

SENATE REJECTS CLOTURE RULING

Point Made by Sherman Is Rejected.

VOTE MAKES IT EMPHATIC

Resistance to Alteration of Rules Made Clear.

PAIRED SENATORS ABSENT

Heyburn Defines Real Republicans, by Implication—Bill for Direct Elections Will Pass, Rayner Declares.

WASHINGTON, Dec. 19.—(Special.)—The Senate today rejected a cloture ruling which would have allowed the Senate to proceed with the consideration of the bill for direct election of Senators. The vote was 47 to 27. The bill was introduced by Senator Sherman of Oregon. The cloture ruling was proposed by Senator Rayner of Oregon. The Senate voted to reject the cloture ruling. The bill for direct election of Senators will now be considered by the Senate. The bill is expected to pass. Senator Heyburn of Oregon defined real Republicans by implication. He said that real Republicans are those who support the bill for direct election of Senators. Senator Rayner declared that the bill for direct elections will pass. He said that the bill is supported by the majority of the Senate. The Senate will now proceed with the consideration of the bill.

Chairman Is Overruled.

In connection with the debate on the omnibus claims bill, a vote was taken on an appeal by Senator Hale from a decision by the chair similar to that of Saturday. All the 17 votes in favor of sustaining the chair were cast by Republicans. Of the 17 votes against the chair, 12 were cast by Republicans and 5 by Democrats.

Heyburn Knows Republicans.

While asking for the correction of the record of the Senate, Heyburn called attention to an error of the report of the manner in which he had expressed dissent several days ago from the suggestion that the tariff should be revised schedule by schedule. He had used the language that a revision should be made as a political proposition as favored "by the real Republicans of the country."

Borah's Bill Passed.

The Senate passed Borah's bill permitting entry upon lands under irrigation projects which have been relinquished by the original locators, without regard to the provision in the act of last session prohibiting entries until after irrigation charges are fixed. The new measure applies only to old projects. Beveridge asked members of the Senate judiciary committee today whether they intended to report the bill designed to prevent tobacco manufacturers from using the premium coupon system for the purpose of crushing out competition. He said he intended to compel action on the bill, which passed the Senate as a part of the Payne-Aldrich tariff bill. Beveridge discussed the use of coupons and asserted that by such means the American Tobacco Company had been enabled to crush out competition in a manner amounting to a "monopoly."

Direct Election in Favor.

Rayner said that the discussion of resolutions to provide for the election of Senators by direct vote developed that there would be not more than four votes in the committee against reporting to the Senate. He declared the resolution would pass the committee and the Senate. The Senate confirmed the nomination of Edward H. Wright and Clarence J. Roberts to be associate Justices of the Supreme Court of New Mexico, and Cornelius D. Murane to be United States Judge for the District of Alaska, division No. 2.

MINERS' AID BILL ADVANCED

Senate Passes Measure for Exemptions in Fire Districts.

OREGONIAN NEWS BUREAU, Washington, Dec. 19.—The Senate today passed Senator Heyburn's bill exempting owners of unpatented mining claims from performing requisite development work on them for the season of 1910 in instances where the claims were damaged by forest fires in July, August and September last, and where work was thereby hindered. An effort will be made to reach the bill through the House before the holiday adjournment.

ROOSEVELT INQUIRY ASKED

Resolution Wants to Know How Railroad Expenses Were Paid.

WASHINGTON, Dec. 19.—A Congressional investigation of Theodore Roosevelt's expenses as Governor of New York was today authorized by the Senate. The resolution was introduced by Senator Sherman of Oregon. It asks the Senate to inquire into the expenses of Roosevelt during his term as Governor of New York from 1897 to 1901. The resolution is expected to pass.

618 SAVED FROM BURNING SCHOOL

CHILDREN THINK THEY ARE PRACTICING DRILL.

Within Half Hour After They Leave by Rear Entrance, Building Is Mass of Ruins.

