

INTENSE EXCITEMENT PREVAILS IN CITY OF CHICAGO AND BLOODY RIOTS ARE MOMENTARILY EXPECTED

STREETCAR MEN ON GREAT STRIKE

Twenty-one Lines Tied Up and Fears of Grave Disaster Expressed--Trains Abandoned by Non-Unionists.

Eight Hundred Police Unable Today to Cope with Situation--Cars Stoned and Many Persons Injured--Immense Mobs Threaten.

(Journal Special Service.) Chicago, Nov. 12.—Not since the great fire of the Haymarket murders has the people of this great city experienced such excitement as prevails on every hand today. Fears of bloody riots are uppermost and pale into insignificance the complaints of a million people, of whom a large percentage are compelled to walk miles to their daily occupations. The police seem appalled at the situation and doubt is expressed if they will be able, when night approaches, to overcome the mobs that surge through the streets and along the lines of the railways which are today tied up and unable to move a car. The Tiesup Begins. Promptly at 4 o'clock this morning the greatest car strike in the history of Chicago, or probably in America, was commenced, and 21 lines are tied up, comprising all of the Chicago Railway company's system. The strike order was formally issued by ratification at an immense meeting last night and which lasted until this morning. It was nearly 8 o'clock before any attempt was made to run. The South Side Elevated and Illinois Central were overtaxed in their efforts to bring the beleaguered workers and business men down town. Shortly before 8 o'clock the big barn doors swung back at the Chicago railway plant and six trains, including a mail train sandwiched in, started out with stop them until they passed outside the police detail at the barns, when they were greeted by a storm of missiles. Three of the trains managed to weather the storm, but the other three crews abandoned their cars and fled into the barns bleeding from many wounds. One man was so badly hurt that he was taken to a hospital. The mail train was not molested, but could not be moved because the trains ahead and behind had been abandoned. Stoning Cars. Finally the first car reached down town, followed by the mailcar on the Wentworth line. An uneventful trip was made until Clark and Van Buren streets were reached, where, following the usual custom, a great number of

PORTLAND GETS STREET SIGNS AS RESULT OF THE JOURNAL'S FIGHT

The street sign ordinance passed almost unanimously at the special session of the city council yesterday, the only one voting in opposition being Councilman Flegel. He explained that he was not opposed to street signs, but did not favor the city's paying for them. He thought property owners should be compelled to erect signs. There was very little, if any discussion on the measure. It had been reported favorably from the street committee and on the roll call received the following vote: Ayes—Albee, Bentley, Foeller, Merrill, Rumelin, Sharkey. Nay—Flegel. Councilmen Sherrett and Sigler were not present, but had signified their support of the ordinance. Mr. Flegel rose to a point of order when the mayor called for a vote on suspending the rules and giving the ordinance the required readings. He contended that it required a two-thirds vote of the entire council, but it was decided that the rules really meant a two-thirds vote of a quorum. Acting on this position the ordinance went through and now only awaits the signature of Mayor Williams and City Auditor Devlin. Both gentlemen have been two strong supporters of the measure since The Journal first took up the question and agitated it. During the remarks upon the introduction of the appropriation Mayor Williams took occasion to say that he wanted to see signs erected on the corner of every intersecting street in the city. This met with the approval of the majority. It is thought that the appropriation of \$4,000 will be sufficient to place the needed signs. Councilman Bentley's resolution asking for a delay in awarding the contract for the Morrison street bridge, was passed without a dissenting vote and it is thought that the executive board will take similar action. The resolution and an interview were published yesterday in this paper, and Mr. Bentley thinks that the city will save a large sum of money by allowing a greater length of time in which to bid, particularly for the reason that the price of structural steel and iron is constantly decreasing. At present the bids close November 25, after being open for only 30 days. The Cook avenue sewer assessment and an ordinance authorizing an extra clerk in the city auditor's department whose duties will be to codify and revise the city ordinances, were passed.

SEAS OVER TWO HOLD THE BRIDGE UP 14 MEN

Columbia and Despatch Report Rough Passage From Frisco. Masked Robbers Loot the South Portland Exchange at Midnight

THE GALE AT ASTORIA ONLY THE TILL TAPPED

Big Fleet Bar Bound--Forecaster Says the Storm Has Moved Eastward-- Bugby Crew Helps Clear Railway Tracks. Several Hundred Dollars in the Pockets of the Party in the Saloon Not Touched and the Safe Not Tampered With.

