

STRIKE CALLED OFF

Trouble on the Ocean Steamers at an End.

UNION MEN NOW EMPLOYED

Elder Sails for San Francisco With Association Men—No Change in the River Situation.

The marine engineers' strike, so far as the ocean steamers of the O. R. & N. Co. are concerned, is a thing of the past. The following dispatch was received yesterday:

San Francisco, Jan. 2.—The marine engineers have called off the strike on the O. R. & N. Co. ocean boats. The strike was not justified, as the men were satisfied.

The strike on the river boats here is still on, but it is believed the action taken at San Francisco will bring about an end. This is the view of both strikers and employers, though looking from different standpoints. The strikers believe the recognition of union men on the ocean vessels is a point gained in their favor, while the employers are satisfied that the fellows of the deep-water engineers to support the river men will cause the latter to give up the struggle.

As a result of calling off the strike on the Portland-San Francisco steamers, the Gen. W. Elder left Alsworth dock last night for the city with union men in her engine-room in place of the nonunion men who have operated the boat for several months past. The new men were brought up from San Francisco by rail, arriving here yesterday afternoon. They were in charge of Chief Engineer J. L. Jackson. Mr. Jackson was chief engineer on the steamer Columbia when that vessel was laid up by the strike of the nonunion men. Mr. Jackson was first assistant in Edward Houghton, who has been the Elder's chief engineer. The other three assistants are new to the service. The old crew being being in the pointed by reason of having had their licenses revoked by Local United States Inspectors Edwards and Fuller for refusing to remain at their posts of duty. These cases are under the supervision of Inspector Birmingham, to whom they were appealed, and might have been decided some time ago but for numerous postponements necessitated by the absence of an important witness. This witness is Walking Delegate Benson, who brought about the strike.

Union engineers of San Francisco are impatient at the part they were forced to play by Benson. One of the new men on the Elder said just before the steamer sailed last evening: "The whole strike was a bungled piece of business from start to finish. It would never have been called if we had known the real facts. There was no occasion for our men to go out, as they had absolutely no work. When the case was brought before our union, No. 35, at San Francisco, we saw how we had been roped in and withdrew our support from the Portland union in its strike. The only reason being the sanction our strike on the O. R. & N. Co. steamers, so, of course, we called it off and gave permission to association men to accept employment on the steamers. The union men will take the places of nonunion engineers on the steamer Columbia. The nonunion men will be sent back to their homes.

The end of the trouble on the ocean steamers has made no change in the situation on the Willamette or the Columbia. While the O. R. & N. Co. recognizes union men on its steamer boats, it is understood that the company's officials have no intention of displacing its river engineers, as they say the men are competent and well paid by them. Charges of incompetency are freely made by the striking river engineers against the men recently employed on the ocean steamers, and they say that is the reason for their being so anxious to get rid of them. They predict that the same thing will happen on the river service.

FIXED FOR WHEAT.

County of Linnithgow Chartered to Load for the United Kingdom.

The British ship County of Linnithgow, now in quarantine at Astoria, was chartered yesterday by Ballou, Guthrie & Co. to load wheat here for the United Kingdom. Her rate is \$15 60. The British ship Glenal is taken to the Sound to load there for the United Kingdom. Another British ship Muskoka, which has been at Seattle since the latter part of October, she will carry grain to South Africa, but the terms of her charter are not yet known.

Marine Notes.

The Winscomb Park has moved from the coal barge to the O. & C. dock to discharge work. The Kiek worked two hatches at Greenview No. 1 yesterday, loading case goods and flour.

The Foyledale, at Morsey dock, and the Emelle, at Columbia No. 1, were discharging cement yesterday. The Emelle's cargo took out at Victoria dock.

The Harvest Queen will leave down today with the Werra and the John A.

Domestic and Foreign Ports.

ASTORIA, Jan. 2.—Arrived down at 3 P. M. Steamer New York, British bark Suez. Condition of the bar at 4 P. M., obscured; wind south; weather foggy.

Hogium, Wash., Jan. 1.—Arrived Dec. 31. Steamer New York, British bark Suez. Condition of the bar at 4 P. M., obscured; wind south; weather foggy.

Seattle, Jan. 2.—Arrived Jan. 1. Steamer Cottage City, from Seaway; steamer Californian, from San Francisco; British ship Para, from Victoria; steamer Victoria, from Victoria; steamer Victoria, from Victoria; steamer Victoria, from Victoria.

WILL SEPARATE SEXES.

Chicago University Adopts Plan of Segregation in Classes.

CHICAGO, Jan. 2.—In the current issue of the University Record, President Harper, of the University of Chicago, defines his ideas of segregation. He says in part: "The policy proposes the continuation of the separate classes retained as a place in chapel assembly, with possibly an extension in the matter of division lectures. It permits co-instruction in those courses offered to junior college students for which the registration is not an economical basis. For example, at the present time, one-third of all the courses offered to junior college students, roughly speaking, will be offered to men, one-third to women, and one-third open to both sexes and men."

