

# 29,256 ENGINEERS VOTE FOR STRIKE

### Brotherhood Officers Finish Count—97.52 Per Cent Demand Increase.

## CONFERENCE DUE TODAY

Belief That Differences Will Be  
Submitted to Commissioners.  
Arbitration Board Expected  
to Prevent Conflict.

CHICAGO, Dec. 11.—Officials of the Brotherhood of Locomotive Engineers finished the canvass of the recent strike vote tonight, and the result showed 97.52 per cent in favor of a strike and 2.48 per cent in favor of accepting the compromise offer of the railroad managers. Over 38,000 ballots were cast by the men on 69 separate railroad systems running north, south and west from Chicago. No hour has yet been set for a meeting of the engineers' committee with the general managers, but it will take place some time tomorrow. W. R. Stone, grand chief of the engineers, said tonight that the managers had promised to notify him in the morning when they would be ready to hold a conference.

The original demands of the engineers which were presented to the railroads in September averaged about 11 per cent. On the new Mallet type of engine the demands were for an increase of about 12 per cent, the men asserting that as the engines do twice the work of the ordinary kind, the engineer should receive double the pay.

During the conference, which lasted from September 28 to November 7, the demands of the men were scaled down to approximately 12 per cent. The managers would not concede that the engineers were entitled to any advance, but as an arbitration board had advanced the pay of the firemen and switchmen, the managers offered an increase which averaged about 8 per cent. On the Mallet engines the managers offered to raise the scale to \$14.40 a day, \$6.15, which, the engineers asserted, was less than they could make on many of the ordinary runs.

That a satisfactory settlement will be reached without recourse to a strike is the opinion of the general managers, and it is believed that they will appeal to Chairman Knapp, of the Interstate Commerce Commission, and Labor Commissioner Neill to come to Chicago at once and endeavor to adjust the differences. In the event of failure, the managers will ask that the entire matter be submitted to arbitration under the Erdman law, and it is not considered probable that the men would strike in the face of an offer of arbitration which was accepted by all the other railroad organizations.

## STRIKE NOT LOOKED FOR HERE

### Local Railroad Men Think Engineers' Trouble Will Be Arbitrated.

With confidence born of the belief that a general strike of the locomotive engineers will be averted, both the railroad managers and the men employed on the various roads entering this city are confident that the theory that work will continue in spite of the vote taken by the men that the differences will be arbitrated and that traffic will not be interrupted.

Practically no preparations to meet a strike situation have been made here. It is the universal belief among employees and employers alike that the strike will be settled by arbitration.

However, the officials of the conference between the officials of the Brotherhood of Locomotive Engineers and the board of railway managers at Chicago today will be watched with extreme interest by both sides.

Belief on the part of the men that a suspension of work will be averted is founded, perhaps, that behind the vote which almost unanimously demanded a strike, is an undercurrent of feeling expressing the hope that the scale can be adjusted.

The wage question is the principal point of contention. As the difference between the demands of the men and that of the railroads is great, the possibility that an agreement cannot be reached is receiving serious consideration.

The men ask a general advance of 15 per cent. The railroads offer an increase of about 2 per cent.

The pay of the men varies with the class of engine they operate, but it averages nearly \$5 per day, overtime counted.

Another question that remains to be settled is that deciding what constitutes a local or way-freight train. This is a point that has caused much difficulty in the past. Three classes of trains call for different rates of pay from that of the through freight train. As the work of the two classes frequently conflicts, it has been impossible to determine to which class some of the trains belong. The articles that will be presented to the managers by the men today will ask that steps be taken to secure an amicable adjustment of this question.