Both the steamers Columbia and Despatch reached port early this morning from San Francisco, and report stormy voyages up the coast and crossing the Columbia river bar. While they were dashed about and their decks swept by monster waves that covered even the bridge occasionally, they escaped without damage. Owing to the severe storms of late and the several disasters off the coast, the passenger traffic has dwindled down to almost nothing. Usually the Columbia brings to Portland about 150 passengers on every voyage, but this time there were only 11. The falling-off is attributed to the fear that has seized the traveling public in regard to ocean travel since the South Portland and the Nelson were wrecked. The Despatch sailed from San Francisco last Sunday at 2 o'clock and was in a gale during the entire voyage. Fortunately the wind was with them, or they would have had a more trying experience. The chief engineer says that it was one of the worst storms he ever saw. Yesterday at noon she came over the bar when the average craft it would have meant certain destruction. Capt. Harry Perkins brought the dis-carrier Rosecrans up to Linton from Astoria yesterday afternoon. He left Astoria in the morning and at that time he says a terrific storm was raging shoreward. The steamer's two lifeboats were hoisted up to the top of the mast. The Columbia reports having sighted a vessel with another in tow about 20 miles north of Mendocino. They were fully five miles distant--too far to discern their identity. Capt. Harry Perkins brought the dis-carrier Rosecrans up to Linton from Astoria yesterday afternoon. He left Astoria in the morning and at that time he says a terrific storm was raging shoreward. The steamer's two lifeboats were hoisted up to the top of the mast. The Columbia reports having sighted a vessel with another in tow about 20 miles north of Mendocino. They were fully five miles distant--too far to discern their identity. Acting Forecast Official Wollaber says that the storm has moved eastward, and is now beyond the Rocky mountains. While unsettled weather may be expected, there is no immediate danger of this section being visited by another severe storm. The wires are down and he has had no communication with the mouth of the river, but he says the conditions are now of the kind that are the same down the river. The barometer still continues low, and general rains are expected. There was a slight rise in the river last night. The Willamette is now 18 feet above zero, and this is looked upon as a good boating stage. Local agents of the Astoria & Columbia River road announced this morning that their line would probably be shutoff for regular traffic by tomorrow. The entire quarry gang has been aiding the 200 railroad men in clearing the track of the last side, and traffic will be resumed a couple of days sooner than was expected. It is also stated by the company that after the present rock and dirt is cleared away, that there will be little danger of further trouble, since the "cleared space between the track and the cliff has been materially increased and most of the cliff would need to topple over to cover up the track. At 1:30 o'clock this afternoon the following statement was secured from the local office of the Western Union Telegraph company: "All wires are working, but it will be until tomorrow before everything is working in first-class shape." The Postal Telegraph-Cable company announced all lines as "O. K." and but little trouble being experienced. The Portland Railway company, the Oregon Water Power & Railway company and the City & Suburban line report good business today and no serious damage as a result of yesterday's storm.

PRESENTS FAIR BILL WAIT ON RAILROAD DREAD A DEADLOCK

Oregon Senators Ask Congress For Lewis and Clark Appropriation Lumbermen Defer Legal Action to Secure More Cars City and County Officials are Fearful of Serious Consequences.

CONGRATULATED TODAY B. CAMPBELL COMING SOME URGE CONCESSIONS

Cannon Names New Ways and Means Committee and Cuban Treaty Will Be Immediately Considered He is Assistant Traffic Director of the Southern Pacific and to Him the Portland Dealers Look For Relief. Multnomah Delegation Averse to Complying With Governor's Demand, but Legislators From Other Counties May Yield.

(Journal Special Service.) Washington, Nov. 12.—After the busy session yesterday congress opened this morning with a full attendance and great interest manifested. In the senate Mitchell and Fulton appeared early in the forenoon and were surrounded by many friends and congratulated on the presentation of the Lewis and Clark bill. Chairman Cannon today announced the new ways and means committee, which will at once begin the consideration of the Cuban bill. The new Republican members are Watson of Indiana, who succeeds Steele, as the latter failed on re-election, Boutelle of Illinois succeeding Hopkins, who went to the senate, Curtis of Kansas succeeding Long, who went to the senate. The new Democrats are: Floor Leader Williams, succeeding Richardson; Champ Clark of Missouri succeeding Newlands of Nevada. The fight of the New York delegates to have McClelland retained on the committee was successful. Among others holding over is Victor Metcalf of California. Before taking legal action to compel the Southern Pacific railroad to furnish cars, said W. C. Francis of the City Retail Lumber company, the lumber dealers of Portland would wait for some word from the railroad. "We are united," said Mr. Francis, "and have decided on what we must receive. If we do not get this from the Southern Pacific we must find some other way to gain our end or be bankrupt. This is matter that the entire state is interested in most vitally and we may need the aid of Portland merchants. We hope to receive some relief before the session becomes desperate." R. Campbell, assistant traffic director of the system, with headquarters in Chicago, will be in Portland soon. Mr. Campbell stands next to Traffic Manager Stubbs and is regarded by the lumbermen as one who may afford relief. The lumbermen have entered into communication with Mr. Campbell, and from him was received a telegram this morning, dated at San Francisco, the nature of the dispatch being kept secret. It is stated by those directly interested that a conference will be held between the representatives of the lumbermen and Mr. Campbell when he arrives in Portland, and a definite reply will be requested to their complaint. The fact that General Manager Koehler of the Southern Pacific is next the California line this morning in a special train is considered by railroad men to signify that he is in conference with Mr. Campbell on the local situation. The office of the manager had not been advised of the time of his return. The children of Mr. Campbell are in the city awaiting their father, who has just returned from a trip to the Orient, and at the Southern Pacific headquarters it is stated that Mr. Campbell would be in the city for several days before starting for his Chicago home. R. Koehler, manager of the Southern Pacific, left yesterday morning on the monthly tour of inspection over the division. At his office it was said that probably no statement of the company's side of the car-shortage case would be made until he returned, but that the company was preparing such a statement and that it would not be long delayed. All local officers of the company say that Manager-Koehler is in charge of the entire situation, and that no reply to the charges of discrimination and extortion will be made here except such as he may give out. SOCIALISTS HOPEFUL. Berlin, Nov. 12.—Keen interest is felt in the election of member of the Prussian diet today, as the Socialists expect to gain a footing.

