

WESTERN RAILROADS TO UNIFY SERVICE

Competition Among Lines to Be Eliminated—Mr. McAdoo's Aim to Be Met.

ECONOMIES FAR-REACHING

Heads of Roads Lay Plans to Aid in Forming National System—Cooperation Assured by President of Southern Pacific.

Competition among rival railroads of the West, entailing economic waste on a large scale, is to be eliminated immediately and completely. Railroad heads themselves already are busy laying plans to obliterate competition and its accompanying detrimental practices, to accord fully with the aim of Director-General William McAdoo, to unify all lines into a harmonious national system, operating only for the purpose of best serving the public and the Government.

Alteration of passenger service on rival lines serving competitive points and the routing of freight shipments over the most direct connections are two of the sweeping changes Coast and Western roads will effect at once.

President Sproule Outlines Plans.
The fact that these far-reaching economies immediately are to be inaugurated through co-operation of the railroad men is disclosed in a message from President William Sproule, of the Southern Pacific Company, received last night from San Francisco and released to the public through the Portland office of this company.

Some of the war economy plans sketched in President Sproule's message thus are indicated:

"In order to put into effect at once the orders issued by Director-General McAdoo, William Sproule, as chairman of the Western department of the Railroads' War Board, on Saturday called a meeting of the members of the Western committee for Monday, December 31, in San Francisco. Action will be taken without any delay to unify the railroad systems of the entire Coast. The fact is, under Mr. McAdoo's order No. 1, all of the carriers' facilities will be so adjusted with reference to public service as to give the best general results to the public, regardless of what road owns the facilities, thus welding the railroads of the country into a national system.

Most Direct Service Is Aim.

"Following this out, the question of what route the shipper prefers his freight to take will be made subordinate to the question of what route can best be used by the railroads as a national system in carrying out the national purpose of adapting the service to the wants of the people as a whole, and, primarily, to the purposes of the war.

"Detail questions have to be dealt with at this time, such as alternating passenger train service between competitive points, and thus reducing the number of trains, while still serving the public; and, in freight, sending northern business through northern gateways, central business through central gateways, and southern business through southern gateways. In short, cutting out everything that was created on the competitive system, but which is not necessary in war time for the public business, or which impedes the general traffic of the country. Under the new condition, each question is submitted to the test of what will bring the service within the needs of the Nation and of the Government, and the most effective work on the part of the carriers, but without unnecessary service."

Mr. Sproule's telegram concludes with the announcement that because of restricted cargo facilities via Galveston, the Southern Pacific, effective at midnight last night, is to receive no more freight for the Sunset Gulf Route. The only exceptions to this embargo will be shipments of war materials or those consigned to the Government or its agents.

WAR BOARD TO MEET TODAY

Members of Western Department to Follow Mr. McAdoo's Orders.

SAN FRANCISCO, Dec. 30.—The Western department of the Railroads War Board will meet here tomorrow in order immediately to put into effect the orders issued by Director-General McAdoo relative to the Governmental operation of the railroads. It was announced here tonight by William Sproule, president of the Southern Pacific Company and chairman of the Western department of the Board. It was expected immediate steps would be taken to unify the systems on the Pacific Coast. The Western department of the War Board, which was said to be the largest geographically of any of the departments, includes Alaska.

Tomorrow's conference, it was announced, would be attended by representatives of all lines in these Western states. Associated with Mr. Sproule on the board are J. D. Farrell, president of the O-W-R & N. Company; L. C. Gilman, president of the Spokane, Portland & Seattle Railway; C. M. Levy, president of the Western Pacific Railway; R. S. Lovett, chairman of the executive committee of the Union Pacific and priority department of the Government; and E. F. Ripley, president of the Santa Fe.

Detail questions would have to be dealt with by the Board at this time, it was said, among them being alternating passenger train service between competitive points, thus reducing the number of trains, while still serving the public; in freight, sending northern business through northern gateways, central business through central gateways and southern business through southern gateways, the objective to be the elimination of everything that was created on the competitive basis, but which was not necessary in war time for the public business, or which impeded the country's general traffic.

The action of the board in calling the meeting was said to have been the first step taken by the railroads following Mr. McAdoo's proclamation.

FUEL SHORTAGE IS GRAVE

Question of Moving Coal to Be Considered by Mr. McAdoo.

