

## VALENCIA IS ON THE ROCKS AT CLOO OSE

### Strikes Base of High Cliff in Fog at Midnight Off Straits of Fuca.

## MANY LOST IN FIRST CRASH

### Survivors on the Wreck Are in Great Peril of the Heavy Seas.

## BOAT REACHES CAPE BEALE

### Steamers Queen and Salver Hurrying to the Rescue.

## SAD SCENES ON VESSEL

### Child Drops Into Raging Water as Mother Tries to Give It to Husband in Boat—Two Men on Narrow Ledge.

## BRIEF STORY OF WRECK.

The Valencia was taking the place of the steamer City of Puebla, recently disabled, on the run from San Francisco to Puget Sound and northern ports. She left San Francisco January 20.

The steamer carried a passenger list of 94 and a crew of 90. A number have been drowned and those on the wreck are in great peril from a heavy sea.

Missing her course in a fog, the vessel piled up on the rocks at the foot of a cliff on Vancouver Island, near Cloo Ose, five or six miles from Carmanah Point, 63 miles from Victoria, B. C., at midnight Monday.

A load of survivors brought word of the disaster to Cape Beale, on Vancouver Island, at the southern side of the entrance to Barclay Sound, 120 miles from Victoria.

The steamer Queen and wrecking steamer Salver left for the scene of the wreck Tuesday afternoon.

VICTORIA, B. C., Jan. 23.—(4:30 P. M.)—The steamer Valencia, which was en route to Victoria from San Francisco with 94 passengers and a crew of 90, went ashore at midnight last night during a thick fog, at Cloo Ose, near Carmanah Point, and a large number were drowned when attempting to leave the ship. The steamer is on the rocks against a high cliff, and is likely to go to pieces at any time.

One boat's crew reached Cape Beale at 3 o'clock this afternoon, and nine men got ashore near the telegraph huts, about 15 miles from the highhouse.

Two men are prisoners on the face of the cliff near which the steamer went ashore, and cannot get up the cliff nor return to the wreck. The sea will probably reach them when the tide is high.

Some painful scenes are reported. One woman dropped her child into the sea when trying to hand it to her husband, who was in one of the boats.

When the boat's crew left there was a little boy running along the deck crying for his mother, who was among those drowned.

There are still about 125 persons on the wreck, with almost certain death staring them in the face.

The steamer Queen, which arrived here at 4:30 P. M. from Seattle, landed her passengers and left at once for the scene of the wreck. She should reach the scene of the wreck in a few hours. Urgent messages are being received for assistance.

## GREAT WIND WAS BLOWING

### Valencia Was Probably Driven Off Her Course in Storm.

VICTORIA, B. C., Jan. 23.—(6:30 P. M.)—The meteorological station reports that a gale has been in progress on the island coast for two days. Reports from the mouth of the Columbia this afternoon were that the wind was blowing there 50 miles an hour. Off Vancouver Island a velocity of 40 miles an hour was reported. A tremendous sea sweeps in on the rocks near Cape Beale in heavy weather, with high breakers.

Captain James Gaudin, agent of marine, who received the first message of the disaster from the lightkeeper at Carmanah, when asked his opinion of the probable cause of the wreck, said it was probably as far as he could judge from dispatches, at Pachena Bay, which is about half way between Cloo Ose and Cape Beale. Separating these two points is a stretch of coast line probably ten miles long.

Slightly nearer Cape Beale than Cloo Ose is a bay known as Pachena, at the en-

trance to which are the notorious Sea-bird rocks, on which the steamer Michigan was wrecked about ten years ago. Captain Gaudin believes it was on these rocks that the Valencia struck.

The rocks stand out bold and treacherous, and as they stand where both current and wind seem to concentrate their greatest force from the Pacific, a landing, unless under most favorable circumstances, would appear impossible. If the ship came to grief in this locality she would be nearer Cape Beale than Cloo Ose, which accounts for the survivors reaching there.

