



PUBLIC OF PORTLAND

To be Taken Into Strikers Confidence.

MASS MEETING PLANNED

National Organizers Arriving to Aid Car-Men in Their Big Fight.

MEN GREATLY ENCOURAGED

Disorder Practically Dying Down Under Stress of Police Pressure and Efforts of the Strike Leaders As Well.

PORTLAND, Dec. 20.—Upon the plans and suggestions that may be presented by the officers of the international body of the street car men's union, who are expected to arrive in Portland tonight and tomorrow, will depend the further conduct of the local street car strike, and the outcome of the union's fight against the railway company.

These men have had wide experience in the conduct of strikes and the members of the union here have great hopes that their presence in the city and their aid in the fight now on will have the effect of rousing new interest, instilling new life into the fight, bringing many more men into the ranks of the strikers, and enabling the union to ultimately win its point.

General Organizer W. G. Burton is to arrive tonight at 5:55, and will meet with the street car men and the executive board of the Federated Trades Council at Drow Hall tonight. Richard Cornelius, member of the executive board of the international organization, will arrive tomorrow afternoon, and both he and Burton will address a public mass meeting at Merrill's hall Friday night. This meeting is to lay the strike situation before the public, and all unionmen, and to make a bid for renewed sympathy and support from both. Vice President M. J. Sullivan, of the International Electrical Workers, has been requested to come to the city, but no reply has been received from him as yet.

Notwithstanding the fact that the railway company is operating cars night and day almost on schedule time; that few, if any, men are being converted to the cause of the strikers; that the electrical workers have so far declined to strike in sympathy, and the Federated Trades Council has not authorized any general sympathetic strikes, the carmen still express the greatest confidence in their ability ultimately to win. Their faith in the power of the international officers to give a turn to affairs that will force the company to come to time is unbounded.

WHISKEY MANUFACTURERS HOT

WASHINGTON, Dec. 20.—An emphatic protest was made yesterday by Secretary Wilson of the Agricultural Department by the manufacturers of whiskey known as neutral spirits, against a tentative ruling of the department respecting "blended" whiskey. Under this ruling the mixture of neutral spirits and bourbon and rye whiskey to which harmless coloring as flavoring ingredients have been added, cannot be branded "blended" whiskey, or indeed, whiskey at all.

CLAIMS MANY MILLIONS.

NEW YORK, Dec. 20.—Louis P. Kookon, of Philadelphia, through counsel here, served notice yesterday upon Corporation Counsel Ellison and Comptroller Metz, laying claim to the major portion of the property in upper Manhattan borough and the Bronx, the value of which runs up into the hundreds of millions. Kookon claims

to represent many heirs of the original owners, and grants made by Richard Nicolls and Thomas Dongan, or their governors.

FIRED ON CARS.

PENSACOLA, Fla., Dec. 20.—Officers of the Fort Barrancas army post notified the attorneys of the electric car line that thorough investigation will be made and if any artillerymen fired on the train they will be court-martialed. The soldiers deny that they fired into a train, and after a thorough examination today by officers of the Pensacola Electric company it was announced that no bullet holes were found in any of the cars.

AFTER "BLACK HAND" SOCIETIES

NEW YORK, Dec. 20.—With the idea of discouraging the "Black Hand" and kindred organizations in this city, the police tonight arrested fourteen Italians on charges of carrying concealed weapons. A special force of detectives was detailed to the Italian colony for the purpose of apprehending suspicious persons.

Police Commissioner Bingham stated that he would enlarge the force of Italian detectives and make a determined effort to rid the city of the "black hand" class of criminals.

RAILROAD DEFIES COMMISSION.

OMAHA, Dec. 20.—George McNutt, of Kansas City, district passenger agent of the Missouri, Kansas & Texas, who is in this city, announces that his company has decided to make contracts for the coming year with newspapers for advertising to be paid for in transportation, notwithstanding the ruling the Interstate Commerce Commission has made.

DEFENDS JAPANESE

Female Missionary from Tokio Takes Up Cudgels.

HITS SAN FRANCISCO BOARD

Secretary of Board of Education Writes Sharp Criticism of Lady and Incidentally of Metcalf and the President.

