner. "Yes, we try to do our best," was the answer.

APPEAL TO LEGISLATURES.

Each Northwestern State Will Act on Fuel Famine.

MINNEAPOLIS, Minn., Dec. 17.—Investigation of the present fuel famine crisis in the Northwest may not stop with the investigation of the Interstate Commerce Commission now on in Minneapolis. It is probable that in every affected state, notably Minnesota, North Dakota and Montana, the subject will be made a

matter of legislative investigation. Northwestern coal dealers have indicated to the large shippers here that they plan to stir up official investigation in their states. Towns that are suffering now or have been held in the grasp of Winter and the famine are laying their cases before their legislators and asking that the subject be brought up at the coming sessions of the State Legislatures and action taken to prevent a repetition.

The race is on between the railroads and the cold. If the weather wins, cutting down the efficiency of motive power and bringing on heavy blizzards, there will be suffering and loss of life. But reports today indicate that the railroads are rushing fuel into the districts where there is actual want or where stocks are low. The Great Northern is taking no full carloads west of Grand Forks other than fuel. The Northern Pacific has sent out 300 cars of fuel for commercial use in the last two days. At the storage docks at the head of the



F. P. Shonts, Whose Work on Panama Canal Wins President's Approval.

lakes the dock companies are ordered to load as far as possible for commercial use. According to the Great Northern officials, the coal shortage at Great Northern points in North Dakota will be a thing of the past in a very few days. From Minot, N. D., reports say that in some portions of the county farmers are tearing up their fences and using them for fuel.

PRESIDENT'S EYE ON RAILROAD

Suggestion That Government Operate Railroads in Emergencies.

WASHINGTON, Dec. 17.—President Roosevelt is taking a deep interest in the situation as to car shortage, complains regarding which have come from many sections of the United States. Some time ago a partial statement bearing on the car shortage was submitted to the President by the Interstate Commerce Commission and, when the more complete report, which the commission has under way in the Northwest, has been prepared, it will be sent to the President for his information in the event he decides to make any recommendations to Congress on the subject. He has not yet taken any steps indicating his probable course.

Among suggestions that have been made to the President is that he recommend legislation by Congress empowering the Government to take charge of railroads and operate them under certain contingencies, especially in a case like the present, where the shortage of cars affects the transportation of fuel and necessities of life. This proposition, however, it is stated at the White House, has never been even remotely considered by the President.

CAUSES OF CAR SHORTAGE

Lack of Locomotives and Deficient Terminal Facilities.

WASHINGTON, Dec. 17.—Three more reasons have come to the Interstate Commerce Commission from Northwestern railroads in response to Chairman Knapp's telegram of last week calling attention to the reported shortage in cars and the complaints of a lack of transportation for the necessities of life and of fuel. The telegram was sent to the presidents of six of the great Western and Northwestern roads, and replies have now been received from all of them. From information conveyed by the railroad companies today, the Commissioners express the opinion that one cause of the shortage in fuel is that the dealers have not stored up in advance sufficient quantities for the winter's supply, but have, as stated in the reply

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PEOPLE'S MONEY LENT POLITICIANS

Another Million Gone in Pennsylvania.

WAYNESBURG IN DEEP SORROW

Rinehart Good to "the Boys" With Others' Cash.

OTHER BANKS ALSO LOSE

Whole Population Trusts Him, While He Discounts Notes of Political Friends—Rinehart Arrested and Others Suspected.

PITTSBURG, Dec. 17.—The wreck of the Farmers & Drivers' National Bank of Waynesburg, Pa., tonight appears to have been much more complete than it at first seemed. It is apparent that the hungry politicians of Pennsylvania have once more got in their work, as on the recent ill-fated Enterprise National Bank of Allegheny. Instead of falling for a few thousands, as at first reported, it comes out today that the Waynesburg bank was short about \$1,000,000 when its doors closed.

This afternoon late, warrants were served on Cashier J. B. F. Rinehart of the crippled bank. He is charged with having made false reports to the Comptroller of the Currency regarding his bank, thereby showing it to be about \$1,000,000 richer than it really was. Rinehart, who is also vice-president of the bank and its owner, having \$22 of the 1000 shares, at once gave \$10,000 ball for a hearing at court and waived a hearing before the United States authorities.