Those unhappy persons who suffer from nervousness and dyspepsia should use Carter's Little Liver Pills, made expressly for this class.

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The Ventura, from Antwerp via Port Los Angeles, brings 1000 barrels of cement, 625 cases of window glass, and a lot of beer, whisky, gin, stout, mineral water, preserves, mustard, ketchup, and pickles. The Norma is from Hamburg by way of Honolulu, and her cargo consists of 4000 barrels of cement and a lot of coke, Swedish charcoal, bar iron, fertilizer, mineral water and whisky.

Men Wanted in Lighthouse Service. Applications will be received at the office of the local civil service board, lighthouse division, at the O. & C. dock to discharge the positions of master, first mate, second mate, engineer and assistant engineer of the lighthouse tender Columbine; also the positions of superintendent, carpenter, electrician, machinist and carpenter, 12th lighthouse district.

Liner St. Louis Delayed. SOUTHAMPTON, Jan. 2.—The American liner steamer St. Louis, from New York December 24, arrived here about 6 o'clock this morning, having been delayed by bad weather. Sousa and his band, who were passengers on the St. Louis, will have their opening performance in London tonight.

Several O. R. & N. Agents. There has for several days been a persistent rumor to the effect that E. Ellis, general agent of the Harriman lines at Seattle, would resign and that George J. Mohler, now agent at Spokane, would succeed him.

ENDEAVORING TO SETTLE THE STRIKE.

Horace G. Bart, President of the Union Pacific Railroad.

NEW YORK, Jan. 2.—Another conference was held this afternoon at the Union Pacific Railroad offices in this city with reference to a settlement of the differences between the heads of the road and conditions of its employees.

The conferees included President Bart, of the road; President James O'Connell, of the International Association of Machinists; Thomas T. Wilson, fourth vice-president of the International Association of Machinists; John McNeil and R. E. Kennedy, representing the Boiler-makers' International Union, and David O'Donnell, president of the Boiler-makers' Helpers' Union.

Before going into the conference one of the labor representatives expressed the opinion that a satisfactory agreement would be reached.

At the close of the conference it was said that no actual agreement had been reached, though matters were tending toward an amicable settlement. Another conference will be held next Tuesday.

Mr. Ellis is himself well fixed financially, and it is pretty well known that he has not been satisfied with his position at Seattle since the railroads cut out the cities of the Pacific Northwest. When they were discontinued the regular salary looked like 30 cents. Ellis has substantial private interests in Seattle, and it is believed that he is to leave the railroad business to attend to them. Just now he is on

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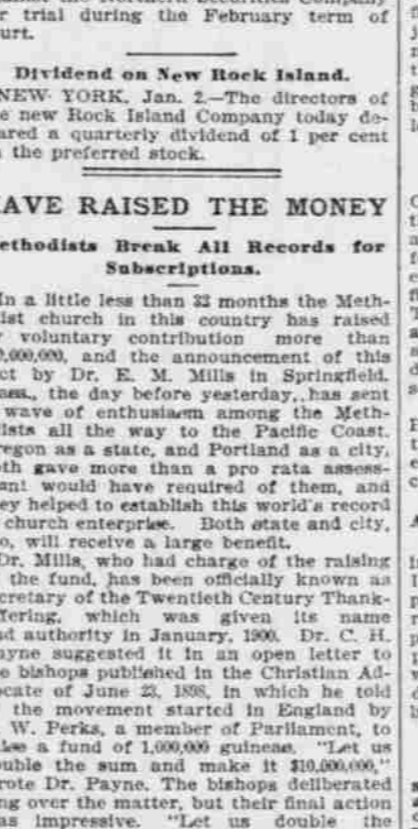
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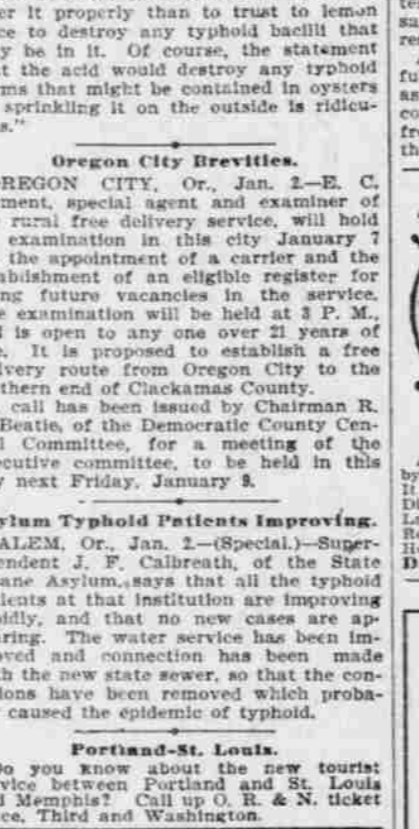
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