BOISE, Idaho, Dec. 19.—(Special.)—The practice but recently instituted to compel fire drills in the main school building of Rexburg, Idaho, probably saved the lives of 618 children pupils who were placed in grave peril by fire just before noon today.

Within a half hour the stone structure was gutted and a mass of ruins. It was valued at \$20,000, partially covered by insurance. A defective furnace, was the cause.

The flames were first noticed beneath the main entrance and quickly shot off escape in that direction.

When the alarm was sounded the children thought they were practicing the fire drill. It was not until the edifice was emptied, or within three minutes, that they realized their narrow escape.

The school was built four years ago, with but one entrance. Recently members of the Board insisted on a rear entrance being installed for emergency. The children were quietly instructed to pass out that way.

STRIKE SITUATION TENSE

Commissioner Neill Still Labors With Road Managers.

CHICAGO, Dec. 19.—(Special.)—Commissioner of Labor Neill continued his efforts today to bring the railroad managers and the locomotive engineers together, but without success. Both sides refused to yield a point, though Dr. Neill has not abandoned hope.

It is expected that the conference will last several days, though it was said that the situation is becoming tense and that an open rupture may come at any time.

A strike of the engineers would prove the worst labor conflict that the country has ever seen in the railroad business, as 61 systems are involved and every line west of Chicago would be tied up.

Chief Opposes Arbitration.

Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, is not willing to submit to arbitration if any other way can be found out of the difficulty, and it is believed that in accepting arbitration he will impose conditions that the railroad cannot accept.

Though neither side is looking for a strike, it was said today that the possibility of one is greater than it has been at any time since the negotiations began.

MURPHY PICKS SENATOR?

Democratic Boss Has Conference on Subject With Gaynor.

NEW YORK, Dec. 19.—(Special.)—The Senatorship situation, it would seem safe to guess, was probably settled today in the City Hall.

Mayor Gaynor and Charles F. Murphy held a long conference during the afternoon, and while neither would answer any questions concerning the subject which had mostly interested them, it can be stated that the talk between Gaynor and Murphy was mainly confined to the consideration of the man who is to be selected by the Democratic caucus of the Legislature to succeed Chauncey M. Depew.

The outcome of the conference is that the choice has been narrowed down to Edward H. Shepard and William F. Sheehan. Positive assertion can be made that when Gaynor and Murphy separated there was a mutual understanding between them that the Democratic caucus would name either Shepard or Sheehan.

"LOAN SHARKS" MUST GO

Chicago Business and Labor Men Join Hands in Demand.

CHICAGO, Dec. 19.—(Special.)—The commercial organizations and labor unions are planning to join hands in a concerted movement to drive "loan sharks" out of Chicago. For the first time representatives of capital and labor and of various organizations, which have attacked money-lenders spasmodically in years past, will unite forces and agree upon a definite plan of crusade.

It is probable the Chicago Association of Commerce will take the initiative in the movement and will call a conference on the subject soon after January 1. The organizations which will be invited to join are the Commercial Club, Industrial Club, Chicago Legal Aid Society, City Club and the Federation of Labor.

MINISTER IS SWINDLER

Term in Tacoma Jail Began for Passing Bad Checks.

TACOMA, Wash., Dec. 19.—(Special.)—Rev. H. D. Stanley, who has occupied pulpits in Grand Forks, N. D., Seattle, Tacoma, Cle Elum and other cities, is in the County Jail serving out a \$250 fine for passing bogus checks in Tacoma.

Stanley is a regularly ordained preacher and had charge of one of the largest Methodist churches at Grand Forks, leaving the pulpit for the lecture platform. Since coming to the Pacific Coast he has got his picture into the papers several times for passing bogus checks at Everett, Seattle and elsewhere. He pleaded guilty in court today.

CALIFORNIA COAST OPEN TO INVASION

Militia Force too Small, Says General.

STATE UNPREPARED FOR WAR

Fortification Lacking From San Francisco to Oregon.