WASHINGTON, Dec. 30.—Freer movement of coal to districts suffering under the cold wave and the treatment of labor questions will be the chief railroad question dealt with this week by Director-General McAdoo. By the end of the week Congress is expected to be well along with the task of framing legislation guaranteeing railroads compensation on the basis of pre-war earnings. President Wilson is expected to go before Congress Thursday.

The critical fuel shortage in New England engaged the attention of Mr. McAdoo today at a conference with

heads of Government agencies who will submit recommendations to him tomorrow.

Heads of the railway brotherhoods who conferred with President Wilson last week were summoned today to confer next Thursday with the director-general regarding the relations between labor and the Government railroad administration. Although the brotherhood heads are not expected to press their demands for higher wages for some time, most officials believe the Government will soon take up in comprehensive way the varied requests of labor for better pay and make a general readjustment which will increase wages slightly.

Mr. McAdoo today appointed as his private secretary for railway work Oscar A. Price, who was director of public relations in the second loan, and previously was auditor of the Interior Department.

The Administration plan for dealing with railroads refusing to accept a Government guarantee of average earnings for the last three years as proposed by the President, is to throw disputes into the hands of a board of three arbitrators appointed by the Interstate Commerce Commission. The railroad also would still have the right to take its case into court.

It now seems probable that a Government corporation will be formed to purchase equipment for leasing to roads and to buy and sell securities issued by railroads. It is still undetermined what appropriation will be sought for the purchase of equipment, but the amount probably will be between \$100,000,000 and \$200,000,000.

HEADS OF Chicago Lines to Meet.

CHICAGO, Dec. 30.—In compliance with the orders of Secretary McAdoo, director-general of railroads, the heads of all roads entering Chicago will meet tomorrow to take the necessary steps toward routing through freight around Chicago instead of through the city. It is expected that this will cut down the time of Coast-to-Coast shipments between five to ten days.

TROTSKY LIE REFUTED

AMBASSADOR FRANCIS ISSUES A STRONG STATEMENT.

Charges That Attempt Was Made to Send Supplies to General Kaledines Explained Away.

WASHINGTON, Dec. 30.—The State Department has made public without comment the statement published at Petrograd December 25 by Ambassador Francis denouncing charges of Leon Trotsky, Bolshevik Foreign Minister, and of the bulletin of the Soviets that representatives of the United States in Russia had engaged in "revolutionary" activities against the Bolsheviks.

Charges of the bulletin of the Soviets that American Red Cross representatives to Russia and Roumania had tried to send several dozen automobiles and "other things" to General Kaledines, hetman of the Don Cossacks, are refuted by letters and telegrams from the heads of the Red Cross missions and the American Minister to Roumania. These said that the automobiles and supplies were for use on the Roumanian front and that such supplies on the Russian front were being withdrawn to prevent their falling into the hands of the Germans.

"It is inconceivable," said the Ambassador's statement, "that further documentary evidence or statements are needed to disprove the incendiary allegations intended to arouse animosity toward the American Government and this embassy of the American people, or to attribute to the American Government or its representatives an act so wholly contrary to its traditional policy."

"I trust that it will be very difficult for anyone to convince the Russian people that America does not feel friendly to Russia and that her people do not cherish an earnest and sincere sympathy for the people of this country in the difficult struggle they are waging."

"Many substantial evidences of such sentiment have been given the revolution of March, last. Only yesterday a delegation from this embassy and its members offered as a Christmas present of the effort I am making to have 1,075,000 pairs of boots and shoes shipped from America for the members of the railway union and their wives and children."

EIGHT DEAD IN WRECK

BLAME FOR HEAD-ON COLLISION FIXED ON ONE CREW.

Disobedience of Train Orders Said by General Manager Gallows to Be Cause of Smash.

NORTH VERNON, Ind., Dec. 30.—The work of removing the wreckage of passenger trains No. 2, St. Louis to New York, and No. 22, Chicago to St. Louis, which collided head on near here last night, was nearing completion tonight. Eight persons are known to be dead. One of the 28 injured is expected to die.

CINCINNATI, Dec. 30.

C. W. Gallows, general manager of the Baltimore & Ohio road, issued a statement tonight concerning the wreck last night at North Vernon, Ind., in which he said the responsibility for the wreck should be placed on disobedience of train order by the crew of train No. 2 from St. Louis to New York. He said the orders required that train to wait at North Vernon for train No. 22, which it collided, and that these orders were disobeyed for a reason as yet unknown.

