

## GARFIELD RESIGNS; STRIKE AWARD HIT

### Fuel Administrator Sends Letter to President.

### STATEMENT IS WITHHELD

### Wilson's Programme Opposed as Increasing Price.

### COMMISSION IS FAVORED

### Head of Fuel Department Known to Have Been Left Out of Settlement Negotiations.

WASHINGTON, D. C., Dec. 11.—(By the Associated Press.)—Fuel Administrator Garfield's resignation was tonight in the hands of President Wilson, given because he disagreed in principle with the coal strike settlement proposal arranged by the government and the mineowners' union.

Dr. Garfield himself refused tonight to confirm, deny or discuss the report, but at the White House it was said that a personal letter from him had been transmitted to the president late this afternoon.

Men close to the fuel administrator understand that he believes the work of the commission authorized under the settlement, to be made up of one coal mine operator, a coal miner, a third person named to represent the public, will result in an increase in the price of coal to the consuming public. To this form of settlement, Dr. Garfield has been unalterably opposed.

Garfield Takes No Part. It has been learned on good authority that he took no part in the negotiations with the mineowners' union chiefs during the last week and that though informed and consulted after their initiation, the terms laid out as finally accepted contravene his conception of the main principle involved.

It was recalled in connection with the resignation, that in suggesting a 14 per cent wage increase as fair for the miners and possible to be paid from present profits of mine owners, Dr. Garfield suggested a commission representative of the industry to review the findings, but expressed the conviction that such a body should not have power to fix prices. His belief is said to be that with this power granted, a combination of the employees and employers in the industry to nullify the public price raises, is certain to result.

Cabinet is Favorable. Whether the president will accept the resignation is not known. Members of the cabinet, however, are known to be supporting the settlement programme as put through by Attorney-General Palmer. President Wilson today sent a message of congratulation to Acting-President John L. Lewis of the miners' union at the action taken by the coal strike.

Coal mine operators said to represent practically the entire industry were still in Washington awaiting an official notification of the settlement basis. There was considerable doubt individually and difference of opinion, but no meetings were held to formulate definite decisions of policy and none would be, it was said, until the government programme as put through by Attorney-General Palmer, President Wilson today sent a message of congratulation to Acting-President John L. Lewis of the miners' union at the action taken by the coal strike.

Only one minor change in coal sales orders came today from the railroad administration, allowing retail stores to remain open nine instead of six hours on Saturdays. The six-hour schedule will be maintained on other days. Well informed officials hold the opinion that many of the restrictions now ordered will have to remain effective until about January 20, even should the miners go back at once in a body.

The war finance corporation was called into a discussion today of methods of financing mines whose product is not promptly paid for under existing systems of distribution, and which will not be able to continue operations without aid. Plans for granting relief were considered.

## MISSOURI MAN GETS JOB

### Senate Confirms Nomination of Secretary of Commerce.

WASHINGTON, Dec. 11.—The nomination of Representative Alexander Democrat, Missouri, to be secretary of commerce to succeed William C. Redfield, who recently resigned, was confirmed by the senate late today. The action followed unanimous approval of the appointment by the senate commerce committee.

## BANK ROBBED OF \$14,000

### Two Unmasked Men Lock Cashier and Wife in Vault.

WASHBURN, Mo., Dec. 11.—Two unmasked bandits today held up the bank of Washburn and escaped in a motor car with \$14,000 in currency and \$18,000 worth of liberty bonds. They locked the cashier and his wife in a vault.

## MOTORSHIP BURNS AT DOCK NEAR LINNTON

### AVANCE, COSTING \$130,000, IS BADLY DAMAGED.

### Fireboat Carries on Fight Against Flames Unsuccessfully Until Long After Midnight.

The motorship Avance, built last spring by the Columbi Engineering works, caught fire last night at the engineering company's dock near Linnton and was still burning at an early hour this morning. The blaze was caused by an explosion of a gasoline torch.

The fire started in the hold of the ship and continued despite efforts of the fireboat to put out the blaze. At an early hour today the ship had listed heavily, and was leaning against the bow of the fireboat which was combating the flames.

The motorship was built last spring at a cost of about \$130,000. She was never put in commission, and it is rumored that she was to be put into the hands of a receiver. The boat is now said to be worth much less than it cost.

