

## ENGINEERS WILL JOIN IN GREAT STRIKE IF DEMANDS ARE REFUSED

### MARCONI ACHIEVES TRIUMPH

Success in Sending Messages Over the Ocean.

Words Without Wires Are Flashed to Spezia.

Signal Victory in the Latest Experiments.

Special Dispatch to The Call.

NEW YORK, Sept. 11.—Another signal triumph in wireless telegraphy has been achieved by William Marconi, according to a cablegram received to-day by the Marconi Wireless Telegraph Company of America from the Marconi Company, Ltd., of London.

Heretofore the inventor's successes have been in the transmission of signals and messages over the sea, and signals partially over the land. These performances have been rivaled and perhaps eclipsed by the receipt at Spezia, on the Mediterranean, of perfect Marconigrams, or messages from Poldu, in Cornwall, England.

From the Cornwall station to Spezia, which lies between Genoa and Naples, in Italy, it is a distance of about 110 miles.

Previous to this week though signals had been flashed a long distance overland, complete messages had not been transmitted more than forty miles. How complete is his new triumph is shown by the message of Marconi to his London office filed at Spezia, in which he said:

MESSAGES ARE PERFECT.

"Perfect messages received inside Gibraltar harbor and throughout entire course of Mediterranean tour, direct from Poldu, across France, Spain and Alps. All telegrams for King of Italy and Minister received correctly on tape off Spezia."

Marconi with his instruments is on board the Carlo Alberto, a cruiser placed at his disposal by the Italian Government. He opened communication with Cornwall station at Gibraltar two weeks ago, but it was supposed that he was merely receiving signals, such as were flashed from Poldu to Cronstadt, Russia, some weeks ago.

These signals traversed eleven hundred miles over land and sea and though the performance was hailed as important at the time, the commercial value of the achievement was considered doubtful.

From Poldu to Gibraltar it is more than seven hundred miles. Perfect messages that could be read on the tape were received at that point and at other stopping places as the Carlo Alberto steamed 400 miles up the Mediterranean, and there can no longer be any question of the possibility of land transmissions as well as transmissions over the sea.

SENT 1500 MILES.

While Marconi has flashed signals from Poldu to Nova Scotia, the furthest messages that could be read have been sent over the sea 1500 miles. This feat was performed five months ago, when Marconigrams were sent from Cornwall to the steamship Philadelphia.

When he has completed his present tests Marconi will come on the Italian cruiser to Glace Bay, Nova Scotia, to inspect the British wireless station at that point and to perfect the transmission of messages across the Atlantic Ocean. He will then proceed to South Wall Fleet, Cape Cod, to test the American Company's station at that place. He is expected to sail from Genoa in a few days and to arrive in America about November 1.

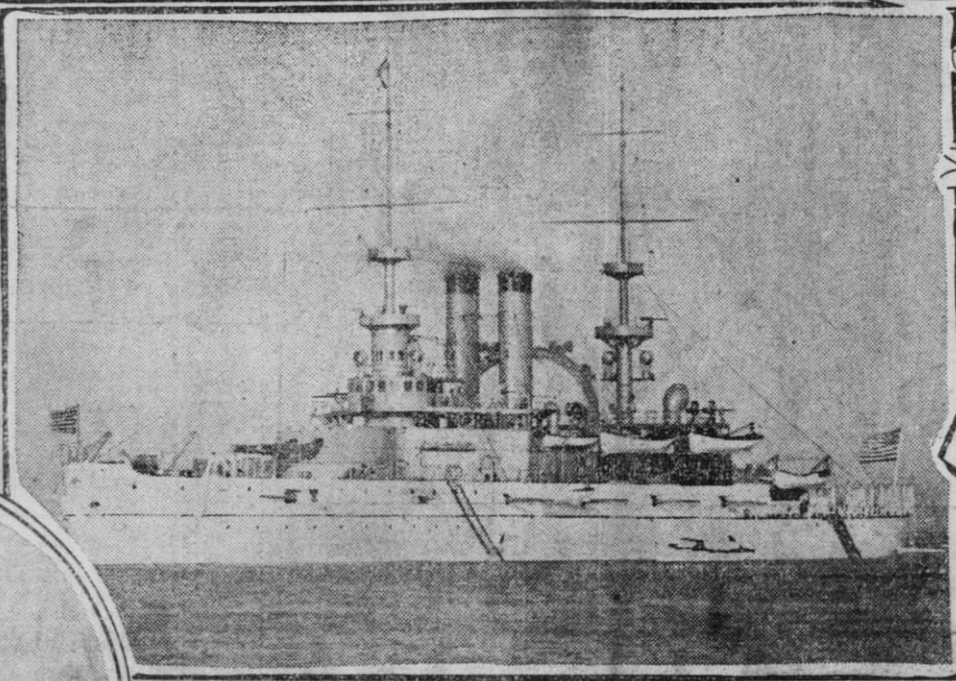
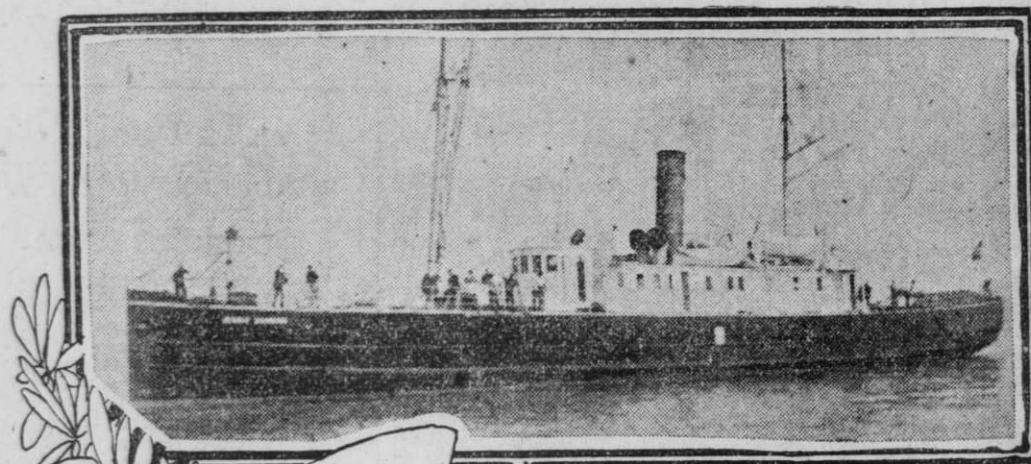
### GIVES NEW VERSION OF THE FAIR SETTLEMENT

