

STEAMER ASHORE ON ALASKA COAST

Liner With 106 Persons Aboard
Pounding to Pieces.

Wireless Calls for Help, Then All
Is Silent—Storm is Raging
Along Coast.

Cordova Alaska, Dec. 13. — The Alaska Steamship company's steamer Olympia, with 106 persons aboard, is ashore on Bligh island, Prince William sound. A furious storm is raging.

No word has been received from the wireless operator on the Olympia since this morning, and grave fears are entertained for the safety of those on the wrecked vessel.

There are 52 passengers aboard the Olympia. Most of them boarded the vessel here last night. Among those who sailed from here for Valdez and Seward are United States District Judge Cushman, Mrs. Cushman and members of the Third District court, who are on their way to Valdez, where court convenes tomorrow. The crew of the Olympia consists of 54 officers and men, Captain J. Daniels being in command.

The Olympia sailed from Cordova at 6 o'clock last night, having arrived from Seattle earlier in the day. Although the night was clear and a full moon shed a bright light, navigation was made dangerous by a 50-mile gale which was blowing from the north. Between 12 and 1 o'clock this morning the operator on duty at the navy wireless station picked up the distress signal of the Olympia. He answered at once. Operator Hayes, on the Olympia, then sent an urgent appeal for help, saying that the Olympia had struck on Bligh island and was in an exposed position. Heavy seas were breaking over her, making the position of those on board all the more perilous.

The message from the Olympia was received with difficulty. The men in charge of the naval wireless station express the opinion that the grounding of the vessel had in some way caused a short circuit which interfered with the sending of the wireless messages from the steamer.

For several hours this morning the naval operator was unable to get any response to his calls to the Olympia and it was feared that the vessel had gone down with all on board. The operator continued his efforts and at 10 o'clock was rewarded by again receiving a faint call from Operator Hayes on the helpless vessel. Hayes said that the storm was continuing with unabated fury. The Olympia was being tossed about by the pounding waves, grinding her sides against the rocks that held her prisoner. This constant pounding of the steamer made it almost impossible to operate the wireless.

The operator said the passengers and crew are still hopeful that help will come before the ship goes to pieces. Huge waves continue to break over her and the situation of the passengers is extremely serious.

UNCLE SAM SECOND.

Great Britain Still Leads World's
Naval Powers.

Washington — 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 battle-ships 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 Puttman Pulsifer, clerk to the senate committee on naval affairs, and soon to be issued by the government printing office.

Stolen Gold Is Captured.

San Francisco—Six men and a woman are in the city prison here on orders of the United States secret service bureau and the local police that they are responsible for the theft of \$59,000 in bullion from the shipment of gold aboard the steamer Humboldt on September 11. Gold bars valued at approximately \$7,000 have been recovered by the authorities. Papers found among the effects of two of the prisoners show that \$3,100 worth of gold has been sold. Those under arrest include E. C. Smith and his wife.

Sledding Bad for Peary.

Washington — Representative Macon, of Arkansas, threatens trouble for Captain R. E. Peary, Arctic explorer, when the question of making him rear admiral comes up in the house. Macon is a member of the naval affairs committee. He contends there is no more proof that Peary discovered the pole than Dr. Cook had to prove his assertions. He threatens to fight the bill to the last ditch.

ENGINEERS VOTE TO STRIKE.

If Demands Are Refused, Clash May
Be Greatest in History.

Chicago—Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, and four of his assistants spent Saturday canvassing the recent strike vote taken by the men on the Western railroads.

Mr. Stone estimated that 96 per cent of the enginemen favored a strike. The next move, according to Mr. Stone, is with the railroads.

The railroads affected in the present controversy are those extending west from Chicago, and if the engineers strike the Eastern roads will not be drawn into the controversy. There is always a chance, however, of a sympathetic strike, and in that event the Eastern engineers would join the strikers. Switching service in the Chicago yards would be brought to a standstill.

