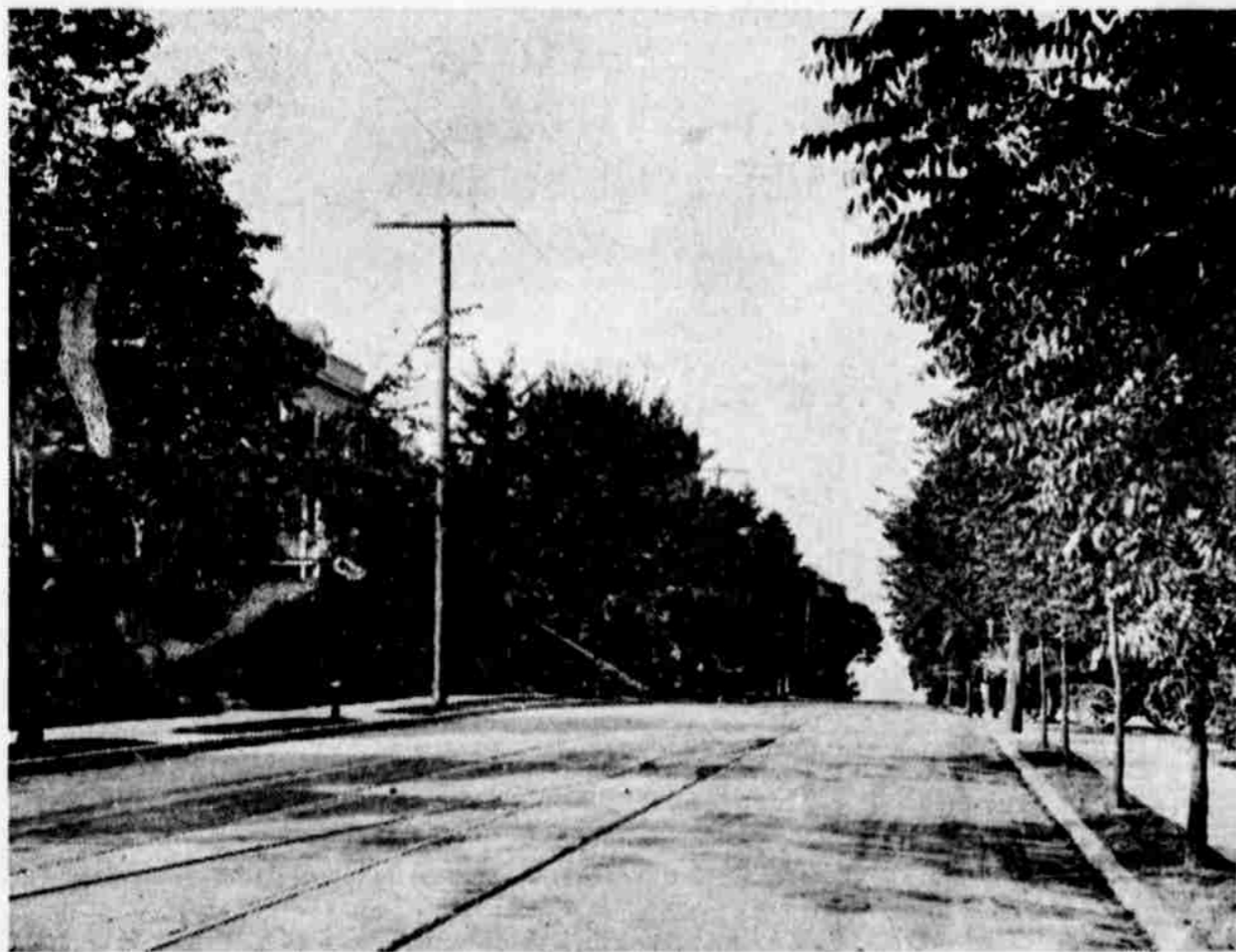


# BITULITHIC PAVEMENT

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**WARREN  
CONSTRUCTION CO.  
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## RELIEF IMPROBABLE

Congress Dislikes to Worry Roads with More Legislation.

## CAR SHORTAGE WILL GO OVER

Roosevelt interested in the Matter, but He Holds Out Little Encouragement.

Washington, Dec. 20.—President Roosevelt is intensely interested in the efforts being made by Western men in congress to discover some legislative remedy for the car shortage. Senator Hansbrough, of North Dakota, has taken the lead in the movement and is at work on a bill compelling interstate railroads to anticipate extraordinary movements of fuel, grain and other products, and to prepare to handle such shipments when they are offered. Mr. Hansbrough had a conference with the president today, and when he left the president expressed the hope that something beneficial would result.

It can be said with authority, however, that the president is not banking too heavily on the Hansbrough plan. His talks with influential men in congress show that there is a prevalent sentiment against the enactment of any legislation bordering on actual manipulation of railroads, and many men who earnestly supported the rate bill last session deem it unwise for congress to legislate to require railroads to supply cars to every shipper upon demand under some fixed penalty.

