



## UNCLE SAM TO PREVENT BIG STRIKE

### Railroads Invoke Erdmann Act to Secure Arbitration.

### NEGOTIATIONS HAVE FAILED

### Trainmen and Managers Each Insist on Original Demands.

### STRIKE ORDER TO GO FORTH

### Would Tie Up Every Railroad From Chicago to Coast.

### GOVERNMENT TO STEP IN

### Blockade of Interstate Commerce Would Have Begun Today had for Appeal to Long-Dormant Arbitration Law.

#### FIGURES IN IMPENDING RAILROAD STRIKE.

Railroad systems involved.....	40
Trackage in miles.....	92,000
Total number employees.....	314,000
Employees directly involved.....	50,000
Number trainmen involved.....	33,000
Number conductors involved.....	18,000
Annual payroll railroads involved.....	\$23,000,000
Defense fund, trainmen.....	\$175,000
Defense fund, conductors.....	\$350,000
Demand of men—Increase 12 per cent and nine-hour day.	
Offer of railroads—Average increase 5 1/2 per cent, ten-hour day.	

CHICAGO, March 27.—The United States Government will be asked to intervene to prevent a strike of the conductors and trainmen on the Western railroads and, if the plans of the managers do not miscarry, the whole matter will be submitted to arbitration for settlement. Late tonight the general managers gave out a statement declaring they will demand arbitration under the Erdmann act. A strike of the men would interfere with interstate commerce. The railroad officials believe they can prevent a strike by asking the Government to step in and take command of the situation.

The Erdmann act passed in 1888 provides for the arbitration of labor differences, where interstate commerce is involved, by the chairman of the Interstate Commerce Commission and the Commissioner of Labor.

The general managers' statement given out late tonight follows:

"Late this afternoon the committee of general managers received an official notification of the vote of the conductors and trainmen, rejecting the last proposition of an increase amounting to ten and one-half per cent in wages and also authorizing a strike in case no settlement of the matters at issue could be effected."

"The committee, accepting this as a conclusion of the negotiations, has notified Messrs. Garretson and Morley, the leaders of the two labor organizations involved, they will demand arbitration under the Erdmann act."

### GREATEST STRIKE IN HISTORY

#### Each Party Insists on Terms and Strike Order Impends.

CHICAGO, March 27.—(Special.)—Precipitation of the greatest railroad strike in the history of the country and one of the most far-reaching labor disturbances yet experienced seems inevitable tonight. Negotiations between the railroad managers and labor representatives came to an abrupt end this afternoon and each side to the controversy announces that its position is irrevocable. Unless there is a recession from this attitude on the part of one side or the other, a strike will be called which will mean the stopping of work of 80,000 employees and the paralysis of forty of the great railroad systems of the country.

Such a strike would be fraught with tremendous consequences, coming at a time when the freight demands on the railroads are enormous, and when facilities for handling the country's inland commerce already are deficient. Because of the immensity of the interests involved, it is hoped a satisfactory adjustment will yet be reached.

#### Order Strike This Morning.

The strike has been agreed upon already by the railroad employees by

referendum vote. The officers were authorized to call the men out if the terms put up to the railroad managers were not accepted. Determining the time for the suspension to take effect is a mere detail and that probably will be decided tomorrow morning at a meeting of delegates at the Sherman House.

Negotiations were abandoned today after a conference of an hour's length between the general managers and employees' representatives. The managers declared frankly and firmly that they could make no more concessions than they had previously offered, considering the condition of the stock market and the general railroad situation. As a final overture, they proposed arbitration. The labor representatives rejected the offer and the conference was off.

#### Managers Must Say Next Word.

Overtures for peace must now come from the managers, it is said, and there is but slim hope, apparently, for that development in the controversy. The labor men say they will ask for no further conference, but will be glad to attend one called by the managers.

Managers Must Say Next Word.