INDIAN SHAKERS TO UNITE

Klamath Branch Will Merge With Corporation at Olympia.

KLAMATH FALLS, Or., Dec. 30.—The Indians of the Shaker religious faith on the Klamath Indian Reservation have decided to combine with the original Shaker corporation at Olympia, Wash., according to Rev. Sargeant Brown, who left for that point this morning. While there he will complete the details of the arrangement. On his return he will file the corporation papers at Salem.

The Shaker faith is a separate Indian faith, and has only been practiced about 45 years. Five or six thousand members from different tribes of over the United States have now embraced it. It is spoken in 25 Indian languages.

FREIGHT FOR EAST CUT OUT

Sunset-Gulf Route Announces No More to Be Received.

SAN FRANCISCO, Dec. 30.—No more eastbound freight for the Sunset-Gulf route will be received by the Southern Pacific Company until further notice, according to a statement issued today by G. W. Luce, freight traffic manager of the company.

The action was attributed to restricted freight facilities via Galveston, Tex.

NEW YORK CHILLED; MERCURY 13 BELOW

Metropolis Has Coldest Day in Its History and Coal Is Scarce.

FIVE FROZEN TO DEATH

Hundreds Lacking Fuel Seek Refuge in Police Stations and Theaters; Other Eastern Points Report Rigorous Conditions.

NEW YORK, Dec. 30.—When the mercury went to 13 below zero today New York had the coldest weather in the history of the local Weather Bureau. There was general suffering because of coal shortage. Six below zero was the former low mark.

Five deaths due to cold were reported with the orders of Secretary McAdoo, director-general of railroads, the heads of all roads entering Chicago will meet tomorrow to take the necessary steps toward routing through freight around Chicago instead of through the city. It is expected that this will cut down the time of Coast-to-Coast shipments between five to ten days.

Hundreds who had no coal took refuge in police stations, but as few are out of work the demands on charitable institutions were not heavy.

The coal shortage was made more acute because men could not be secured to handle fuel at New Jersey terminals.

The 12 Keith Theaters in New York and Brooklyn were thrown open tonight to the poor in search of warmth. Two men were frozen to death in Brooklyn during the day.

GLENS FALLS, N. Y., Dec. 30.—Unofficial reports from the northern part of Warren County said that the temperature this morning ranged from 59 to 62 degrees below zero.

ELKINS, W. Va., Dec. 30.—The coldest December 30 on record here was reported by the official Government observer early this morning when the mercury fell to 27 degrees below zero.

PHILADELPHIA, Dec. 30.—With temperatures ranging from 4 to 25 degrees below zero, Eastern Pennsylvania today had the coldest weather in many years. There was considerable suffering in many places, due to the shortage of coal.

Both the production and movement of anthracite coal was slowed up by the intense cold. Colliers were making every effort to prevent the freezing of workings, but it was felt that a number would be unable to operate tomorrow.

WASHINGTON, Dec. 30.—Extreme cold was reported today throughout the south.

LEATHER SAVING ORDERED

England's Manufacturers Told to Reduce Height of Shoes.

OREGONIAN NEWS BUREAU, Washington, Dec. 19.—While American shoe manufacturers, with utter disregard for war's demand for leather, are straining a point to build women's shoes as high as possible, England, according to a cable from London, is endeavoring to limit the height of women's shoes. As shoes in America go up, they go down in England, as evidenced by the following cable from the American Consul-General at London:

"The Office forbids from February 1, except under permit from Director of Raw Materials, the purchase, sale, or offer to purchase or sell any boots for women with uppers exceeding 7 inches in height if of leather or 8 inches in height if of any other material. From January 1 manufacturers are forbidden to make boots for uppers exceeding dimensions named."

CUBAN WOMAN HELD AS SPY

American Government Asked to Interfere in Kidnaping Case.

EL PASO, Tex., Dec. 30.—Mrs. Rita Cardillo, a Cuban woman, who is being held in Juarez by the authorities on a charge of espionage, was kidnaped from her home in El Paso by two Mexican policemen from Juarez who came to the American side yesterday in plain clothes, induced the Cuban woman to go to Juarez on the pretext of wanting her services as a trained nurse and then arrested her as soon as she crossed the international border, according to her husband's story to the American officials tonight.

