

RAILROADS TO ADOPT GOVERNMENT IDEAS

Changes in Operation of Properties Meet Favor.

EXECUTIVES IN SESSION

Distribution and Interchange of Freight Cars, Collection of Transportation Charges Approved.

WASHINGTON, Jan. 5.—Some of the changes in railroad operation adopted during the period of government control will be continued after the roads are returned to private operation on March 1. The Association of Railway Executives, at meetings being held in Washington, are carefully considering all of the changes, and Thomas W. Wyt, its chairman, announced today that the following already had been agreed upon:

Adoption of a rule for the distribution and interchange of freight cars.

Continuation of the system of operating statistics established by the railroad administration.

Continuation of the present method of collecting transportation charges.

Agencies Are Considered.

"The various companies," Mr. Wyt said, "are engaged in arranging to re-establish agencies for the information and assistance of shippers in routing and tracing shipments."

"The companies through this association are trying to agree with the government on the interpretations of the federal control act and of the standard contract between the government and the companies. Every effort will be made to avoid litigation and make final settlement prompt and fair."

"Careful consideration is being given to the need for additional equipment and every possible effort will be made by the companies to provide such equipment."

Mr. Wyt discussed means which the railroad executives feel are required to enable the companies to give the best possible service. These essentials were enumerated as follows:

Creation of a government body charged with the primary duty of studying the transportation needs of the country and of advising congress and the interstate commerce commission as to these requirements.

Sufficient national control over rates to prevent discrimination and unfair competition between the rates charged in one state as against rates charged in another state or for interstate traffic.

Liberty to simplify and stabilize railroad transportation by permitting proper consolidation.

Guarantee of the present rentals paid by the government for a reasonable period.

Creation for use during the present year of a substantial loaning fund which will enable the companies to complete additions and betterments already started.

While the railway executives were in session the legislative, executive and valuation committees of the National Association of Railway and Utilities Commissioners discussed plans for obtaining the elimination from pending railway legislation of those provisions which would confer federal agencies control now exercised by state bodies.

Objections To Be Presented.

A memorandum outlining the association's objections to the Cummins and each bill will be presented to the senate and house conferees within the next few days, John E. Benton, solicitor for the association, said, adding that preservation of local control over rates, service accounting and extension would be asked.

Provisions of the Cummins measure relating to the transportation board, federal incorporation and the transfer to the interstate commerce commission of the power to review orders of state commissioners were said to be objectionable to the commission, who also were represented as strongly opposed to a definite guaranteed return.

ONE-THIRD ON STRIKE

LEADERS SAY STEEL MAKING GREATLY HAMPERED.

Employers Assert Carnegie Company Mills and Furnaces in Operation With Normal Force.

PITTSBURGH, Jan. 5.—Fully one-third of the estimated 350,000 steel workers have obeyed the order of the national steel strike committee September 22 last are still on strike, say the strike leaders. Yet the employers

assert that the mills and furnaces of the Carnegie Steel company, the principal interest against which the strike was directed, as well as mills and furnaces of independent companies, are in steady operation with virtually a normal force of workmen.

In recent weeks strike headquarters in this city has devoted its time to keeping in line the men who have not gone back to work and to caring for the destitute, while the steel companies have been busy building up their forces and increasing production.

"We have dug in and are biding our time," say the union leaders when asked concerning their plans for the future.

"We are going along as usual, making and selling steel," say the employers in answer to a similar question.

W. Z. Foster, secretary of the national steel strike committee, is in charge of headquarters here and receiving reports from organizers in all parts of the district, who are charged with the duty of preventing desertions.

Another section has been organized to provide food for needy strikers and their families. Canteens have been opened and every week food is distributed. As the strike lengthens the number of persons in need of relief increases, but officials of the committee insist they have met every call made upon them.

Efforts to obtain the exact number who are still out have been unsuccessful, as the strike leaders have been unable to determine the exact number of men who have entered other industries, the number who have returned to their old places in the mills or the number who have returned to the native lands. Their best calculations, however, place the number still on strike at more than 100,000.

This position is supported by leading independents, who declare that the unskilled labor situation in the industry is serious and menacing for this class of work is hard to find.

The Carnegie Steel company, however, has no complaint on this score. Its records for the third week of December, the last reports available showing 51,000 men on the payrolls, as against a normal force of 52,000.

Meetings of strikers now are permitted if sanctioned by local authorities.

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ALL LEFT TO LEGISLATURE

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Thomas launched his address before the conference. "If we don't get satisfaction at the hands of the legislators we will go before the people and ask them to support a constitutional amendment closing Rogue river to commercial fishing."

Packers Are Accused.

Senator Thomas declared that the commercial fishing interests not only had robbed Rogue river of practically all of its fish, but that the results of their activities had deterred many tourists and anglers from visiting southern Oregon. It was also charged by Senator Thomas that the Macleay salmon interests at the mouth of Rogue river had played unfair, and that because of the way the company had set its nets it was impossible for steelheads to reach the upper part of the stream.

Richard Price, president of the Multnomah Anglers' association, declared that he was in favor of two commissions, one with authority to handle the affairs of the commercial fishing interests and the other to direct the destinies of the sportmen.