MOBILE ARMY NECESSITY

Adjutant-General Lauck Regrets Failure of Armory Board to Expend \$420,000 Appropriated to Aid State Militia.

SACRAMENTO, Dec. 19.—The California coast is totally unprepared for war, believes Adjutant-General J. B. Lauck, on account of too small a militia force, which has been kept small through the failure of the Armory Board to expend \$420,000 which was appropriated at the last Legislature for an armory and equipment in San Francisco.

"We should have 16 companies of coast artillery, 14 of them at San Francisco," said Lauck today, "whereas at present we have but nine, seven in San Francisco and two in San Diego."

Housing Facilities Lacking.

"Our great difficulty is not in organizing, but rather in securing housing facilities. If we had buildings suitable for housing and taking care of organization, similar to those they have in other large cities, there is no question in my mind, but that we would have full ranks and more men than we really need."

"San Francisco has the best fortified harbor in the world, yet, how far do we have to go to see another fortified place on the Coast? The next fortified place is down at San Diego, 500 miles distant. Again, on the north we have to go clear up to Oregon, to the mouth of the Columbia River, before we find more fortification."

"I see nothing to prevent transports from landing troops anywhere between those points and coming inland and taking possession of all the transportation lines and passes. Who or what is going to stop them?"

Mobile Army Necessary.

"You have got to have a mobile Army to do these things and you have not got sufficient men in your present Army."

"There could not be more than 6000 men of our Army landed about the Coast here in two months' time."

"I am not at all an alarmist. I don't say that there will be war or anything of the kind, but I know, as every military man knows, that we are not properly equipped."

General Lauck also believes that the antipathy of employers toward having their employees serve in the state militia is doing much to retard the growth of the organization.

THE OREGONIAN'S SEMI-CENTENNIAL

In order that the fiftieth anniversary of the date on which The Oregonian (daily edition) was founded may be appropriately celebrated, the issue of February 4, 1911, will be the largest, most elaborate and most perfectly illustrated edition ever published by The Oregonian.

This edition will take the place of the usual New Year's number. In addition to many interesting and important historical features, the number will describe in authentic form every phase of Oregon's industrial growth and opportunity. Separate articles will deal with the resources, climate and various other attractions presented to homeseekers by each of the 34 counties of the state. The review of Portland's progress for the year, as usually found in the New Year's number, will be published in the semi-centennial edition.

The date of this great anniversary number of more than 100 pages will be February 4, 1911.

4 GIRLS SAVED FROM TIDE

Captain Rescues Fair Rowers as Unmanageable Craft Drifts to Bar.

SEASIDE, Or., Dec. 19.—(Special.)—While rowing in a small boat near the mouth of the Necanicum River yesterday, Carrie and Mabel Stevens, Jeanette Engdoff and Olive Davis were only saved from drowning when they lost control of their boat and were heading for the bar at a lively rate by the timely arrival of Captain George H. Smith.

The young women hired the boat from the captain early in the afternoon and started toward the mouth for a row. The tide had turned and the water was receding very fast.

As they did not return in the course of two hours, the captain concluded something was wrong and speeded his launch Lucile toward the mouth. When he reached the mouth, he could see the young women vainly trying to reach shore, and he knew it was impossible, as the water was rushing madly out through the narrow channel.

He rushed to their assistance and pulled them aboard the launch. The rowboat drifted out to sea and was picked up on the beach this morning.

15,000 CANDLES BURNED

North Yakima Gets Power Back After Two Nights of Darkness.

NORTH YAKIMA, Wash., Dec. 19.—A broken fuse in the Naches power-house of the Pacific Light & Power Company has been repaired and the current was turned on at 7:30 o'clock tonight. In nearly 60 hours, since Saturday morning, the mill steam plant was the only source of power.

Fifteen thousand candles were burned in stores, hotels and well-to-do residence sections Saturday and Sunday nights. It caused a heavy loss to merchants' holiday trade, there being much thievery in the poorly-lighted stores.