Firemen said the loss would be heavy, but that it could not be estimated last night. The chief engineer of the motorship and part of the crew were on board, but firemen said the chief engineer left the boat shortly after the fire broke out, and could not be found.

The engineer and crew had been living on the motorship, although the Avance had never been away from the dock since it was built. There was no cargo on board.

The blaze was started by the explosion of a blowtorch with which the engineer was working on connections on the engine. He set the torch down on the floor and turned around to find the engine room in flames.

The chief damage was in the engine-room, the interior of which was badly burned, with some damage to the engines. The fire spread to the dining-room and to the sleeping quarters, but it was checked there before the damage was very great.

All the injury was to the interior of the ship, although the flames occurred in the hold and from the hatch, lighting up the whole neighborhood. Firemen on the fireboat David Campbell suffered greatly from the cold while fighting the flames. Ernest Snider, one of the firemen, was overcome by cold and exposure, and was sent to Emergency hospital. His condition is not considered serious.

## LOVE LAUGHS AT COLD

### Cold, Hard Winter Falls to Daunt Blissful Couples.

VANCOUVER, Wash., Dec. 11.—(Special.)—While Vancouver was making slow headway today in digging itself out from under the heavy snow, thawing out water pipes and exerting its utmost ability to reopen the arteries of transportation, six of the nine couples who journeyed here despite the inclement weather blissfully exchanged vows.

The other three couples braved the elements in vain, for they were without witnesses and evidently did not relish a second trip on a day that opened with the mercury hovering around zero and closed with the thermometer had risen to 10 degrees.

## HANSEN WILL NOT TELL

### 'It's Nobody's Business,' Says Man Who Bailed Out Jenkins.

MEXICO CITY, Dec. 10.—"It's nobody's business who am or where I came from," said J. Walter Hansen, when questioned today as to how he came to furnish the bail bond under which Consul General Jenkins was released at Puebla last week.

Mr. Hansen said formerly he had lived in New York and that while there he had a collision with the authorities.

"But arrests are nothing in my life," he added.

## KAISER 'NEAR MADMAN'

### Berlin Vorwaerts Comments on Pre-War Documentary History.

BERLIN, Dec. 11.—Commenting on a four-volume compilation of documentary pre-war history, the Vorwaerts says:

"Whoever reads the former emperor's marginal remarks will have no doubt that Germany before the war was ruled by next to a madman."

The newspaper characterizes the books as "four stones of the tomb of the German monarchy."

## HOUSE PASSES SUFFRAGE

### Ratification Resolution to Go to Colorado Senate.

DENVER, Dec. 11.—The house of representatives of the Colorado legislature today adopted unanimously the resolution ratifying the woman's suffrage amendment to the federal constitution.

The resolution will come up in the senate for final action probably tomorrow afternoon.

## COLD SNAP BREAKS DECEMBER RECORD

### Mercury Falls to 12.4 Degrees Above Zero.

### SNOW DEEPEST SINCE 1884

### Complete Street Car Service Is Expected Today.

### MILK DELIVERIES RESUME

### Waterfront Warned Against Flood Conditions; Schools to Stay Closed Until Monday.

### PERTINENT FACTS OF THE BLIZZARD'S AFTERMATH.

Street car service—Eighty per cent normal. Last night with cars running on all except stub lines and with promise of complete service today.

Fuel—Dealers promise partial resumption of deliveries today, at call of Mayor Baker.

Milk—Deliveries to stores resumed, with no prospect of famine.

Flood—Water front warned against probable flood conditions should warm wave strike the snow fields.

Schools—All schools will remain closed until Monday.

Forecast—Today's weather, clear and continued cold.

Dawn of the coldest day in more than a month of Decembers, when the sun rose to shine with blinding brilliancy across the wide and almost unbroken acreage of snow, brought in Portland yesterday from the genuine northern blizzard that had for two days held the city in a wild embrace, disrupting street car service and mauling thousands of Portland citizens by their firesides.

At 8:45 yesterday morning, with the city laden with myriad tons of snow and drifts piled to a depth of four feet in many residential districts, the official temperature reading of the weather bureau was 12.4 degrees above. Both snow and temperature had broken the records of more than a score of years, and had furnished December weather almost without parallel in the local observations of the weather bureau.