Sixty-one railroads will be affected if the engineers vote to strike and their terms are not accepted by the managers. The number of enginemen employed on these roads is 33,700. The lines represent 136,000 miles of road, or 53 per cent of the total mileage of the country.

This vote is the first that has ever been ordered by the Brotherhood of Engineers on a general scale and it is the first of any kind to be taken since the strike on the Burlington in 1888.

"Our brotherhood is known throughout the country for its conservatism," said Grand Chief Stone, "and when we take a strike vote it means something. The managers tried to take advantage of us because we have not been inclined to strike in the past. We have done our best to maintain harmony, and have even made concessions that our men would not be willing to accept. If it comes to a strike, which now seems likely, we will tie up every road west of Chicago."

After months of negotiations the demands of the engineers now are some 7 per cent higher than the railroad managers are willing to grant. If the demands are not acceded to a strike that will close the throttle of every railroad locomotive west, south and north of Chicago may be called within five hours, it was intimated.

Conditions on Coast.

O. R. & N. Co., \$4.40 to \$5.20 for a run of 100 miles or less, to be completed in 10 hours or less.

Southern Pacific, \$3.75 to \$5.17 for a run of 100 miles or less, to be completed in 8 hours or less.

Overtime, pro rata.

General increase requested 15 per cent.

Number of engineers affected 425.

HOME RULE FOR IRELAND.

If Liberals Win in England, Irish
Dream Is Realized.

Liverpool, Eng. — Premier Asquith has pronounced home rule for Ireland the leading issue in the present campaign. This momentous pronouncement was made in a small schoolhouse of a remote village in Scotland but already it has stirred the whole British Islands and eclipsed all other issues in the fight.

The pronouncement was made in answer to a "heckler" as the typical disturber of British political meetings is called.

"Is it the truth," asked this heckler, "that if the Liberal government is returned to power in this election, it will give Ireland a measure of home rule?"

"My reply," said Asquith, "is, 'it is.'"

Though Redmond was well aware that it was Asquith's intention to give Irish home rule an immediate chance, the carpers and factionists in Ireland have been insisting that Asquith was a trickster and that Redmond was his dupe. But even the Dublin Independent, chief supporter of the Healy faction, confesses that Asquith's confession leaves no more to be said, and is entirely satisfactory.

Hance Gave Bed to Grant.

Seattle, Wash. — Celebrating his ninetieth birthday anniversary, Byron S. Hance, assistant attorney general of the United States during the administration of General U. S. Grant, and personal friend of Sheridan, Sherman and other great generals, received congratulations from a host of friends. Despite his years, Mr. Hance is in good health, but his hands are crippled by rheumatism, which he contracted when he gave up his bed to General Grant and slept on the ground.

John D. to Be Santa Claus.

Tarrytown, N. Y. — John D. Rockefeller is to be Santa Claus this year for Tarrytown children. Cards were distributed all over the village announcing that all children who are members of the Sunday school of Mr. Rockefeller's church, the First Baptist, will receive a Christmas stocking full of goodies.

INDUSTRIAL DEVELOPMENT AND PROGRESS OF OUR HOME STATE

THRESHERMEN TO PORTLAND.

Good Roads One of Important Topics
of Convention.

La Grande—The selection of Portland as the next meeting place, hearing a message from Judge Webster pertaining to a good roads provision to be brought before the legislature, and framing a law which will be placed before the legislature regulating the transportation of traction engines, constituted the principal features of the State Threshermen's convention. A bill is being drafted for introduction to the next legislature by the central board State Good roads association, containing four salient features, was read and explained by Judge Webster. The threshermen gave unqualified support to it later. It embodies the appointment of three men to name a highway commissioner for the state, who shall direct expenditure of moneys appropriated by counties and state to the amount of \$20,000 from each county and \$5,000 from the state for each county. It includes a bill providing for bonding state and counties to that effect; it provides for maintenance, state prison labor on roads and for the working of prisoners in incorporated cities and county roads.

