

CEASES TO RUN CARS AT SUNSET

Company Maintains a Partial Service During Day.

POLICE KEEP MOBS AT BAY

Prevent Strike Sympathizers From Doing Serious Damage.

UNIONS INDORSE ACTION

Federated Trades Council Pledges Strikers Support.

STRENGTHENS THE CAUSE

Railway Corporation Will Resume Operation of Cars Today Under Promise of Additional Protection—Mayor's Stand.

STRIKE SITUATION TO DATE.

Union holds enthusiastic meeting early this morning and takes in new members. Officials of streetcar company say employees are loyal and that regular service will be resumed as soon as city authorities can prevent violence. Mayor Lane promises to safeguard property and prevent riots. Chief Grizmaner says police have situation well in hand and warns citizens not to congregate on downtown streets. Company, fearing violence, stops cars at dark. Local labor unions support strikers and teamsters are reported to be planning to block streetcar tracks when cars begin running today. Cars are expected to resume operation at 7 o'clock this morning. Whether they will run tonight will depend on the protection given loyal employees. Rumor prevails that electrical workers will declare sympathetic strike.

General Manager Fuller expects cars to run almost as usual today. He said "Cars will start at 7 o'clock this morning from all the barns of the company and service will be maintained on all lines as nearly as possible to regular conditions. Unless interference with cars is so much reduced as to make it safe for carmen to operate an evening service, cars will be taken off at dark."

After maintaining a partial service between 7 A. M. and 5 P. M. yesterday the Portland Railway Company's cars were sent to the barns and no attempt was made to operate after nightfall, as it was feared the scenes of violence of Saturday night would be repeated. All

STATEMENT OF PRESIDENT

I want the people of Portland to know and understand the exact situation. Our men have presented no grievance to the company, and with a few exceptions had no knowledge of the intention on the part of the officers of the union to declare a strike. Many of our employees do not belong to the union and few of those who are members had any voice in the matter of ordering a strike. At least 80 to 90 per cent of the men are against a strike. They will stand by the company and operate the cars, if assured protection from violence and injury. In the mobs that have gathered and obstructed streetcar traffic there have been only a handful of our men. The balance, mainly hoodlums and boys, are sympathizers with the few who want a strike. In justice to the large majority of our men, I wish to emphasize that last statement.

probably will resume their runs this morning at daylight. Whether they will be operated tonight will depend upon whether or not the police prove themselves able to control the crowds. The strikers have had the better of it during the past 24 hours. The company is ready and apparently able to operate all its lines if riots can be prevented, and its men and property protected from the mob. The streetcar union has passed resolutions against

violence, but this element has been a large factor in their success thus far.

Police Afford Protection.

The police were able to protect the company's property yesterday. A few stones were thrown and one conductor's nose was broken by such a missile, but in the main there was little violence, although riots often seemed imminent. The police stepped in when crowds threatened cars, and scattered the trouble-makers. One car was wrecked and several windows were broken during the day.

Six men who were running cars were approached and told that unless they took their cars to the barn immediately they would be killed. The men decided to suspend operations until they could be protected, and ran their cars to the barn at once.

Strikers' Strong Card.

The co-operation of the Federated Trades Council is proving the strongest card the strikers have in their hand. It is reported that if cars are run today,

STATEMENT BY THOMAS M. LEABO, CHAIRMAN OF THE STRIKE COMMITTEE.

The streetcar men, the Federated Trades Council and the union men of Portland are pleased with the developments of the strike. It is clearly a victory for us. The streetcar company pulled its cars off the lines because they did not dare to operate them. The company is defeated and it knows it. The streetcar men, the Federated Trades Council, the union men and the public of Portland know that Mr. Fuller knows that he is defeated. I will say that I know he was defeated when the committee went to wait upon him the day of the strike. He went up in the air right then and has been lost ever since. The people of Portland are with us in this fight and we feel that they will be with us to the finish. I want it understood that the labor unions are opposed to violence of any kind and counsel order and decorum. All we seek is the wholesome support of a fair and impartial public and we believe we have it. The union men have not participated in any of the disorders associated with the strike. I wish further to say that if the streetcar company does not come to the terms we have offered that what we have done will not be a beginning to what we can and will do, but in saying this I am to be understood as imparting no intimation of violence.

union teamsters will retard them as much as possible by driving their wagons on the tracks ahead of the cars and causing blockades.