Texas has a state law of this character applicable to local trade within that state, and railroads in that state, upon reasonable notification, must furnish freight cars for shipments within Texas limits or pay a penalty for each day's delay. Texas, however, cannot compel railroads to furnish cars for shipments billed to points beyond the Texas line. As far as it goes, the Texas law gives good results, but it does not afford material aid to cattlemen, whose most important shipments constitute interstate commerce.

**THREE STEAMERS TIED UP.**  
Unable to Buy Coal to Get Away From Puget Sound  
Seattle, Dec. 20.—Three steamships

with tramp cargoes have been tied up on Puget sound for a week awaiting coal which they have been unable to buy. Two steamers which made a special trip to Comox, B. C., for fuel had to return to port on this side of the line and in the steamship trade, at least, the British Columbia coal famine is as acute as in American ports. Seattle coal companies, giving the shipping trade the preference, have been able thus far to take care of the fleet out of this port fairly well, but other Puget sound ports have been extremely short on coal.

It was estimated by one of the most important steamship companies on the coast that there is a shortage of 10,000 tons of coal in the steamship trade of Puget sound. These figures simply cover the fuel that is needed by coal-burning steamers running out of Puget sound, but they give something of an

idea of the extent of the fuel shortage in industrial lines.

most of the interest centers are those against the Ann Arbor Railway company and the Toledo Ice and Coal company, for giving and accepting rebates on ice shipments. The Toledo Ice and Coal company was indicted on 155 counts for receiving and the Ann Arbor Railway on a like number for granting rebates on ice shipments. The maximum fine is \$20,000 on each count.

## VAST IMPORTATION OF RUBBER

United States Consumes Over Half World's Production.  
Washington, Dec. 22.—The United States will have imported an aggregate of nearly \$50,000,000 worth of crude rubber at the close of the present year, according to a statement made public today by the bureau of statistics of the department of Commerce and Labor.

**Japanese Almost Rule Hawaii.**  
San Francisco, Dec. 20.—Frank P. Sargent, commissioner of immigration, returned from Honolulu yesterday, arriving on the Japanese liner Nippon Maru. Regarding immigration matters in Hawaii, commissioner Sargent said that the Japanese were fast displacing all shop keepers, contractors, carpenters, and tradesmen generally of other nationalities in the islands. The Japanese population in the islands is, however, rather on the decrease, on account of the rush of the Japanese for this coast. Hundreds of the brown men are monthly arriving at Honolulu, but they stay there is brief, the great army being bound in the direction of the mainland.

**Both Indicted on 155 Counts.**  
Toledo, O., Dec. 20.—A long list of indictments was returned here this afternoon by the United States grand jury. The indictments around which

If to this is added the value of old and scrap rubber intended for re-manufacture, the total will considerably exceed that amount.  
The value of rubber importations has increased more than 200 per cent in a decade. The United States consumes more than one-half the world's production, and the enormous growth in the importation is attributed to the popularity of the bicycle and automobile, coupled with the increased use of electricity.  
The statement says the indications seem to justify the belief that the Philippine and Hawaiian islands are capable of producing large quantities of this article as a result of this government's estimate of nurseries in those possessions for the distribution of rubber plants for use of rubber plantations.

**Hicks Saved At Last.**  
Chicago, Dec. 22.—A dispatch to the Tribune from Bakersfield, Cal., says: Hicks, the miner who has been entombed in the Edison tunnel for 13 days, was reached by his rescuers at 1 o'clock this morning. At that hour it was announced he would speedily be released.

His rescuers were talking to him and had passed to him a basin of water with which to bathe his face. An improvised hospital has been set up in the tunnel, warm water to bathe the face of Hicks, blankets to protect him from the chill air.

## LARGER SALARIES.

**Movement to Pay Members of Congress More Gains Force.**  
Washington, Dec. 18.—The time is not far distant when congressional salaries will be increased, this despite the faint heartedness shown by members of the house in the vote on the amendment to the legislative appropriation bill last Friday. It is the universal opinion of senators and representatives that the present salary of \$5,000 is entirely inadequate, and that view ap-

pears to be generally indorsed by the people. Just how large an increase will be made is yet to be determined. Some are contending for \$7,500, others for \$10,000. The chances seem to favor the smaller amount.  
There is a great deal of merit behind the movement for increased salaries for senators and representatives. In times past \$5,000 went farther than it does today; it was a larger salary, as salaries went, and was more of an inducement than it is at the present time.  
The time was when the average congressman could save money on a \$5,000 salary. But that time is past. It is doubtful if a dozen men in congress are able to save a single cent of their present salary; a vast number of them expend much larger amounts each year, and in a perfectly legitimate way.

Sierra Madre mountains report that a large tract of prairie land at the foot of one of the spurs of the range is gradually sinking, and that a large lake of pure water has formed. The lake is nearly a mile in circumference and the water three feet deep, the depth gradually increasing within the last few years. Two other large lakes have been formed in the foothills of the Sierra Madres in the same manner.