"The Cuban consul for the border, stationed at Galveston, has been asked to intercede in behalf of the woman and telegrams have also been sent to Washington to the Cuban Minister protesting against the alleged kidnaping of the woman."

TWO INDIAN CHIEFS DEAD

Chief Saluskin Buried at North Yakima; Yo-Yomen Dies in Woods.

NORTH YAKIMA, Wash., Dec. 30.—(Special.)—Priest Rapids Indians who yesterday came to North Yakima to attend the funeral of Chief Saluskin reported that Yo-Yomen, a Priest Rapids tribal chieftain, died of cold and exposure in the mountains in Kittitas County a few days ago.

ROAD CHANGES PROPOSED

Lane County Expects to Increase Work by Use of Machinery.

EUGENE, Or., Dec. 30.—(Special.)—The adoption of a road patrol system in districts where travel is heavy as a part of the highway plans for Lane County during the coming year is under consideration by the County Court, according to E. R. Spencer, County Commissioner.

Mr. Spencer estimates that Lane County will do twice as much road work during the coming year as in former years without greatly increasing labor employed, as the result of the purchase of modern road machinery. The county last year adopted the caterpillar engine and trains of dump cars, supplanting trucks.

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STONEY NEEDS CALL

Member of The Oregonian's Staff Enlists.

FIGHTING BLOOD WILL TELL

Loyal Tipperary-American to Enter

War in Which Two-hundred of His Relatives Have Been Killed or Wounded.

"George F. Stoney, Tipperary, Ireland, 45 years old."

"That is the way it reads on the enlistment record at the British recruiting office, Third and Oak street, but it doesn't begin to tell the story. For several days it has been written there, but only yesterday it was revealed that the George F. Stoney so enrolled was one of the veteran copy editors of The Oregonian, former investment broker of Pittsburg and Spokane and at one time publisher of the Wallace (Idaho) Miner."

Mr. Stoney, who only a few months ago came out of the hospital after a long illness, is dangerously near to the "other side" of 45, but he has been accepted, passed medical and physical

examination and will leave Portland January 15 for an Eastern Canada point to enter a mobilization camp. He has enlisted in the Canadian expeditionary forces.

War's Tragedy Always Near.

The war has come close to Mr. Stoney in more ways than one. For five years he has been editing telegraph and "local" copy on The Oregonian and for three of those years much of the telegraph war news has passed through his hands.

This, with occasional letters and casualty lists which drifted through from Ireland, gave the steady toll the war had taken of his relatives, until today he has run up a total of about 200 kinsmen, all killed or badly wounded. Now, one of the more mature men remaining, he is going to the trenches to replace his younger cousins who have been killed.

His family in Ireland was one of the established branches in the Tipperary country, and of cousins alone he has more than a company in arms. His older brother, T. G. Stoney, inspector of branch banks of the Bank of Ireland, has written him almost every week during the war, and each letter brought news of another fatality or two.

Long Resident of United States.

Mr. Stoney first left Ireland 25 years ago, and it is 15 since he was home last. For several years he lived in Pittsburg, where he engaged in the investment business, later going to Spokane, where, after engaging in the brokerage business, he became a member of the editorial staff of the Spokesman-Review. Later he went to Wallace, Idaho, where, from 1907 to 1911, he published the Miner.

He came to Portland in 1912, and has since been on The Oregonian.

"Don't say anything about my going,

boys," he said, as he turned in his resignation.

GIRL RESCUED FROM SEA

Little Girl, Washed Away by Wave, Rescued by Brave Woman.

KLAMATH FALLS, Or., Dec. 30.—(Special.)—Mrs. F. M. White saved the life of a little 5-year-old girl at Bandon, Or., recently.

Mrs. White was walking along the beach with Mrs. J. B. Zentner and her little daughter when an unusually big wave rolled in. On its return it carried the little Zentner girl some distance out. Mrs. White followed and managed, after great difficulty, to rescue the child.

The little girl was badly bruised about the head and face, and was bleeding at the ears, but recovered.

Schools to Teach Firearms' Use.

DENVER, Colo., Dec. 30.—Instruction of public school pupils in the use of firearms was decided upon by the Denver Board of Education at a meeting Saturday. The Board voted to establish a rifle range.

By a royal decree the Hellenic railways, posts, telegraphs, army, navy and steamship companies, were ordered to adopt the 24-hour time system.

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