Union pickets will be sent out to prevent carmen from going to work at the various barns this morning. The strikers were jubilant over their achievements yesterday and hope to win over many of the men who have so far remained loyal. Late last night a barricade of cordwood was built across the track at Eighteenth and Thurman streets. This obstruction was removed during the night.

Company Seeks Protection.

Officials of the street railway company complained of lack of protection that is given their cars, but credit the police with doing good work yesterday. If forces could be mustered to keep mobs from forming after night and wrecking cars, the officials say they could keep cars in operation. The company is unwilling to subject either its employees or its rolling stock to the attacks of mobs. Many carmen say they are willing to operate cars under normal conditions, but are unwilling to go out when personal violence is threatened.

Oregon Water Power cars were run yesterday on the usual schedules except from 7 to 8 o'clock in the morning. On this road, also, cars were taken off at dark, or soon thereafter. A few cars left for Oregon City after dusk and completed the trip.

How Cars Were Operated.

Cars were started running at 7 o'clock in the morning from all the city car-barns, and about half a service was maintained on all lines during the day. The Piedmont barn sent out 23 cars, most of which were manned by double crews. These operated on the usual runs during the day, but the best service seemed to be given on the St. Johns line, over which cars were operated at intervals of about 20 minutes all day. The East Ankeny barn sent out 18 cars, carrying extra men to serve in case of

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LARGER SALARIES FOR LAWMAKERS

Movement Gains Force at Washington.

LIVING EXPENSES ARE HIGHER

Congressmen Obligated to Give Costly Entertainments.

PRESENT PAY INADEQUATE

It Is Said That Very Ordinary Politicians Are Often Sent to Congress Because Men of Worth Cannot Afford to Go.

OREGON NEWS BUREAU, Washington, Dec. 16.—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 \$2000 is entirely inadequate, and that view appears to be generally endorsed by the people. Just how large an increase will be made is yet to be determined. Some are contending for \$2500, others for \$3000. 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 \$2000 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 \$2000 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.

Claims of Social Life.

It is a fact too well recognized to need explanation that a Senator and a certain class of Congress must discharge certain social obligations during sessions of Congress in Washington. There is no legal requirement that they shall entertain, but there is an unwritten law that is very widely honored, and the social side of the lawmaker's life has grown to assume considerable importance. More legislation has been advanced at the dinner table or at some other social gathering than in any debate that ever took place on the floor of either house. The Congressional game is largely based on personal friendships. The most successful money-getters in Congress, the men who secure the most legislation for their states or districts, are the men who are active socially. They are the men with the largest circles of friends. They are the men who entertain and who are entertained; they give dinners; their wives give receptions, and they mingle with their colleagues on much closer terms than are possible in the halls of Congress. The man who does not entertain is the man who fails.

Expected to Cut a Figure.

When a state or a district sends a man to the Senate or House it expects him, first of all, to look after local legislation. His constituents naturally want him to become a National figure, want him to become a leader in Congress, but they consider his first duty is to his state or his district, and they look to him to procure all the appropriations possible, in addition to a lot of other local legislation that does not call for an expenditure of public money. Local legislation is often very hard to obtain, for it is usually legislation in

Dinners "Grease the Ways."

Then followed another dinner, to which the other half of the Senate was invited, and a lot more prominent men from the House. More pledges were secured. The bill then went through the Senate on greased ways; when it got to the House it had many friends, and, with the aid of these men who had been enlisted at the two dinners, it was event-

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EVENTS OF COMING WEEK

Fight for Insurance Millions.

The long and hard-fought campaign for control of the hundreds of millions of dollars on the assets held by the great life insurance companies of New York State will come to an end, for the time being at least, with the election of officers December 18. Against the so-called administration tickets, made up of the present officers of the companies, complete tickets named by policyholders' organizations have been placed, and every person holding a policy in any of the companies will be permitted to register his choice, either personally or by proxy, when the balloting begins Tuesday. Elaborate arrangements for the elections have been made by the leaders of the various interests.