SAN FRANCISCO, Dec. 20.—Mrs. Flora B. Harris, residing at the Tokio mission, recently addressed a communication to the San Francisco board of education, in which she deplored San Francisco's attitude toward the Japanese in the public schools, and criticized what she termed the "provincial spirit" of the local officials. She deprecated the attempt to classify the Japanese as "Orientals," and expressed surprise that the children of any foreign residents could be "excluded from the public schools and segregated without their consent, solely on account of their nationality."

The San Francisco Board of Education, through Secretary Elmore C. Leflingwell, has framed a reply to Mrs. Harris. The reply asserts that the Japanese have not been "excluded" from the schools, "despite the fact that no less a personage than the President of the United States has employed a similar assertion in framing a message to Congress, and notwithstanding the wholly unfair report made of the entire school incident by the Secretary of Commerce and Labor, the Hon. Victor H. Metcalf."

The "provincialism of California," the reply states, "is oddly enough reflected in the hearts and minds of the people of Oregon and Washington." Continuing, the reply says: "The fact that the President of the United States is basing arguments upon erroneous assumptions and framing against a loyal people scathing criticisms regarding a matter which is purely one of local concern, does not in the least deter the people of the Pacific Coast, who, after all, doubtless are the best judges of their own immediate needs. Neither do the misleading deductions and recommendations of a politician high in authority, when voiced through a document which plainly sought the light of favor and not of truth, impress the people of this locality with any sense of doubt as to their rights as free born

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CONGRESS ADJOURNS

Over the Great Holiday Season of 1906.

YESTERDAY'S BIG RUSH

Isthmian Canal Report Is Received and Makes Deep Impression in Both Houses.

MONDELL FIGHTS FOR HIS BILL

Big and Busy Day in the National Legislature—Everything Rushed to Make Adjournment Easy—Re-convene January 3.

The annual report of the Isthmian Canal Commission for the year ending December 1 was made public today. The report is in part as follows:

During the year the first stage of canal work, that of preparation, has virtually been past, and the Commission finds itself in a position to enter upon the second stage, that of actual construction of a lock canal at an elevation of 85 feet, authorized by Congress in June last.

Of these two stages, the first was at once the more difficult and the more important. If not done thoroughly and intelligently, in every part, the actual work of construction would be handicapped from the start. It was necessary to make the Isthmus, by thorough sanitation, a healthful place in which to work; to provide suitable quarters and food for employes; to construct proper terminal yards and railway tracks and intermediate yards for the handling of the vast quantities of materials and supplies; to install a system of railway tracks through the cut; to put the various levels in the cut in proper condition for the installation and operation of the maximum number of steam shovels; to purchase and assemble the plant for constructing the canal; to work out all engineering problems; to perfect a government and create a system of accounts, and to formulate a preliminary plan for carrying forward the work in each department.

Emphatic testimony to the thoroughness with which the preliminary work has been done was borne by the Senate committee on inter-oceanic canals in its majority report, made to the Senate on May 17, 1906.

WASHINGTON, Dec. 20.—President Roosevelt today signed the Urgent Deficiency bill.

Senator Foraker occupied the attention of the Senate in his last session before the holiday recess in an extended criticism of the basis of President Roosevelt's action in discharging the negro troops of the Twenty-fifth Infantry, on account of the Brownsville raid. He was replied to, briefly, by Lodge, while Scott sustained the demand of the Ohio senator for full investigation of the matter by the Senate Military Committee. A resolution declaring such an investigation is before the Senate for action at its next meeting. The Senate adjourned until January 3, 1907.

The recommendations for changes in the naturalization, expatriation and passport laws and regulations of the United States, was submitted to Congress today by the special committee designated by the State Department to investigate the political laws, in accordance with the request from the House committee on foreign affairs. The committee consisted of Dr. David Jayne Hill, United States minister to The Netherlands, James B. Scott, solicitor, and Gallard Hunt, chief of the Passport Bureau of the State Depart-

ment. The status of American women marrying foreigners is sharply defined and the citizenship of minor children is made clear and provision is made for expatriation of American citizens who live abroad indefinitely. Under the present law, a man once an American citizen is always an American citizen. The result has been many perplexing international difficulties, especially in Turkey, where many men who have American naturalization papers demand the protection of the United States. If the recommendations of the committee be enacted into law this country will be practically upon the basis as England is now, and will be able to terminate the American citizenship of persons who live outside this country.