Bob Sleight in Use. Portland shivered in the unaccustomed cold, and puffed in the unfamiliar drifts, where it took deep lunges full of the sharp tonic of the air and set briskly about the business of shoveling off the front stoop and walk. And creaking and away he went along the tracks, stiff in every joint but back in harness again, came the early morning street cars. Darting past and around them were bob-sleighs and cutters, natives to the strange element that strewn the streets, and an occasional auto snorting a zig-zag course toward.

In the two days of storm more than 17 inches of snow descended on Portland—half an inch more, to be exact—but the city rallied as though mid-winter blizzards came every year. (Concluded on Page 5, Column 1.)

## CARL R. GRAY CHOSEN TO SUCCEED LOVETT

### NEW HEAD OF UNION PACIFIC TO TAKE POST JAN. 1.

### O. W. R. & N. Offices Here Not to Be Affected by Inauguration of Unification Plan.

NEW YORK, Dec. 11.—Carl R. Gray was elected president of the Union Pacific system companies at a meeting of the board of directors here today.

Mr. Gray, whose headquarters will be at Omaha, will assume office January 1. He will succeed as president Robert S. Lovett, who will remain with the company as chairman of its executive committee.

E. B. Calvin, whose jurisdiction hitherto has been limited to the Union Pacific and Oregon Short Line, was elected vice-president in charge of operations at the end of federal control.

H. M. Adams was appointed vice-president in charge of traffic on the entire system.

A statement by Mr. Lovett said the new organization would effectually unify the operation of all the properties in the system.

The plan of unification announced by the Union Pacific directors today involves no disturbance of existing headquarters of the Oregon Short Line railroad at Salt Lake City or of the Oregon-Washington Railroad & Navigation company at Portland, Or.

Mr. Gray began his career as a telegraph operator and station agent on the Santa Fe in 1883 and 17 years later became its general manager. During the war he was director of the division of transportation of the United States railway administration.

Election of Carl R. Gray to the presidency of the Union Pacific came as a surprise to many Portland railroad men, notwithstanding a rumor current for several weeks that connected him with that position.

The selection of the ex-Portland man as head of the system that has always been regarded as essentially a Portland road was generally received with satisfaction. It was when called to the presidency of the Spokane, Portland & Seattle and Oregon Electric companies in 1911, that Mr. Gray came to this city and first became the executive head of the railroad system.

Born in Arkansas, September 28, 1867, he was educated in the preparatory department of the University of Arkansas and entered railroad work in 1883 as a telegraph operator for the St. Louis & San Francisco and served in various capacities in the traffic and operating departments until 1897, when he became division superintendent.

In 1900 he was promoted to superintendent of transportation and in 1904 was made general manager, to which a vice-presidency was added in 1906 and from 1909 to 1911 he was senior vice-president of the American Potash company, saying several big potash plants in western Nebraska had been forced to close, were received today by Railroad Commissioner Taylor, acting as fuel administrator for Nebraska.

Mr. Sharp said additional plants would have to suspend activities unless given fuel within a short time. He added that no potash was coming from Germany and that continued operation of the plants was necessary because of the need of the product for fertilizing purposes. The industry is one of the largest in the state. Nebraska furnishes 65 per cent of the potash produced in the United States. Mr. Sharp declared.

## SHORTAGE CLOSES PLANTS

### Nebraska Mills Close Down for Lack of Fuel.

LINCOLN, Neb., Dec. 11.—Reports of acute coal shortage in Nebraska, including one from W. E. Sharp, Lincoln, president of the American Potash company, saying several big potash plants in western Nebraska had been forced to close, were received today by Railroad Commissioner Taylor, acting as fuel administrator for Nebraska.

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## Police Union Disbanded.

ST. JOSEPH, Mo., Dec. 11.—Complying with an order of the board of commissioners, the local police men's union, affiliated with the American Federation of Labor, today surrendered its charter and disbanded.

## PIPE-THAWING SETS THREE HOMES AFIRE

### USE OF OPEN FLAMES CAUSE 17 BLAZES DURING STORM.

### Marshal to Ask for Ordinance With Emergency Clause Prohibiting Dangerous Methods.

Of the eight fire alarms responded to by the fire department up to a late hour yesterday three were the result of attempts to thaw out pipes with torches or burning paper and in one a house at 408 College street, was completely destroyed.