William B. Smith Says He and His Relatives Accepted \$2,500,000 as a Compromise.

NEW YORK, Sept. 11.—William B. Smith, a brother of the late Mrs. Charles L. Fair, returned to Plainfield, N. J., from California this evening and gave a new version of the amicable settlement of the estates which differs from that given out in San Francisco. He says that every effort was made to keep secret all the negotiations.

According to Smith's statement of the terms of settlement, the heirs of Mrs. Fair got \$2,500,000. This differs materially from the first statement of the settlement recently made by Charles J. Smith, a brother of William B. Smith. On that occasion it was said that the settlement was made for \$1,000,000 paid to Mrs. Fair's mother, Mrs. Hannah Nelson, and it was asserted that \$500,000 in gold had been deposited to her account in the First National Bank. William B. Smith heard his brother give out these figures and corroborated them. Now it is said that Mrs. Nelson was given \$1,000,000 and that sum was deposited to her credit in a California bank. In addition she received property in Paris, France, valued at more than \$100,000. Mr. and Mrs. Charles Smith, of Boulder, Colorado, the former being a brother of the dead woman, received \$350,000. Mr. and Mrs. Abraham Nelson of New Market, the former being a half brother, got \$350,000, and Mr. and Mrs. William B. Smith of New Market were given \$350,000. A like sum was distributed among five children of the late Mrs. Minnie Lefter, a dead sister.

## UNCLE SAM SENDS WARSHIPS AND MARINES TO PROTECT INTERESTS ON THE ISTHMUS



VESSEL BEING FITTED OUT IN THIS PORT FOR THE COLOMBIAN GOVERNMENT; AN OFFICIAL OF BOGOTA; FORMER AND FUTURE COMMANDER; AMERICAN WARSHIP ORDERED TO ISTHMUS OF PANAMA.

### New Fighting Ship of Colombian Government Reaches Port on Her Voyage to Seat of War.

THE steamship *Jessie Banning*, which was recently purchased at Seattle by the Colombian Government to be converted into a man-of-war for service against the revolutionists, arrived from the northern port yesterday and docked at the Santa Fe wharf at the foot of Main street. Coincident with the arrival of the steamer came a freight car with a consignment of eight heavy guns and a lot of ammunition, all of which will be placed aboard the *Jessie Banning* to-day.

The purpose of the steamer in docking at this port was to secure her armament and to proceed on her voyage south without an instant's delay. It is believed a crew will be secured within the next ten days, and that fully 100 men will be required to man the ship. Captain H. H. Marmaduke, who will command the ship when she leaves this port on her deadly mission, has made provision for victualing the ship for a period of two months with a crew of fifty officers and men.