Congressman Theodore E. Burton, of Ohio, Who Will Manage Secretary Taft's Fight With Senator Foraker in Ohio.

should the latter show a disposition to recede from their position.

Believing that the labor leaders would yield to the compromise proposed in preference to throwing 50,000 men out of employment, the railroad managers have made no preparations for a strike. The labor chiefs here say the managers have failed to gauge correctly the sentiment and temper of the men. The Railroad Brotherhoods, on the other hand, are well fortified to enter upon a strike.

The vote exhibited to the managers today shows that 57 1/2 per cent of the trainmen and 80 per cent of the conductors had voted to strike.

#### Railroads Which Will Tie Up.

The roads involved in the controversy are:

- Atchison, Topeka & Santa Fe.
- Atchison, Topeka & Santa Fe coast lines.
- Burlington.
- Canadian Pacific.
- Canadian Northern.
- Chicago & Northwestern.
- Chicago & Alton.
- Chicago & Great Western.
- Chicago, Milwaukee & St. Paul.
- Chicago, Rock Island & Pacific.
- Chicago, St. Paul, Minneapolis & Omaha.
- Colorado Midland.
- Colorado & Southern.
- El Paso & Southwestern.
- Chicago System.
- Great Northern.
- Houston & Texas Central.
- Illinois Central.
- Kansas City Southern.
- Missouri, Kansas & Texas.
- Northern Pacific.
- Oregon Short Line.
- San Antonio & Aransas Pass.
- Southern Pacific Atlantic System.
- Texas & Pacific.
- Delaware, Mississippi & Northern.
- Fort Worth & Denver City.
- Frisco in Texas.
- Gulf, Colorado & Santa Fe.
- Houston, East & West Texas.
- International & Great Northern.
- Minneapolis, St. Paul & Sault Ste Marie.
- Missouri Pacific.
- Oregon Railway & Navigation Company.
- St. Louis & Southwestern.
- San Pedro, Los Angeles & Salt Lake.
- Southern Pacific System.
- Wisconsin Central.
- Yazoo & Mississippi Valley.

The modified demands of the men, which have been rejected by the railroads, may be summarized as follows:

An increase of 12 per cent over rates in effect in November, 1906, and an effective rule to prevent railroads from making a reduction in crews or an increase in mileage to offset this increase.

One hundred miles or less, nine hours or less, to constitute a day's work in local freight and mixed train service on main lines and branches. One hundred miles or less, 10 hours or less, to constitute a day's work in helper work and construction train service.

Overtime at pro rata rates for all classes of workmen.

#### Offer of the Railroads.

The proposition offered by the railroads, which was rejected by a vote of the men, is in substance as follows:

An increase of 10 per cent for conductors and brakemen in through and irregular freight, local freight and mixed train service. No reduction of crews or increase in mileage to offset this increase.

One hundred miles or less, ten hours or less, to constitute a day's work.

Passenger conductors, an increase of 3 1/2

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## CONFER ON LAWS FOR RAILROADS

### Interstate Board Invites Officials.

### IS AUTHORIZED BY ROOSEVELT

### Will Relax Prosecutions for the Present.

### EXCEPT AGAINST HARRIMAN

### Cessation of Anti-Railroad Agitation Necessary to Prevent Panic. Will Agree on Laws for Federal Control.

WASHINGTON, March 27.—(Special.)—A general invitation has been extended to railroad officials throughout the United States by the Interstate Commerce Commission to come to Washington and confer with that body with a view to deciding on a policy of legislation for more Governmental control over the roads; to save them from the adverse action of the State Legislatures, and to restore public confidence in railroad investments.

"The Interstate Commerce Commission will be glad to see railroad officials from any section of the country or from all parts of the United States," says Commissioner Lane, "for the purpose of discussing with them proposed legislation for a greater measure of Governmental control of such a character that it will not be injurious to the interests of the railroads. The whole Interstate Commerce Commission feels this way."

