

GREAT LAKE SHIP SINKS NEAR PORT

Huge Freighter With Cargo and Five of Crew Goes Down.

FOURTEEN ARE RESCUED

Lake Erie Storm, Raging for Past 24 Hours, So Violent as to Shut Off Relief Boat From Entering Harbor Till It Abates.

BUFFALO, N. Y., Dec. 9.—In the winter gale that swept Lake Erie for 24 hours, the big freighter W. C. Richardson, of Cleveland, bound from Duluth to Buffalo, with a cargo of faxseed, foundered early today within half a mile of the harbor entrance. Five of the crew perished. The rest, numbering 14, were rescued by the crew of the steamer William A. Paine, which had anchored on the Waverly shoal.

LAKE STEAMER BURNS; 2 LOST

Erie Boat Destroyed; Fate of Captain and 12 of Crew Unknown.

CLEVELAND, O., Dec. 9.—Two men lost their lives and the fate of 13 others is unknown as a result of the burning of the steamer Clarion near Point Pelee, in Lake Erie, early today. Six members of the crew were taken from the Clarion by the steamer L. C. Hana and brought here. Three deckhands or firemen had lost their lives. It is believed the cargo shifted, causing the steamer to list so badly she was swamped. Her prow and one funnel show above water. The insurance on the Richardson, amounting to \$250,000, will expire at noon tomorrow. The cargo, valued at \$400,000, was fully insured.

SIX SAVED OFF WRECKED SHIP

Survivors Tell Terrible Story of Clarion's Destruction.

BUFFALO, Dec. 9.—Chief Engineer A. E. Welch, of the ill-fated Anchor line steamer Clarion, and five survivors arrived here tonight from Cleveland. Chief Engineer Welch was in charge of the crew at when the fire broke out. He saw Mate Thompson run below when the alarm was given. "He never returned," said Welch. "He must have been overcome by smoke, which soon began to roll out of the hatchways in dense volumes. The fire spread so quickly that there was no time to get the lifeboats. The vessel was afloat, and the boat, owing to the loss of the steering gear, was completely out of hand. "We saw Captain Bell and the forward crew launching the lifeboat, and we turned to the high wooden boat on the davits aft. Her lines were coated with ice. Long before we got them clear Captain Bell and the other members of the crew were away in the larger boat. "In trying to launch our lifeboat Chief McCauley missed his footing and fell into the water. We never saw him again. "Our boat was swamped by a big roller the moment it touched the water. There we were with a roaring furnace beneath our feet and without a lifeboat, even if one could live in such a sea. "For four hours we fought the flames to keep the Clarion above the water. The intense heat had driven us about the limit of endurance when we were rescued by the Hannah."

CARGO SHIFTS; FIVE ARE LOST

Nine of Crew of Freighter Rescued in Heavy Seas.

BUFFALO, N. Y., Dec. 9.—The W. C. Richardson, a big steel freighter, sank early this morning at a point five miles up the lake from Buffalo harbor, and five members of the crew were drowned. The remainder of the crew of 14 were rescued by the steamer Paine, which, with the Richardson, had anchored off Waverly Shoal early in the night, fearing to enter the harbor because of the prevailing storm. The sea was high, and early today the Richardson shifted her cargo, listed and foundered.

SIX DROWN; NINE ESCAPE

Dredge Springs Leak at Port Arthur and Sinks.

PORT ARTHUR, Ont., Dec. 9.—Six men were drowned this afternoon in the harbor here. They were on a dredge being towed into the harbor, when it sprang a leak and sank. Nine escaped.

WIFE TOLD NOT TO KISS

(Continued From First Page.)

France, as related by the plaintiff, otherwise enlightened today's proceedings. Smashing doors and a cheerful invitation of his to "come and look at a new gun and some cartridges I have for you," testified many the alleged occurrences she was among her life miserable. At Tours she was forced to leave him, she said, because he insisted in driving her in an automobile when she insisted he was in no condition to do so. Telegrams and letters between husband and wife were introduced by Mrs. Brokaw's counsel. It is estimated that the

entire bundle as exhibited represented about \$10,000 in telegraph tolls. The defendant's lawyer volunteered the explanation that Mr. Brokaw sent sometimes 20 to 30 messages a day, and that his wife replied with 200 and 300-word messages, which she marked "Collect."

Some of the testimony concerning the trip in France follows: "At Tours, after he had taken six or possibly more drinks and after I pleaded with him not to act so, he abused me frightfully," testified Mrs. Brokaw. "He called me worse names than ever before and told me to get out of the car, as it belonged to him. I went to my room. He came up and forced me to go down into the dining-room. A physician sat nearby. Then he leaned over and said in a voice heard by several diners, 'I want you to stop looking at that man.' "Door Broken In. "When I begged him not to make a scene over nothing and when he continued, I went to my room. I became very ill. I locked my door and refused to let him into my room. Then he broke in the door. He said he was going there; that I would go to Paris early in the morning with him, regardless of my illness."