That and the fact that 17 fires have been started in the city in similar manner since the storm began resulted in Chief Grenfell, fire marshal, announcing that he would take the matter up with the city council this morning and ask for an ordinance with an emergency clause prohibiting thawing out pipes with torches or open flames.

Chief Grenfell said that he took the matter up with Commissioner Bigelow yesterday afternoon and on instructions from the commissioner asked the city attorney to draft an ordinance with such provisions. This ordinance will be submitted to the council.

The chief declared that with the handicaps under which the fire department was operating it was extremely dangerous to thaw out pipes with an open flame of any kind.

The fire marshal's office yesterday issued the following recipe for thawing out pipes:

"Wrap the pipes with cloth of some kind and then pour on hot water. Under no circumstances use an open flame."

Owing to the quick response of the fire department a fire started in the plant of the Western Waste company, 1940 Macadam street, by thawing out pipes with a torch was put out before much damage had been done. It was a basement fire and had it been allowed to gain headway would have been a disastrous one. On the return from that fire I. L. Lehman, one of the firemen, received a broken foot while assisting in extricating some of the apparatus out of a drift.

Efforts to thaw out pipes at 4 Cottage place by wrapping paper around the pipes, pouring on kerosene and then lighting the paper resulted in the fire department being called to that place for a fire. Little damage was done.

While Captain Roberts and Captain Day, assistant fire marshals, were going to a fire yesterday in the fire marshal's automobile they attempted to back through what appeared to be an innocent looking snow drift at East Water and Salmon streets and ran against a stone wall. Captain Day bumped his head on the windshield and the automobile was slightly damaged.

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## STORM IS BROKEN ALL OVER STATE

### Snow Stops, but Cold Is Intense in Places.

### TRAFFIC IS BEING RESUMED

### Business in Cities and Towns Getting Back to Normal.

### FUEL STILL BIG PROBLEM

### Trains Behind Schedules, but Running—Power Wires Down. Logging Yet at Standstill.

### STORM IS BREAKING IN NORTHWEST CITIES.

Salem—Weather moderates; streets are being cleared and traffic resumed.

Albany—Freeze follows thaw during day. Schools resume and traffic conditions improve.

Eugene—Coldest day comes with ten inches of snow on ground. Cars all tied up. Business almost at standstill.

Roseburg—Changing wind turns rain into snow.

Grants Pass—Snow is melting. Power lines are down; schools closed; business interrupted.

Ashland—Some snow still falling; telephone and power lines down and city without lights.

Pendleton—Clear sky brings zero temperature; snow stops; coal supply is watched.

Cottage Grove—Warm rain falls in downpour; streets flooded.

Centralia—Thermometer at 10 below breaks all records. Electric power out. Logging yet at standstill.

## PARIS SEEKS PEACE PACT WITH ENGLAND

### ALLIANCE HELD NEED BECAUSE OF U. S. DELAY.

### Sitting of Conference to Settle Fate of Turkey in Doubt. Premiers Meet.

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LONDON, Dec. 11.—For the time being the peace conference has exchanged its Paris sitting for London. There is no indication tonight, after the first day's conference between Premiers Clemenceau and Lloyd George, that a decision has been reached regarding whether it is to sit in Paris or in London to settle Turkey's fate.

It is recognized here that the United States senate's delay in the treaty has intensified the desire of France to come to some definite defensive alliance with Great Britain without delay. But it is necessary for the British premier to take into consideration the strong opposition of the liberal element here to any alliance with France in which America is not included.

Voicing this opinion, the Manchester Guardian today declares that such an alliance would only be bowing to the French militarist view, and that the surest guarantee of peace would be the abandonment of this policy by France and the substitution for it of a policy more acceptable to the British, of working for an accord among the European powers.

British reactionaries, on the other hand, are nervous about the Russian situation. Bonar Law's statement that the Russian problem will be taken up during the present conference shows that the soviet's latest peace proposals will be discussed.

## GRAPE MEN LOSE POINT

### Washington Court Denies California's Request for Rehearing.

OLYMPIA, Wash., Dec. 11.—The supreme court of Washington today denied rehearing on the petition of the California Grape Growers' Protective association for a writ of mandamus to compel the return of a referendum petition to the several counties for certification of additional names as legal signers.

The court held registration a necessary qualification for valid signatures. Count of the signatures is expected to be completed Friday night.

