VOL. XXVIII.—NO. 52.

PORTLAND, OREGON, SUNDAY MORNING, DECEMBER 26, 1909.

PRICE FIVE CENTS.

## THREE STATES IN GRASP OF STORM

Winnipeg to South Illinois Crippled.

### COAL FAMINE IS IMMINENT

Seven Inches of Snow Covers Vast Zone, Traffic Halts.

MICHIGAN SUFERS

Omaha and Lincoln, Neb., Annul All Trains - Chicago's Condition Critical-Intense Cold Pre-

dicted-Wires Down.

CHICAGO, Dec. 25.-(Special.)-The entire West and Northwest from Winnipeg. Man., to the lower tier of Illinois countles, along the Ohlo River, are hard and fast in the grip of the Storm King. An average of seven inches of snow blankets all this vast territory, crippling all transportation lines, bringing intense suffering to the poor, making acute the coal famine which menaces Chicago and other big cities and reducing supplies of all kinds because the rallroads cannot transport farm products to the cities.

### Sharper Storm Predicted.

The snow began falling at 2 o'clock Friday afternoon and has been coming down steadily ever since. The temperature, which averaged about 30 degrees is falling rapidly and the predictions are for intensely cold weather before Sunday night. Reports late tonight indicate that the storm is spreading out toward the South, the wet, heavy snow seriously nication and delaying railroad trains.

Meager reports from Michigan indicate that state has suffered most severely few telegrams drifting through tell blockades in all directions. Grand Trunk and Pere Marquette trains are absolutely snowbound. At Detroit, street car traffic is badly impaired and the the Detroit River for 24 hours.

### Streetear System Blocked.

Oynaha and Lincoln, Neb., report streetear traffic at a standstill and railroads, unable to move trains except at a snall's pace, have annulled all regular passenger trains, leaving them to get through on the best schedule possible To get passenger trains through, no freight trains are leaving the ter-

Trains into Chicago from all directions are from three to ten hours late and, unless the storm soon abates, conelevated trains are running fairly well the surface roads are badly handicapped. Not only is Chicago's transporation badly hampered, but the city is facing a coal famine.

### Coal Famine Faced.

It became apparent three days ago that the supply would run short and every railroad tapping lilinois and Indiana coal fields had made arrangements to take advantage of the double heliday to rush a big supply to this and other cities. With the roads bending every effort to get passenger trains through the snow, however, the moving of freight was absolutely out of the question, and the large supply of coal vaiting to be moved still remains on the sidetracks.

Charitable associations are burdened to the limit by calls for assistance.

FERRY FROZEN IN LAKE ICE

Railroad Passengers at Detroit Wait

Till Way Is Chopped.

DETROIT, Mich., Dec. 25.-Six coaches of Christmas travelers on the Canadian Pacific's Chicago-Toronto train are stalled in the Detroit Liver, aboard the company's car ferry Michigan, which has been

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# TELEPHONE'S CALL UNITES BROTHERS

SEPARATED FOR 20 YEARS, THEY MEET BY CHANCE.

Long Distance Call Renews Youthful Memories, and They Hurry to Meet by Train.

DENVER. Dec. 25.-Charles H, and John W. Harrison, brothers, who had not seen or heard of each other for 20 year strangely reunited here today through a chance telephone call.

More than 20 years ago, when 12 years old, Charles Harrison ran away from his some at Lawrence, Kan. He drifted to Colorado and became a successful mining proprietor. In the meautime, John W. Harrison settled in Wyoming and became one of the construction engineers in the Union Pacific service. Today, Charles H. Harrison went to the office of Attor ey Krump on legal business and while

he was there the telephone rang. "Excuse me a moment," said the law er; "I've got a long-distance call, and, y the way, it's a man by your name, Harrison. He's up in Laramie."
"What's his first name?" inquired the

"John-John W. Harrison."

"What!" yelled the visitor, "Why maybe he's-" and Mr. Harrison grabbed the telephone from the lawyer's hand. "Is this John W. Harrison?" he asked, He was assured it was, "Did you live in

Kansag, when you were a "Yen." rother named Charife?" "Yes." "Well, this is Charlie Then the brothers had a long conversation in which each told of his business and the result was that John W. Harri-

### XMAS RIFLE KILLS TOT

where the brothers will meet:

Boy Brushes Dirt Off Gun, Playmate Shot Through Heart.

RIVERSIDE, Cal., Dec. 25 .- (Special.)-Harold McLean, 9 years old, son of Mrs. William McLean, was accidentally shot through the neart this atternoon by a companion, Roy Saiter, of Pasadena, as the two boys were starting on a duck hunt near Pedley Sta-Death came instantly.

