

STRIKERS THE UP ALL CARLINES

Great Mob Rules Portland Streets for Hours.

MANY ACTS OF VIOLENCE

Union Men and Sympathizers Wreck Passenger Coaches.

ASSAULT LOYAL EMPLOYES

Police Powerless to Protect Company's Property.

RIOTERS IGNORE THEM

Officers Themselves Are Roughly Handled—Company Finally Abandons Attempt to Maintain Service—Will Try Again Today.

place after the ropes were cut off, the mob drove them from their elevated positions with missiles of all kinds. Strange to say few of the loyal employees were even slightly hurt.

The police were wholly unable to cope with the situation. Occasional arrests were made where the offenders were recklessly bold, but the mobs that attacked cars defied all opposition. Officers were hurried to the scenes of disturbance, but they were far outnumbered and were unable to do anything. In some cases the police themselves were roughly handled by the mobs.

Encouraged by their numbers, the strikers and their sympathizers soon had everything their own way. The lawless sentiment ran high. Portland has never before witnessed a similar demonstration of mob rule and the streetcar system, since the rails were first laid, has never suffered as it did last night. The strikers wrecked cars along Washington street from First to Seventh, and on Fifth, Third, Second and Morrison streets.

The strike came as a complete surprise not only to the Portland Rail-



Interstate Commerce Commissioner Franklin K. Lane, who will investigate the car shortage in the Northwest.

way, Light & Power Company, but to many of its employees. Leaders of the union took into their confidence only those whom they could trust not to divulge their plans. The attempted strike of the streetcar men last July failed, say the union men, because the officials of the company were fully advised of the disaffections among its employees and had plenty of time to prepare for trouble.

Objects of the Strike. The objects sought by the strikers are practically the same as those the union was demanding at the time of the last trouble, namely, recognition of the union, the abolition of the photograph system for identification of employees, and more pay.

The success of the strikers last night was due almost wholly to the strong sympathy with them of all union men in the city, represented by the Federated Trades Council, and to the support of the mob which gathered along Washington street. Numbers gave courage to those who led the demonstrations against the company and the mob urged the leaders on to constantly greater acts of lawlessness.

The company used every effort for a time to continue the operation of cars, but gave it up at about 9 o'clock, and concentrated its efforts on getting the stalled cars back to the barns.

Cars Sent to Barns. In this work the men who remained loyal to the company were successful and by 10:30 o'clock the streets were clear of cars, and the service was entirely suspended, except on the Oregon Water Power & Railway Company's lines, over which cars were run all evening, save between 8:30 and 9:30 o'clock, when crowds at First and Alder cut trolley ropes and blocked the service. After 8:30 cars were operated to First and Madison from all points on the O. W. P. system on the East Side.

Cars on the other city lines were not put into commission again last night after being taken to the barns. Many were so badly wrecked that they

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CHICAGO DECIDES PRICE OF LINES

Definite Step Toward Public Ownership.

WILL END TRACTION MIDDLE

Value of Property Finally Fixed at \$50,000,000.

WILL DIVIDE NET EARNINGS

Companies Accept City's Offer as Basis for Rehabilitation of Lines—Indiana Cities Have Enough of Ownership.

CHICAGO, Dec. 15.—(Special.)—Following years of bickering, political wire-pulling and execrable transportation service, Chicago is to enter on an era of better conditions of travel on her surface car-lines. The street railway controversy is virtually wiped off the slate. The Council committee on local transportation and the representatives of the Chicago Union Traction and Chicago City Railway companies came to a sudden agreement today and within a few days the City Council will be asked to pass an ordinance which the committee has unanimously agreed upon.

Final Offer of Companies.

The committee, consisting of aldermen of various political persuasions, of men who believe in and who oppose municipal ownership, was able to vote the traction middle out without spluttering, insinuo or harangue. The settlement came on the heels of a morning session devoted to the valuations that should be given to the properties of the two companies. The Union Traction Company, through General Counsel W. W. Gurley, argued for a higher estimate, and the City Railway Company, through E. R. Bliss, asked that payment costs be held in the account. President Mitten then talked briefly, saying the company he represented would agree to a division of the net receipts, share and share alike, or 50 per cent to the city and 50 per cent to the companies.

An executive session was called, the traction lawyers and newspaper representatives were excluded and the committee, with Mayor Dunne present, and advised by Special Counsel Walter L. Fisher, discussed the companies' offers. The announced conditions of the committee were:

That the committee would value the properties of the Union Traction Company at \$25,000,000. That it would value the properties of the Chicago City Railway Company at \$25,000,000.

That under no circumstances would it give more than \$50,000 for the possessions of both companies.

That, instead of 50 per cent of the net earnings, each—the demand of the companies—or 60 per cent for the city and 40 per cent to the companies, it would split the difference and accept 55 per cent for the city and allow 45 per cent to the companies.

It would allow for the present 5 per cent brokerage on new (borrowed) money and 10 per cent for construction profits. Until the city is able to buy, the companies will continue to operate on streets now occupied and such extensions as may be agreed upon.