The *Jessie Banning* was formerly the British steamer *Cutch*, and plied between Vancouver and Lynn Canal. She was built about eighteen years ago, and has a length of 180 feet, with 24 feet beam. She was wrecked some time ago, but after being floated and repaired was sold to Captain Clinton, an American, who in turn disposed of her five weeks ago to the Colombian Government. The vessel left Seattle on Sunday with a crew of seven men under command of Captain Samuel B. Randall.

On the arrival of the steamer at the dock, Captain Randall formally turned her over to Captain Marmaduke, who ordered the vessel cleared of strangers and placed watchers at the gangplank with instructions to allow no one aboard who was not properly certified to. The freight car containing the guns and munitions of war was placed in charge of two men with instructions to allow no one to approach it. Everywhere were evidences of secrecy. Captain Marmaduke made the following statement to a Call reporter: "Concerning the *Jessie Banning* and her mission, I have to say that she has been purchased by the Colombian Government for service against the rebels. I will command her and I expect that we will do some fighting before many weeks have elapsed. As to her armament, I have nothing to say. That is a secret I am not at liberty to disclose even if I had a desire to do so. I will secure a crew here and most of them will be Americans. I may get anywhere between 100 and 500 men. We will leave here as soon as we can victual and man the ship, which is to be known as the *Bogota*. The United States authorities will not interfere with the vessel in any manner. I have received this assurance and am acting accordingly."

### Colombian Revolutionists Make Such Startling Headway That This Government Takes Steps to Keep Traffic Open and Prevent Bombardment of Panama.

Special Dispatch to The Call.

ALL BUREAU, 1406 G STREET, N. W., WASHINGTON, Sept. 11.—So serious has become the situation on the isthmus of Panama, where General Herrera, the revolutionary leader, recently captured the Colombian forces at Agua Dulce, that the Navy Department has ordered the battleship *Wisconsin*, the cruiser *Cincinnati* and a battalion of marines to the scene of revolution.

General Herrera is now threatening the transisthmian railroad. Under the obligations of the New Granada treaty of 1846 the United States must keep clear the line of communication across the isthmus. No interference with the railroad, of which Colon on the Atlantic and Panama on the Pacific are the terminals, will be tolerated. The cruiser *Cincinnati*, which relieved the *Machias* at Cape Haytien, was ordered to-day to proceed at once to Colon. The battleship *Wisconsin* has been ordered from the Puget Sound Navy Yard to the bay of Panama, where the United States is now represented by the cruiser *Ranger*.

#### BATTALION OF MARINES.

Major General Haywood issued orders to-day for the organization of four companies of marines of eighty enlisted men each at the League Island Navy Yard. The *Panther*, now at that yard, will take the battalion of marines, under command of Lieutenant Colonel Russell, to the isthmus of Panama and probably land them at Colon.

The *Cincinnati* will reach the isthmus first, and will probably touch first at Colon, where the condition of affairs is considered critical. It is expected that the United States forces will not experience much difficulty in maintaining the operation of the railroad. It will be at least twenty days before the *Wisconsin*

can traverse the 4000 miles lying between Puget Sound and the Bay of Panama.

#### EIGHT HUNDRED AVAILABLE.

The *Wisconsin* can land 200 bluejackets. The *Cincinnati* will be able to put ashore at least 250 bluejackets, and the *Ranger* as many more, making the whole force available from the warships of the American marine corps fully 800 men. The commander of the *Wisconsin* is Captain George C. Relfer, and he will be the ranking officer on the isthmus when he arrives. Until his arrival Commander McLean of the *Cincinnati* will be the senior officer. Of the marine battalion to be organized at Philadelphia, Company A will be from the marine barracks at the Brooklyn Navy Yard, under command of Captain Dien Williams; Company E from Philadelphia, under command of Captain Melville W. Shaw; Company C from Washington, commanded by Captain David Porter, and Company D from Annapolis, under command of Captain A. T. Marix. Major George Barnette will be second in command of the expedition. Lieutenant James W. Broatch will act as adjutant. The battalion will assemble in Philadelphia on Saturday.

#### HAYTI TO BE WATCHED.

It is realized that notwithstanding the absence of a Haytian navy on either side of the revolutionary struggle, there is danger that some of the ports where American property interests are large may suffer because of the practice which has grown up in the course of the revolution of burning towns before evacuating them. Therefore it has been decided to send the gunboat *Montgomery* to replace the *Cincinnati* at Port au Prince. The *Montgomery* has just finished participation in the maneuvers and is being overhauled at the New York Navy Yard. Allowing a couple of days in which to coal and fit out she could probably reach

Port au Prince by next Thursday.

The commanders of the *Cincinnati* and *Wisconsin* will be instructed to enforce our treaty stipulations with Colombia strictly by preventing any interference with traffic across the isthmus and also prevent a bombardment of Panama from the sea on the ground that this, in itself, would constitute a menace to traffic. Neither the *Wisconsin* nor the *Cincinnati* carries very large marine contingents, but any lack in this respect, it is said, can be made up by equipping jackies for shore duty should it become necessary to land a force on Colombian soil to enforce the guarantees of the treaty to protect American interests.

