

JERUSALEM FALLS INTO BRITISH HANDS

Holy City Surrendered by the Turks.

GENERAL ALLENBY CAPTOR

Moslem Stronghold for 1200 Years Wrested Away.

VANDALISM IS FORBIDDEN

Great Care Taken to Avoid Damage to Sacred Places in and Around City—Formal Entry to Take Place Today.

LONDON, Dec. 10.—Andrew Bonar Law, Chancellor of the Exchequer, announced in the House of Commons today that Jerusalem, after being surrounded on all sides by British troops, had surrendered.

The Chancellor said British, French and Mohammedan representatives were on the way to Jerusalem to safeguard the holy places.

General Allenby reported that on Saturday he attacked the enemy's positions south and west of Jerusalem, the Chancellor said. Welsh and home county troops advancing from the direction of Bethlehem, drove back the enemy and, passing Jerusalem on the east, established themselves on the Jerusalem-Jericho road. At the same time London infantry and dismounted yeomanry attacked the strong enemy positions west and northwest of Jerusalem and placed themselves astride the Jerusalem-Shechem road. The holy city, being thus isolated, surrendered to General Allenby.

The Chancellor said General Allenby expected to enter Jerusalem officially tomorrow, accompanied by the commanders of the French and Italian contingents and the heads of the French political mission. British political officers, together with the British Governor, were in the party that had gone ahead of the safeguarding mission, the Chancellor stated.

No Vandalism Permitted.

The capture of Jerusalem had been delayed to some degree, added the Chancellor, in consequence of the great care that had been taken to avoid damage to the sacred places in and around the city.

The capture of Jerusalem by the British forces marks the end, with two brief interludes, of more than 1200 years' possession of the seat of the Christian religion by the Mohammedans. For 573 years the Holy City has been in undisputed ownership of the Turks, the last Christian ruler of Jerusalem being the German Emperor, Frederick II, whose short-lived domination lasted from 1229 to 1244.

Apart from its connection with the campaign being waged against Turkey by the British in Mesopotamia, the fall of Jerusalem was the definite collapse of long-protracted efforts of the Turks to capture the Suez Canal and invade Egypt. Almost the first move made by Turkey after entering into the war was a campaign against Egypt across the great desert of the Sinai Peninsula. In November, 1914, a Turkish army variously estimated at from 75,000 to 250,000 men marched on the Suez Canal and succeeded in reaching within striking distance of the great artificial waterway at several points. For several months bitter fighting took place, the canal being defended by an Anglo-Egyptian army, aided by Australians and New Zealanders and French and British forces.

Turks Forced Back.

For the greater part of 1915 conflicting reports of the situation were received from the belligerents, but in December of that year definite information showed that the Turks had been forced back as far as El Arish, about 85 miles east of the canal. A lull occurred then which lasted for six months, and in June, 1916, the Turks again advanced as far as Katieh, about 10 miles east of the canal. Here they were decisively defeated, losing more than 3000 prisoners and a great quantity of equipment.

Another period followed in which the situation was greatly confused through the vagueness and contradictory character of the official statements, but in December, 1916, the British stormed El Arish and a few days later severely defeated the Turks at Maghdabah, about six miles to the south on the same front. Two weeks later the invaders had been driven out of Egypt and the British forces crossed the border into Palestine.

On March 7, last, the British captured El Khullis, 15 miles south of Jerusalem. El Khullis is the modern name of ancient Hebron.

Beer-sheba is Captured.

Early in November they took Beer-sheba, 40 miles south of Jerusalem. Simultaneously a coastal column became active. By November 7 the city of Gaza was in their hands, and the British were pursuing the Turks northward after having inflicted casualties estimated as in excess of 10,000.

By this time the British inland force was again up in the neighborhood of Hebron, where the Turks were reported organizing for the defense of Jerusalem. General Allenby, the British commander, meanwhile kept his forces in motion near the coast and

PORTUGAL STILL LOYAL TO ALLIES

GOVERNMENT WILL CONTINUE INTERNATIONAL POLICY.