Dr. Arthur Downs, president of the Oregon Sportmen's league, charged that the present manner of conducting the game and fish affairs of the state was unsatisfactory and that nothing short of separate commissions would meet the approval of the sportmen. Mr. Downs said, however, that he thought the new commission should be appointed by the governor to provide some centralized authority.

Charges Are Denied.

Roderick Macleay, in answering the charge made by Mr. Mansfield and Senator Thomas, declared that the statement that the salmon run in Rogue river had been depleted was untrue. On the contrary, Mr. Macleay said more fish had entered the river the past four years than in any similar period in the history of the industry in this state. He also denied responsibility for the alleged shortage of steelheads, which he said had not been handled by any of the three packing plants at the mouth of Rogue river. He said these fish had been allowed to go up the river unmolested and that they should now be running in thousands.

While declaring that he was not in a position to state definitely why the sportmen of Medford and Grants Pass had not been able to catch as many steelheads during the past few years as previously, Mr. Macleay pointed out five reasons which he said had contributed to the diminishing product. One of these, he declared, was a dam until a few years ago located in Rogue river a short distance below Grants Pass.

He said this dam so retarded the fish from getting up the stream that to make to the special session of the legislature next week, "said the governor, 'If you deem it wise to do so, after a full and free discussion, I would suggest that your joint committee formulate some plans for proposed legislation which may be introduced early at the special session.'"

"In a general way I have had in mind suggesting to the coming legislature a division of authority over the commercial and sportmen's interests. I believe by the establishment of a commission of three members to have control over the commercial interest and a commission of five members to have control over the interest of the anglers and the tourists."

To the one commission complete jurisdiction should be extended over commercial interests and to the other complete jurisdiction over game fish and wild life.

Arbitration Board Suggested.

Legislators probably will have to be worked out as to opening and closing of streams, the kindred matters which may be the basis for possible conflicts. It is quite possible that such difficulties could be overcome by extending the separate commissions the necessary powers of opening and closing streams relative to their respective interests.

In case of conflicts on this or other matters an arbitration board might act. This board could be constituted of the chairman of each commission and a third disinterested party. Or the arbitration board could be constituted in some other manner, as by the selection of three disinterested citizens, these citizens to be selected immediately after the new laws go into effect.

"These suggestions are tentative in their nature and are offered for your consideration as a possible basis from which to work. Perhaps better plans may be worked out than these which I am offering. I believe, however, that most earnest consideration should be given to the question of segregation. Other plans have brought dissensions in the past and some new plan should be worked out. The proposal of segregation may have its impractical features, but by careful thought these may be largely eliminated. If segregation can avoid further discussion and bring about harmony in any material degree, it is well worthy the deepest thought."

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Algoma Club Organized.

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Land and Ship Discrimination Against Aliens May Stop.

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state, the one divorcing the interests of the sportmen and commercial fishing operators appeared the most dangerous to the future of either faction.

"The interests of the sportmen and commercial fishermen dovetail," said Mr. Nelson, "and with the creation of two commissions there is certain to be more or less conflict. If a change is made I would suggest a commission of seven men, three to direct the destinies of the sportmen, three to care for the interests of the commercial operators and the seventh man to act as chairman and cast the deciding vote in all matters where the two bodies have concurrent jurisdiction."

Mr. Nelson was of the opinion that in case of two separate commissions the most serious conflict would result.

LEGISLATURE MAY SEE THAT FINLEY IS REINSTATED

SALEM, Or., Jan. 5.—(Special.)—An effort will be made at the special session of the legislature here next week to provide a berth for William L. Finley, deceased biologist. It was announced today by Senator R. S. Farrell of Portland, member of the game committee of the senate.

According to Senator Farrell, there will be introduced at the special session a bill providing for the creation of the office of state biologist, the cost to be paid out of the general funds of the state. Although not admitted by Senator Farrell, the latter's friends declared that Mr. Finley's name probably would be incorporated in the bill and, in the event of its passage, the deceased biologist again would get his name on the state payroll.

When considering the closing of rivers. In instances of this kind he said it might be impossible for the two commissions to agree while if there was one commission composed of seven members arbitration would follow.

Governor Asked for Views.

R. E. Clinton, master fish warden, while not committing himself regarding the kind of a commission that would be most satisfactory both to the sportmen and commercial fishermen, appeared before the conference by invitation and answered numerous questions.

Immediately following the conference, several members of the legislative committees went to the executive offices and asked Governor Olcott if a compromise bill providing for a commission composed of seven members, three to represent the sportmen, three the commercial fishermen and the seventh to act as chairman and arbiter, would meet his approval.

To this request the governor replied that he feared this plan would not be as workable and acceptable as divorcing the interests entirely, as it might lead back to the same conditions as now exist.

Regardless of the governor's attitude, however, it was announced tonight that the legislative committee had selected three of their members to draw such a bill for presentation at the special session. This committee it is said, will meet in Salem Sunday.

Governor Explains Views.

Governor Olcott was busy in his offices when the conference convened, but later was escorted into the chamber of Representative L. E. Bean, where he outlined in a general way the proposal he would submit to the legislature dealing with the game and fish administration.

"It is my plan to outline to you in a general way the proposal I intend to make to the special session of the legislature next week," said the governor. "If you deem it wise to do so, after a full and free discussion, I would suggest that your joint committee formulate some plans for proposed legislation which may be introduced early at the special session."

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