

LEFT THEIR KEYS

Telegraphers on the Santa Fe Are Out.

GENERAL STRIKE ORDERED

A Tie-Up of the Whole System Is Threatened—Railroading Under Difficulties in the Southwest.

CHICAGO, Dec. 8.—Six hundred telegraph operators on the line of the Atchafalaya, Topeka & Santa Fe Railway struck today in sympathy with the operators on the Gulf, Colorado & Santa Fe Railroad, a branch of the Atchafalaya system, who went out Thursday. The foregoing statement is according to the best information obtainable from the company's official tonight. The entire number of operators on the system is 1200, of whom 600 are said to union men. Of the members of the union, 300 it is stated, refused to strike, leaving the system with about one-half of its men at work. The officials of the road declare that under no circumstances will they yield to the strikers, and that none of them will ever again work for the company in any capacity.

The operators on the main lines of the Atchafalaya system demanded some weeks ago an increase in pay and some changes in rules. The negotiations with the company had reached an acute stage when the company conceded the demands of the men and trouble was averted. The new order of things does not prevail on the Gulf, Colorado & Santa Fe, and the operators there demanded an increase of pay, amounting, it is stated, to approximately \$100 per annum for each man, and alterations in the rules whereby men were compelled to act as telegraph operators and station agents also. The demand was refused, and the men went out. Tonight the men on the main system went out in sympathy. The strike at this end of the line did not take effect until 4:30 this afternoon, and tonight, despite the scarcity of operators, all trains pulled out for the West on schedule time. As soon as the company knew of the trouble it was compelled to face, word was sent along the lines to set the danger signal at all switches, and ahead of all passenger trains a pilot was sent out, the crew looking after all switches and setting the proper signals for the train behind. It was announced tonight at the offices of the company that trains would continue to run in this way, and that in stretches of territory where there are no operators the trains would be run on schedule time, the engineer regulating his speed by the time-table.

THE STRIKE ORDER.

Thirteen Hundred Operators Told to Leave Their Keys.

WICHITA, Kan., Dec. 8.—Chairman J. A. Newman, of the Santa Fe division of the Order of Railroad Telegraphers, issued the following order at 3:30 o'clock this afternoon, and a few minutes later he was informed that 1200 operators on the entire system quit the key: "To All Agents and Operators of the Santa Fe System: In accordance with the action of your general committee and the by-laws of this organization, on this date you will cease work and thereafter refuse to perform any duty of any character whatever until the said strike is declared off by me personally and notice of settlement of your grievances acknowledged. Said notice must be vouchered for by our local representatives. You will turn your boards red for the protection of life and property, and remain in that position permanently. Carefully protect all company property in your care or possession, and allow no person access thereto until you are properly vouchered and released from any liability by the company's actual representative. This action is made necessary to secure for you reasonable compensation and conditions of service. All telegraphers, clerks and other employees are earnestly requested to give us their assistance." Referring to his order, Chairman Newman said: "This action was taken up at the suggestion of National President Dolphin, and only after it was evident that the company would not redress our grievances. We were compelled to take this step to see that justice is done to the members of our organization on the Gulf system and as a matter of protection to ourselves. If the Santa Fe Company reduced wages and imposed burdens upon the operators on that system, what is to prevent them from doing the same thing with the Gulf operators in sympathy with the Gulf operators? Just how long over 1200 operators to strike. There is one thing I am glad of, and that is the fact that the men are a unit in the matter. The order throws overboard all those indulging my action. Just how long the strike will continue is a matter hard for me to determine. Under no circumstances will we return to work until our grievances have been adjusted in a manner satisfactory to the members of the organization. The real grievances of the men on the Gulf system, as given to me by National President Dolphin, is a protest against proposed elimination of 12 stations from schedules and a proposed reduction in wages at 19 other stations. To avoid this strike the committee agreed to accept the Santa Fe rules, amended by providing for eight consecutive hours rest in 24 hours, except in cases of emergency. The clause depriving men of a hearing was discharged for insubordination was also to be eliminated. Another demand made was that there was not to be any reduction in wages at any of the stations for the present. We will stand by the men of the Gulf and fight this battle to a finish. "The situation is about as follows tonight: The Oklahoma division, the mid-western division and the eastern division report all men out, and with the exception of about six men, all in the western division are out. Officers have advised me that the Santa Fe wires are open and we are not able to do any work into Chicago. Reports from west of Albuquerque to Los Angeles and San Francisco are that all men are out and the situation could not look brighter for the telegraphers than it now is. The Gulf, Colorado & Santa Fe men are still out and as firm as the day they struck. There are something like 1200 telegraphers employed on the Santa Fe system, and it will be utterly impossible for the company to fill their places. We are out and will stay out until we win all of the conditions, when we will return. One condition is that all of the scabbing operators must be dismissed from the service of the Santa Fe. "Three freights and a passenger are tied

THE COMPANY'S POSITION.