WHITE DENIES COMBINE

WALLACE BANKER TESTIFIES IN ALASKA COAL CASE.

Witness Says He Refused to Sign Affidavit Which Glavis Presented Because False.

SPOKANE, Wash., Dec. 9.—Declaring in positive and unequivocal terms that there never was an agreement or understanding expressed or implied between himself and Cunningham, or any of the locators of Alaska coal lands, that the owners of claims were to form a company and act together for their mutual aid in securing title to the lands, Henry White, vice-president of the First National Bank of Walla Walla, testified in his own behalf before the United States Commissioner in the Alaska coal claims investigation today.

HAT INCREASES MYSTERY

SOLE CLEW IN MURDER IMPLICATES TWO STRANGERS.

Bay City Police Baffled in Effort to Follow Trail That Leads Into Washington.

ST. PAUL NEARLY OUT OF COAL

Schools Without Fuel and Strike May Prevent Relief.

ST. PAUL, Dec. 9.—There was little apparent change in the situation of the switchmen's strike here today. The strikers are still out of work, and the situation is still a deadlock. The coal supply is running low, and the schools are without fuel. The strike may prevent relief.

VINEGAR JURY STILL OUT

If No Verdict Reached, First Hung Jury in 14 Months.

After being out for more than 18 hours, the jury in the case of the United States against the Ingham Vinegar Company, of Portland, gives every indication of not being able to reach a verdict. The defendants are charged with having manufactured and sold a vinegar which would not come up to the test of the government as prescribed under the pure food regulations. About the jury in disagreement, it will be the first hung jury in the last 14 months of almost continuous trials in the United States Court.

WATER AT HIGHEST POINT

Lake Washington Breaks Record, Owing to Severe Floods.

SEATTLE, Wash., Dec. 9.—(Special.)—The city engineer's observations show Lake Washington at the highest water level being the present height. The summer level of the lake is 14.5 feet above datum and the highest point ever recorded before is 13.5 feet. Heavy rains and severe floods are a name for the swollen condition of the lake.

CANADIAN REMEDY FAVORED

Washington Labor Commission Wants Compulsory Arbitration.

OLYMPIA, Wash., Dec. 9.—(Special.)—Charles F. Hubbard, a veteran laboring engineer, who is State Labor Commissioner, as well as an enthusiastic labor union man, is outspoken in declaring legislation should be enacted to prevent damage to innocent persons as has resulted from the present strike of switchmen. He is chairman of the State Board of Arbitration and says he believes arbitration should be compulsory.

COAL MINES RESUME WORK

Ability of Great Northern Road to Move Trains Results in Labor.

GREAT FALLS, Mont., Dec. 9.—The success of the Great Northern in moving coal trains has resulted in the opening of the coal mines at Belt, Stockert and Sand Coulee, Great Northern freight trains were going in every direction out of Great Falls today, but the work in

REMEDY IS OFFERED

Receivership Proposed to Settle Strike Disputes.

CONGRESS TO GET BILL

Steenserson, of Minnesota, to Offer Amendment to Erdman Act, Empowering Attorney-General to Intervene.

WASHINGTON, Dec. 9.—A drastic proposal to meet the strike of the switchmen on the roads entering St. Paul is made in a bill amending the Erdman act, which will be introduced tomorrow by Representative Steenserson, of Minnesota, providing for receiverships of the roads involved, if necessary.

Mr. Steenserson has conferred with Commissioner of Labor Nell and Interstate Commerce Commission officials, and later will take up the subject with the President.

The bill proposes that the Attorney-General of the United States, in controversies between the roads and their employees, may, if necessary, file a bill in equity to prevent threatened public mischief. The bill may be filed in any United States Court within the circuit where the railroads may do business, such bill to make railroads and employees defendants, together with all known corporation organizations or individuals aiding or abetting.

The bill gives United States Courts full jurisdiction. It also amends the Erdman law so as to allow the court to fix compensation of members of arbitration boards in cases of unusual importance.

TRANSPORT DIX IS DELAYED

Seattle Terminals Clogged, Preventing Loading of Supplies.

SEATTLE, Wash., Dec. 9.—The first act of violence in the switchmen's strike was reported today when a newspaper reporter, who went into the interbay yards to talk to the strikebreakers imported from St. Louis, was attacked by a special policeman employed by the Great Northern Railway. The watchman was arrested.

The railroads are increasing their day switching forces, but are making no attempts to resume night work in the freight yards. Conditions in the waterfront yards show little improvement. The United States transport Dix, which was to have sailed for the Philippines last week with Army supplies, is lying unloaded, and the watches for cars that are tied up by the strike.

The superintendent of Northern Pacific terminals, C. E. McMullin, said today: "The Northern Pacific has 31 switch engines at work, a gain of three since yesterday. The normal number is 22. In normal times we handle 350 cars in and out daily. Tuesday we handled 221 cars, and yesterday 207."