**Torpedo-Planting Boat for Coast.**  
Washington, Dec. 18.—The secretary of war today approved the recommendation of the chief of artillery in that an appropriation of \$175,000 should be made to construct a torpedo planting vessel for use in the harbors of the Pacific coast. They deem the construction of such a vessel highly important.

**Coal Train on Passenger Time.**  
Superior, Wis., Dec. 22.—The Great Northern road today is making up a train of 80 cars loaded with coal to supply immediate wants in Grand Forks, N. D. The train will be run on passenger time.

today says:  
A systematic inspection of the terminal railroad yards here shows that there are 3,000 empty freight cars standing idle in the Kansas City yards, because the railroads have not sufficient motive power to move them. There are not less than 1,000 loaded cars standing in the yards here and the dates of loading some of them showed that they had been ready to move for two weeks. There is no shortage of cars here, but a shortage of engines.  
At Sedalia, Mo., there are 261 empty freight cars by actual count and at Springfield there are 379. At Topeka there are more than 300 empty cars in the yards; at Wichita about 200 and at Hutchinson about 50 cars.

**Prairie Land Sinking.**  
El Paso, Tex., Dec. 22.—Mining men who arrived here yesterday from the

Chicago, Dec. 22.—The ruin which the small shipper faces, the injury which the big shipper is suffering on account of car shortage, and the efforts the railroads are making to meet phenomenal traffic conditions and profit by the wealth of revenue that is being offered them were brought out in sharp contrast today before the Interstate Commerce commission meeting in Chicago. The hearing relative to car shortage and its causes and possible remedies is being conducted by Commissioners Lane and Harlan.  
Witness after witness testified to conditions which are now pretty generally known, and railway men who have attained more than national reputations as railroad operating men frankly admitted they were unable to suggest an adequate remedy. On the one hand, the shipper, who is suffering injury, if not being ruined, and the industries which are being crippled were shown, while in contrast with this picture was revealed the great railway systems of the country, which had been rebuilt in the last five years at unheard-of cost, and which had ordered equipment and power with a lavishness almost passing belief.  
So puzzling has become the situation to shippers, to railroad men and to the commission alike that Commissioner Harlan declared it almost seemed that the country is suffering from indigestion caused by too great prosperity.  
It developed during the day from telegrams received by the commission that the car famine in the Northwest was at last being broken, and that relief was in sight for the suffering of that section.  
The railroad men who testified today admitted they were at fault for the car shortage, but insisted that only half the blame was on their shoulders. The shippers were made to carry their share of responsibility, without any apparent effort.

**NO ENGINES TO HAUL CARS**  
Nearly 3000 Empties Are Idle in Kansas City Yards.  
Kansas City, Dec. 18.—The Journal

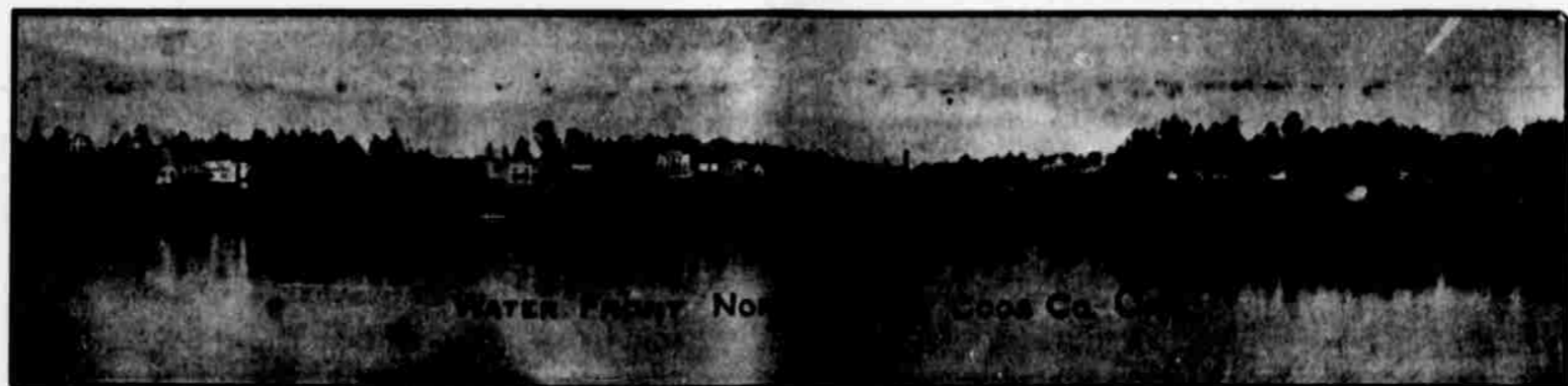
## SHORTAGE A PUZZLE

Prosperity One of Main Causes of Lack of Cars.

## MANY SMALL SHIPPERS FACE RUIN

Railways Are Also Losing Revenue Because They Cannot Handle Shipments Offered.

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By courtesy of Geo. J. Schaefer, owner of Schaefer's Addition to Central Place—317 Chamber of Commerce, Portland, Oregon