Seventy Persons Reported Killed and More than 300 Wounded in Recent Uprising.

LISBON, Dec. 10.—Portugal, under her new government, will continue her previous international policy, and especially her agreement with the allies against Germany, it was announced in a proclamation issued by Major Paes, the artillery officer who led the revolutionary forces to victory in the movement which has just ousted the Costa government from power.

Dr. Alfonso Costa, head of the old government and its Minister of Foreign Affairs, was arrested in Oporto on his return from the inter-allied conference in Paris. The Minister of War and the commander of the fleet sought protection on board British warships.

The populace assaulted the houses of members of the late government, looting and destroying everything in them, and made similar attacks upon the newspapers that had supported the government, burning the furniture of their offices in the street. Major Paes ordered everyone caught in such acts to be shot summarily.

Patrols have now succeeded in restoring order in the city.

VIGO, Spain, Dec. 10.—Seventy persons were killed and 300 or 400 wounded in the uprising in Portugal last week, according to advices reaching here from Lisbon. Most of the houses of that city were damaged by the bombardment. Several revolutionaries struck a hotel occupied by diplomats, including the Spanish Minister and the British mission, none of whom were hurt.

One of the Spanish Minister's servants was struck by a shell fragment.

During the fight with the revolutionists the battleship Vasco De Gama was badly damaged. She was stranded on the bank of the river.

AUTO AWARD WEDNESDAY

Bazaar Committee to Make Announcement at Chamber.

At a meeting of the executive committee of the Allied Red Cross Bazaar, held yesterday afternoon, it was decided to announce the award of the big yellow touring car, donated to the Red Cross by Eric V. Hauser, on Wednesday night at the Chamber of Commerce.

This and other awards remaining from the bazaar will be made public at that time.

Plans for the wonderful New Year's "wind-up" of the bazaar, which will be held on New Year's eve at the Hotel Multnomah, are in preparation and will include the disposal of all bazaar goods, dinner and midnight supper and dancing.

FIRST OREGON CHILD DIES

H. A. Johnson, Salem, Born in Marion County March 3, 1849.

SALEM, Or., Dec. 10.—(Special.)—H. A. Johnson, said to have been the oldest white child born in Oregon, died at his home here today. He was born in Marion County, March 3, 1849. He lived in Salem for about 28 years and for many years was Justice of the Peace.

He is survived by a widow and the following sons and daughters: Claude M., member of Company M; Myrtle Hainer, H. A. Johnson, Jr., Evelyn, of Salem, and Mrs. Creta J. Lynch, of Portland.

Funeral arrangements are not completed.

GRILEY TO FRANCE, PLEA

Services of Portland Y. M. C. A. Man Requested Across Water.

A. M. Griley, physical director of the Portland Y. M. C. A., has received an urgent request from the International Y. M. C. A. committee that he go to France to take charge of organization work there in a specified district. Mr. Griley is now at Camp Lewis, looking after the association's physical work during the absence of the director.

He does not expect to give a definite answer to the international committee until he has returned to Portland, which will get just a week hence, according to messages received by Mrs. Griley.

COURT HELD ON STREET

Rooms Crowded, Oregon City Judge Adjourns to Sidewalk.

OREGON CITY, Or., Dec. 10.—(Special.)—Judge J. N. Steved held court on the Main-street sidewalk this morning, with Deputy District Attorney Burke prosecuting Charles Pinkery, of Portland, on a prohibition violation charge. Pinkery paid his fine of \$12.50.

While the attorneys in the strike preliminary were holding a consultation in the judge's courtroom and private office were both filled with spectators. Pinkery, who is a shipyard employe, was anxious to get back on the job, so court convened in the street in front of the judge's office.

Sir William McK. Bowell Dies.

BELLEVILLE, Ont., Dec. 10.—Sir William McKensie Bowell died tonight following a week's illness. He was born in Rockingham, Suffolk, England, December 27, 1823. Ten years later he came to Canada and began life as a "printer's devil" on the Belleville Intelligencer, from which he climbed to editor and proprietor of the paper, a position which he held ever since. In December, 1894, he succeeded Sir John Thompson as Premier of Canada.