Telegraphers Accused of Breaking Their Agreement.

TOPEKA, Kan., Dec. 8.—The officials of the Santa Fe here take the situation very coolly. In speaking of the situation, General Manager Mudge said tonight: "There are in the neighborhood of 75 per cent of the operators who will quit work. This will mean that about 900 of the men will walk out. We anticipated no special trouble in the operation of trains as most of them are running on the table schedule. We have secured a great many new men and new men are applying for positions. It is our intention to lay off all men who are not absolutely necessary to the operation of the road. If it comes to the point that the strike interferes to any extent with the operations of the road, the shops of the company will be closed. If the business of the road is reduced, then it will be necessary to reduce expenses. "The telegraph operators have gone out on sympathetic strike and have broken their agreement with the Santa Fe Company. The agreement was that no change should be made unless 30 days' notice was given. When the men leave their desks and walk out they break this agreement. The strike is caused by trouble over rules and regulations. The wage scale was up for consideration, but the road agreed to

THE MAINE SENATOR, WHO IS PUSHING THE SHIP SUBSIDY BILL.

arbitrate on that point. The rules and regulations have been up and were not settled. The road would not agree to the rules asked by the men and the strike results."

The telegraph operators will hold a meeting tomorrow morning, to consider what their future action will be. Within two expectations every Santa Fe operator in the city is out. The operators are confident that business here will be tied up tomorrow. Twenty operators were brought from Chicago last night by officials in anticipation of the strike, but none of them went to work. The dispatches indicate that every office west of Topeka is closed. This includes the offices on the branches west of Albuquerque. Four operators between here and Kansas City have not yet been reached by the strike order of the Order of Railroad Telegraphers, but will tomorrow, and the strike will then be complete. The officials of the Santa Fe decided in conference tonight that shops here would be closed Monday morning until further orders. General Manager Mudge says the shops will be closed until the affairs of the road get back to their normal condition. The order throws over 300 men out of employment. Another conference of officials will be held tomorrow. The Western Union Telegraph Company here is only accepting messages for delivery on Santa Fe points subject to delay. The Santa Fe wires all along the line appear idle.

Others Quit in Sympathy.

PITTSBURG, Colo., Dec. 8.—Many Santa Fe railroad men quit today here and at La Junta, in sympathy with the strike of the telegraphers. The number out is estimated at between 300 and 400 in this district, including not absolutely necessary in the moving of trains, taking in the telegraphers, shopmen, machinists and a number of trainmen and section-men. The telephone is being used in running trains between here and Denver. The clause depriving men of a hearing was discharged for insubordination was also to be eliminated. Another demand made was that there was not to be any reduction in wages at any of the stations for the present. We will stand by the men of the Gulf and fight this battle to a finish. "The situation is about as follows tonight: The Oklahoma division, the mid-western division and the eastern division report all men out, and with the exception of about six men, all in the western division are out. Officers have advised me that the Santa Fe wires are open and we are not able to do any work into Chicago. Reports from west of Albuquerque to Los Angeles and San Francisco are that all men are out and the situation could not look brighter for the telegraphers than it now is. The Gulf, Colorado & Santa Fe men are still out and as firm as the day they struck. There are something like 1200 telegraphers employed on the Santa Fe system, and it will be utterly impossible for the company to fill their places. We are out and will stay out until we win all of the conditions, when we will return. One condition is that all of the scabbing operators must be dismissed from the service of the Santa Fe. "Three freights and a passenger are tied

Freight Traffic Stopped.

TOPEKA, Kan., Dec. 8.—The operators have almost succeeded in tying up the freight traffic on the road. Many cars of perishable fruit are in the Topeka yards with no chance of being moved. Passenger traffic is as yet not interfered with, so far as the regular trains are concerned. One of the most serious consequences of the strike is the throwing of thousands of shopmen out of employment.

Trains Behind Time.

WICHITA, Kan., Dec. 8.—Division Superintendent Tice arrived here one and a half hours late tonight with the east-bound Newton and Purcell train, running on card time. He denies that all the operators are out on strike and claims that he will continue to move passenger trains over his division.

Mrs. McLean Ill.

WASHINGTON, Dec. 8.—Mrs. Washington McLean, mother of John R. McLean, proprietor of the Cincinnati Enquirer, and Mrs. Dewey, wife of Admiral Dewey, is seriously ill of heart trouble at her home here. The attending physicians have little hope of her recovery.