MINE OWNERS WOULD PUT STOP TO STRIKE LAND OFFICERS FOR OREGON APPOINTED

It is Rumored in Trinidad That Steps in That Direction Have Already Been Taken by Capitalists. Senate Confirms Delegation's Recommendations--Secretary Interior Approves Selections in Burns District. Washington Bureau of the Journal.—Washington, D. C., Nov. 12.—Senator Mitchell received the unanimous consent in the executive session this afternoon for the consideration of Oregon land office appointments and the Senate confirmed Henry W. Davis, register at La Grande, A. S. Dresser, register at Oregon City, and Charles U. Snyder, receiver, and John Watson, register at Lakeview. The secretary of the interior this afternoon approved the selections of The Dalles Military Road company of 35, 243 acres in the Burns land district in Oregon.

FIRST CONSISTORY UNDER POPE PIUS X GREAT STEP TOWARD AERIAL NAVIGATION

(Journal Special Service.) Rome, Nov. 12.—The first public consistory under Pope Pius X was held today with great pomp. The procession was headed by Vatican guards, followed by cardinals. The pope was borne by eight of the latter and followed the great throng. His holiness conferred hats on three cardinals created by Leo, they being Taliani of Vienna, Attali of Lisbon, and Katschaler of Suisberg. After the consistory the pallium was conferred on Archbishop Bourne of Westminster. DAUGHTERS OF REVOLUTION. Ft. Wayne, Ind., Nov. 12.—Ft. Wayne is entertaining today a number of women from all parts of Indiana who take pride in the fact that their forefathers were among those who fought for American independence. The occasion is the annual meeting of the state society of the Daughters of the American Revolution. The gathering was opened with addresses of welcome by Mrs. Clark Fairbanks and S. M. Foster, to which response was made for the visitors by Mrs. C. C. Foster of Indianapolis. A reception for the delegates is to be given tonight under the auspices of the local chapter of the organization.

THOUGH IT A JOKE. ONE WAS NERVOUS.

As they came into the barroom the bandits drew long-barreled revolvers. "Hands up," said one. Some of the men at first thought it was a practical joke perpetrated by their friends, but the determined attitude of the highwaymen soon dispelled this illusion. One used the mirror in the rear of the barroom playing cards. Suddenly two strangers walked in the front door. One had his face covered with a red handkerchief, the other with a black cloth. Both masks had eye-holes out in them. The slim bandit while he kept watch on the crowd stood about six feet from the front door and about 30 feet from the 14 surprised card players. He seemed a trifle nervous as his hand trembled. One of the men in the rear of the crowd lifted his hands up promptly and the bandit said: "You little fellow back there, come out so I can see you. Take your hands out of your pockets." As he finished taking the silver from the cash register the stout robber said, for some unknown reason: "The man who's got the key of this register, let him lock it." Not one of the men in the saloon had a revolver and no one made the slightest resistance. Three revolvers lay behind the bar near the cash register, but as the proprietors were at the tables they were unable to reach their weapons. A few seconds after the robbery one of the party rushed outside to find a policeman. Patrolman Connors was soon found and said he was two blocks distant at midnight. He saw no suspicious characters. While one of the victims thought he noticed the bandits running up Sheridan street, it is believed they may have escaped through Maryquam gulch, as that is the safest route. The scene of the holdup is a lonely place on the edge of the gulch where the railroad bridge crosses. While Patrolman Connors was investigating the case word was sent to police headquarters. Mr. Casciato says headquarters promised to send out a detective at once, but none came until this morning, when Detectives Kerrigan and Snow took the matter in hand. Done in Less Than Five Minutes. Both highwaymen are ordinary appearing young fellows of medium size, less than five minutes to do their work and their victims were so taken by surprise that the detectives were able to get only a meagre description of them. The men in the saloon say they would be unable to identify them. While the robbers worked with neatness and dispatch the fact that they failed to search the cardplayers indicates that they were either new hands at the job or else they were not so bold as a result of yesterday's storm.