WILSON TO ASK FOR UNIFIED RAILROADS

Executive to Go Before Congress With Views.

EARLY ACTION IS EXPECTED

President Studies Transportation Situation Closely.

EXACT PLANS UNDIVULGED

Railway Heads Issue Statement of Position in Which Increase in Rates and Other Remedies for Situation Are Suggested.

WASHINGTON, Dec. 10.—President Wilson will go to Congress for special legislation to bring about unification of the railroads during the war.

The fact that the President has decided definitely on such a move became known tonight after he had gone over the whole transportation system with Senator Newlands, chairman of the Senate interstate commerce committee.

The President will ask the legislation in an address to be delivered before the Christmas holidays.

President Keeps Own Counsel.

Indications tonight were that the President has confided to none of his associates his full intention, and officials were doubtful as to just what he may ask. Some were of the opinion that he might request action in line with the suggestion of the Interstate Commerce Commission that anti-trust and anti-pooling laws might be suspended during the war. Others pointed out that the Interstate Commerce Commission's report also carried the suggestion that additional legislation might be needed, were the Government to decide to take over operation of the roads.

The President's advisers are divided in their views as to what is necessary to be done. Most of them, however, have come out for Government operation, and some of the strongest supporters of this proposal declare that the executive under the Army appropriation act has power to take over the roads for operation under an administrator.

Railways Give Views.

The position of the railroads themselves was set forth today in a letter to Senator Newlands from Fairfax Harrison, chairman of the Railroad Board. The railroads, Mr. Harrison declared, do not seek a repeal of any legislation, believing the co-operative use of facilities recently put into operation will bring about maximum efficiency. Neither do they seek a loan from the Government, he said, though Government aid is asked in obtaining for them on their own individual credit new capital needed.

Further measures to make the roads (Continued on Page 2, Column 2.)

STEEL SHIP PLANT BUILT IN 76 DAYS

GOVERNMENT'S FIRST GREAT YARD IS COMPLETED.

Rapidity of Construction by Submarine Boat Corporation Astonishes Shipping Board Officials.

WASHINGTON, Dec. 10.—Virtual completion of one of the Government's three great fabricating steel merchant ship plants within 76 days' time was reported today to the Shipping Board. The yard, erected at Newark Bay by the Submarine Boat Corporation, will lay the keels of three ships before the first of the year.

Chairman Hurley, of the board, accepted an invitation today to drive the first rivet December 17 in the first ship laid down.

The rapidity of construction had astonished Shipping Board officials. The yard is 50 per cent completed, has put down five ways and is ready to lay five more. Ships are expected to come from the yard in June, and it is planned to complete more than 50 before the end of 1918. The concern has contracts for 150 of a total tonnage of 750,000.

The Shipping Board was notified today that keels had been laid at Seattle for two ships for which contracts were let 12 days ago.

GODWIN OUT AFTER I. W. W.

"Three Finger Jack" Evangelist, Plans Speaking Crusade.

ABERDEEN, Wash., Dec. 10.—(Special.)—A six-day speaking crusade against the I. W. W. will be launched here Tuesday night by "Three-Finger Jack" Godwin, evangelist.

The meetings will be held in the Grand Theater each night of the week. Godwin claims to have torn up fully 4000 I. W. W. cards since he started his crusade against the bobbies and says that he knows of 10,000 cards that were destroyed because of his preachings.

DANIELS STILL HAS HOPES

Belief Expressed Other Survivors of Destroyer May Be Saved.

WASHINGTON, Dec. 10.—Secretary Daniels still believed tonight that other survivors of the torpedoed destroyer Jacob Jones might be found.

No reports adding to the information already received at the Navy Department came during the day, but the Secretary believed it possible that other life rafts with survivors might be picked up by one of the many ships operating in that zone.