"In the absence of information," said Captain Gaudin, "it is difficult to conjecture what brought the steamer from her course, but, in my opinion, the strong southeasterly gale blowing at the rate of 50 miles an hour, as the reports state, and the great current which sweeps toward the coast, were responsible for driving the steamer from her course.

It is expected that the steamer Queen City, which usually calls at Carmanah and Cape Beale on her voyages, will arrive about 6 o'clock at the scene of the wreck of the Valencia, and will be the first vessel to lend assistance. She left here at midnight.

The tug Caer, sent by the Canadian Pacific Railroad, with an Admiralty Marshal on board, to libel the schooner M. Turner, towed into Kuyquot by the Queen City on her last trip, also left in the early morning. She will probably also arrive at the wreck in the afternoon.

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## DRAWING LINES ON STATEHOOD

### Insurgents Now Claim Enough Votes to Carry Amendments to Bill.

## WASHINGTON MEN REVOLT

### Opponents of Joint Statehood Expect to Defeat Rule Forbidding Any Amendments—Both Sides Lining Up Forces.

WASHINGTON, Jan. 23.—Thirty-four Republican statehood "insurgents" held a caucus today in Representative Babcock's committee-room and outlined their fight against the Hamilton bill. This is

the largest number of Republican members that has been at the anti-joint statehood meeting, and Babcock, Mondell and other leaders of the fight against the Hamilton bill say it shows their strength is increasing as the struggle approaches.

The "insurgent" leaders now claim 50 Republican votes against the proposed rule to prevent amending the Hamilton bill and say there is no truth in the rumor that Democrats are leaving the city and have been induced to remain away, so that they cannot vote with the Democratic organization, which is in harmony with the Republican insurgents and wants to prevent the admission of New Mexico and Arizona as one state.

### Williams Gathers Forces.

Democrats who are out of the city are being summoned by Representative Williams, leader of the minority, to return in time to oppose the anti-amendment rule. Although the Democrats had no plain position, their position has been plainly outlined by Williams and the Democratic members of the territories committee made a minority report so strongly in opposition to the Hamilton bill that no Democratic member is expected to desert his party's stand on the issue, providing he is in the House when the vote is taken.

Lloyd, the Democratic whip, said tonight that he expects to be able to have at least 126 Democrats in the House tomorrow to vote against the rule preventing amendments to the Hamilton bill. Vanduser of Nevada is at home on account of illness in his family, and Hearst and Cokeran, both of New York, Mr. Dermott of New Jersey and Hill and Byrd, both of Mississippi, are Democrats who will not be here. Nearly 25 Republicans are out of the city and both forces are working hard to gather in the absentees.

### Close Vote Is Expected.

Although the "insurgents" say they feel sure they will have plenty of votes, more

## THE STATEHOOD FIGHT.

The division on the statehood bill arises on the question whether Arizona and New Mexico shall be admitted as one state without the option of voting on the union, or shall be allowed to vote separately on union with each other, or shall be admitted each as a separate state.

The speaker and Republican leaders in the House and Senate, together with the President, favor joint statehood without allowing the two territories to vote on union. The insurgents in the Republican ranks favor one or the other of the two alternatives mentioned. The Democrats are with the insurgents.

The Hamilton bill provides for joint statehood without option. The leaders in the House propose a rule allowing no amendments, the adoption of which rule would shut out either alternative. The issue will be joined on the adoption of this rule. If it should be defeated, joint statehood will almost certainly be defeated.

conservative members of the anti-joint statehood force admit that six of these votes may fall them, but that under no condition can they fall to have less than 20 votes against the rule. This number is sufficient to defeat the Republican organization, if it does not succeed in rallying most of its absentees.