THE POLISH DANGER

Prussia Is Likely to Become Slavified.

CAMPAIGN BEGUN IN GERMANY

Chinese Question Approaching a Settlement—Abuse Directed Against Von Bulow—Excitement Over Kruger Incident Not Abated.

BERLIN, Dec. 8.—The official Berlin Correspondent, in a long series of articles headed "The Polish Danger," reviews the recent enormous progress of the Poles, politically and economically, and their numerical increase, as showing imminent danger that the Provinces of Posen, West Prussia, East Prussia and Upper Silesia will become entirely Slavified, in spite of all the government measures taken to prevent such a result, and the Politikon of a large number of districts of the

England After More Land.

NEW YORK, Dec. 8.—A dispatch to the Journal and Advertiser from Madrid says: England is negotiating for the cession of the Balearic Islands, the seaport of Ceuta, a port in Galicia, and extension of territory at Gibraltar. The arrangement is made to inaugurate a systematic, careful observance of neutrality by Great Britain during the Hispano-American War. Ever since the conclusion of peace it has been suspected that Great Britain has been moving in the direction indicated.

Russian Dinner to Americans.

CONSTANTINOPLE, Dec. 8.—The Russian naval attaché here gave a dinner tonight in honor of the officers of the United States Navy and the United States Army at Smyrna. Many distinguished persons were present.

German Bridge Collapsed.

COLOGNE, Dec. 8.—A bridge at Differdingen, in the Grand Duchy of Luxembourg, collapsed today as an express train was passing over it, and the train plunged into the stream. Five persons were killed and eight were badly injured.

Railway Accident in Spain.

MADRID, Dec. 8.—A collision occurred today, between Orvejo and Vacar, on the railroad from Cordova and Belmez. As a result, seven persons are dead and 12 are suffering from injuries sustained.

A Norwegian Saving.

CHRISTIANIA, Dec. 8.—The Norwegian Government has saved nearly \$600,000 kroner from the budget. The treasury now holds over \$2,000,000 kroner surplus.

Kid McCoy's Marriage.

LONDON, Dec. 8.—Kid McCoy said today that his marriage with Marguerite Cornelle would occur in Paris on New Year's Christmas.

Fire in Swedish Town.

STOCKHOLM, Dec. 8.—A fire at Borlange has destroyed a large factory and caused damage to the amount of 500,000 kroner.

SUMMARY OF IMPORTANT NEWS.

Congress.

The river and harbor committee is cutting down estimates. Page 1. In the House, eulogies were pronounced on the late Representative Harmer. Page 1. The naval appropriation bill will provide for two more battle-ships and two cruisers. Page 1.

Foreign.

The Polish peril alarms Germany. Page 1. Germans are still excited over the Kruger incident. Page 1. The Chinese question is approaching a settlement. Page 1. Kruger was officially received by Queen Wilhelmina. Page 1. The British show little interest in Nicaragua affairs. Page 13. Inside facts of the rupture between Holland and Portugal. Page 12.

Philippines.

The Philippine Commission has prepared a tariff report that a horizontal reduction was its merit and is applying such measure of economy and cuts in the estimate as such each case, in some cases only one-fifth being allowed while in others the allowance is much more.

Domestic.

Railway telegraphers of the Santa Fe system are on strike. Page 1. A Boston yacht may compete for the honor of defending the cup. Page 11. Instructions were given to the jury in the Morrison trial. Page 11. The Presbyterian committee concluded its discussion of creed revision. Page 12.

Pacific Coast.

Population of Oregon towns having more than 2000 and less than 60,000 inhabitants. Page 1. Fire in Astoria caused loss of \$12,000. Insurrection is suspected. Page 4. Two men have been arrested for starting the Silverton fire. Page 4. Price paid for Lakeview sheep believed to be highest in Pacific Coast history. Page 4. All the damage claims arising out of the Fourth of July street-car accident at Tacoma have been settled. Page 4.

Commercial and Marine.

New York banks show heavy loss in cash. Page 23. Lack of animation in stock and wheat markets. Page 23. Steamship Adato clears for Hong Kong. Page 8. Nitrate freights affect Oregon wheat market. Page 8. Rough voyage of the Belgian King. Page 4. East Side Portland sold under mortgage. Page 24. Direct railway bill further explained by E. W. Bingham. Page 13. Portland sends a fire engine to the relief of Silverton. Page 13.

Features.

