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Oregon Journal

It's All Here and It's All True THIS WEATHER—Tonight and Thursday, snow, probably turning to rain.

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PORTLAND, OREGON, WEDNESDAY EVENING, DECEMBER 10, 1918.—FOURTEEN PAGES.

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COAL STRIKE IS SETTLED, SAYS PALMER

Conservatives, Who Appear to Be in Control of Situation, Today Seek to Force Acceptance.

Administration Offer of 14 Per Cent Increase Basis on Which Union Leaders Are Fighting.

Indianapolis, Dec. 10.—(I. N. S.)—Attorney General Palmer announced this afternoon that the coal strike was settled.

Indianapolis, Ind., Dec. 10.—(U. P.)—After two hours' debate, union chiefs of the coal miners adjourned for lunch shortly after noon today without reaching an agreement on President Wilson's proposal to end the coal strike.

AMERICAN PEACE DELEGATES LEAVE

Departure of Commissioners From Paris Virtually Ends the Supreme Council.

Paris, Dec. 10.—(I. N. S.)—Assistant Secretary of State Frank L. Polk, Henry White and General Tasker H. Bliss, former chief of staff of the American army, sailed for home today.

General Bliss, a typical officer of the old school American type, established a new precedent in Franco-American relations during the farewell ceremonies in Paris when he kissed Marshal Foch on both cheeks in real French fashion.

The departure of the American delegation practically ends the supreme council. The French, British and Italian delegates will sit occasionally and exchange views, but it is believed no business will be negotiated.

SCHOOL'S OUT TILL MONDAY SAYS BOARD

CITY schools are to be closed until Friday, probably till Monday. This was decided upon, following the recommendation of Superintendent Grout to the school board.

In some of the schools this morning only a handful of pupils were present and in many cases only one or two teachers appeared.

FLOOD CARRIES OUT LARGE DAM

Superintendent of Plant in Alabama Sends Message; Property Damage Heavy.

Montgomery, Ala., Dec. 10.—(I. N. S.)—"She's gone and I'm going too," was the last word heard from the Montgomery Light & Power company's plant at Tallahassee, Ala., 80 miles northeast of here, spoken over the telephone by the superintendent of that plant as the great dam across the Tallapoosa river gave way about 6 o'clock last night.

Grave fear is felt for the dam of the Falls Manufacturing company, five miles south of Tallahassee, where when last heard from last night at 7 o'clock, the water stood eight feet in the plant proper.

Property damage will run into millions, the Tallahassee dam alone costing over \$1,000,000. However, no great loss of life is feared, as messengers were sent out by every available means hours before the dam broke, and owing to the heavy rains for the past several days, which has flooded the entire lowlands, it is thought that persons living in lowlands had already prepared to move to higher ground.

Tillamook Finds 18 I. W. W. Guilty; To Get Year in Prison

Tillamook, Dec. 10.—Judge George R. Begley has just completed a short session of the circuit court, during which all but two of 20 I. W. W. pleaded guilty to violating the criminal syndicalism law.

Republicans to Meet in Chicago

Washington, Dec. 10.—(I. N. S.)—Chicago has been selected for the Republican convention in 1920. The convention meets June 8.

FIVE MILLION SUM NEEDED FOR SUB BASE

Special Board Makes Estimate of Cost for Development of the Naval Station at Tongue Point.

Additional Land Deemed Essential, and Early Acquisition of This Area Is Urged by Board.

Washington, Dec. 10.—(I. N. S.)—Five million dollars for the development of a submarine, destroyer and aviation base at Astoria, Or., is recommended today by the special board inspecting naval bases for the Pacific coast.

Included are developments at Bremerton the establishment of a naval base on San Francisco bay, development of San Diego aviation base and a submarine base at San Pedro.

In its recommendation for an extensive base at Astoria, the board says: "The Tongue point site at Astoria, Or., is the best site both strategically and tactically. The board recommends the site in the locality chosen, but that a larger area, including all the shore front between the railroad and the pier head line extending from the western point where Tongue point peninsula joins the mainland around and including Tongue point and along the shore line to the mouth of John Day river, is essential.

The board recommends that this area be secured at the earliest date practicable, either by gift or purchase; that its development to a capacity for the successful maintenance and operation of a minimum of 12 submarines, six destroyers and the necessary aircraft for the patrol of water in the vicinity of the mouth of the Columbia river be proceeded with at once; that the project be planned to be completed within three years.

INJUNCTION BARS I. W. W. ACTIVITY

Spokane Judge Delivers Severe Blow, on Ground Members Are Anarchistic.

Spokane, Wash., Dec. 10.—(U. P.)—Judge Webster today signed a temporary injunction against the I. W. W. which will legally bar all members from continuing as adherents of the organization and forbid the existence of the organization in this county.