The plan was explained in detail, and adopted. The Iowa traction engine law, said to be a model of its kind, will be copied in the bill to be presented by the Oregon threshermen. It provides for the blowing of whistles at stated times, stopping the engine when passing teams, and above all, repeals all present laws and substitutes this one. The chief point in the new bill is that after December 1, 1911, bridges shall be built so securely that no bridges will have to be planked while engines are crossing. This gives the county courts over a year to perfect their bridges. Until that date, bridges must be planked as now.

The Portland meeting will be held on Friday and Saturday preceding the Rose Festival.

LARGE PURCHASE OF HOPS.

Grants Pass Cleaned Up—Klüber
Takes Over 1,800 Bales.

Portland—All the hops in the Grants Pass section of Oregon were purchased by the buyers. All the lots were taken by one firm with the exception of a lot of 224 bales that went to another party.

The big blocks were taken by Klüber, Wolf & Netter and the single lot by McNeff Bros. The purchases by the Klüber firm consisted of the Flanagan & Cornell lot of 376 bales, C. E. Weston, 91 bales, Horace Moses, 90 bales and several small lots that aggregated 28 bales. Besides these purchases Klüber, Wolf & Netter purchased 81 bales from Antone Cone at Aurora and 84 bales from Crisell Bros. at the same place.

McNeff Bros. purchased the DeArmond lot of 22 bales at Grants Pass.

Klüber took 126 bales from William Weston at Forest Grove and 550 bales in the Yakima district besides perhaps 500 bales from other local dealers.

The purchases made by Klüber are therefore the greatest for one day in the local hop market by a single firm. The deals indicate that brewers are getting rather short of supplies and are preparing for the next year's brew.

All told, it is now estimated that there are 5,200 bales of hops remaining in the hands of Oregon growers of the 1910 crop, 6,727 of the 1909 crop, 426 of the 1908, 1,192 of 1907 and 1,844 of 1906, a grand total of all growth in growers' hands here of 15,389 bales.

The price paid by Klüber, as well as McNeff, was not made public, but it is understood to be better than 13 cents—perhaps 13½ cents.

Claim Brings \$20,000.

Grants Pass—Considerable interest is being manifested in the mining districts of this county. A big deal was closed this week in which a Los Angeles capitalist purchased a placer claim for \$20,000 from R. A. Dean and H. A. Corliss. Considerable machinery will be installed this winter for operation purposes.

In the Waldo district, New York capitalists have entered the field and have succeeded in taking over the Deep Gravel and the Simmons-Cameron mines. The new concern is incorporated under the name of the Waldo Consolidated company, with a capital stock of \$2,000,000, half of which was spent in purchasing mining interests and improvements. O. A. Turner, of Broadway N. Y., is at the head of the organization.

Grants Pass School to Be Modern.

Grants Pass—The board of school directors of this city have decided to equip the new high school building with the best of furniture. The contract has been let to an Eastern firm for 200 pupils' and ten teachers' desks. The assembly room will be provided with 100 solid oak extension-arm lecture chairs.

STATE TO USE ONE SCHOOL.

Three of the Four Normals Will Re-
main Closed.

There will probably be no state normal school next year except at Monmouth, the institution provided by an initiative measure at the recent election. This is the opinion of W. B. Ayer, a member of the board of regents for the state normal schools. The schools at Drain, Ashland and Weston will remain idle unless the legislature makes provision for their maintenance, which is regarded as unlikely by those close to the situation.

The board of regents is composed of the governor, secretary of state, superintendent of public instruction; E. E. Bragg, of Union county; C. E. Spence, head of the State Grange; Stephen Newell, of Grants Pass; Henry J. Maier, of The Dalles; E. Hofer, of Salem, and C. L. Starr, of Salem. The governor is chairman of the board. A meeting will probably not be called until the latter part of January, when incoming officers who will have charge of the schools may be present.

"Undoubtedly the normal school at Monmouth will be the only one maintained next year," said Mr. Ayer, "as the legislature made no appropriation for other schools. The board of regents has no power to dispose of normal school property, and I suppose the schools at Drain, Ashland and Weston will remain idle. The meeting of the board is subject to call of the chairman. I do not think it would be advisable to call a meeting until sometime in January, when all the members, who will have direct supervision of the normal schools, will be present."