#### Temper Rigor of Policy.

The statement practically comes from President Roosevelt, as Mr. Lane has conferred with him every day for the last fortnight, and he reflects the President's views.

The President practically has decided to temper the rigor of his railroad policy, and while it would not be correct to say that Mr. Roosevelt has stopped his campaign against the railroads, these corporations will not have such a hard time in the immediate future. There will be a smaller number of prosecutions in the future, one reason being that the Interstate Commerce Commission is utterly swamped by work, and no new prosecutions can be inaugurated.

#### Rush Case Against Harriman.

This does not apply to the Harriman merger, as that case will be pushed. The President has become convinced that, unless there is a cessation of the agitation against the railroads, the country will be visited by a disastrous industrial panic.

If the railroad officials can give the

Commission any information as to the real trouble and suggest a remedy agreeable to all, it will be accepted. Neither the President nor the Commission will pledge themselves in advance to adopt the plan agreed upon by the railroads, but some real progress will be made when some agreement is reached.

#### CONFERENCE AT WHITE HOUSE

### President and Advisers Consider New Bill for Federal Control.

WASHINGTON, March 27.—An important conference was held at the White House at which the railroad situation was discussed. Present were Secretary of the Treasury Cortelyou, Secretary of the Interior Garfield, Assistant Secretary of State Bacon, Chairman Knapp and Special Counsel B. F. Kellogg, of the Interstate Commerce Commission, and all the members of that Commission except Messrs. Prouty and Cockrell, who are out of the city. The conference lasted two and a half hours.

Marvin Hughtel, president of the Chicago & Northwestern Railroad, arrived in Washington tonight and will call at the



Senator J. R. Foraker, of Ohio, Who Challenges His Opponents to Open Fight in Priorities on Presidency and Senatorship.

White House tomorrow to discuss the railroad situation with the President.

After the conference adjourned it was stated that the meeting was called to outline a scheme to be presented to the next Congress for the Federal regulation of railroads. The plan prepared by Jacob H. Schiff for remedying the railroad situation, which has attracted a great deal of attention, was not taken up at the conference.

Mr. Kellogg, who has charge of the Harriman investigation, declared that this question was brought up at the conference.

#### Old Express Messenger Dies.

SAN FRANCISCO, March 27.—Charles E. Parks, a shotgun messenger for the Wells Fargo Express Company, and a pony express rider through Utah, Idaho and Montana in the early '60s, has just died here. He had had many thrilling experiences. In one engagement with road agents he was hit by more than 20 bullets. He came to this city nearly 30 years ago.

#### Explosion on French Warship.

CHERBOURG, France, March 27.—An explosion occurred today on board the torpedo boat No. 147. Two men were severely scaled.

## HONORED FAMILY NAME SMIRCHED

### Pitiful Confession of Dying Graft.

### SANDERSON ADMITS TRUTH

### Supervisor Unloads Guilt Before Grand Jury.

### MOST POPULAR OF BOARD

### Grand Jury Learns Whole Story of Telephone Franchise Graft From Bankers and Promoters. Schmitz Remains Defiant.

SAN FRANCISCO, March 27.—(Special.)—"Yes, it's all true, all of it; it's horrible, horrible. It began in January a year ago. I never deliberately tried to get a bribe, but I have taken what was offered me."

"I don't know how it happened. The money just came."

"First there was the money from the fight promoters. I received \$500 for my vote. I also received \$750 from Ruef for my vote on the gas rate. When the trolley franchise question came up, I believed the ever-ready trolley a necessity as an emergency measure. Afterwards Jim Gallagher gave me \$600, and I took it."

"My chief regret is the sorrow it has all brought my aged mother. She doesn't realize exactly how things stand, nor does she know how ill I am. I don't expect to live long, and I want to make a clean breast of the whole thing before I die."—From the confession of Supervisor Sanderson.