Any man in future found to be a member of the I. W. W. will be arrested and tried for contempt of court, Joe Lindley, county prosecutor, announced, following the injunction proceedings. The temporary restraining order was signed on the theory that "the I. W. W. is an anarchistic organization designed to overthrow the government and bring about a condition of lawlessness and violence wherein neither life nor property would be safe."

Old Timers Tell of Snow Storms of 1861 and '84 Ice Over River

Flakes Began Falling Early in December, Says G. H. Himes; Remained Until April.

The present snowstorm ranks but about third in the historical snows of Portland, according to old timers. It is nothing but a bagatelle compared with that of December, 1861, says George Himes, secretary of the Oregon Historical society. In that year the snow commenced early in December and kept coming all winter long.

Clearer in the memories of Portlanders is the big snowstorm of December, 1884, when Christmas shopping was knocked sky high, Himes says. Front street was the business street of the city, and the snow scooped off the awnings and roofs blocked the sidewalks and formed banks all along from four to six feet high.

Frederick V. Holman also recalls the snow of 1884, which started in one night and paralyzed everything. The gas lights of which the city boasted were put out of commission, and Jenny Lind, who sang in an old theatre where now stands the Morgan building, had candles for footlights. The river was frozen over and the steamers could not get up from Astoria.

A train was stalled in the snow a few miles beyond Cascade Locks for several weeks. Snow shovels were unable to plow themselves in to the passengers, so food had to be carried in to the people on foot. Ed Lyons, now superintendent of the union station, was conductor of the train.

The coldest weather was in 1888, says Himes, when the thermometer registered four below zero.

Retrial in Holdup Case Scheduled to Commence Today

Retrial of Julius Smith Ward on a charge of complicity in the robbery of Jack Grant's club last April was scheduled to commence this afternoon before Circuit Judge Wilson.

\$50,000 Is Won by England to Australia Flight

Port Darwin, South Australia, Dec. 10.—(I. N. S.)—Captain Ross Smith, Australian aviator, arrived here today, winning the \$50,000 prize for the first flight from England to Australia.

SNOW TIES UP RAILROADS IN ALL SECTIONS

Service Is at Standstill on the Southern Pacific; O-W. R. & N. and S., P. & S. Trains Late.

S. P. Electric Attempts to Maintain Traffic; Freight Business Suspended to Aid Passenger.

Railroads in Oregon experienced the most general tieup in their history this morning. All freight service was suspended and officials were concentrating their efforts to rush relief to stalled passenger trains on the O-W. R. & N. and Southern Pacific lines.

Final reports on passenger operation up until noon today show that eight trains are stalled in snow drifts, 21 have been annulled and no report has been received on three trains on Oregon railroads.

Southern Pacific, electric and steam—Nos. 14, 16 and 54, still snowed under in the Willamette valley. Nos. 13 and 53 of Tuesday and 15, this morning annulled. A California train may leave Portland this evening. All other service annulled.

Oregon-Washington line—Tuesday's No. 5 in at 12:30, No. 11 in at 11 a. m. Tuesday's No. 17 in at 9:10. No reports on 19:54 and today's No. 5.

Ban Johnson Wins In American League Presidential Fight

New York, Dec. 10.—(U. P.)—Ban Johnson wins by a knockout. By action of the American league magnates this afternoon the "cigar" was formally declared to have been elected president in 1919 for a period of 20 years.

At the same time the "insurgents" were completely eliminated from the board of directors and thrown out of the vice presidency.

Heaviest Snow in 20 Years Entirely Stops Industry in Pacific Northwest

Trains Are Blocked and Mills Shut Down by Unprecedented Storm.

Salem, Dec. 10.—Snow fell here to a depth of 20 inches during the past 48 hours and it was still snowing this morning. Operation of all trains on branch railroad lines out of Salem has been abandoned, while main line trains are arriving here from the South, from five to 15 hours behind schedule.

Train No. 14, due to leave here for Portland at 7:45 o'clock last night, did not reach Salem until nearly 10 o'clock, and had not continued its journey north at 10 o'clock this morning.

Oregon Electric train due in Salem at 6:25 o'clock last night, did not arrive here until this morning, while north-bound trains on this line suffer equal inconveniences. The Falls City motor, which became stalled in the snow some distance from Salem last night, was supplied by a steam train. Street car service, which was maintained on an irregular schedule up to late last night, was abandoned early this morning.

Farmers and orchardists do not anticipate any injury unless the snow is followed by intense cold.

SNOWFLAKES

"Now, back where I came from—" the man from Kansas remarked, as he sauntered out through the drifts to wind up his flivver this morning.