Almost simultaneously with these actions, the presidents of more than 30 of the largest insurance companies in the United States will meet in New York for the purpose of forming a National organization. The meeting, which is to be held on December 21, is the result of a letter sent out a few weeks ago by President Paul Morton, of the Equitable.

Licorice Paste Trust.

The trial of the McAndrews & Forbes Company, of New York, and the J. S. Young Company, of Baltimore, both subsidiaries of the American Tobacco Company, and both charged with violating the Sherman anti-trust law in restraint of trade, will be begun in the United States Court in New York next Tuesday. It is alleged that the two companies control the output of licorice paste used in making plug tobacco and that under a secret agreement they divided the trade between them, forcing prices on exorbitantly.

Intercollegiate Chess Tourney.

Teams representing Yale, Harvard, Columbia and Princeton will meet in New York this week to take part in the annual intercollegiate chess tourney. Play will begin on December 20 and will continue three days.

Ohio Company of Associates.

The annual celebration and banquet of the Ohio Company of Associates will be held in New York next Wednesday. Whitelaw Reid, American Ambassador to Great Britain, will preside. Among the prominent guests will be Vice-President Fairbanks, the Governors of Massachusetts, Rhode Island, Connecticut, Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota and Andrew Carnegie.

Hearst's Suit Against McClellan.

Arguments in the application of W. R. Hearst to the Federal Circuit Court for leave to institute an action in the nature of quo warranto proceedings against Mayor McClellan, of New York City, will be made before the appellate division of the Supreme Court December 21.

Which Only a Very Few Men are Interested.

Only by interesting others and enlisting their support can authors of bills of this character hope to succeed. Experience has demonstrated that the social life in Washington has done more to advance legislation than any other thing, and inasmuch as social life is a requisite it is only right that the Senator and the Congressman should have sufficient salary to permit him to do his share of entertaining. Oregon, with only four men in Congress, wanted a big appropriation for the Lewis and Clark Exposition. Very few Senators and a still smaller number of Congressmen had any direct interest in that legislation, and Oregon had not enough votes to make any kind of a showing. Soon after the Lewis and Clark bill was introduced the Oregon Senators gave an elaborate dinner, which was attended by half the Senate and a large number of influential members of the House. At that dinner nothing was discussed but the Lewis and Clark appropriation, and every guest before leaving the dinner table had committed himself to vote for the bill.

Portland and Vicinity.

DR. E. L. HOUSE will retain pastorate of the First Congregational Church, Page 13. Mrs. Lucy P. Boscow severely injured in robbery on Elm street, Page 12. Rev. E. C. House likens game of life to football contest, Page 13.

NEARLY AS SLOW AS OLD OX TEAMS

Freight Cars Travel But 23 Miles a Day.

SHORTAGE IS UNPRECEDENTED

Commissioner Lane to Tackle the Great Problem.

RAILROADS HAVE PLAINT

Thousands of Cars Held at Galveston and Similar Conditions in Small Way Are Said to Exist All Over the Country.

CHICAGO, Dec. 16.—(Special.)—"Car shortage and traffic congestion are more serious now than they ever have been in the history of this country. Already a number of schools in the Northwest have been forced to close because coal shipments could not be had. Business all over the United States is being injured vitally by the existing conditions, and remedy must be had quickly, if chaos in commerce is to be prevented."

The foregoing statement was made today by Interstate Commerce Commissioner Franklin Lane, who, with Commissioner James E. Harlan, arrived in Chicago over the Pennsylvania road from Washington on the way to Minneapolis, where a hearing will be given the railroads and shippers of Minnesota today.

Immensity of Freight-Car Problem.