#### Ease Conscience Before Death.

Wasted in body from the dread scourge of consumption, his voice faltering and his eyes dimmed with tears, Supervisor W. W. Sanderson took the witness stand today and poured forth for the attentive ears of the grand jury the full details of the hoodling operations in which he had engaged.

Sanderson is within the shadow of death. His face is drawn, his complexion ghastly and his body frail and weak. It has been his one wish that he might live to ease his conscience; that he might make such amends for his wrong-doing as lay in his power.

As he emerged from the jury-room his face lighted up with sudden joy, his body grew in strength and he walked almost with a skip to the group of newspaper men without and greeted them cordially. Then came the release. He burst into tears and leaned upon his physician, who had accompanied him.

"Yes, yes," he sobbed; "it's all true, all of it. There's nothing to add." Later

and Butterfield and others of the United States Independent Telephone Company, with which Ruef tried to do business.

As a result of testimony presented to day it became almost assured that indictments would be returned against

(Concluded on Page 4.)

In the day Sanderson made the statement quoted above.

#### Most Dramatic Incident.

Sanderson's appearance before the grand jury was the most dramatic incident of the entire graft proceedings. He is the son of the late W. W. Sanderson, who served the city loyally and well as Mayor. He was a leader in the commercial and social world. No name in San Francisco was better known or honored more than that of Sanderson.

Sanderson is 40 years of age and has been in politics for five years. He served on the Board of Supervisors two years ago and at the last election was nominated by three parties—the Republican, Democratic and Union Labor. He was elected by a large majority. At the very outset he fell into Ruef's power, and before the new board had been in harness 20 days Sanderson and his colleagues had become hoodlers. Their first experience was with the fight trust, from which every member of the board received \$500. In return the fight trust was given a monopoly of the boxing permits for the year.

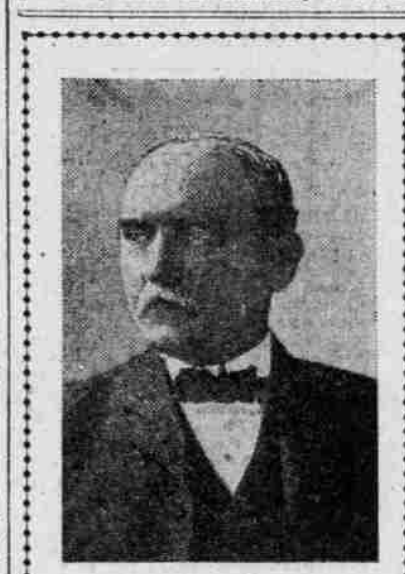
Today was one of the sensations in the graft exposures—the testimony of Ferdi-

and Butterfield and others of the United States Independent Telephone Company, with which Ruef tried to do business.

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#### Ex-Supreme Judge Morgan J. O'Brien, of New York, Who Resigned From the Thaw Lunacy Commission.



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#### Smith, Who Fought Quay

Otis, Great Soldier and Great Editor—Felix Agnus, Who Fought and Fed Rebels—Hemphill, Opponent of Tillman.

BY FREDERIC J. BASKIN.

WASHINGTON, March 27.—(Special Correspondence.)—No one of the veteran editors of the United States has had a busier or more interesting career than Colonel Alexander Kelly McClure, of Pennsylvania. An editor six years before the death of Henry Clay, he has known more public men than almost any other American now living. He has interviewed every President of the United States since the time of Fillmore, 13 in all. He entered journalism in 1846 as editor of the Mifflin Sentinel, and retired from the chief editorship of the Philadelphia Times in 1870. This was a member of the Pittsburg conference at which the Republican party was organized, and was a delegate to the Republican National conventions of 1856, 1860 and 1864. In 1872 he was chairman of the Pennsylvania delegation, in the Liberal Republican convention, which nominated Greeley. Of Whig stock and himself a good Whig in his youth, he became a staunch Republican, but his political views always have been broad. He has especially devoted himself to lifting up the wounds of the Nation inflicted during the four years of Civil War. His lecture on Lincoln and Davis is a powerful appeal to men of both sections of the country to understand the men and measures of those days of strife with charity and to forget the hatred then engendered.

