

ELECTRICIANS MAY STRIKE; CARMEN WOULD ARBITRATE

The carmen's strike, which began with the stopping of a Willamette Heights car at Third and Washington streets Saturday night at 6:30, is still on. The business of the company is seriously crippled, but some cars are running on every line. From one third to one half the 600 platform men employed by the company are on strike, and the unionists report that there are more desertions every hour. Both sides claim a victory. The chief developments today were the entering of the electrical workers as a possible factor in the controversy and the offer of the strike committee to arbitrate. The offer of arbitration was turned down by Manager Fuller, and tonight the electrical workers will decide whether or not to tie up the power house. After the complete tieup accomplished by the strikers and the mob Saturday night, no cars were run until daylight yesterday morning. From daylight until 5 p. m. a partial service was maintained. The working carmen were freely hooted at from the streets, and there were some few acts of violence and no cars were run after dark. A similar situation prevails today, and it is probable that the company will not attempt to run any cars after dark tonight. Manager Fuller scoffs at the suggestion of the strike being won by the men. On the other hand, the unionists are confident.

ALL ELECTRICAL WORKERS MAY GO OUT IN SYMPATHY

Will Hold Meeting Tonight to Decide Whether They Will Take Part in Strike of Carmen and Tie Up Power Plants, Shutting Off Lights and Power.

That the local branch of the International Brotherhood of Electrical Workers will take a hand in the strike of the carmen seems highly probable this afternoon. The officers of the union have already taken steps looking toward calling a sympathetic strike provided the members vote favorably on the proposition. A strike of the electrical workers would mean the complete tying up not only of the street railway system, but of the electric lighting system and of every other industry in the city which depends upon the operation of the power-house of the Portland General Electric company in this city. Yesterday W. L. Trullinger, secretary of the Electrical Workers' union, telegraphed a report of the situation here to the headquarters of the Pacific council in Oakland, N. A. local electricians' union is not allowed to go on strike without the consent of its district council, and the action of Trullinger was taken in order that the council might be ready to give its immediate consent provided the members of the union vote to go out in sympathy with the carmen. Trullinger then called a special meeting of the union for tonight, at which time the question of a sympathetic strike will be considered. Inquiry among carmen brings to light a feeling that the electrical workers hold the key to the situation and that

they can force an early settlement if they so desire. "They need only to threaten to strike," said one carman, "and the company will stop it." Inquiry among the electrical workers reveals a strong feeling in favor of the sympathetic strike. While Secretary Trullinger wouldn't venture an opinion as to what the action of the men would be tonight, he was frank in his belief that his union can force a settlement in favor of the strikers if it takes a hand in the conflict. "I believe that the electrical workers hold the key to the situation," said Mr. Trullinger today. "At the same time I believe there are other keys. I believe that the carmen will be able to win without a sympathetic strike. At the same time developments of the past two days have brought my union into the situation and the question of a sympathetic strike will be considered at a meeting tonight. I do not wish to predict as to what action the members will take. It is in their hands and I cannot say what they will do."

SIX HUNDRED MEN WOULD BENEFIT BY ADVANCE IN WAGES

Scale Demanded by Strikers is One Cent an Hour More Than at Present. Six hundred men would be benefited by the higher scale of wages per hour proposed by the union. This includes the extra men who work whenever needed by the company. The scale demanded by the union is as follows: For men in the service of the company one year, 24 cents per hour; for second year men, 25 cents an hour; 26 cents an hour for third year men and so on to 35 cents, the highest hour wage asked. This scale is one cent an hour higher than that now in force. In the agreement presented by the union Saturday there is also a provision that the system of photograph identification of platform men now in use be abolished. There is also another section by which the company is to agree not to discriminate against members of the union. This agreement is to be binding from January 1, 1907, to January 1, 1908.

LEABO DECLARES THAT MEN HAVE WON THE STRIKE

Says That Not Over One Third of the Regular Cars Are Running and That the Men Are Deserting the Service of the Company Every Hour.