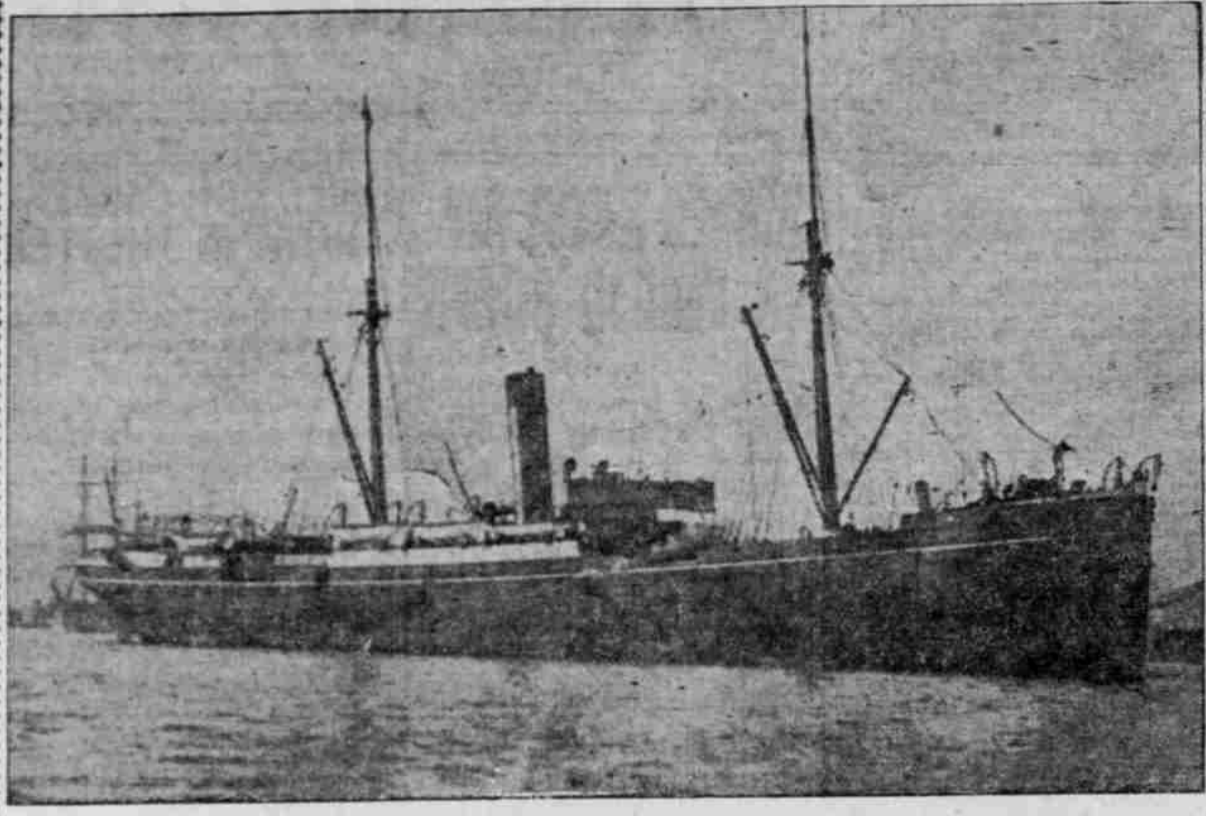
The engineers will also declare themselves in favor of seeking an adjustment of the smoke question, which has long been a cause of much contention. In cities where anti-smoke legislation has been established, the railroads have endeavored to comply with the law, but frequent clashes have occurred between the men and the managers with reference to the duties of the former and the installation of additional equipment by the latter. While this will not be one of the issues for a strike today, efforts will be made to have committees appointed from each side to ascertain what the duties of the respective sides are.

The managers' committee, however, has already replied to this, as well as to the other articles, by the statement that appliances for preventing smoke are not uniform in design and requirements in different localities are not the same, and that the committee, therefore, is not willing to define the engineer's duty. It is likely that this article will be withdrawn entirely.

All of the roads entering Portland will be affected by the strike.

The result of the conference likely will be known here tonight, but it is believed that a general strike will not take place immediately, if at all. The belief is expressed that an arbitration committee will be appointed further to consider the questions at issue and to report at a later meeting, the men to continue at work in the meantime.

## ALASKA STEAMSHIP COMPANY'S VESSEL WRECKED NEAR CORDOVA.



STEAMSHIP OLYMPIA.

## OREGON MAN SLAIN

### James Graves Among Victims of Kansas Tragedy.

## FINGER MARKS ARE LEFT

### Detectives Look for Six Men Who Recently Worked on Bernhard Farm and Who May Have Com- mitted Crime for Revenge.

KANSAS CITY, Mo., Dec. 11.—Revenge, and not robbery, is now believed to have been the motive of the murder of four persons on the Bernhard farm in Kansas.

The bodies discovered yesterday were examined closely today and it was found that Emeline Bernhard and her son George had been terribly beaten about the head, while Tom Moran and the hired man, who was identified today as James Graves, of Oregon, evidently had been killed by one or two blows.

Edward P. Boyle, head of the Kansas City detective bureau, was sent to the scene by Chief of Police Griffin today. He assumed charge of the search for the man or men who committed the crime, and it is expected that an arrest will be made here within a few days.

The first step will be to locate six men, all of whom recently worked at the Bernhard farm. When these are found the imprints of their left hand will be taken and compared with bloody finger prints found on the white wall of a closet in which Mrs. Bernhard is believed to have been murdered.