After being in session less than an hour, the House adjourned until Jan. 3, 1907. Empty desks greeted the Speaker when the House convened and the desire to get away for the holidays was superior to all inclinations for business. Representative Mondell of Wyoming succeeded in passing a bill extending the time in which entrymen may make final settlement on the Shoshone Indian Reservation. The House adjourned to meet again on January 3, 1907. One hundred members waited to extend the season's greetings to Speaker Cannon.

While Mondell's bill was under consideration, Representative Mann of Illinois, objected to the practice of Congress, or rather of the Interior Department, in opening Indian reservations under the lottery system. He seriously doubted whether the entrymen on these lands contemplated their retention, but believed that they hoped rather to make money out of their holdings, while real settlers were placed at a disadvantage.

FOUR CENT ADVANCE

Forty-seven Railways Make this Wage Tribute.

TO YARDMEN AND TRAINMEN

Was a Universal Demand Throughout the Country—Some Brotherhoods Asked Five Cents Increase Per Day—Four Accepted.

PORTLAND, Dec. 20.—Switchmen in the employ of the O. R. & N., Southern Pacific, Northern Pacific and Northern Pacific Terminal Company have been granted an increase of 4 cents an hour in wages. This is for a ten-hour day, with not less than half an hour extra work to be considered overtime.

The new scale gives day foremen in first-class yards 35 cents and night foremen 37 cents, with day helpers paid 32 cents and night helpers 34 cents. In second-class yards the scale is 1 cent lower. The increase was asked for in November, but was not granted until a few days ago, when it was agreed that the raise should date from November 1. The concerted action of the four companies in recognizing the request of the men is taken to indicate other matters presented by engineers and trainmen will be accorded the same recognition.

All lines of railroad employes with the exception of clerks, have either taken up the theme of an increase in wages, or will do so by January 1. The latest intention has been declared by the Brotherhood of Railway Trainmen and Order of Railway Conductors, on all lines west of Chicago, who will demand an eight-hour day and an increase of 15 per cent for conductors and brakemen.

About 47 roads will be affected and the increase will benefit a total of 45,000 men, while to the companies it means an additional expenditure of \$8,000,000 annually.

EXCITING PURSUIT.

BUFFALO, Dec. 20.—The trunk containing \$15,000 worth of plate and jewelry alleged to have been stolen from Charles V. Stein of Chicago, was in Buffalo today and was shipped by a man and woman to Montreal tonight, beating the pursuing detectives by ten minutes. A telegram has been sent along the line to arrest the couple and the conductor of the train has been instructed to hold the trunk.

NO EXTRA SESSION

President Very Dubious of It's Necessity.

CONGRESS AGAINST IT

He Must Have Affirmative Expression Before He Will Even Consider It.

NO VERY PRESSING REASONS

Tariff Revisionists Are Not For It—High Tariff Men are Solidly 'Foreigners' the Plan—Will Be Investigated.

WASHINGTON, Dec. 20.—Advocates of tariff revision have about abandoned hope that an extra session of the 60th Congress will be called, following the adjournment of the present session on March 4 next. President Roosevelt, while avoiding any definite statement of his intentions has distinctly discouraged advocates of an extra session who have called at the White House during the past few days.

Many Western Congressmen and most of the members of the Massachusetts delegation have strongly urged the President to take up the matter of tariff revision and force early action. They contend that the results of the recent election indicate a strong demand for readjustment of the Dingley schedules, and they insist that Congress and the President should recognize that demand.

Mr. Roosevelt's attitude in the matter has not been arbitrary, but to his insistent callers he has declared that tariff revision should be given careful consideration that none is more desirous than he of getting such readjustment of the tariff schedules as will quiet the agitation on this subject, and come as near giving general satisfaction as possible; that he would gladly call Congress in extra session if he were sure it would revise the tariff to meet the demands from various quarters, but that he does not want to call an extra session and then have Congress balk and fail to do anything.