T. M. Leabo, chairman of the strike committee, gave out the following statement at noon today: "We have the strike won, even if we don't get another man to leave the cars. Not over one third of the regular number of cars are running today, and the company has pressed into service every platform man it has. But there are more desertions every hour. Some men quit last night, others have promised to quit tonight, and still others have given the assurance that they will refuse to take out their cars in the morning. The men are leaving the union in bunches. Forty signed the roll and were initiated last night. Out of a total of somewhere between 450 and 500 platform men now in the employ of the company, 350 are on strike. Everything looks favorable to us, and the situation is becoming more favorable every minute. One thing I want to say—and all the more to the effect that the strike has been or will be called off are false. The strike will not be called off until it is settled one way or the other. I also want to protest against the publication in the morning paper of a list of those arrested during the past two days and the suggestion published with the list that all those men were arrested as the result of the strike. For the most part they are the regular Sunday drunks and vagrants. We propose to make this fight in a peaceful way, and the committee will in no wise countenance violence of any kind."

SCENES IN THE STREETCAR STRIKE



Crowds Watching Company's Efforts to Move Cars.

OFFICIALS SAY THEY BELIEVE WORST IS OVER

Declare Men Want to Work but Do Not Through Fear of the Hoodlum Element—Double Crews Assigned to All Cars Running Today.

Officials of the Portland Railway, Light & Power company expressed themselves this morning as generally satisfied with the strike situation. General Manager Fuller does not view with alarm any future results which may arise, and in fact believes that the trouble, which he lays to the hoodlum element more than to any other source, will soon be over. Mr. Fuller this morning objected to having the trouble Saturday night and the general situation of the car service yesterday and today termed "a strike." "I have never considered that there would be a strike in progress," he remarked this morning, "and that for the reason that practically all of the men have wanted to work. If the trouble had been a general strike the men would have abandoned their cars. But they didn't. A few did and the greater part of these were either dragged off bodily, or were compelled to leave their cars by the throngs of roughs who surrounded the cars and threatened bodily harm if their demands were not acceded to and the cars deserted. These threats of personal injury and the interference with the carmen are the only things today which prevent the resumption of the regular schedule with a full quota of cars throughout the city. As it is this morning, the East Ankeny service is complete, and running as it always has, and the same is true on the lines of the Oregon Water Power company. To me the situation as it really is does not put on the appearance of a strike in any sense of the word." Service Begins This Morning. The service this morning began at seven o'clock, the same as yesterday. Out of the total of 223 men at the

UNION TEAMSTERS DELAY CARS

Piedmont barns, there were only three who refused to take out cars. All the cars on the East Ankeny division and the lines of the Oregon Water Power company went into service with their regular motormen and conductors at seven this morning. Throughout the entire East Side, the service was complete, although delayed a couple of hours. The delay was made as a measure of safety to prevent any interference which might have come, as it did Saturday night, in the darkness and prompted by the rougher element. Late yesterday afternoon and during the evening the crowds of strike sympathizers which congregated about the Savier street barns made threats against the motormen and conductors as they came in with their cars. No assaults upon the company's property were made, however, the crowds threatening vengeance if attempts were made this morning to take any cars from the barns. It was partly to prevent any demonstration here or elsewhere in the city that the hour for starting the service was set at seven o'clock. For this reason,

drive heavy trucks on tracks and then shrewdly block cars. Big Truck Ties Up Second Street Lines for More Than Half Hour. That the teamsters are in sympathy with the strikers was shown in several instances this morning in various parts of the city, when the drivers of huge vans would crowd in front of the cars and delay them, while agents of the union would circulate among the motormen and conductors in an effort to induce them to leave the cars and join the strikers. A large truck belonging to the Holman Transfer company crowded in front of a Mississippi avenue car on second street just off of Washington at 11 o'clock, and in some way the hub of the front wheel was wedged under the side of the car and tilted it to one side. While the car lurched menacingly to one side and several of the side boards were ripped off. As a result of the affair between 11 and 20 cars were tied up for more than 20 minutes and much confusion resulted. A large crowd gathered and the police feared a repetition of the riots that occurred Saturday night. Pike police were used in freeing the truck from its position and the cars soon started on their way. Similar occurrences took place in other parts of the city. One on Willamette avenue resulted in the tying of six or eight cars, and it is said that the teamster in this instance acknowledged afterward that he delayed the cars on purpose. Such methods were used effectively in the big teamsters' strike in Chicago several years ago and persons who saw today's affairs said that they were reminded of the way in which the union men in Chicago succeeded in causing

MEN WILLING TO ARBITRATE, BUT COMPANY IS NOT

Strikers Tell Committee of Business Men They Are Willing to Effect Settlement—Officers of Company Refuse to Discuss Such Plan of Settlement.