## WASHINGTON MEN INSURGENTS

### Members Oppose Joint Statehood. Humphrey Resists President.

OREGONIAN NEWS BUREAU, Washington, Jan. 23.—Representatives Jones, Chapman and Humphrey, of Washington, will tomorrow vote with the insurgents on the rule governing consideration of the joint statehood bill. From the first

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## BROUGHT TO RUIN BY WALL STREET

### Mann Tells What Caused Him to Become Editor of Town Topics.

## VANDERBILT HIS FRIEND

### Got Loan From Ryan on Whitney's Recommendation—Rich Men Who Refused to Subscribe for "Fads and Fancies."

NEW YORK, Jan. 23.—Colonel E. D. Mann, editor of Town Topics, was recalled to the witness-stand today when the trial of Norman Hagwood, editor of Colliers' Weekly, on a charge of criminal libel, was resumed. The charge is brought by Justice Joseph M. Deuel, a stockholder in Town Topics.

A copy of Town Topics issued in 1900 was shown the witness, who denied that Abraham H. Hummel, the lawyer, had consulted him about an unpleasant paragraph in that issue of the paper. Colonel Mann then told of the beginning of his connection with Town Topics and how W. K. Vanderbilt came to be a stockholder of the paper. Colonel Mann said:

"In 1891 I was connected with the Pullman Car Company. When the crisis came in Wall street, or, I might say, the conspiracy, I found myself suddenly changed from being a millionaire to owning not a dollar and being \$100,000 in debt. It was at this time I became interested in Town Topics, and I went to W. K. Vanderbilt and asked him for a loan. I think he gave me about \$25,000. I told Mr. Vanderbilt that I wished to get out of debt, and wanted him to help me. He told me that what I owed him I need not worry about. I sent to Mr. Vanderbilt and told him I needed more money, and I asked him to take some Town Topics stock as collateral security. Later he returned my notes and the stock and said he did not care to loan me any more money, but he said he hoped I would get on."

Asked how he came to be sufficiently well acquainted with J. P. Morgan to borrow \$2500 from him without security, Colonel Mann said:

"I met and knew his father. I think I know him well enough to ask him."

### No Trouble With Ryan.

"Will you tell the jury," said District Attorney Jerome, "what reason there was for Thomas F. Ryan to lend you \$10,000?"

"Well, that was three or four years ago. As I remember, Mr. Whitney introduced me to Mr. Ryan. He said I was a gentleman and an honest man, and any time you can do anything for him or lend him any money, I want you to do it."

"I did not see Mr. Ryan again for some time. When I asked him to lend me the money and offered shares as collateral, Mr. Ryan said he would take the matter under consideration. Next time I called on Mr. Ryan, he said: 'I do not want the shares, but I will lend you the \$10,000. Give me your note and I will give you the money.'"

Clarence Jones, the witness said, loaned him \$10,000.

Colonel Mann was then questioned by James W. Osborne, of counsel for Mr. Hagwood's defense.

"Do you remember the scandalous paragraphs written about E. C. Jones" the lawyer asked.

Colonel Mann was then questioned by James W. Osborne, of counsel for Mr. Hagwood's defense.

"I do not."

## Before and After Taking.

"After you got the \$10,000, did you write pleasant paragraphs?"

"Possibly then and possibly before; why should I not?"

"Why, of course, after you got the money," said Mr. Osborne, "and Colonel Mann left the witness stand at this point.

Edwin J. Yorkman, a reporter, was the

next witness. He said Justice Deuel told him that he (Deuel) was the owner of Town Topics. The witness said that the Justice also said that, when Colonel Mann was away, he (Deuel) was the editor-in-chief, and that at all times he was consulted by Colonel Mann.

Lehr, the witness said, called on Colonel Mann, who afterward told the witness that Lehr should not have been treated so badly and told the witness to see Lehr and get him to pay the subscription to "Fads and Fancies." Lehr, however, refused. Witness said to Lehr that he (Wooster) was interested in Lehr's subscription to the extent of \$200, and Lehr gave him a check for that amount. The witness said that pleasant stories were then printed about Lehr for a time, but later the unpleasant ones reappeared.

Wooster continued his testimony after recess, stating that Colonel Mann told him he was not to exploit the columns of Town Topics for the purpose of getting subscriptions to "Fads and Fancies."

The witness said he had asked Bishop Potter to subscribe to "Fads and Fancies," meeting him in Washington.