STREETCAR HURLED ASIDE

A passing surface-car carrying seven passengers was lifted from its tracks and hurled against an automobile running alongside. Four of the seven passengers were killed outright, but the chauffeur of the motor-car was only cut and bruised.

Of the nearly 100 in hospitals, the following are most seriously injured: Unidentified woman, fractured skull. Michael Ryan, fractured skull and internal injuries.

Yetta Abrahamson, fractured skull and internal injuries. Theresa Lotta, fractured skull and shoulder.

(Concluded on Page 3.)

NEW YORK SHAKEN BY BIG EXPLOSION

Nine Killed Outright, 125 Are Injured.

ELECTRICITY AND GAS FLASH

New York Central Powerhouse Scene of Accident.

ZONE OF DEATH IS WIDE

\$2,000,000 or \$3,000,000 Is Estimated as Loss in Blast—Streetcar Hurled From Tracks. Woman Speared in Head.

NEW YORK, Dec. 19.—A terrific explosion of illuminating gas in the auxiliary power-house at the Grand Central Station, which sent a tremor along the entire rock backbone of Manhattan this morning, caused the death of ten persons, two of them women, the injury of 125 others and property damage estimated at from \$2,000,000 to \$3,000,000.

Fire broke out in the shattered ruins of the power-house again late tonight, but with a corps of police, searchers and firemen on the scene, the blaze made little headway before being checked.

It was a weird scene in and about the station as the night wore on. No additional bodies were found, but in a hospital Guther Johnson, an electrician, succumbed to terrible injuries received in the explosion, bringing the death list up to ten.

Traffic Is Disorganized.

Traffic on the New York Central Railroad ceased entirely for some hours and was disorganized for the rest of the day, but the new station itself, now in process of construction, was not damaged. The dead:

- NICOLI GALUCCI, laborer.
- PATRICK JORDAN, laborer.
- E. R. LIVERMORE, Pullman car inspector.
- C. M. MARROW, laborer.
- EDITH OFFENEL, stenographer.
- MARY B. POPE, of Boston, Mass.
- CHARLES ROBERTS, -expressman.
- FRANK SPAGG, watchman.
- JOHN RYAN, laborer.
- GUTHRIE JOHNSTONE, electrician.

The injured include laborers and other employes of the railroad, pedestrians, bystanders and others in the vicinity of the accident.

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BIG GROWTH SEEN BY SCHOOLCOUNT

PORTLAND'S POPULATION IS 209,320 BY ESTIMATE.

Increase in Number of Persons of School Age Since Last Figures. Were Given Out Is 3378.

As an indication that Portland during the past 12 months has made its largest gain in population for any one year is shown by the estimate of the school census, given yesterday by R. H. Thomas, clerk of the Board of Education.

According to the estimate, the city has 38,763 persons of school age. This shows an increase of 3378 over the total of last year. Multiplying by 5.4, the total population of the city would be 209,320. The United States census gave Portland 207,214.

The increase in the school population for 1909 over the previous year was 1500, which to last year was the best record the city had made.

This year all previous records are left far in the rear, as the increase is over 45 per cent above the high mark established last year.

"We have not completed the work of checking up the reports, but are far enough along to have a reasonably close estimate," said Mr. Thomas. "We expect to have the checking done today. I do not believe the final count will make a difference of 50 either in excess of or below the estimate. The unusually large increase in the city's school population is gratifying, yet it will mean that the city will have to provide for more extensive accommodations for our pupils in the immediate future."

GALLAGHER CASE IS UP

Gaynor's Assailant Will Be Tried on Edwards' Charge First.

JERSEY CITY, N. J., Dec. 19.—James J. Gallagher, who shot and wounded Mayor Gaynor on the deck of a steamship at Hoboken, N. J., August 9, will be arraigned here tomorrow for trial on an indictment charging felonious assault on W. H. Edwards, New York's commissioner of street cleaning, who stood beside the Mayor and was slightly wounded at the time of the shooting.

