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SEARCH FOR LIFE IN THE WRECKAGE

Steamers Patrol Scene of the Wreck.

VALENCIA IS SUNK DEEP

Only the Broken Masts Appear Above Water.

NOT A WOMAN IS SAVED

Twenty-Three. Male Survivors Are
on the Topoka and Nine Others
Are Hungry and Torn at
Darling Creek.

FOUND ON TURTLE ISLAND.
VICTORIA, B. C., Jan. 25.—The steamer Shamrock arrived at Toquart, near Chetumal, at 10:40 P. M., with three survivors of the steamer Valencia. F. Hancock, chief cook, Max. Friedman, fireman, and George Lorne, fireman, who were picked up at Turtle Island, on Barkley Sound, by Charlie Rose, an Indian policeman, of Alberni. Another survivor is living on the island, but is lost in the bushes.

Two bodies found on Turtle Island have been brought by Indians to Toquart.

VICTORIA, B. C., Jan. 25.—The wrecked steamer Valencia now lies submerged and broken but a portion of its masts stands above water and the fleet of steamers and tugs have today been turning their attention to patrolling the vicinity, with the hope of finding boats, rafts or wreckage still afloat with survivors, though the chances are small.

Ashore, several parties have been toting over most arduous trails, some carrying sugar to those who were washed ashore, others scouring the rugged rocks of the shoreline seeking for any survivors that may have reached shore and be lying hungry and helpless, and others are engaged in the melancholy duty of recovering bodies.

Of the total company of 154, but 23 have been definitely accounted for, and three men, believed to be other survivors, were seen on shore from the whaling vessel Orion, near the wreck, huddled about a fire. Six survivors have been taken on the Salvor; nine, most of them so badly cut up and bruised, without food, and so overcome that they could not stand, much less walk, are still camped at Darling Creek, a telegraph hut, and 18 others were picked up by the City of Topeka.

No Woman or Child Saved.

With the three seen from the Orion a mile and a half from the wreck added, the survivors total 23, leaving a death list of 131 persons. Not a woman or child is among the saved.

Scant hope is entertained by those on board the patrolling steamers that any others will be recovered, for the doctors on rescuing tugs say the limit of human endurance will have been passed before that time.

The fleet of steamers engaged in patrolling were seen this morning in the vicinity of Darling River. The steamer Salvor, which left Bamfield Creek this morning, after sending part of her crew over land trails to seek survivors, and the whaling steamer Orion (a vessel better equipped than any in this neighborhood to throw lines to wrecks, being equipped with a harpoon gun), the steamer Queen, which stopped at the scene on the way to San Francisco and tug Lorne, sent from Victoria last night with a party of bluejackets and a lifeboat on board, were all there and as far as could be learned from correspondents at various points, none had succeeded in finding other survivors.

Surf Too High for Salvor.

The steamer Salvor made an effort to get one of her boats through the surf near Darling Creek this morning to land supplies for the men at Darling Creek, but the surf was too high, though, and it seemed impossible to get a boat through it. The boat was forced to return.

The Salvor soon afterward located two men and a boy, seen from the Orion at 10:40 A. M., beside a fire evidently built as a signal on the beach between Beagards Point and Klennawak, where the wreck lies. After transferring the survivors taken from Bamfield to the steamer City of Topeka the Salvor went to notify the tug Lorne of the finding of the party on shore and asked if the British bluejackets on board the Lorne with a lifeboat would attempt a landing. Captain Butler replied they would try, but the undertaking was most dangerous and unsafe.

Bluejackets Dare Death.

The British bluejackets, however, volunteered to try and made a daring attempt, but they were unsuccessful, and the sailors were obliged to return after getting within three boatlengths of the shore.

Some doubt was held on the tug of whether the party on shore was made up of survivors of the wreck, for, after the boat started ashore, several others were

seen and they seemed to make no attempt to get off the boat. Failing to make a landing, the sailors tried to send food ashore in barrels, but in this they were also unsuccessful. It is not expected that the surf will be navigable for some days.

With the failure of the Salvor to land supplies, the steam whaler Orion soon afterwards returned to Bamfield to notify those there that aid must be sent by land. The nine men were on the side of Darling River nearest the wreck and Messers, Richmond, McWinn and Mousley, cable operators, who were taking supplies, rope and telegraph instruments with them to the scene of the wreck, were unable to cross the swollen creek.

Bunker Swims Darling Creek.