## NEWSPAPER MAN IS DEAD

### W. E. Vigus of Salt Lake City Succumbs, Aged 69.

SALT LAKE CITY, Dec. 11.—W. E. Vigus, 69 years old, first correspondent of the Salt Lake office of the Associated Press and veteran newspaperman, died at his home today.

Mr. Vigus was employed by the Associated Press in the early 90s in establishing offices in various parts of the country. He was the first city editor of the Salt Lake Telegram. He was born in Columbia, Ky.

## INDEX OF TODAY'S NEWS

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## HOPE FOR RAILWAY LEGISLATION GONE

### Cummins Measure Meets Sudden Opposition.

### INTEREST IN SENATE LAGS

### Underwood Fights Off Attempts to Sidetrack Bill.

## WILSON'S VIEWS WANTED

### Senator La Follette Declares Higher Freight Rates Will Come With End of Government Control.

WASHINGTON, Dec. 11.—Hope of enacting railroad legislation by January 1, the date on which President Wilson has announced the roads would be turned back to private control, virtually was abandoned today by senate leaders.

Strong and unexpected opposition developed during consideration of the Cummins bill designed to meet conditions with the end of government control and it was by a slim and narrow margin that the senate passed a motion to set it aside and take up the sugar control measure.

In view of the short time remaining before the Christmas recess and the fact that the Cummins bill passed, must be sent to conference with the Esch bill recently passed by the house, republican and democratic senators predicted that it would not be humanly possible to frame a law by the end of the month, even if congress kept steadily and continuously at work.

## Friends of Bill Disappointed.

The day's upturn was keenly disappointing to friends of the Cummins bill, which would have been passed Monday, with less than a score of senators voting, except for a demand by Senator La Follette, republican of Wisconsin, for a quorum. On an aye and no vote the bill was passed and Vice-President Marshall was ready to announce the result when the obvious absence of a quorum upset the whole proceeding and reopened discussion.

During an address today, in which he made a sharp demand for immediate action, Senator Underwood, democrat of Alabama, took notice of widespread reports that the president would not return the roads to their owners January 1. Senator Underwood frankly announced that he did not know what President Wilson intended to do.

## Underwood Defends Measure.

"I need not add," the president has said that he would have been back the first of the year, and it has been my observation that when he said he would do a thing he did it."

Taking up for the time being the minority leaders' bill, Senator Underwood fought off attempts to sidetrack the railroad bill, and defended it against attacks by members of his own party. While he did not approve all of its provisions, he declared it protected the financial interests of the roads and did not unduly burden the public.

The principal attack on the bill was made by Senator La Follette, who already had spoken two full days, and who has not yet approached the end of his long address. After he had been steadily opposing the measure for two days, Senator La Follette temporarily yielded the floor to Senator McKellar, democrat, Tennessee, who was proceeding to demand elimination of certain provisions characterized as "obnoxious," when he halted suddenly and announced that he did not intend to speak to empty benches.

Lack of Interest Deplorable. In the long snarl in which the senate found itself while trying to decide whether to continue with the railroad bill or take up the sugar bill, the lack of interest in pending railroad legislation was bitterly attacked from both sides of the chamber. Almost an hour was lost today in quorum calls which Senator Smoot, republican, Utah, denounced as inexcusable, with a vitally important question before congress. But in the two-hour wrangle—not on the sugar bill itself, but the question of taking it up—republicans and democrats had on their fighting clothes with the discussion running far afield.

In his argument against the bill, Senator La Follette declared its enactment would add to the cost of living because an increase in freight rates would come with the end of government control, which he insisted, had been ingeniously successful.

There was a suggestion from a number of senators after adjournment tonight that it might be necessary to defer the Christmas recess, when he suggested that the senate endeavor to obtain from the president a statement as to his plans for turning back the roads, in view of his silence on this question since his message to the extraordinary session of congress last May.

## Blood Transfusion Successful.

ASHLAND, Or., Dec. 11.—(Special.)—In order to save the life of 19-year-old Orren Dillard, Mrs. F. E. Russell, nurse in the sanitarium here, gave a considerable quantity of her blood.

The boy was so weakened from the loss of blood following an operation that a transfusion was necessary to save his life. The nurse volunteered and the boy is on the way to recovery.