#### Pulitzer, Third-Term Prophet.

Joseph Pulitzer, owner and editor of the New York World, and owner of the St. Louis Post-Dispatch, has done as much as any other one man to make the American newspaper what it is today. He was born in Hungary 59 years ago, and when he came to the United States, located in St. Louis. He was employed as an assistant to the sexton of a cemetery there, until some occasional contributions gained for him a place on the Westliche Post, a German daily. This was before he was 21. Ten years later he became the owner of the St. Louis Post-Dispatch, having consolidated the Post and Dispatch. Five years thereafter he bought the New York World and advanced it to the front ranks of American journalism.

For years he has been almost blind, and has had to depend upon an amanuensis to read to him. He has been always fearlessly independent in politics. When elected to Congress he resigned after having served but a few months. His characteristic editorials are long and exhaustive. It was an editorial of his which inspired Mr. Parker's celebrated "gold telegram" to the St. Louis convention. After Mr. Roosevelt's election election by a tremendous majority, Mr. Pulitzer at once predicted that Theodore Roosevelt would be the first President to serve three terms, a prophecy which is giving certain presidential aspirants no small amount of uneasiness just at this time.

#### Smith of Philadelphia Press.

Charles Emory Smith, editor of the Philadelphia Press since 1880, is one of the few men who keep alive the traditions and practices of the old-time personal journalism. A pupil and disciple of Thurloe Weed, he received 15 years of newspaper training at Albany, and then went to Philadelphia. When he writes an editorial, no one needs to be told that "Smith wrote it." The readers of the Press are familiar with his style—a clear, strong variety of English, which admits of no beating about the bush. Mr. Smith has always been a Republican and has supported his party in every National issue, although he has often broken away from the organization in his own state. He opposed Quay with much strength through nearly all of that gentleman's rule.

Few editors are known by one particular article, but Mr. Smith's editorial on the freedom of the press, written when Governor Pennypacker signed the press-gag law, is probably his most famous utterance. It is a plea for the freedom of the press which deserves a place among the classics of political science. Mr. Smith was Minister to Russia during the latter half of the Benjamin Harrison Administration, and was Postmaster-General under McKinley and Roosevelt. Just before the beginning of the Spanish War Mr. Smith came to Washington, where

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#### Smith of Philadelphia Press.

Two more victims of spinal meningitis at University of Washington, Page 5.

Board forbids pool-selling at coming State Fair, Page 6.

State universities meet in triangular debate tonight, Page 5.

Hoquiam boys turn bandits, Page 6.

Portland and Vicinity.

Rival candidates for Councilmen in Sixth Ward make bitter personal attacks on each other at political rally, Page 10.

E. House and wife of ex-State Senator Otto Schumann elope to California, Page 11.

Harriman system will spend \$1,000,000 for steel bridges in Oregon this year, Page 10.

No hope for cheaper fuel in Portland next Summer, Page 7.

Divorced couple sue married daughter for return of valuable gifts, Page 11.

Master Fish Warden Van Dusen's enemies seek his scalp; many after his job, Page 10.

Chinese Consul Moy Bak Hin fears assassination; asks police protection, Page 10.

Y. M. C. A. G. A. auditors must raise \$20,000 more; want \$10,000 today, Page 12.

No search of Democratic candidates this week, Page 10.

Stock company engaged for Empire Theater, Page 12.

Commercial and Marine.

Light freight pack predicted in California, Page 17.

Brief spur in New York stock market, Page 17.

Wheat market bearish, Page 17.

Board of arbitration takes up demurrage claim of bark Asia, Page 16.

British bark, Jordsahl, loses three men in storm at sea, Page 14.



LET MR. TAFT TAKE ON SOME ONE OF HIS OWN SIZE.