The witness said that the price for a small paragraph in "America's Smart Set" was \$50, and for an extensive write-up \$500.

Among 60 persons who, he said, paid for being written up in this publication.

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## BOATS SMASH ON SIDE OF VESSEL

### Women and Children Perish Miserably.

## VALENCIA FILLS VERY FAST

### Driven as Far Ashore as Possible When Sinking.

## WATER OVER MAIN DECK

### When Boat's Crew Leaves for Help What Was Left of Passengers Were Huddled Together on the Saloon Deck.

## SURVIVORS AT CAPE BEALE.

VICTORIA, Jan. 23.—(10:40 P. M.)—The survivors of the Valencia who reached Cape Beale on one of the Valencia's boats were: T. J. McCarthy, boatswain; Charles Brown, Thomas Shields, John Monk, W. Goslin and T. Lamson.

VICTORIA, B. C., Jan. 23.—(9 P. M.)—A special from Cape Beale states that when the steamer Valencia left San Francisco, at 11 A. M. Saturday, the weather was clear, but since has been thick, and Captain Johnson had consequently to navigate by reckoning. The officers of the steamer thought they were near Umattila Reef lightship when the vessel drove in on the Vancouver Island coast. Soundings had been taken, 20 fathoms having been secured a few minutes before the vessel struck.

When she hit the rocks her engines were reversed, and the steamer succeeded in backing off into deep water. She immediately began to fill, so quickly that the engineers, and firemen were driven from the engine-room. Before leaving their posts the engineers put the engines full speed ahead in obedience to orders from the bridge, taking the only chance to save the lives of those aboard.

When the six survivors who have arrived at Cape Beale left the Valencia she was lying head-on to the sea, and was out 30 yards from the high bluff on shore, with the water over her main deck. Those were left of the passengers (and a large number had been previously drowned) were huddled on the saloon deck.

When the boats were lowered, soon after the vessel was driven into the shore after she began to sink, there was a great loss of life. The boats filled with women and children were smashed against the side of the steamer and all in them were lost. The lights had gone out by this time, and the crew could not see to work. Seven boats and three life rafts were lowered. Only two of them have been heard from.

There were thought to be about 100 persons still on the wreck, and the survivors who reached Cape Beale say at least 50 were drowned alongside the steamer before they left.

The boatswain and five seamen were sent to secure assistance, and are the only ones that reached Cape Beale, arriving there about 3 o'clock.

## LITTLE HOPE FOR SURVIVORS

### Wind Has Veered and Southwest Gale Springs Up.

VICTORIA, B. C., Jan. 23.—Tonight it is reported from Carmanah that a southwest gale is starting, which had been blowing from the southeast, having chopped around. A message from the Vancouver Island coast tonight says:

"It is feared that there is little hope for those who remain on the Valencia tonight, for she may break up in the gale."

Lineman Logan has gone from Cape Beale to the scene of the wreck, to endeavor to lend all assistance possible from land.