Another search was made of the house today and a strong box in which valuable papers and some money had been placed was found. In this box a deed conveying all of Mrs. Bernhard's property to her son George was found. No provision was made in it for her other children. The deed has never been filed.

A bank book found shows that Mrs. Bernhard opened an account with a bank about a year ago and had more than \$3000 on deposit.

The body of the hired man was identified tonight by Glenn Cottner, a farm-hand from Green Valley, Mo. Mr. Cottner said the man was James Graves, and that his home was in a small town in Oregon. Graves and Cottner, according to the latter, worked on the same farm in Missouri last September.

## FISH PEDDLER RUNS AMUCK

### California Hawker Attacks Parents; Captured After Fight.

SACRAMENTO, Cal., Dec. 11.—(Special.)—John Bertoli, a fish peddler, living at Oak Park, went violently insane last night, tried to kill his family and then, after barricading himself in his home, gave the officers a fight before he was captured. He attacked his mother and father, who only escaped with their lives by fleeing to a nearby farmhouse. After chasing them for some distance, Bertoli approached a tree and began hitting his head against the trunk. He then went back to the Bertoli ranch and, arming himself with a shotgun, threatened to kill several neighbors who approached the ranch in an endeavor to quiet him.

Deputies Woods, McKinney, Farnham and Peterson hurried to the scene in an automobile. When Bertoli saw them approaching he put out all of the lights in the house and barricaded himself within. The officers battered in the front door and overpowered Bertoli before he had a chance to use his gun.

## MRS. PATRICK FEELY DIES

### Well-Known Pioneer, of Salem, Ex- pires Suddenly.

SALEM, Or., Dec. 11.—(Special.)—Mrs. Katharine Feely, nearly 70 years old, a well-known pioneer, died suddenly tonight.

Mrs. Feely is survived by her husband, Patrick Feely, also a prominent pioneer, and a grandson, Frank Feely, both of Salem.

## STOCK MARKET HEARTENED

### Taft's Message and Court Decision Followed by Recovery.

NEW YORK, Dec. 11.—Quite the most important event of the last week in the stock market was the decision of the United States Circuit Court in the Pennsylvania district declaring the Temple Iron Company an illegal corporation, but otherwise sustaining the main contentions of the several coal carrying railroad companies which control it.

The decision freed the transportation companies from charges of general conspiracy in violation of the interstate commerce laws and was hailed with satisfaction. Its influence was felt in the recovery of the market from its irregular and narrow tone of the days immediately preceding.

President Taft's message gave heart to the leading financial interests. Unusual interest was manifested in the annual report of the Secretary of the Treasury, particularly the recommendation urging reform in the banking and currency systems. Figures embraced in the yearly statement of the Secretary of Agriculture called renewed attention to the record-breaking corn crop.

The cash outflow to western and southern points continued. Foreign exchange fell to the lowest point in four months and negotiations for imports of gold from London were under way. Complete official returns from Washington show slight reduction of the loan account by National Banks in the West, middle West and south, but the sources of the combined National Banks are well above legal requirements.

## UNCLE SAM SECOND

### Great Britain Still Leads World's Naval Powers.

## JAPAN NOW IN 5TH PLACE

### Germany Fast Crowding United States for Place and With Vessels Projected May Send America Down to Third Position.

WASHINGTON, Dec. 11.—The United States closes another year in second place among the world's naval powers. The great navy building race between Germany and Great Britain has not brought the former country up to the United States in the number of battleships afloat, but in ships projected and in the total number of war vessels of all kinds, Germany will crowd the United States to third place.

These facts are shown in the new Navy Year Book prepared by Putnam Publisher, clerk to the Senate committee on naval affairs, and soon to be issued by the Government Printing Office. In armored cruisers, although the technical division made in the United States indicates Germany to have more of this country, the actual strength of the United States exceeds that of its European rival.

## COURSE IS NOT CLEAR

### TARIFF-TINKERING BY CON- GRESS NOT STARTED YET.

### Bill for Reapportionment on Basis of New Census Develops Much Opposition in Washington.

## ONE DAUGHTER FORGOTTEN

### Child of Common-Law Marriage Claims Part of Big Estate.

LOS ANGELES, Dec. 11.—The fight of Beatrice Anita Baldwin Turnbull for a two-ninths share in the \$11,000,000 estate of the late E. J. ("Lucky") Baldwin, begins before Judge Rives and a jury in the Superior Court tomorrow.

The contestant was born here 17 years ago and her birth certificate on record here gives her mother's name as Lillian A. Ashley and her father's name as Elias Jackson Baldwin.