Gallagher, Alexander Simpson, said today he would apply at once to have his client declared insane. The Edwards incident is to be brought up first because the prosecution desires to be certain of the effects of the Mayor's wound before proceeding to trial. For that reason, the statutory year and a day probably will be allowed to elapse.

Millions Are Involved.

It involves millions of dollars' worth of capital and will be far-reaching, according to the belief of the members of the Portland Chamber of Commerce.

The decision of the Government to investigate the express companies upon its own initiative is a step somewhat new in railway circles and some remarkable developments are anticipated.

The action was brought about through the application of 304 Chambers of Commerce throughout the country, including Portland, which did not desire to bring an action in their own name but suggested that an open investigation be made independent in character by the Commission itself.

Charges Are Stated.

The investigation is based upon these charges:

First—That the returns from capital actually and necessarily employed in the operation of express service are from 43 to 115 per cent, or more.

Second—That the rates which yield these excessive returns should be reduced to a basis which would affect only normal commercial profit on the fair value of property employed.

Third—That the present basis of rates, besides being excessive, is false and unjust, because it imposes widely varying charges for nearly identical services.

Fourth—That the entire system of rates should be readjusted on a basis which provides for: distance graduated on weight and scale; terminal charges, based on wagon service; charges for care, based upon cost of such service.

Sweeping Inquiry Planned.

For years a spasmodic investigation of express rates in the various states has been made and local charges have been reduced, but the purpose of this National investigation is to bring about a better knowledge of the express companies' affairs. Proceedings attacking the Justice and reasonableness of rates have been brought and are now pending in Wisconsin, Minnesota, Iowa, Illinois, Indiana, Kansas, Montana, New York, Massachusetts and New Hampshire.

In July of this year an investigation of express rates was made in Oregon by the Railroad Commission, which ordered a reduction of 20 per cent on about 30,000 rates of the Wells-Fargo Express Company between points on all rail lines where the company does business in this state. The decrease went into effect October 1.

Coast Rates Analyzed.

"The action of the Interstate Commerce Commission," W. S. Smallwood said, "is of huge interest to the Pacific Coast, for the reason that, in our express business, we have long distances to contend with. It appears, according to investigations made by experts, that the capital actually employed in express operation, as distinguished from investment operations, earns net returns of from 43 per cent to 115 per cent, or even more, the true earnings of the express companies being concealed by the imperfect separation of express and investment capital."

"Take the rate to the Pacific Coast from New York. The charge is \$14.50 per hundred pounds. Of this amount the railway company receives \$6.91 for carriage, while the express company, for delivering it from the depot to the consignee, gets \$7.55.

"It is just such rates which the Interstate Commerce Commission is investigating."

(Concluded on Page 4.)

EXPRESS BUSINESS IS TO BE PROBED

Early Federal Inquiry Is Promised.

PORTLAND JOINS IN DEMAND

Entire Readjustment of Rates Declared Necessary.

ALL COMPANIES INVOLVED

W. S. Smallwood Describes Situation and Says Inquiry "Is of Huge Interest to Pacific Coast Because of Distances."

WHAT EXPRESS COMPANIES EARN.	
Aggregate capital of leading four express companies	\$56,000,000
Assets, gross	119,564,083
Invested in mortgages	45,985,022
Bonds, etc.	60,574,428
Paid railroads	45,985,022
Receipts for terminal delivery	53,244,117
Net capital involved	31,983,293
Net earnings said to be	7,714,429

"All express companies of the United States will be thoroughly investigated by the Interstate Commerce Commission in a hearing, the date of which will be fixed in a few days."

Such is the information given in a letter received yesterday morning from Secretary Moseley of the Commission by the transportation committee of the Portland Chamber of Commerce.

This action is regarded as the most important step yet taken by the Commission since it acquired additional authority under the amended act.

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