"When you come to think of the freight-car problem, it is one of the biggest in this country," said Mr. Lane. "Do you know that the average speed of freight cars is only 23 miles a day? Just think of it! With the big business interests of Chicago and other cities crying out for more cars, the 'empties' are leisurely making their way across the country. "Something is wrong, or this condition would not exist. If the average speed made by a freight car is only 23 miles a day, we might as well have the old wagon trains and oxen back. They made as good time as that, and there were no rates or rebates or wrecks. What is the cause of this state of affairs? Well, that is for us to find out, and we hope to do so in a very short time."

Railroads Blame Consignors.

Mr. Lane said the railroads evidently were not alone at fault, as many complaints had been made that the shippers and consignors were responsible for much of the traffic congestion. As an instance he pointed to the conditions in Texas. "It is a fact," he said, "that there are at present 300 cars in Galveston waiting to be unloaded. They are standing on the tracks, impeding traffic, hurting business and drawing censure to the railroads. The result, however, is more disastrous for Texas than for other parts of the country, as many of the railroads are absolutely refusing to let their cars go to that state. And, as for Galveston, that city may go up against a car famine in a few months that will be remembered for years.

"The situation in Galveston is similar in many respects to that in other cities. It is alleged by the railroads—and whether their allegation is correct I am not prepared to say—that many of the big consignors leave their goods in the cars month in and month out because it is cheaper than paying storage on them. "The railroads have ruled that when goods have remained in a car a certain length of time the consignor is charged \$1 a day thereafter. As this is much

cheaper than storage the loaded cars are left on the side tracks for months at a time.

"Now, if this is the case, as the railroads allege, part of the traffic congestion and car shortage is caused by the very people who are howling against poor freight service. Of course, this will all be investigated, and if it is really a fact, it will have to be stopped at once.

"We have had a number of investigators working in Chicago and vicinity for several months, and the facts they have obtained probably will be presented at the hearing the last of this week."

Mr. Lane said a number of commercial organizations had suggested and advocated a reciprocal demurrage law that would compel the railroads, in the event of unusual delay, to make good the damage.

NO ENGINES TO HAUL CARS

Nearly 3000 Empty Are Idle in Kansas City Yards.

KANSAS CITY, Dec. 15.—The Journal today says: A systematic inspection of the terminal road yards here shows that there are 3000 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 1000 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 250 empty freight cars by actual count and at Springfield there are 375. At Topeka there are more than 300 empty cars in the yards; at Wichita about 200 and at Hutchinson about 50 cars.

HEAVY SNOW IS FALLING.

Much Misery Will Result in Parts of Kansas and Other States.

KANSAS CITY, Dec. 15.—The heaviest snowstorm of the winter is passing over Southwestern Missouri, Southeastern Kansas and parts of Oklahoma and Indian Territory today. The snow ranges in depth from two to six inches. Much suffering will result from the storm in certain parts of Oklahoma, where a fuel famine prevails. The Mayor of Mangum today made such an urgent appeal to the Rock Island Railroad that a trainload of coal was dispatched to Mangum by that company. In some places snow changed to rain and sleet and unprotected livestock will suffer. Trains are all late.

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- National. Why United States Senators and Representatives should receive higher salaries. Page 1. Fifty custom-houses in the United States run at an annual loss of \$100,000. Page 3. Deficiency of coast and field artillery shown in report of Chief of Artillery Murray. Page 3. Congress. Both Houses will probably adjourn next Thursday, to reassemble January 8. Page 4. Urgency deficiency appropriation bill to be given swift dispatch. Page 4. Foreign. Demonstration friendly to France is made about the Bruno statue in Rome. Page 2. First Sunday services under the new law passed off quietly in Paris. Page 2. Count du Perceval horsewhipped in streets of Paris by ex-Russian Embassy official. He accused of theft. Page 2. James Bryce may become British Ambassador to the United States. Page 3. Domestic. Cuipepper (Va.) society man shot to pieces by brothers of bride he attempts to desert. Page 1. Union Pacific will keep Wyoming coal lands and officials will not suffer for alleged wrongs. Page 2. Railroads say that shippers and consignees are not guilty of share in causes of car shortage. Page 3. Pacific Coast. Oregon Legislature will be asked to move the site of the State School for Deaf Mutes. Page 4. P. A. Fairclough, of Oregon City, believed to be lost in mountains of Clackamas County. Page 4. Practical joker at Seattle gets more of his own medicine than he can stand. Page 12. Norwegian steamer Thomas goes ashore on Vancouver Island. Page 12. Streetcar Strike. Review of the streetcar strike situation. Page 1. Labor unions indorse car strike. Page 8. Police Chief Grizmaner warns citizens against congregating on streets. Page 9. Mayor Lane promises to prevent further disorders. Page 8. Police prevent crowds congregating on streets. Page 9. Employees on Piedmont division declare that strike is a fact. Page 8. Police All City Jail with rioters. Page 9. Portland and Vicinity. DR. E. L. HOUSE will retain pastorate of the First Congregational Church. Page 13. Mrs. Lucy P. Boscow severely injured in robbery on Elm street. Page 12. Rev. E. C. House likens game of life to football contest. Page 13.