The sudden turn of events near Panama came as a surprise to the officials of the State and Navy departments. Affairs in that quarter had quieted to such a degree that only the little gunboat *Ranger* kept watch. The *Marletta* was keeping a close eye on the trend of affairs in Venezuela, and the *Cincinnati* was performing similar duty in Hayti. The emergency arose so suddenly, therefore, that Hayti must be left unwatched by an American war vessel during the interval between the departure of the *Cincinnati* for Colon and the arrival of the *Montgomery* in Haytian waters. It is thought that the center of trouble is likely to be at or near Panama City, and it is for that reason and because of the small size and complement of the *Ranger*, that the big *Wisconsin* has been dispatched to the scene.

#### Revolutionists Gather at Maranhao.

RIO JANEIRO, Sept. 11.—A rumor that a revolutionary expedition is being prepared at Maranhao for the purpose of invading the territory of Acre and opposing the Bolivian authorities has been confirmed. It is reported that Rodrigo Corvalho is the leader of the revolutionary movement.

### January First Is the Day Set.

Other Trainmen Desire More Pay.

Kruttschnitt Awaits the Issue.

Brotherhood in Session Here.

With the dawn of the new year this country may be thrown into the greatest strike in the history of railways. On January 1, 1903, the Brotherhood of Locomotive Engineers will make a formal demand for an increase of wages. Dissatisfaction is prevalent among all railroad men at the present rate of wages and the man that holds the throttle, the most skilled of all the men in the great world of railroading, will receive more compensation for their work or they say they will walk out to a man.

On May 30 last, at Norfolk, Virginia, the Brotherhood of Locomotive Engineers held its fifth biennial convention. At this meeting locomotive engineers representing every railway in the United States and Canada were present. The chief topic of discussion was upon the contention that the present rate of wages for locomotive engineers should be raised, and it was decided that a higher rate of wages should be demanded on all roads.

As in the meeting of the conductors and trainmen at Kansas City in June, it was decided to put the matter before each member of the Brotherhood of Locomotive Engineers. As a result the following resolution, passed at the meeting, with a short preface of instructions, was sent out:

#### DELEGATES ARE INSTRUCTED.

Brotherhood of Locomotive Engineers—Dear Sir: In accordance with the resolution passed at the fifth biennial convention, May 30, 1902, a copy of which appears below, Division No. 1, passed a resolution requesting all members to vote on the same and return to the F. A. E. at once. To have your vote recorded it must not be sent later than August 1, 1902. Please be prompt.

"Resolved, That each delegate is hereby instructed to request his division, upon his return home as soon as may be convenient, but no later than August 15, to notify the general chairman of the road by which they are employed whether or not they are in favor of a concerted action by the members of the Brotherhood of Locomotive Engineers, to bring about an increase of wages.

"No" (Signed) \_\_\_\_\_

As a result of this communication every general chairman on every road sent word that the locomotive engineers were "in favor of a concerted action by the members for an increase of wages." January 1, 1903, has been decided upon as the date for the day of battle between the great railroad magnates and their engineers.

#### STRONGEST OF ALL UNIONS.

The Brotherhood of Locomotive Engineers is perhaps the strongest of all unions of skilled trades. Its boundaries extend from Texas to Canada, from San Francisco to New York. Every engine pulled out of a railway depot is handled by a member of the order. Should the railroad corporations refuse to concede the demands of the engineers it will be one of the bitterest strikes in the history of skilled labor.

The locomotive engineers' grievance is plainly put forth by them. They say that the rate of wages for their calling has not advanced in accordance with the amount of their work, nor do their employers consider the nervous strain they are subject to on every trip. The up-to-date engineer has to have a steady hand to operate the airbrake while rounding curves; he has to look out for the dynamo that furnishes the palace car with electric lights; the warning arm of the semaphore has to be watched with the eye of a hawk, delayed trains must "make up time," and a thousand more features have crowded into the life of the modern engineer which a few years back were never dreamed of.

#### EVENTUALLY BREAK DOWN.

It is an undisputed fact that the modern locomotive engineer who races his engine like a flash across his division will break down a nervous wreck eventually—it is only a question of time. This is why they demand an increase of wages, and undoubtedly the general public will watch eagerly to see if they win their battle.

The Brotherhood of Locomotive Engineers, it is said, is not affiliated in its fight with the Western Association of General Committees, composed of railroad conductors and brakemen. As announced in The Call yesterday the latter association is composed of conductors and trainmen only, they having recently formed into one consolidated body for the