MEDFORD PEOPLE LOYAL

Citizen Makes Ten Trips to Office to Buy War Savings Stamps.

MEDFORD, Or., Dec. 10.—(Special.)—War thrift stamps totaling \$1500 have already been sold at the Medford Postoffice, a large portion of them to school children.

One Medford citizen wanted to buy \$1000 worth at one time, but as the limit is \$100 per person each day, he had to make a number of visits before the desired amount was obtained.

CONDUCT OF "OPEN SHOP" HELD LEGAL

Supreme Court Issues Important Ruling.

RIGHTS ARE CLEARLY OUTLINED

Workingmen May Organize for Legitimate Purposes.

COERCION HELD UNLAWFUL

Action of Employes in Inducing Non-Union Men to Enter Labor Organization, in Case Considered, Declared Conspiracy.

WASHINGTON, Dec. 10.—Decisions defining in general terms the rights of both organized labor and the employer were rendered today by the Supreme Court. While the right of workmen to organize for lawful purposes was reaffirmed, the court held that employers legally may operate their plants as "open shops" and prevent conspiracies to bring their non-union employes into labor organizations.

The opinions were rendered in the cases of the Hitchman Coal & Coke Company and the Eagle Glass Manufacturing Company of West Virginia, the court deciding that both were entitled to operate their plants as "open shops" and upholding injunctions issued by Judge A. G. Dayton, restraining union officials from attempting to organize their employes. Lower court decrees holding that the United Mine Workers of America, and the American Flint Glass Workers' Union, were illegal organizations and that under the Sherman law they were secret conspiracies in restraint of trade were ignored by the Supreme Court opinion.

Deliberate Injury Done.

In the Hitchman case the majority of the court held that the officials of the miners' union "deliberately and advisedly selected that method of enlarging the union membership, which would inflict injury" upon the company and its loyal employes, and declared that the "conduct in so doing was unlawful and malicious."

The court also declared that "it is erroneous to assume that all measures which may be resorted to in the effort to unionize a mine are lawful if they are peaceable—that is, if they stop short of physical violence or coercion through fear of it." It added that "the purpose of the defendants to bring about a strike at the mine in order to compel plaintiff through fear of financial loss to consent to the unionization of the mine as the lesser evil was an unlawful purpose."

The court divided in the Hitchman case, six to three, Justices Brandeis, Holmes and Clark dissenting. No formal dissenting opinion was rendered, except a brief statement made by Justice Brandeis.

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CAVALRY RETURNED TO STRENGTH OF '61

FIRST DIVISION OF REGULARS SINCE CIVIL WAR FORMING.

Organization Part of General Plan of Military Chiefs—Use in France Is Contemplated.

WASHINGTON, Dec. 10.—A division of regular cavalry, the first the American Army has had since Civil War days, is being formed at El Paso, Tex. Officials said today the step was in preparation for eventualities abroad, and had no significance so far as Mexican border patrol was concerned.

The division is to be organized under the old Army plan, with about 11,000 men.

The project is part of the regular plan of the department, it is understood, for the tactical organization of the expanded regular Army.

There is no present intention of employing mounted troops with General Pershing's forces, although the general officer is reported to have recommended the creation of from three to five cavalry divisions. Employment by General Byng, leader of the recent great British surprise attack, of mounted troops, points the way to the conclusion that it may be advisable later, when the transportation situation is easier, to send over cavalry in such numbers as the American staff may think wise. Should the German line be broken by a drive in which American troops participated, it is not to be doubted that General Pershing would need mounted forces to drive home his attack in the open country beyond.

EL PASO, Tex., Dec. 10.—One regiment of horse artillery, equipped with 3-inch guns, arrived here late today from Fort Sam Houston to become a part of the new cavalry division. The headquarters and one brigade of the new division will be stationed at Fort Bliss, another brigade at Fort Sam Houston, San Antonio, and a third at Douglas, Ariz. The headquarters and one brigade, an aero squadron of 175 men and 12 machines, a battalion of mounted engineers, a signal battalion (mounted), a capital battalion and ammunition, supply and engineer trains will be formed here.