The strike committee in charge of the carmen's fight is willing to arbitrate, but the company officials refuse to arbitrate in any such proposal. General Manager Fuller takes the stand, assumed since the beginning of the trouble, that there is no strife between the carmen and the company and therefore nothing to arbitrate. This morning W. P. Olds of the firm of Olds, Wortman & King and Dan McAllen of Allen & McDonald, representing the department stores and other large business houses of the city, called upon the strike committee in behalf of peace and the arbitration of the strike. The business men represented to the committee that the trouble has come at a time inopportune to the business interests, that the large firms are losing thousands of dollars as the result of the interrupted service throughout the city. The strike committee was told that the business men offered themselves as intermediators of the trouble and asked if it would not be possible to submit the matter to a capable board of arbitration pending its final settlement. It was pointed out to the committee that the immediate settlement of the trouble was not absolutely essential to them, while it was of vital importance to the business men. Willing to Arbitrate. The strike leaders after hearing the arguments of the business men stated that they would be willing to arbitrate and that pending the settlement of the differences existing between the two sides they would be willing to see all striking men back to their posts providing the company would agree to the proposition and would submit to arbitration. The arbitration committee then called upon President Goode and General Manager Fuller of the company, but here met with refusal to their plan. General Manager Fuller says the company has no strike on its hands, that its employees are willing and ready to work, with the possible exception of 5 per cent, and that therefore he has no knowledge of existing disputes as between the company and the company's men. He has nothing to arbitrate as

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TROOPS ARE READY IF NEEDED

Captain L. H. Knapp, quartermaster-general's office, Oregon National guard, stated today, that while he thought of a call for troops had been entertained the men could be called out on short notice. The call for troops would have to be made by County Judge Webster, at the solicitation of either Sheriff Stevens or Mayor Lane. The law bearing directly on this point is found in the military code. The following excerpt from article 21, section 167, explains the procedure in calling out the state militia: "In case of any breach of the peace, tumult, riot, forcible obstruction to the execution of the laws, or resistance to the process of the state, or the imminent danger thereof, the county judges of any county, on the application of the sheriff or the mayor of any city, may call for aid upon the commanding officer of the national guard stationed therein or adjacent thereto." Mayor Harry Lane thinks that at the

present time there is no necessity of calling for troops. He is emphatic in the belief that the trouble can be handled without the aid of the state troops. When asked whether he would ask for troops to aid in quelling disturbances and riots, he said: "No. We would wear in special policemen and go to it. However, I do not anticipate a repetition of Saturday night's riots. As near as I can learn it was not the work of the union men, but hoodlums who are always on the streets Saturday night." What Sheriff Stevens Says. Sheriff Stevens was inclined to the belief that the police were handling the rioters well, and said in response to an inquiry as to whether he would call upon the state troops to take a hand in the trouble: "I have not taken the matter up. The police have been handling the affair and I think they have been doing well. Up to the present time there has been

no call on me to take a hand in the trouble. I do not anticipate a repetition of Saturday night's affair." General Manager P. L. Fuller of the Portland Railway company, said that he had not considered the advisability of asking for troops. In speaking of the matter of handling crowds, Mr. Fuller said: "We have not considered the advisability of asking for troops. We have had no trouble with our men, but with the outsiders. We could not expect the police to handle the crowd Saturday night. They are not used to that sort of work out here. They did excellent work yesterday, however, and I think they should be commended for it. They kept the streets cleared in good shape. The trouble is at night when the offenders cannot be seen. "Unless the police and the sheriff prove themselves unable to handle the situation, we will make no application for troops."

For the Week Ending Dec. 16

Table showing advertising record for the week ending Dec. 16. Columns include Journal, Oregonian, and Telegram, with sub-columns for inches and rates for six week days and Sunday.