It is claimed Mrs. Ashley and the Baldwin were living under what the former at the time supposed was a common law marriage agreement, the original of which is said to be in the hands of H. A. Unruh, executor of the Baldwin estate.

The validity of the marriage is not an issue, the contention being that under California law the child of a void marriage is regarded as legitimate, and the failure of Baldwin to mention Beatrice in his will does not raise the legal presumption that he intended to disinherit her, but that in making his will he unintentionally forgot her. Through adoption by a subsequent husband of her mother the girl acquired the name of Turnbull.

## SLEDDING BAD FOR PEARY

### Macon, of Arkansas, Puts Him in Same Class With Dr. Cook.

## VESELMAN AUTO VICTIM

### Car Skids in Sand, Throwing L. M. Gray and His Dog to Death.

## VIATORS FLY AT MEMPHIS

MEMPHIS, Tenn., Dec. 11.—Short flights across country and spectacular low-altitude maneuvers made up today's aviation programme. The plan was to have an air craft ascend to higher levels for duration records, but unfavorable weather prevented. Moisant and Barrier, in monoplane, and Frisbie, in his biplane, participated. Garros tried out his Demoselle, but a disarrangement of a steering gear made necessary a hasty descent after a minute in the air.

## STEAMER OLYMPIA ASHORE IN STORM

### Gale Imperils 106 Persons, Including Officials of Alaska Court.

## LOCALITY IS UNLIGHTED

### Several Vessels on Way to Rescue, but It Is Feared Smaller Ones May Never Arrive--Wireless Service in Difficulty.

(Continued From First Page.)  
It was necessary to telephone to Katala, 50 miles east of here, to get a boat that could go to the assistance of the Olympia's people.

The launch Corsair left Katala early this morning. Word was also sent to Seward, to the westward, to dispatch the mail steamer Dora to the Olympia's assistance. The Dora was due at Seward early today and should already be on the way to Bligh Island.

The rock on which the Olympia struck is one of the numerous reefs that surround Bligh Island and make it the most dangerous spot in Prince William Sound. It is at the entrance to Killamar Bay and is only 21 miles from Valdez, the port which the Olympia was seeking to make.

### Launching of Boats Perilous.

Owing to the difficulty with which wireless communication with the Olympia was maintained, the operator was unable to give any details concerning the grounding of the vessel. It is believed, however, that her machinery must have broken down, leaving her at the mercy of the storm. Operator Hayes said that the boats were all ready for launching, but that the fury of the storm made this too dangerous an undertaking except as a last resort.

It is believed that the people will stay by the steamship until help arrives, unless they are forced to take to the boats by the sinking of the ship. Included among the passengers on the Olympia when she sailed from here last night were United States District Judge E. E. Cushman and his wife; Isaac Ham-burger, his wife and two children; District Attorney George R. Walker, Assistant District Attorneys Guy Brubaker and J. L. Green, Don Stewart, stenographer; L. M. Lakin, clerk of the court; Thomas S. Scott, deputy clerk; J. Hamilton, stenographer, and Deputy Marshals Bouse and Brown, all members of Judge Cushman's court.

## MAIL STEAMER GOES TO AID

### Seward and Valdez Send Rescuers as Soon as Notified.

## DREADNOUGHT RANKING OUT.

At present the floating navies of the leading powers have Dreadnought type vessels as follows:

Country	Total	Large
Great Britain	182	120
United States	152	118
Germany	208	150
France	103	80
Japan	169	121
Italy	114	80

In ships completed, building and projected, the United States has 255, with a displacement of 363,845 tons; while the United States has 177 with a displacement of 375,152 tons.

The compilations of Mr. Pulfifer show the world powers to rank as follows as to completed ships:

Country	Total	Large
Great Britain	182	120
United States	152	118
Germany	208	150
France	103	80
Japan	169	121
Italy	114	80

The vessel was an iron screw steamship of 2347 tons gross, was built at Glasgow in 1883, and was christened the Dunbar Castle. The vessel was transferred to American register later and her name was changed to the Olympia. Her home port is Seattle. She was under command of Captain J. T. Daniels and was valued at \$250,000.

SEATTLE, Wash., Dec. 11.—The Olympia sailed from Seattle December 6 with 58 passengers and several hundred tons of freight. The passengers who went north on the Olympia first sailed on the steamship Northwest, which grounded in False Bay, San Juan Island, early in the morning of December 2, a few hours after sailing from Seattle for the north. The Northwest's passengers were brought back to Seattle and resumed their journey on the Olympia, which was hurriedly put into commission.

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No. 3A, 3 1/4x5 1/2 "	20.00
No. 4, 4x5 "	20.00

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