Mrs. McLean and her son came from Nokomis, Ill., two months ago, to pass the Winter with her sister, Mrs. A. Fagan. Roy Saiter, who is the son of Charles Salter, of Pasadena, recently, arrived for a Christmas visit at the

Noticing some dirt on the barrel of the 22-caliber rifle which he received from Santa Claus, the Salter boy made a quick motion to brush it off, when the gun exploded. Young McLean fell dead without uttering a word. The mother is prostrated with grief. The

### JESSE JAMES HUNTER DIES

#### J. D. Warren, Veteran Who Pursued Outlaws Passes at Tacoma.

J. D. Warren, who was in the service two barriers to the successful enforce-of the United States Government for ment of state prohibition laws. several years hunting Jesse James and his brothers, died today of old age at the residence of his son-in-law, County Assessor Rallsback.

Mr. Warren served in the Union Army as Colonel, and when the James brothers began their reign of terror he was for a long time engaged in fighting the outlaws. In the skirmishes he experienced several narrow escapes from death. He was born at Independence, Mo., and had lived in Tacoma 20 years.

### GRIEF KILLING TWOMBLEY

Vanderbilt's Brother-in-Daw Dying in East From Heart Disease.

MADISON, N. J., Dec. 25 .- Oxyger vas resorted to today to prolong the life of Hamilton Mck. Twombley, brother-in-law of W. K. Vanderbilt, who is critically ill here with heart disease. Little hope is held out for his recovery.

Twombley is between 60 and 70 years old and is a director in many important railroads and corporations. Friends say that his illness is principally due to grief over the drowning of his son at Squall Lake, N. H., last

### BODY BLOW GIVEN **C.O.D.LIQUOR SALES**

Express Concerns Must Stop Collecting.

"JOHN DOE" TRADE ALSO HIT

Stiff Interstate Liquor Law Effective With New Year.

MEASURE WORK OF "DRYS"

All Packages of Liquors Shipped Into Prohibition States Must Be Addresed to Bona Fide Consignees, Says Code.

OREGONIAN NEWS BUREAU, Wash ngton, Dec. 25.-On and after January 1910, the importation of liquor into prohibition states must be carried on openly and above board. No longer may the user of whisky, beer or wines import for his own use any of these drinkables un less the package in which they are shipped is plainly marked on the co showing the nature and extent of the liquid contents. This is one of the reuirements of the new interstate liquo code passed at the last regular -session

of Congress. This new law is the first fruit of the ong-continued campaign waged by the Prohibitionists before Congress. It is not all that they asked, but they re gard it as a great victory, as they are confident that the new enactment will 'aid materially all "dry" states in the enforcement of their local liquor laws. It will enable the prohibition states to keep track of all liquor imported from another state or from abroad, and in that way render it easier to check the sale of intoxicants in where such traffic is unlawful.

### Agents May Not Collect.

Sections 238, 230 and 240 of the penal which becomes effective on the first of January, impose new restrictions upon the interstate shipment of liquor and while applicable to shipments from any state or territory to any other state or territory, or from a foreign country to any state or territory, are chiefly in portant as they bear upon shipments in to prohibition states. Not only do these sections of the code require the plain marking of packages containing liquor but they put an end to the practice of express and freight agents acting as collectors for liquor dealers, and also put a stop to anonymous shipments, and do away with the C. O. D. liquor traffic TACOMA, Wash., Dec. 25 .- (Special.) all of which practices have been effect-

Under the terms of Section 240 of the code, "any package containing any spir Ituous, vinous, malted, fermented, other intoxicating liquor of any kind" must be plainly labeled on the outside consignee, the nature of its contents and the quantity contained therein Any person who knowingly ships liquor comply with this requirement shall be subject to a fine of not more than \$5000. and liquor shipped in violation of this section shall be forfeited to the United States, and may be seized and condemned by the Federal authorities.

### No "John Doe" Shipments.

Another section provides that "any officer, agent or employe of any raiload company, express company or other common carrier who shall know ingly deliver or cause to be delivered to any person other than the consignes, unless upon the written order in each instance of the bonafide consignee, or to any fictitious person, or to any person under a fictitious name, any such liquor as just described when shipped from one state to another, shall be fined not more than \$5000, or imprisoned for not more than two years, or

This provision is intended to break (Concluded on Page 2.)

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hance telephone call reunites brothers separated for 20 years. Section 1, page 1. Frantest struggle in history expected be-tween railroads and employes. Section 1. James A. Patten, heavily short of corn, with market against him, continues atrenuous effort to force prices down. Section 1, page 1.