Society in and out of town. Pages 14 and 15. "The Drama" and music. Pages 16 and 17. Books. Page 15. "Billiards, Past and Present." Page 25. "Salem-Multnomah Meet." "Sir Thomas and the Cup." "Eggs' Season Ended." Miscellaneous humorous miscellany. Page 27. "In Land of Discontent." "Fitter Finally Found." "Jack and the Chickens." children's miscellany. Page 25. Fashion and Woman—Season's Styles Fixed. "Aids to Civilization." "Plea for Grandmothers." miscellany. Page 29. "Carpenter in the Orient." "Should Not Be Lashed." miscellany. Page 30. "Norman" "Holt," serial by General Charles King. Page 31. "China Ripe for World-Wide War." "No Home for Ruler of the Nation." "America's Great Future." "Why She Failed." "Lucky Kitchens on Earth." miscellany. Page 32.

PRUNING IT DOWN

Committee Hard at Work on River and Harbor Bill.

HARMER EULOGIES IN HOUSE

Two More Battle-Ships and Two Armored Cruisers Are Provided For in the Naval Appropriation Bill.

WASHINGTON, Dec. 8.—The river and harbor committee is holding daily executive sessions and is making such progress

LAST OF THE BOER LEADERS.

GENERAL DE WET, WHOM THE BRITISH ARE MAKING DESPERATE EFFORTS TO CAPTURE.

THE DAY IN THE HOUSE.

Tribute to the Memory of the Late Representative Harmer.

WASHINGTON, Dec. 8.—Under a special order adopted at the last session, the House devoted today after 1 o'clock to paying tribute to the memory of the late Representative A. C. Harmer, of Pennsylvania.

When the House met a bill was passed to include cherries in the list of fruits from which brandy can be distilled under section 325 of the Revised Statutes, after which the House took a recess until the hour set for the eulogies.

Eulogies were pronounced by Bingham (Rep., Pa.), Cummings (Dem., N. Y.), Grosvenor (Rep., O.), Adams (Rep., Pa.), McNeary (Rep., Minn.), White (Rep., N. C.), McAleer (Dem., Pa.), De Armond (Dem., Mo.), Otter (Dem., Va.), Demorell (Rep., Pa.), and then, at 2:35, as a further mark of respect to the memory of the deceased, the House adjourned.

Naval Appropriation Bill.

WASHINGTON, Dec. 8.—It is expected that the forthcoming naval appropriation bill, now being framed by the House committee on naval affairs, will contain provision for two more battle-ships and two more armored cruisers, following the recommendations of Secretary Long.

Admiral Hitchborn, Chief of the Bureau of Construction, was before the committee today. His estimates are about \$21,000,000 for the construction already authorized. This is considerably more than ever required, and Admiral Hitchborn explains that it was the necessary result of the large amount of naval ships which recent Congresses had authorized.

Arkansas River Improvement.

WASHINGTON, Dec. 8.—The Secretary of War today sent to the House of Representatives a plan for the permanent improvement of the Arkansas River, the improvement to be confined to the lower reaches below Grand River. The usefulness of the improvement and its value to commerce are set forth.

Delegats Wilcox at San Francisco.

SAN FRANCISCO, Dec. 8.—Robert W. Wilcox, Hawaii's Delegate-elect to Congress, arrived here today on the steamer Rio de Janeiro, en route to Washington.

Democrats' War-Tax Bill.

WASHINGTON, Dec. 8.—The minority members of the ways and means com-

CITIES OF OREGON

Figures Given Out by the Census Bureau.

PLACES OF MORE THAN 2000

Most of Them Show a Good Increase Over Ten Years Ago—Salem Appears to Have Fallen Behind.

WASHINGTON, Dec. 8.—The population of certain incorporated places in Oregon having more than 2000 and less than 65,000 inhabitants follows:

Table with 2 columns: City Name and Population. Includes Albany, Astoria, Baker City, Eugene, Grand Rapids, La Grange, Oregon City, Pendleton, Prineville, The Dalles.

PHILIPPINE TARIFF.

Taft Commission Prepares a Bill Fixing Duties.

MANILA, Dec. 8.—The Philippine Commission has prepared a bill fixing the duties upon imports and exports. There will be a public discussion of the measure next week. Under its provisions imports from the United States into the islands are dutiable. The importation of explosives, adulterated wines, articles under false trademarks and apparatus used in games of chance is prohibited. The rates of duty have not yet been perfected.

Fifty-two prisoners were captured in the suburbs of San Antonio and San Benito last Wednesday by a detachment of the Thirty-seventh Regiment. Many escaped, but a portion of them were overhauled and captured by the gunboat Laguna de Bay.

REMEY GOES TO ILO ILO.

Will Inspect a Site for a Naval Station.