ESCAPING GROOM IS SHOT TO PIECES

Brothers of Bride Lay in Wait Outside.

UNWILLING MAN GOES TO ROOM

As He Climbs Over Porch Roof He Meets His Fate.

TRAGEDY AT CULPEPPER

W. F. Bywaters, Young Society Man and Horseman, Is Forced to Wed Daughter of the Late Colonel Strothers.

CULPEPPER, Va., Dec. 15.—(Special.)—This community was thrown into the most intense excitement at a late hour last night by the shooting and killing of W. F. Bywaters, a prominent and popular young society man and well-known horseman and fox hunter and trainer of high jumpers. Yesterday afternoon Bywaters procured from the Clerk of the Court a license to wed Miss Viola Strothers, daughter of the late Colonel John R. Strothers, who represented Culpepper County for many years in the General Assembly of this state. He left Culpepper late in the afternoon in company with young Strothers, brother of the prospective bride, and drove directly to the old Strothers residence, "Strotherwood," about three miles from the town. The services of the Rev. J. T. Ware, pastor of St. Stephens' Episcopal Church, were procured, the young couple being married at nightfall. Only a few intimate friends knew of the contemplated marriage, and the shock to the community when the news of Bywaters' tragic death was announced was tremendous.

Insisted on Quitting Bride.

Immediately after the marriage, Bywaters insisted on leaving the Strothers residence for the night without taking his young bride with him. This action on his part was strenuously opposed by the Strothers brothers, Philip and James, both young men. A quarrel ensued between the three men, but was finally hushed by Bywaters retiring to an upstairs room, in which he and his bride were to have spent the night. Bywaters then attempted to escape from the house by jumping from the roof of a porch, but the Strothers boys, evidently contemplating such an act on his part, were waiting for him on the ground below. He was shot and instantly killed as he was climbing over the roof. The man was literally shot to pieces, there being 12 distinct wounds on his body. The brothers surrendered to the Sheriff immediately after the shooting. At an investigation before the Coroner's jury this morning it developed that Bywaters had been forced to marry the girl by her brothers, who learned that his relations with her had not been all that was proper.

Brothers Kept Close Watch.

The marriage was a surprise in the community, but it was not suspected that there had been anything wrong. One of the brothers remained with Bywaters while he was purchasing the license and accompanied him to the house where the ceremony was performed, even watching the house after he had presumably agreed to remain with his wife. The young men were admitted to bail in the sum of \$5000 each for their appearance before the Mayor at an arranged meeting Wednesday.

Bywaters was well-known among fox-hunting people throughout the state. His pack of hounds was perhaps the best known in the country, for the Grafton pack of Harry W. Smith, which defeated the Middlesex pack in the American-English hour match in Piedmont Valley about a year ago, was largely drafted from those dogs. Bywaters also owned a number of crack cross-country horses, among them Jubilee, which he sold to Courtland H. Smith and which is now owned by David B. Tennant, of Leesburg.