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Artistic home of Mrs. Mildred Powers on Council Crest finished Section 4, page 10. Good apartment-houses being built in Nob-Hill district. Section 4, page 10. Hotel to be built at Twelfth and Washing-ton streets. Section 4, page 10. Portland and Vicinity.

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# SEEMS TO IMPEND

Labor and Capital May Clash on Wages.

### HIGHER RATES MAY RESULT

Roads Say They Can't Pay More on Present Earnings.

PEOPLE MAY DECIDE ISSUE

Government Control Is Important Factor in Problem-Roads Would Welcome Federal Rate-Making With Guaranty.

WASHINGTON, D. C., Dec. 25 .- (Spe clal.) -Some members of the Interstate Commerce Commission and many rail road officials believe they can see rap idly approaching one of the severes contests between labor and capital in recent history. This does not necessar ily mean that railroad men generally are expecting big strikes in the labor world. Such strikes, however, are always among the possibilities when labor and capital clash. It is firmly be lieved by the railroad men that thi struggle will be begun by the rallroad labor organizations, will rapidly spread to other lines of work and may even tually result in a complete readjust ment of industrial conditions.

### Higher Wages, Higher Living.

The situation with respect to railroad abor is unique in the history of this o any other country. Never before bas labor enjoyed such high wages. During the recent periods of great prosper ity wages in the railroad field have unted very high. As a result, labo men have become accustomed to living on an entirely different plane from for merly. They are living in better neighporhoods, are dressing better, are edu cating their families, and altogether ar taking a different view of life.

Notwithstanding the fact, however hat exceedingly high wages, compara lively speaking, have enabled the boring classes in the railroad field to better their conditions, they now find themselves unable to live on their present rates of pay. One of two things, must result, namely, either the railroad laborer must return to his old style of living or he must have increased wages. Railroad managements everywhere rec ognize this economical fact.

### Roads Say Rates Must Rise

They say, however, that they would be willing to increase wages if they could do so without menace to the say, with some show of reason, that it impossible for railroads to continue to absorb the increased cost of living o behalf of their employes and at the same time stand the increased cost of all material and everything which enters into the operation and maintenance of a railroad. The point has been reached, they insist, where railroads must receive more for the transportation services if they are to continue increasing wages. Upon this platform the railroads say they must stand

### Ballots May Solve Problem.

What will be the result of the posi-tion assumed by the railroads? None can answer this query, but the rail-road and financial worlds are rife with speculation regarding the outcome. In the end, it is generally believed, the people at the ballotbox will have to set-

the the question.

The problem involves even a more serious one with respect to the remuneration common carriers are to be permitted to enjoy.

There is undoubtedly a determination

on the part of the railroad labor or-ganizations to fight this battle out now, and the lines of battle are being well drawn on both sides. The labor or-ganizations insist that the increased (Concluded on Page 2)

### COTTON PLUNGER OUTDOES SULLY

CALES OF TEXAS, ONCE IN PAWN, NOW MILLIONAIRE.

Avoiding Pitfalls, "Big Four" Is Reported to Have Netted \$15,000,000 a Year.

From pawn tickets to millions in les than two years is the story in brief of E. G. Scales, of Texas, and the Wal dorf-Astoria Hotel, one of the most daring and successful operators of the centruy in the cotton market. "Dan" Sully, meteoric and speciac-ular as was his career, was not in Scales' class, and he was lured to his destruction by that will-'o-the-wisp fatal to mary, "cornering" the market. But Scales has steered clear. His

NEW YORK, Dec. 25 .- (Special.)-

gains are close to the \$5,000,000 mark, if not beyond it. The greater portion was made this year. He and his associates, W. P. Brown, James A. Patten, the Chicago operator, and Frank Hayne, of New Orleans, the "Big Four" of the loca cotton market and comprising the

most powerful bull clique the country

ever has seen, have made about \$15,

000,000 the past year,

"TRAMP" PAYS OLD SCORE Timely Aid Seven Years Ago Brings

DENVER, Colo., Dec. 25 .- (Special.) Seven years ago James L. Harvey, ow a Rio Grande switchman here, was brakeman on a freight in Oklahoma and befriended a tramp.

\$500 Gift to Brakeman.

Today Harvey received a letter from the tramp, Charles McNamara, now a rich miner of Murray, Idaho, enclosing a check for \$500 as a Christmas gift Harvey permitted McNamara to ride over his division, gave him clothes, a meal, a bed and a \$2 bill.

McNamara says in his letter that he had revolved to kill himself when he met Harvey. But the help he got gave him courage to renew his battle with the world and he is now prosperous He tells Harvey to "give the high sign" when he wants anything.