"A meeting in January would also be to advantage, as the legislature will then be in session, and the board would go before that body with matter pertaining to the various institutions."

Four Postmasters Named.

Washington—Postmasters were appointed as follows: Barlow, Clackamas county, James M. Erickson; Cove, Union county, Helen M. Ramsdell; New Pine Creek, Lake county, Henry Nendt, Jr.; Willamina, Yamhill county, Ora Godsey.

PORTLAND MARKETS.

Wheat—Track prices: Bluestem, 84c; club, 82c; red Russian, 80c; valley, 82c; forty-fold, 83c.

Barley—Feed, \$22 per ton; brewing, \$23.

Millstuffs—Bran, \$24@25 per ton; middlings, \$29@31; shorts, \$25.50@26; rolled barley, \$24.50@25.50.

Hay—Track prices: Timothy, Willamette valley, \$20@22 per ton; Eastern Oregon, \$23@24; alfalfa, \$14@15; grain hay, \$14.50@15.50; clover, \$13@14.

Corn—Whole, \$29; cracked, \$30 ton.

Oats—No. 1 white, \$27.50@28.50.

Poultry—Hens, 15c pound; springs, 14½c; ducks, white, 16@17c; geese, 12c; turkeys, live, 20c; dressed, 22@23c; squabs, \$2 per dozen.

Eggs—Oregon ranch, candled, 45c per dozen; Eastern, Aprils, 32c; Eastern fresh, 38c.

Butter—City creamery, solid pack, 37c per pound; butter fat, 35@37c; Eastern, 31@34c.

Pork—Fancy, 10@11c per pound.

Veal—Fancy, 85 to 125 pounds, 12½@13½c per pound.

Apples—King, 40@75c per box; Wolf river, 75c@81c; Waxen, 75c@81c; Baldwin, 75c@81c; Northern Spy, 75c@81c; Snow, \$1.25@1.50; Spitzenberg, \$1.25@2; Winter Banana, \$1.75@3.50.

Green Fruits—Pears, \$1.25@2 per box; grapes, \$1@1.35; cranberries, \$10.50@11 per barrel.

Vegetables—Beans, 10@11c per pound; cabbage, \$1@1.25 per hundred; cauliflower, \$2@2.25 per crate; celery, California, \$3@3.25 per crate; pumpkins, 1@1½c per pound; sprouts, 7@8c; squash, 1@1½c; tomatoes, \$1.25 per box; carrots, \$1@1.25 per hundred; parsnips, \$1@1.25; turnips, \$1; beets, \$1.25@1.50.

Potatoes—Oregon, \$1.25 hundred.

Onions—Oregon, jobbing price, \$1.40@1.50 per hundred.

Cattle—Prime steers, \$5.75@6; good to choice, \$5.25@5.75; fair to good, \$4.75@5.25; common, \$4@4.50; choice to prime cows, \$4.75@5; good to choice, beef cows, \$4.25@4.75; fair to good, \$3.75@4.25; common to fair, \$2@3.50; good to choice heifers, \$4.75@5; fair to good, \$4.50@4.75; common to fair, \$4@4.25; choice to good fat bulls, \$4@4.25; fair to good, \$3.50@4; common, \$2.50@3.50; good choice light calves, \$7@7.50; fair to good, \$6.50@7; good to choice heavy calves, \$5.25@6; fair to good, \$4.75@5.25; common, \$3.75@4.75; good to choice stags, \$4.50@5; fair to good, \$4@4.50.

Hogs—Choice, \$7.75@8; good to choice, \$7.50@7.75.

Sheep—Yearling wethers, grain fed, \$4.75@5; old, grain fed, \$4.25@4.50; choice ewes, grain fed, 3.75@4; good to choice, grain fed, \$3.25@3.75; feeders, \$2.25@3; choice lambs, grain fed, \$5.75@6; good to choice, grain fed, \$5.75@6; poor lambs, \$4.95@5.