WASHINGTON, Dec. 8.—A cablegram from Admiral Remy announced the temporary transfer of his headquarters from Casilo to Ilo Ilo. He sailed today with the dispatch boat for the latter port. Ilo Ilo, at which port the Don Juan de Austria arrived today. The Admiral's movement to the southward was explained by the Navy Department by a statement that he is expected to inspect a possible site for a naval station.

Mail advices from the Philippines state that Colonel Thomas MacGregor, Ninth Cavalry, has been assigned to the command of the Third district, Department of Southern Luzon, relieving Colonel James Lockett, Eleventh Cavalry. Colonel Walter Schuyler, Forty-sixth Infantry, has been assigned to the command of the Fifth district, Department of Southern Luzon, vice, General R. L. Harne, who has been transferred to the command of the Fourth district in the same department, relieving E. E. Hardin, Twenty-ninth Infantry, who has joined his regiment.

Kentucky Ordered to Manila.

WASHINGTON, Dec. 8.—Secretary Long today cabled instructions to Captain Colby, at Constantinople, to proceed with his ship, the Kentucky, from Smyrna on his interrupted voyage to Manila, to replace the Oregon on the Asiatic station. It cannot be learned officially that the mission debts have been discharged, but it is said that the Kentucky's mission, which was one of courtesy, has been discharged.

HILL AND THE SUBSIDY BILL

Its Defects Explained by the Great Northern Magazine.

CHICAGO, Dec. 8.—President J. J. Hill, of the Great Northern Railway, was the guest of the Bankers' Club at the monthly dinner tonight. Mr. Hill, in the first part of his remarks, merely alluded to the subsidy bill in passing, saying that he had made some inquiry concerning the building of boats in this country and upon the Clyde, and found that he could have been constructed in this country at a much lower figure than in Scotland. He then declared, did not look much as if a subsidy measure were passed, it would, in his opinion, amount to a gift of money to the assistance, and he mentioned the "ocean greyhounds" as those most likely to be benefited.

He then branched out into a talk on the manner of conducting a railway legislation, and declared that the matter was one which none but experts understood, and that railways could no more be properly handled in this way than a broken limb could be set by statute. In the close of his speech, Mr. Hill again came to the subsidy bill, and said concerning it: "It is an excellent thing, if it is not abused. I believe that if we could pay a tonnage on the actual commodities of a certain kind, based on the distance carried, there would be some justice in a subsidy. I analyzed the first bill that was drawn carefully, and found that out of \$9,000,000, about \$7,500,000 went to what is known as the American Line, and a good friend of mine and fine gentleman, they are always very kind to me when I am crossing. At the same time why should we, as a nation, pay \$2,000,000 a year for 20 years and have seven-eighths of it go to 10 or 12 ships? I am glad to say that when attention was called to this, the bill was amended and now it is in much better shape. The \$2,000,000 is to be distributed in rates among all the ships that sail under the American flag, and they have set apart 30 per cent of the appropriation for the Pacific Ocean. No doubt some of my friends thought they were serving me and, in a money sense, perhaps they were, but I would rather see them take the duty off the plates that are to go into the ships when they are built. If Congress will appropriate \$500,000 for a class of ships that will reduce the cost of carrying our commerce, we will have a right to feel that they have done well, but we don't think that they should give the bulk of it to 20 or 21 ships that are only compelled to run 21 knots once to the satisfaction of a Government officer detailed for that purpose."

MILLS WILL PAY THE BILLS

Lick Observatory Enabled to Chart the Southern Heavens.

BERKELEY, Cal., Dec. 8.—D. O. Mills, the New York capitalist, at the request of President Benjamin Ide Wheeler, has promised the University of California to defray the expenses, about \$4,000, of a two years' astronomical expedition from Lick Observatory to South America or Australia. The object of the expedition is to study the movements of stars in the line of sight. Already this work has been done at Lick Observatory for about three-fourths of the year. Two years' work at an observing station south of the equator will complete the first general survey ever made of the heavens for this purpose. By the use of the great spectrograph, presented by D. O. Mills several years ago, Lick Observatory has done remarkable spectroscopic work. Acting Director W. W. Campbell will at once begin the preparations for the expedition.

Building Association Assigns.

ST. LOUIS, Dec. 8.—The Missouri Guaranty Savings & Building Association made an assignment in the sum of \$100,000 this afternoon to William H. Verity, trustee, for the benefit of the creditors and stockholders. All property was included in the assignment.

Kipling Goes to Africa.

LONDON, Dec. 8.—Mr. and Mrs. Rudyard Kipling left Southampton this evening on the steamer Tantalion Castle on their way to South Africa.