Assurances have been given by the President to callers that he proposes to go over the subject carefully with members of Congress, and thus endeavor to get light on the proper course for him to pursue.

While it cannot be said the extra session plan is entirely abandoned, the indications are it will be. So strong is the stand pat and high-tariff element in Congress, that when the President goes over the ground thoroughly he is almost certain to conclude it would do little good to call an extra session. The only other way seriously considered for getting at tariff revision is to have an investigation of schedules by the Ways and Means Committee of the House and Finance Committee of the Senate or a joint committee made up of sub-committees from these committees. The Ways and Means Committee alone might make an investigation. This plan is strongly favored by the President and some of his Cabinet, but opposed strongly by Secretary Shaw, and the leading high tariff men in the Cabinet, and it is doubtful if such a proposition even can get through Congress.

PUBLIC AT FAULT.

Shippers and Consignees Blamed for Car Shortage.

WASHINGTON, Dec. 20.—President A. B. Stickney of the Chicago Great Western has submitted some interesting facts to the Interstate Commerce Commission, in which he says that the average distance traveled in 24 hours by a freight car is 250 miles and that

the average time consumed by shippers and consignees in loading and unloading each car is nine days, or 216 hours. Mr. Stickney says that if shippers could be compelled to load and unload each average car in four and one-half days, it would have the equivalent of doubling instantaneously the effectiveness of freight equipment of the railroads, in effect adding to such equipment 1,700,000 cars without cost to the railroads and without increasing their capitalization, while to purchase that number of new cars would cost the railroads, and add to their capitalization, the enormous sum of \$1,340,000,000, which at four per cent would add to their annual charges \$54,400,000 to be collected from the people.

THEMIS A TOTAL LOSS.

VICTORIA, B. C., Dec. 20.—The steamer Salvor returned tonight from the wreck of the steamer Themis, which struck on the Cardigan Rocks, Balclava Island, last Friday, having found salvage impossible. The steamer is almost covered by water. It is not believed any of her cargo can be saved.

VESEVIUS-IN ERUPTION.

NAPLES, Dec. 20.—Another portion of the crater of Vesuvius fell in today and caused an eruption of sand. The rain of ashes created some alarm but calm was soon restored.

MELBA IN TRAVIATA.

NEW YORK, Dec. 20.—Mrs. Melba cabled Oscar Hammerstein yesterday that she would make her first appearance in the Manhattan Opera House January 2, as Violette in "Traviata."

OLD AGE PENSIONS

Civil Service Employes Not Be Retired on Part Pay.

WOULD BE VERY EXPENSIVE

National Civil Service Reform League Reports Adversely to Giving Old Age Pensions to Members of Service.

NEW YORK, Dec. 20.—A blow at all schemes for old age pensions for Civil Service employes, whether in state or nation, was delivered today by the National Civil Service Reform League. The report aroused special interest because not only are there now several bills in Congress providing for pensions for superannuated government clerks, but several legislatures are besieged by Civil Service employes trying to establish an elaborate pension system. The league finds that any pension scheme founded on the government is bad. A civil pension list on the English basis would cost the nation \$19,000,000 for the whole service whereas at the present the government's loss from the inefficiency of its employes who are 65 years of age, expressed in salary, equals \$1,200,000 a year.

DIGGING FOR HICKS.

BAKERSFIELD, Dec. 20.—The rescuers who have been working so steadily and manfully to release the imprisoned miner Hicks are almost within touch of the entombed man. The rescuers are now within talking distance and will take him from his prison tomorrow unless some unforeseen accident prevents. Every precaution is being taken and the last few feet of earth are being carefully removed to prevent any mishap. Hicks' wonderful courage is still manifest in the witty conversations which he keeps up with the rescuers, who are really gaining courage from him.

SEALER BEGINS CRUISE.

VICTORIA, B. C., Dec. 20.—The sealing schooner Victoria, first of the Victoria Sealing Company's schooners to leave this season, sailed today, outfitted for a nine months' cruise off the California coast, Copper Island and Bering Sea.