Back where he came from the snowflakes would have helped a long suffering public to make the light of such a mild snowfall, but "out here where we live" things are different. The "back where I came from club" lost three members in a four foot drift on Mississippi avenue this morning, when they attempted to tell a pugilar Oregonian from Piedmont what they used to do back home.

A premium was put upon burlap socks in the Peninsula district early in the day, when workers confronted with the necessity of coming into the city discovered the anti-skid qualities when wrapped around more conservative footwear.

The trials of the type are many, and sometimes merry, as evidence is the case of The Journal staff of night composers. After they had completed their labors in the wee sma' hours they found themselves snowbound.

But the type is undaunted if nothing else. Those to whom the snow proved a barrier, including all those, it is said, who didn't come from Iowa, curled up under their overcoats on sundry tables in the proof room and spent the remainder of the night in absolute contentment.

"Back in 1892 I was in Portland when the snow was four feet deep," says W. B. Day, who is at the Seward from Redmond where he practices law. "That was the deepest I ever saw snow here. The next summer there was a flood, and boats were sailing along Third street."

Redmond was never more prosperous than at the present time, he says. Even the dry farmers are all buying automobiles, and on a busy day one cannot get through the streets of Redmond, they are so blocked by cars.

Reed college was snowbound this morning. Some 40 "day dodgers"—students who do not live on the campus—were unable to get home Tuesday night after a dance because of the drifts and had to stay all night at the dormitory, sleeping four in a bed with the "dorms." When they scanned the landscape today they decided to make their residence indefinite. Unwilling to negotiate the mile of drifts between the college and the Sellwood carline, the Woodstock line being three feet under—the students

STORMBOUND CITY FOLK MAROONED BY PORTLAND'S HEAVIEST SNOW IN YEARS

Street Cars Stalled on Tracks and Outside Dwellers in Some Cases Trudge It Many Miles to Places of Employment.

Down-town Hotels and Rooming Houses Crowded by Wayfarers; Weather Man Predicts Continuance of Big Snowfall.

With the storm still raging, but with lessened intensity, Portland today began the task of reorganizing itself from the complete tieup occurring as a result of the Montana-like blizzard that enveloped the city in its wintry embrace for more than 36 hours.

A world of strange fantastic shapes and huge snow drifts was the sight that met shivering Portlanders when they scratched peep holes on the frosty panes and gazed forth this morning on what had been familiar scenes.

Snow fell to a depth of more than a foot, according to the weather bureau, but swirling madly before the stinging northeaster, it piled into drifts that completely paralyzed railway and street car traffic and brought business to a standstill.

More snow promised. Promises of relief from the extreme cold, but not from the snow, are held forth by District Forecaster Edward L. Wells. Snow tonight and Thursday, turning to rain, are forecast, and it will "probably" not be so cold tonight. South-easterly winds shifting to the southwest are expected.

Storm warnings were also posted along the coast this morning. An easterly gale along the Washington coast and a southeasterly gale shifting to the southwesterly are anticipated for the Oregon coast in Wells' shipping forecast.

Old Boreas "laughed" at the weather man and his prediction Tuesday that rising temperatures would probably turn the snowflakes to rain. Instead of that it grew steadily colder all during the day and night.

And as nightfall wore on the snowfall increased and the east wind howled with still greater intensity. The streets were deserted. Venture not a street car sought to buck the gale and the drifts on east side hills and fled, literally in their tracks.

Engines are stalled. Switch engines hooted their swan songs and also succumbed. River boats were driven to shelter from the blinding sweep of winter's forces. And by 10 o'clock at night the city gave up. Even policemen had seemingly deserted the streets.

Rooming houses were crowded to more than capacity and would be seekers of shelter and beds, unable to get to distant homes, went back to their offices and shops, stoked up the fires or turned on the radiators and slept on the table. Guests in the hotels slept on cots in the halls and even pool tables wooded more than one stormbound wayfarer into slumberland.

At 11 o'clock at night the wind reached its greatest velocity, 27 miles an hour, straight off the log that gorges the Columbia at The Dalles. By 5 o'clock it had died down considerably, and the thermometer registered 15 above, a new mark for the year, and one of the lowest December temperatures on record.

The snowfall was the greatest for any consecutive period that the weather bureau has yet recorded. At 8 o'clock this morning the depth was a fraction over 12 inches, according to the register at the customs house.

The storm in many ways resembles the one in December, 1909, which, until now, held weather bureau records. Like the one now on, the storm of 1909 also followed a long period of cold, clear weather. Beginning on December 5, the storm lasted four days, but the total snowfall was only 10 inches.

ALL PORTLAND "MUSHES" TO WORK TODAY IN DRIFTS THAT PARALYZE CAR TRAFFIC