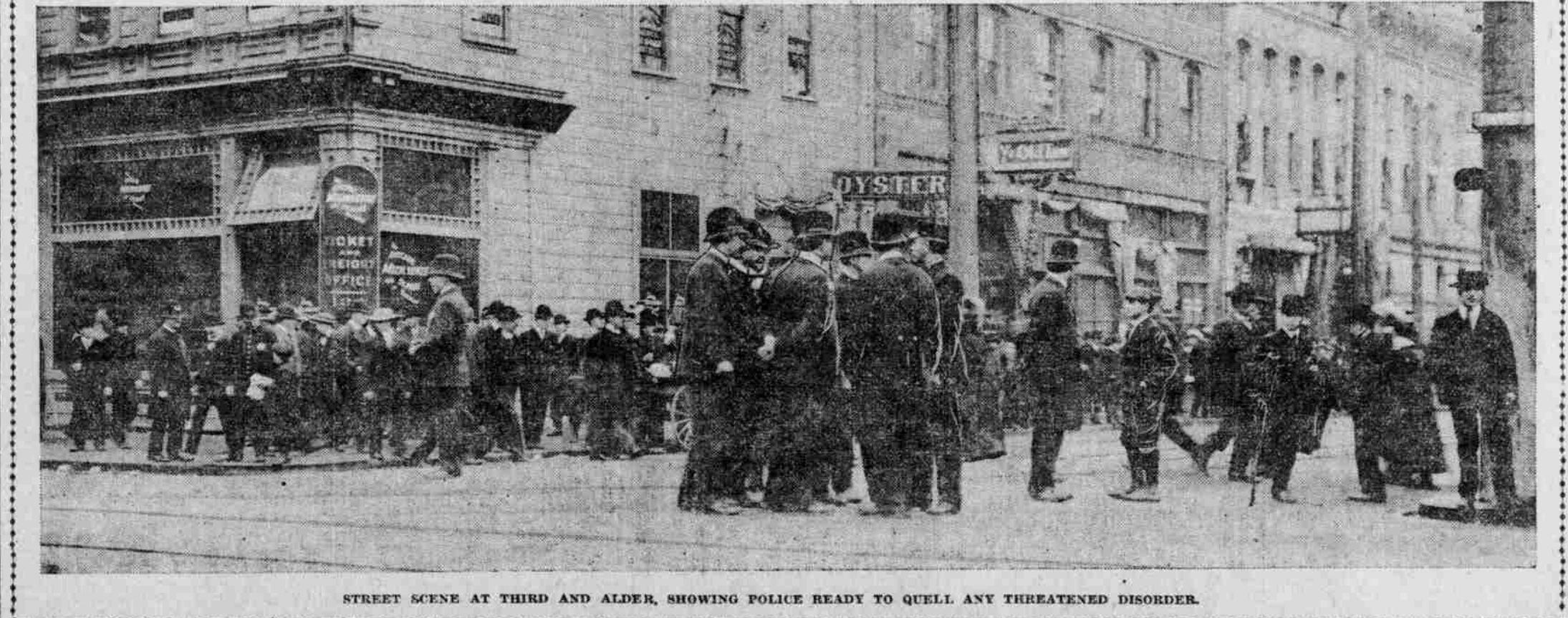
HEART ACTION IRREGULAR

King Oscar Sleeps Five Hours, but His Rest Is Disturbed.

STOCKHOLM, Dec. 16.—A bulletin issued at 11 o'clock this morning says: "King Oscar slept about five hours, but his rest was somewhat disturbed. His temperature and the condition of his lungs are unchanged. His heart action is somewhat irregular." The bulletin issued this evening was as follows: "The King passed a quiet day. He slept four hours. His temperature is 99.3. The action of the heart is unchanged. The catarrh of the trachea is diminished."

Shah's Condition Is Unchanged.

TEHRAN, Dec. 15.—(6:45 P. M.)—The condition of the Shah is unchanged. All Mirza, heir apparent to the throne, arrived in Tehran at 5 o'clock this afternoon. He was met outside the city of Teheran by the Persian War Minister, Nalb es Saitanop, a brother of the Shah, who welcomed him and together they drove to the palace, where they are now with the Shah.



STREET SCENE AT THIRD AND ALDER, SHOWING POLICE READY TO QUELL ANY THREATENED DISORDER.