Hay fed sheep and lambs 50c lower than grain fed.

91 MILLIONS COUNTED.

Census Bureau Announces Grand To-
tal for United States.

Washington — Total population of the United States, exclusive of possessions, approximately 91,549,500. Totals for these states were announced: Wyoming, 14,5965, an increase of 53,434 since 1900.

Alaska, 64,356, an increase of 764.

Hawaii, 191,909, an increase of 37,980.

The states so far given have an aggregate population of 85,362,725. This is an increase of 20.4 per cent over the aggregate population contained by the same states in 1900.

The five states not reported had an aggregate population of 5,139,336 in 1900. If they maintain the growth of other states their aggregate will be brought up to 6,186,774, giving a grand total in the United States of 91,549,503. Even if there should be no gain at all the total would be 90,502,061.

Washington is expected to show an increase of almost 100 per cent, and Georgia is counted on to sustain the average, but, while Wisconsin probably will score a gain, it is not believed it will reach 20 per cent.

There is no doubt the total will be over 91,000,000. The computation is confined to the United States proper.

The population of Georgia, Wisconsin, Washington and Montana, the only states for which figures have not yet been announced, will be made public soon, together with the exact total population of the United States.

Population of the Islands of Hawaii is as follows:

Hawaii, 55,382; Kauai, and Niihau, 23,952; Lanai, Maui, Kahoolawe and Molokai, 29,762; Oahu, including Honolulu district, 82,028; Kalawao, 785.

Population of cities: Superior, Wis., 40,308, an increase of 9,293; Augusta, Ga., 41,040, in increase of 1,599.

MANUEL IS IN POVERTY.

Deposed King of Portugal Given Ref-
uge by Duke of Orleans.

Rome—The Tribuna prints an interview with a Portuguese personage whose name is not mentioned, but who is said to be a leading Royalist, concerning Manuel II, exiled king of Portugal.

Manuel, he says, is poverty-stricken and unable to choose a place of residence. Owing to lack of money the deposed king has been compelled to accept the hospitality of the Duke of Orleans at Wood Norton, Eversham, England. For three months, he has not had means with which to pay his servants.

Manuel, according to the interview, hopes that he will be restored to power, insisting that a republic in Portugal cannot exist. His friend predicts that a congress of the powers will settle the Portuguese affair, but he says that otherwise the Royalists are ready to fight for the restoration of the monarchy.

AVIATOR UP 10,499 FEET.

World's Record for Height Broken
by Frenchman in Monoplane.

Pau, France — Ascending from the aviation field here, M. Legagneux broke the world's altitude record, rising to a height of 10,499 feet. The Frenchman landed half frozen after a remarkable plane downward. He used a Bleriot monoplane.

The previous official height record was made by Ralph Johnstone, who in the recent meet at Belmont Park, soared 9,714 feet.

At Philadelphia, November 23, J. Armstrong Drexel made a remarkably high flight and claimed the world's record. When this was disputed, Drexel requested the officials of the Weather bureau to examine his barograph. They did so and credited him with an altitude of 9,897 feet. These figures, however, have not been officially accepted by the Aero club of America.

20 Rescued from Wreck.

Oswego, N. Y.—The steamship John Sharples, of Chicago, grounded on the shore of Galloup island, while going from Chicago to Ogdensburg. A snow storm was raging and waves rolled over her, flooding the boiler room and putting out the fires. Not until next day was the stranded vessel sighted by the steamship Hinckley and by that time, driven from the vessel by intense cold, Mrs. George Russell, wife of the first mate, and half of the crew, had reached one of the islands. The Hinckley took all hands aboard.

Propose Auto Battalion.

Berlin — In the reichstag General Von Heeringen, Prussian minister of war, describing the government's plans of enlarging the army, declared: "The organization of an automobile battalion is required. The progress of aerial navigation demands the organization of three aeronautical battalions of two companies each."