Many Notes From Politicians.

It is believed that investigation will show up much of a sensational nature. Examiner Cunningham is still at work in the bank at Waynesburg, and after a talk with him by phone this evening, United States District Attorney Dunlap wired the Department of Justice at Washington asking that a man be detailed at once to work on the criminal end of the business. This leads to the belief that there are other arrests of a sensational nature to follow.

According to an authentic, yet not official, source tonight, it is learned that at least 60 banking institutions in Pittsburgh and Western Pennsylvania, as well as one or two in Chicago, had a bit of the flood of politicians' paper, which the Waynesburg bank had re-discounted recently. The name of none of the banks supposed to have been nipped has been made public, but it is well understood that the \$600,000 in politicians' paper was well scattered. Rinehart in his statement to the Comptroller of the Currency gave the figures on re-discounted paper as \$80,000, which, if true, would have shown the bank to be in the best of shape; but this was untrue, and the real amount was \$520,000 more.

Rinehart Has Strong Pull.

Every effort is being made to keep details of this paper from the public, and that Rinehart has some very strong men behind him was shown when he came to Pittsburgh last night, registered at a downtown hotel and remained there most of today, while no effort was made to serve the warrant on him by the Federal authorities. Rinehart spent a very busy day, and when he got ready to be caught, he telephoned to the United States Deputy Marshal to come and read the warrant to him; also to come prepared to accept his bail bond of \$10,000, which had already been made out. After giving bail, Rinehart disappeared.

SAD CHRISTMAS APPROACHES

Business Almost Suspended by Failure—Rinehart Good for Loss.

WAYNESBURG, Pa., Dec. 17.—With the closing of the Farmers & Drivers'

National Bank last Wednesday, the arrest at Pittsburgh today of Cashier J. B. F. Rinehart, charged with making false reports to the comptroller of the currency, and the discovery of an alleged discrepancy amounting to \$500,000, business in this city is almost at a standstill. Many merchants said scarcely a dollar's worth of goods today, and some contemplate closing their stores until the bank difficulty has been adjusted.

Hundreds of men, women and children in Waynesburg and the surrounding region have their money deposited in the Farmers & Drivers' Bank, and as a result of their inability to get at their savings the holiday season promises to be a sorry one. It is feared that a shortage of cash will cause further business depression.

It was announced tonight there was no reason for depositors to be alarmed, as Rinehart's personal assets were sufficient to cover any amount that might have to be made good. It is estimated here that he is worth considerably more than \$1,000,000.

BISHOP M'CABE IN SHADOW

Venerable Prelate of Methodist Church May Die Any Minute.

NEW YORK, Dec. 18.—At 11:30 last night Dr. Peabody, the attending physician, said that Bishop C. C. McCabe, of the Methodist Episcopal Church, was extremely low and likely to die at any moment.

Late last night he was unconscious. Last Tuesday the bishop was stricken with apoplexy while passing through this city on his way to his home in Philadelphia and was removed to the hospital. He is 70 years of age.

Declare Against a World's Fair.

LOS ANGELES, Dec. 17.—A special committee of 25, representing the Merchants and Manufacturers' Association, Chamber of Commerce and the Los Angeles Clearing-House Association, today agreed upon a recommendation to the effect that it would be undesirable and inexpedient to promote the project of a world's fair in 1915. Members of the committee argued that the reaction following such an exposition would overbalance the benefit received.

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LAND LAWS NEED DRASTIC REFORM

President Condemns Without Mercy.

PROVISIONS TEMPT TO FRAUD

Monopoly Fostered in Coal, Timber and Farming.

GRAZING LAWS DEFECTIVE

Special Message Points Out Many Vicious Provisions and Warns Congress Lawbreakers Will Be Prosecuted.