## QUEEN CITY MISSES WRECK

### Weather Is Very Thick and Nasty Sea Is Running.

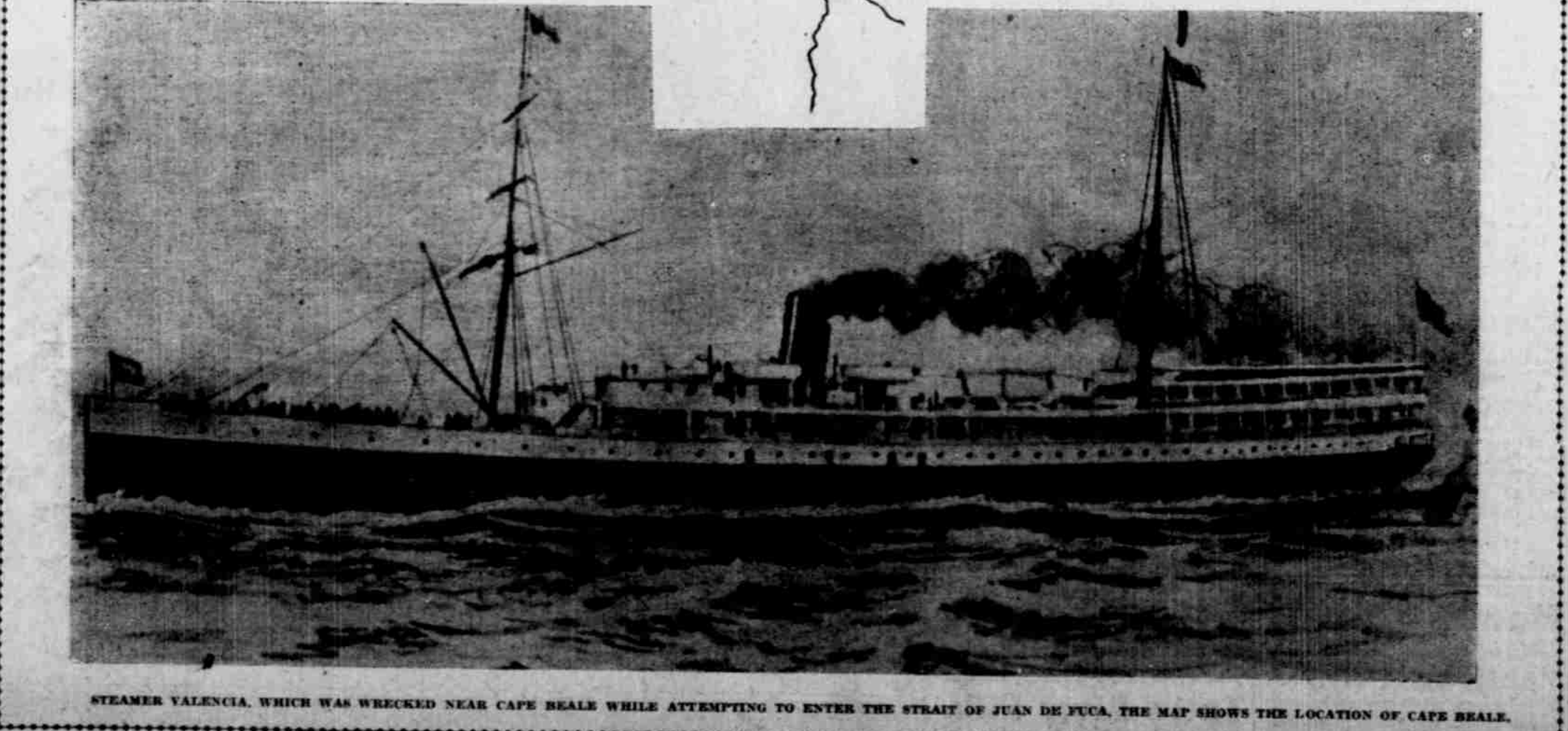
VICTORIA, B. C., Jan. 23.—Up to 10 o'clock efforts to secure further details from Cape Beale of the wreck of the Valencia have been unavailing. Three steamers are on the way. The steamer Queen City, which left here early this morning, passed the wreck without sighting her. The weather was thick at that time.

Captain Townsend, of the Queen City, telephoned from Bamfield Creek, asking if he should return to the wreck, but was ordered to proceed on his voyage, as other steamers are on the way. He reported the gale increasing from the southeast, with a nasty sea running near Cape Beale, which he rounded this afternoon.

## SALVOR IS SENT TO WRECK

### Steamer With Appliances Leaves Victoria in Afternoon.

VICTORIA, B. C., Jan. 23.—The wrecking steamer Salver left this afternoon to assist the wrecked steamer Valencia. She is in a bad place.



STEAMER VALENCIA, WHICH WAS WRECKED NEAR CAPE BEALE WHILE ATTEMPTING TO ENTER THE STRAIT OF JUAN DE FUCA, THE MAP SHOWS THE LOCATION OF CAPE BEALE.