"We have five switch engines at work today, which is the normal number, but we are not working at night. Yesterday we handled 200 cars in and out of Seattle, which is two-thirds of normal."

Switchman C. E. Lindsay, who is directing the strike of the Northern Pacific men, said: "Things never looked so hopeful. Of the new men now working, only two are experienced switchmen. The strikers number 125, and not one man has gone back."

HERMAN GOETZ HURTS STATE

Case by Testimony.

Witness for State Declares He Put Up \$4500 Seattle Man Accused of Taking.

SEATTLE, Wash., Dec. 9.—(Special.)—Herman Goetz, formerly a member of the contracting firm of Strutt & Goetz, and now an officer of the Independent Asphalt Paving Company, today testified under oath that he had loaned John Ripplinger \$4500, the amount of the check which Ripplinger is alleged to have embezzled from the city. Goetz said that he executed the agreement introduced in evidence in lieu of the check, in order to protect the city and Ripplinger from loss.

This development, which was not expected, produced the greatest storm in the trial of the case that has yet resulted from the taking of testimony. Prosecuting Attorney Vanderveer, although he introduced Goetz as a state witness, gave him a severe grilling.

Goetz did not spare the feelings of the witness. He questioned him about an ordinance which was passed and subsequently vetoed by the Mayor, by which the money was to be returned, and forced the statement that he "might have" accepted the money from the city, although it represented a loan made to John Ripplinger personally.

It was brought out during the taking of Goetz's testimony that his support of Ripplinger as a candidate for Mayor in 1908 was a substantial part of the reason, however, was made after Ripplinger's defeat. The remarkable statement made by Mr. Morris, of counsel for the defendant. The state will rest its case tomorrow.

SEATTLE POULTRY PUTRID

Of 27,000 Pounds Seized, 13,000 Pounds Condemned as Unfit.

SEATTLE, Wash., Dec. 9.—Of 27,000 pounds of chickens, geese, ducks and turkeys seized in two Seattle cold storage plants during the past week by state officials, 12,000 pounds have been condemned and sent to the fertilizer factories, 8000 pounds have been returned to the owners as unfit for consumption, and 6000 pounds are undergoing bacteriological tests by the University of Washington chemistry department.

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\$25.00 COATS, SAMPLES ONLY \$ 9.95

\$35.00 COATS, SAMPLES ONLY \$14.95

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WORRELL'S SAMPLE CLOAKS AND SUITS

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the yards is still badly hampered by a lack of switchmen, officials and other employees doing most of the switching.

Trains Carrying Full Tonnage.

MISSOULA, Mont., Dec. 9.—Full tonnage trains arrived in Missoula over the Northern, Pacific today and it is announced by company officials that normal conditions were gradually being restored. Strikers are expected here tomorrow. During the day a train load of ore from the Coeur d'Alene mines arrived and was hurried through to Helena.

Telegraphers' Vote Being Counted.

CINCINNATI, Dec. 9.—J. J. Dermody, fourth vice-president of the Order of Telegraphers, is busy today receiving and tabulating the votes of the Big Four telegraphers as to whether their demands on the company shall be sustained. On this vote the committee will or will not be empowered to order a strike.

Homestake Watchmen Out.

LEAD, S. D., Dec. 9.—The executive committee of Lead and Central City Unions of the Western Federation of Miners, today called out all union watchmen and others employed by the Homestake Company, which has 250 men who have been allowed by the mine management to work since the walkout.

RIPLINGER GIVEN LOAN?

HERMAN GOETZ HURTS STATE CASE BY TESTIMONY.

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Much of the stuff was putrid. The owners, weedy merchants, will not be prosecuted, as they had not offered the offensive poultry for sale.

FRAUD TOLD DECADE AGO

U. S. WEIGHER SAYS NO HEED WAS PAID TO HIM.

Bendernagel Distributed Sugar Graft Coin as Testified—Prosecution Rests Case.

NEW YORK, Dec. 9.—That a report he had made to his superiors in the revenue service of an alleged attempt to bribe him had slumbered for ten years after he had made it, was the testimony offered today by Thomas D. Hyatt, a United States district weigher, during the prosecution of six former employees of the American Sugar Refining Company.

Hyatt said he was assigned to the Williamsburg sugar docks in 1897, and shortly afterwards was approached by Oliver Spitzer, the dock superintendent, one of the defendants.

"Spitzer asked me," continued Hyatt, "to go to James F. Bendernagel's office to be introduced to him. I declined. I asked him what the company would charge the Government for the new offices they were preparing for the weighers. He said: 'That doesn't matter; we always turned that over to the chief weigher, and a great deal more. He added: 'We never do business with the assistant weighers. At the end of the month of Mr. Bendernagel's office, I will hand you an envelope. All you have to do is to go in and shake hands with him.' I reported the occurrence to Surveyor Elias Croft in writing. I left it in the possession of his deputy. I have searched for the report, and had search made for it at the custom-house, but it cannot be found. I have a copy, made at the time the report was made."

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