WASHINGTON, Dec. 17.—Three messages from the President were received by Congress today, and their reading took practically all the time of the Senate. The reading was delayed in the House by the fact that it was suspension day. The messages were in relation to the public land laws and the naval personnel bill and on account of the President's visit to Panama. The latter message attracted great interest because it was elaborately illustrated, showing the work on the great waterway in its various stages. It was in the form of a story of the President's visit. As it was read the Senators followed it closely from handsomely bound copies which had been laid upon their desks. The message on the public land laws read as follows:

The developments of the past year emphasize with increasing force the need of vigorous and immediate action to reorganize the public land laws and adapt them to the actual situation. The timber and stone act has demonstrated conclusively that its effect is to turn over the public timber lands to great corporations. It has done enormous harm, it is no longer needed, and it should be repealed.

The desert land act results so frequently in fraud and comparatively seldom in making homes on the land that radical amendments. That provision which permits assignments of public lands to great corporations. It has done enormous harm, it is no longer needed, and it should be repealed.

The desert land act results so frequently in fraud and comparatively seldom in making homes on the land that radical amendments. That provision which permits assignments of public lands to great corporations. It has done enormous harm, it is no longer needed, and it should be repealed.

The commutation clause of the homestead act serves in a majority of cases, to defeat the purpose of the homestead act itself, which is to facilitate settlement and create homes. In theory the commutation clause is to assist the settler, but in practice it supplies the means by which speculators acquire the land. Actual, not constructive, living at home on the land for three years is required to allow the commutation, unless it should appear wiser to repeal the commutation clause altogether. These matters are more fully discussed in the report of the Public Lands Commission, to which I again draw your attention, and which is to be published in a few days. I am gravely concerned at the extremely undesirable condition of the public land laws, and I believe that the most effective present provisions. For much of this fraud the present laws are chiefly responsible. There is but one way to meet this situation, and that is to amend the laws so that the acquisition of these lands can be definitely stopped, and therefore I have directed the Secretary of the Interior to allow no patent to be issued on public lands under any law that has an exemption from the ground actual occupancy with the land. Office is urgently required. Unless they are given, bona fide, would-be-settlers will be put to grave inconvenience or else the fraud will in large part go on.

Amend Coal Land Law.

Further, the Secretary of the Interior should be enabled to employ enough mining experts to examine the validity of all mineral land claims and to undertake the supervision and control of the use of the mineral fuel lands. I believe that the present coal laws limiting the individual entry to 160 acres puts a premium upon the large land holder, and that certain coal fields and yet comply with the law. It is a scandal to maintain laws which extend well beyond which great natural resources must be given to the public. I believe that individuals and corporations, under proper Government regulation and control, should be permitted to develop at present discuss), the right to work bodies of coal land large enough for profitable development. My own belief is that there should be provision for leasing coal, oil and gas rights under proper restrictions. If the additional force of special agents and mining experts I recommended is provided and well used, it will result in only a stop and stand still, but prevent delays in pending claims and conserve the indispensable resources of the Nation.

Revises Right-of-Way Laws.

Many of the existing laws affecting rights of way and privileges on public lands and reservations are illogical and unfair. Some work injustice by granting valuable rights in perpetuity without return. Others tend to protect the grantee in his possession of permanent improvement made at large expense. In fairness to the Government, to the holders of rights and privileges on the public lands and to the people whom the latter serve, I urge the revision of these laws in one comprehensive act, providing for the acquisition and the charges now in force in many cases may be extended to all, to the end that unregulated or monopolistic control of great natural resources may not be acquired or misused for private ends.

Exchange Land With Railroads.

The boundaries of the National forest reserves unavoidably include certain valuable timber lands not owned by the Government. Important among them are the land grants of various railroads.

For more than two years negotiations with the land grantee have been in progress looking toward an arrangement by which the forest on railroad lands within National forest reserves may be preserved by the removal of the present crop of timber under lease prescribed by the Forest Service and its perpetuation may be assured by the transfer of the land to the Government without cost. The advantage of such an arrangement to the Government lies in the acquisition of lands whose protection is necessary to the general welfare. The advantage to the railroad is found in the proposal to allow them to consolidate their

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HUMORS OF THE STREETCAR STRIKE, AS SEEN BY CARTOONIST MURPHY



One result of walking. Facial expression of the owners of automobiles. Going home at night, prepared for fog, footpads, and obstructed streets. "Haven't I got as much right to eat pedestrian steak as the president of the road?" Tough on our somnolent cop. That overworked yarn about "being in the club" can lay off for awhile. And he can't put it in the slot-machine either.