INDIANA TOWNS HAVE ENOUGH

Will Ask State for Relief From Municipal Ownership.

INDIANAPOLIS, Ind., Dec. 15.—(Special.)—Indiana cities and towns have had

their ample fill of municipal ownership and the General Assembly will bristle with bills to place municipal plants of all sorts under control of the state.

In places where municipal ownership has been secured under specious promises by "reformers," the people have found that the principal object of the "reformers" was to provide themselves and their friends with fat positions and opportunities to spend money in a manner that would wreck a private concern in a month. Many cities have been bonded beyond the legal limit and the rate is unusually high where these experiments have been tried.

In spite of this expenditure of money, the service is much poorer than it formerly was under private ownership.

HILL GIVES UP HIS PLAN

Northern Pacific Stock Issue Proves Abandonment.

NEW YORK, Dec. 15.—(Special.)—James J. Hill has finally abandoned his plan for the merger of the Burlington and the Great Northern, and that railroad will hereafter remain in the joint control, as heretofore, of Great Northern and Northern Pacific. The legal obstacles to the plan Mr. Hill believes to be insurmountable. He was threatened with proceedings by the United States Government and by the several states through which the three companies have charters.

Mr. Hill's idea was originally to have the Great Northern control the Burlington as a free asset, and to pay over a large sum in cash of Northern Pacific stockholders in payment for their equity in the property. The Northern Pacific stock-issue announcement, made public yesterday, is a confession of the defeat of Mr. Hill's projects.

Alaska Miner Frozen to Death.

SEATTLE, Wash., Dec. 15.—(Special.)—A Nome special says: Jack Egan, a pioneer of Alaska and a well-known mining man, was found today in a clump of willows on Snake River frozen to death.

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LEARN THE CAUSE OF CAR SHORTAGE

Commissioner Lane Coming to Coast.

WHOLE NORTHWEST SUFFERS

Will Begin at Minneapolis and Work West.

MANY WITNESSES CALLED

Whole Commission Will Recommend Remedy in Spring—Meanwhile Dakotans Freeze for Lack of Coal.

OREGONIAN NEWS BUREAU, Washington, Dec. 15.—Interstate Commerce Commissioner Lane will visit the Pacific Northwest early in January to make personal investigation of the car shortage. Although the Commission is unofficially advised of difficulties experienced by Oregon and Washington shippers, it has had no official complaint from that section. The commercial interests of Seattle are now preparing a case against the railroads, particularly as regards lumber, and the Washington Railroad Commission is gathering data to be submitted to Mr. Lane. No complaints have been received from Portland, Tacoma, Spokane or other important shipping centers. Mr. Lane hopes to receive the assistance of interested parties while making the investigation, for his report will form a basis of future actions by the Interstate Commerce Commission.

Will Dig to the Bottom.

The exact dates on which Mr. Lane will hold hearings in Portland and other Northwestern cities have not yet been fixed. He will leave Washington the first week in January and probably begin his inquiry in Idaho, working west through Spokane to Seattle and Tacoma and thence to Portland. Whether he will visit other Oregon cities is yet to be decided.

He is determined, however, to go to the bottom of the car shortage in so far as it affects these three states, and will devote all the time necessary to make his investigation complete. Opportunity will be given all shippers who have suffered because of lack of adequate transportation facilities to put in their complaints.

At Boise the coal shortage will probably occupy most of the time, for Mr. Lane will endeavor to ascertain to what extent the present shortage of coal is due to inadequate transportation facilities. The same will be true at Spokane and in Central Washington. Seattle's chief complaint, so far as known, comes from lumber shippers, who assert that they have been unable to market their product because the railroads have given preference to higher classes of freight.

Cannot Decide Until Spring.

The investigation, however, will cover not only the complaints of lumbermen and people who have been injured by the coal shortage, but the complaints of farmers whose grain and fruit have spoiled because of their inability to get it to market.

At Minneapolis, where Mr. Lane begins an investigation of the car shortage on Monday, subpoenas have been issued for responsible railroad officials and for prominent shippers whose interests have been affected, and others having knowledge of the subject will be permitted to testify. The same course will probably be followed in the Northwest, so that Mr. Lane can get at the facts from the standpoint of both shippers and railroads. When his report is made, the Interstate Commerce Commission will set as a body

and consider the evidence with a view to outlining some plan of relief. However, it will be well into Spring before the subject will be in shape for such action.

Having lived a long time in the Northwest, Mr. Lane is somewhat familiar with conditions in that section. He does not understand why complaints of car shortage have not been made to the Commission by the people of Washington, Oregon and Idaho, but hopes to receive their hearty co-operation when he goes there on his official mission. Two special agents are now gathering information in Washington, the State Railroad Commission is engaged on the same mission and the commercial interests of Seattle are preparing a complaint, all of which will be considered during the investigation in that state. If like data can be gathered in Oregon and Idaho, it will aid materially when hearings begin.

RAILROADS BLAME WEATHER

Presidents of Companies Say Doing Best They Can.