#### RUNAWAY TRAIN SMASHES Plunges Through Two Brick Walls and Piles Up in Depot.

ST. PAUL, Dec. 25.-A runaway Great Northern freight train, going down grade fully 60 miles an hour, crashed through a maze of switches until it crashed into the Union Depot. The engine smashed through two brick walls into the baggage room and now lies a mass of wreckage in the base-ment, while 12 or 15 freight cars were crushed into kindling wood and others are piled in a heap that reaches to the

No fatalities resulted, as the train rew jumped when it was discovered brother George, who is interested with Engineer Morrisey had lost control.
According to the Great Northern officials, someone maliciously turned off wonted air of Yuletide cheer to thousands the angle cock between the engine and of rural hearthsides. nder which controls the air.

### JUMP TO SAVE IS FATAL Woman Falls Off Platform, Train Kills Her and Hero.

two families at Malaga, near Vineland, N: J., this afternoon. Mrs. Mary Price was killed by a train. William Hageman, who made an attempt to save her received injuries from which he died. Mrs. Price was standing on the snowcovered station platform at Malaga when she slipped and fell on the tracks just as the train was pulling in. With rescue her but before he could drag her locomotive.

### DYING WOMAN REFUSES AID Fatally Burned, She Insists First on Seeing Children Are Safe.

LOS ANGELES, Dec. 25 .- Mrs. Polly Bolotin, who suffered frightful aurns last night when she used kerosene to encourage the fire under the family's

Christmas turkey, died early today, Despite her fatal burns, Mrs. Bolotin refused to accept medical aid until assured by sight that her five children were safe.

# FOR CHEAPER CORN

Paper Losses Already In Millions.

### FARMERS GETTING HIS COIN

Demands on May Option Promise Embarrassment.

MUST CONTINUE TO BUY

Sales for Spring Delivery Estimated at From 10.000,000 to 20.000.-000 Bushels-Squeezed Cot-

ton Men Seek Revenge.

OHICAGO, Dec. 25 .- (Special.)-With the dawning of Christmas day James A. Patten, whose recent "corners" in cotton and wheat have made him a dominant figure in the Bourses of the world, is entering upon the most desperate speculative battle of his career. Surrounded on all sides by enemies and facing a rising market, he is fighting fiercely to keep down the price of corn In spite of his most strenuous efforts, the cost of that commodity has risen from 10 to 12 cents above the price at

Unless there is a radical change in market conditions in the near future, his enemies, say, the one-time "wheat king" by May 1 next will be metaphorized into the "corn goat," to the tune of \$2,000,000 or more.

which he sold it. He is known to be be

tween 10,000,000 and 22,000,000 bushels of

### Losses Huge "on Paper."

Already Mr. Patten has suffered huge these losses becoming greater instead of ess. During the last month he has been playing Santa Claus to large sets of farmers throughout the West and Southwest. The farmers saw the Christmas money possibilities of the corn market about the same time that Mr. Patten did,

but from a different angle. That was last August. Mr. Patten sold corn and the farmers bought. Ever since then the price of corn has been going up. With the beginning of the Christmas season the farmers began to close out their line at profits of from 6 to 19 cents a bushel, and Mr. Patten, with his him in the deal, have contributed the money which has lent a more than

### Effect on Market Lost.

The farmers closing out sales are, however, only a preliminary to what the bulls in the corn market confidently expect is to come. In the December keep corn down Mr. Patten and his brother have sold with a lavish hand. CAMDEN, N. J. Dec. 25.—White They are still selling. Matters have Christmas brought death and sorrow to come to a point where their swing has no effect on the market.

Meanwhile a group of corn "bulls, composed to a large extent of cotton men whom Mr. Patten squeezed severely in his recent incursion into the Southern cotton market, have ororganized to keep the price of corn up and have joined with the farmers in their effort to make things unpleasant for Mr. Patten. They assert that, compared with the price of pork and other provisions, corn is worth from 90 cents to \$1 a bushel. They are buying corn on that theory. Mr. Patten is trying to sell as fast as

they buy. Exact figures as to how much corn Mr. Patten is "short" are, of course, not available. That is a secret closely guarded in Mr. Patten's private office and he has no intention of divulging It. Conservative estimates place his sales for May delivery alone from 10 .-"bulls" talk in figures of from 15,000,-000 to 20,000,000 and even higher.

For delivery on or before December (Concluded on Page 8.)

HARRY MURPHY, NOW THAT THE WORST IS OVER, CONTRIBUTES A FEW AFTER-CHRISTMAS SUGGESTIONS.

















Under the Mistleton.

Help! Where's Pinchet?

Her Portrait.