TEN WOMEN ARE CARRIERS

New York Postal Authorities Are Trying Experiment.

NEW YORK, Dec. 10.—Ten women letter carriers were today added to the list of women who have entered various lines of public service in New York City.

It is understood here that if the experiment proves a success Washington officials will authorize the regular employment of women in many divisions of the postal service so as to release men for war service or other lines of employment.

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6-CENT FARE ONLY HOPE FOR COMPANY

Immediate Relief Is Declared Imperative.

DEFICITS GROWING GREATER

Official Hearing Set for December 20 and 21.

UNION IS WITH EMPLOYER

Trial Period Not Elapsed, but President Griffith Informs Commission There Is No Probability of Improvement.

Testimony showing the revenues and operating expenses of the company to be in such discrepancy that imperative relief is needed, was presented to the Oregon Public Service Commission yesterday at its chambers in the Courthouse by President Franklin T. Griffith, of the Portland Railway, Light & Power Company, in an unofficial hearing of the application for increase in fares on the local street railway lines.

Supplementary to the appeal of the company were the remarks of C. P. Howard, president of the Central Labor Council; G. L. Rauch, chairman on the committee of civic clubs for street railway investigation, and L. M. Lepper, president of the East Side Business Men's Club.

All Indorse Plea.

All gave urgent indorsement to the petition for increased revenues for the company, in order that the basic eight-hour day and increased wage schedule, now in the period of trial agreement which expires January 1, might be made permanent, insuring proper living conditions to the carmen, eliminating all possibility of labor difficulties, and guaranteeing the integrity of the company.

The unanimity of opinion persuaded the Public Service Commission to grant a final hearing of the application on October 20 and 21, meeting at 10 o'clock at the Courthouse chambers. President Griffith made it clear that the company would have little, if any, further testimony to submit, as the reports placed before the commission yesterday dealt exhaustively with the subject.

Earlier Hearing Not Feasible.

Sentiment for an earlier final hearing was set aside by reason of the fact that the City of Portland desires to submit certain testimony to the commission, the nature of which had not been announced. Chairman Frank J. Miller, speaking for the commission, announced that time was also needed for the checking up of the reports submitted and their thorough consideration.

Under the agreement between company and carmen which went into effect on October 15, based on the award of the arbitration board, the company was to place in immediate effect certain economic reforms and adopt a two-month trial period of the basic eight-hour day and increased wage schedule.

No Improvement Expected.

It is upon the first six weeks of this trial period that the company's report is based. Both carmen and company officials are agreed that conditions will not improve, and President Griffith submitted the trial results as proof that the emergency can be met only through increased fares. Excerpts from his statement follow:

"As was recited in the original application of this company for increase in fares, the granting of the request of said employes would result in an increase in operating expenses of the street railway, for wages alone, of approximately \$600,000 per year more than the basis of wage disbursements prior to 1917.

Higher Pay Favored.

"In the said decision rendered October 5, 1917, the Public Service Commission held that in its opinion the employes were entitled to higher wages and shorter working hours than at that time prevailing. Immediately after the rendition of the said decision an agreement was entered into between this company and Local No. 757 of the Amalgamated Association of Street and Electric Railway Employees of America, representing the said employes, providing for arbitration of the demands of the said employes for shorter hours and higher wages. On October 13, 1917, the board of arbitration rendered its award granting the wages and working conditions demanded by the employes and making the said award effective October 15, 1917. Since October 15, 1917, the award of the board of arbitrators has been in full effect."

The company's statement then recites the suggestion of the commission that the City Council of Portland be asked to relieve the company of the burdens of hard-surface paving and maintenance of its tracks, bridge tolls, franchise fees and free transportation for city employes, and declares that action in the several matters above mentioned would be taken for the reason that the results can only be attained through charter revision.

Traffic Is Reduced.

"In the said decision of October 5, 1917," the statement continues, "the Public Service Commission also recommended curtailment of service wherever practicable without making the service

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