WASHINGTON, Dec. 15.—The telegram sent yesterday by the Interstate Commerce Commission to the presidents of various railway systems call-



Mayor Edward F. Dunne, of Chicago, who has closed deal to buy street railways.

ing their attention to complaints of car shortage and failure to transport the necessities of life brought replies today from Vice-President Pennington, of the Minneapolis, St. Paul & Salt Lake Railroad; George B. Harris, president of the Chicago, Burlington & Quincy Railroad, and Marvin Huggitt, of the Chicago & Northwestern Railway. None of the answers, however, are from the railroad companies supplying the territory where the shortage of fuel is stated to exist.

Mr. Pennington telegraphed: "There is no blockade of freight or shortage of cars on our lines west of Minneapolis except what is due to bad blizzards in the last few days."

President Huggitt, of the Chicago & Northwestern, said: "The Chicago & Northwestern Railway Company is not falling at this time, nor has it at any time failed to furnish cars and to move them with reasonable promptness both for fuel and other commodities, and if there is suffering for lack of any commodity at stations tributary to its lines, let me assure you that it is not due to our company's failure to discharge its duty in this respect. I have during the last three weeks been in frequent communication with the Governor of South Dakota on this question. The reports this morning indicate a good supply of fuel at stations on the line of this company, especially in Minnesota and South Dakota."

Senator Hausbroug, of North Dakota, consulted the Commission today and declared that the situation regarding fuel in his state is most deplorable, and that the public schools are closing on account of a lack of fuel. It is said at the Commission's office that for a number of years at this season there had been complaints of a lack of cars, but that the situation was never so acute as now.

HEARING AT MINNEAPOLIS.

Members of Commission Start Investigation Monday.

MINNEAPOLIS, Dec. 15.—Arrangements (Continued on Page 8.)

GIBBONS DEFENDS RULER OF CONGO

Attacks Due to Religion and Greed.

CALLS LEOPOLD HUMANE RULER

Says Stories of Barbarities Are Exaggerated.

FACTS FROM MISSIONARIES

Prelate Says Religious Jealousy and Commercial Rivalry Inspire Attacks—Intervention Would Be Bullying Small Nation.

BALTIMORE, Dec. 15.—(Special.)—A declaration that the charges of atrocities in the Congo Free State have been greatly exaggerated and a defense of King Leopold of Belgium as a wise and humane ruler were made today by Cardinal Gibbons. The Roman Catholic prelate spoke in answer to the statement made last night by Rev. Dr. H. Gratton Guinness in a meeting of ministers in this city that the Cardinal is "the strong hand in this country who prevented the Government from noticing the barbarities in the Congo."

"I have observed," said Cardinal Gibbons, "that an emissary of the Congo Reform Association has made a personal attack on me for my attitude in defending King Leopold's Congo administration against these unjustifiable attacks, and I feel very grateful to the reverend gentlemen who were good enough on that occasion to get up and defend me. I note, however, that even my defenders excused me on the ground of my ignorance of the question."

Calls Leopold Humane Ruler.

"My position in the matter has always been very clear. I have naturally means of keeping in close touch with the situation through our missionaries, who are on the spot. There has been a great amount of exaggeration in these stories of maladministration. The King is a wise as well as a humane ruler, and we bear through missionary sources that whenever cases of cruelty have occurred, as such things will occur under every human government, the King has been prompt to redress such abuses and to punish the offenders. His recent decrees granting the natives additional land and ameliorating the condition of the native laborers are an added evidence of his desire to do everything possible for the good of his native subjects. I understand that these new laws are now being put in operation as rapidly as possible throughout the Congo State."

Evil Motives of Attacks.

"I fear this agitation against King Leopold's administration is animated partly by religious jealousy and partly by commercial rivalry. It is to be hoped that individuals who are carrying it on will not be successful in their efforts to induce the great powers of the earth to interfere in the affairs of a small nation. The Belgian nation is small, but the Belgians are a brave people, and, as indicated by the action of their Parliament yesterday, they stand solidly by their King in supporting his African regime."

"In our schoolboy days the most odious and contemptible creature we used to encounter was the bully who played the tyrant toward the weak. But still more intolerable is a bullying nation that picks a quarrel with a feeble nation with the base intent of seizing her possessions, playing the role that King Ahab enacted toward Naboth. "With the attitude of the American Government I do not concern myself. As I said before, I have means of information (Continued on Page 8.)

HARRY MURPHY CATCHES A FEW FLEETING GLIMPSSES OF THE MERRY CHRISTMAS SEASON



Fig. 1 is What Gwendoline Dreams of Getting. Fig. 2 and 3 is the Reality. If You Contemplate Shopping a Suit of Armor Would Help Some. The Husband of His Wife is Handy at This Season. Where Extremes Meet. This is a Prospect Not Altogether Remote. From Now on the Young Sherlocks Will Be Busy Looking for the Hidden Presents. "Say, Boss, if Them Toys Are Made by a Trust It's 23 for Yours." Those Marked-Down Shaving Sets Are a Nice Gift for Your Gentleman Friend. Of Course You Are Not to Blame if He Calls on You Next Day Looking Like This.