Darling Creek is now three times its normal depth and a swift current runs toward a fall near the mouth. But one of the survivors had managed to cross. P. F. Bunker, Assistant School Superintendent of Seattle, a passenger, who escaped from the wreck, seeing his wife and two daughters drawn alongside the steamer by the swamping of the boats, swam across the creek. A man of wonderful energy, he placed a rope about his waist before he started. He succeeded though he was almost carried down to the fall.

Other attempts were made to cross at low water, and the party succeeded, working its way to the wreck, accompanied by the survivors who were able to go.

From Bunker it was learned how the nine men had escaped. They were in two boats and were but a portion of the crew of those boats. They were washed ashore after the boats had been expelled in the breakers outside the heavy surf rolling in on the day of the disaster. In No. 2 boat, when it started from the ship, there were 15 in all and eight of these were drowned. All had life preservers on. No. 5 boat had left the steamer with very few passengers, not more than six or seven in all, and Mr. Bunker and D. Hichley, a fireman, who are all that made the land, after being thrown into the breakers.

Perished in the Rigging.

The people on board had not taken to the rigging when those boats left. It was not until the steamer swung around broadside to the shore and sunk by the bow, leaving but the houses on the hurricane deck above water, that they went into the rigging. That all took refuge there perished seems now certain. When the life-raft picked up by the City of Topeka left the wreck they were being gradually swept away by the sea which broke against the vessel and before darkness last night the hull was submerged and all who remained were lost.

This morning the steamer whaler Orion, a small vessel, which could approach nearer the wreck than any of the rescue steamers, found only a portion of the Valencia's mast and derrick standing above water. There is very little wind today, but there is a swell running which is very heavy, though not so high as compared with that of Wednesday. The whaler's crew picked up a few jackets and caps and a number of strips of blankets which had evidently been used as lashings by those who took to the rigging.

Broken Mast Above Water.

The Salvor's crew also proceeded to the wreck today, after making three efforts to land at Darling Creek, but as the steamer was unable to proceed as the whaler, those on board saw nothing of the wreck. The butt of the mast was seen above water, and a boat was sent to make an examination. The broken mast was found to be entangled with canvas, white flannel and calico, which appeared to have been part of the cargo, in an attempt to lash some of the passengers to the mast.

A good deal of the wreckage was seen adrift, but no bodies. Few bodies have been recovered. From Pachena hut, where a correspondent cut in with an instrument to send the account of the survivors' predicament at Darling River, it was reported that three, all identified, had been picked up. The Orion and Salvor, on returning to Bamfield, did not report finding any corpses, and the tug Lorne

(Continued on Page 6.)

HIDE-TO-BE OF YOUNG KING OF SPAIN.

The fair, slender English Princess, Victoria Eugenie Julia Ena, of Battenberg, granddaughter of Queen Victoria, who is the wife of the young King of Spain, is a namesake of ex-Empress Eugenie of France. She was born in Scotland in 1887, being the first royal child to be born in Scotland since King Charles I. In 1900, another coincidence between the history of Charles I and his pretty girl descendant of three centuries later may be mentioned. When Charles I was Prince of Wales he went a-wooing in Spain. A marriage with the Spanish Infanta had been projected, and Charles went to Spain, just as, reversing the situation, the young Spanish King Alfonso went a-wooing to England last year. Prince Charles took with him an companion on his romantic journey the haughty Duke of Buckingham, and the latter's arrogant ways so angered and repelled the Spanish court that the match was broken off.

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CONTRACT FOR KLAMATH CANAL

Portland Firm Will Construct First Unit of Irriga- tion Project.

WILL FINISH IT IN YEAR

Hitchcock Awards Work to Mason,
Davis & Co., Lowest Bidders on
Aggregate—Other Contracts
Will Soon Follow.

OREGONIAN NEWS BUREAU. Washington, Jan. 25.—The Secretary of the Interior today awarded contracts for the construction and completion of the first unit of the Klamath irrigation project in Southern Oregon. This is the beginning of the big \$1,000,000 project recently approved. Other contracts will follow, as plans are completed and the demand for land increases.

The larger part of the contract awarded today goes to Mason, Davis & Co., of Portland, who underbid 13 competitors from Oregon as well as other states. Their aggregate contract amounts to \$27,224. The rest of the contract, amounting to only \$828, was awarded to the International Contract Company, of Seattle.

Nearly All for Portland.

As indicated by these figures, practically the entire first unit of the Klamath project will be constructed by Mason, Davis & Co. They will dig a canal to take water out of Upper Klamath Lake, bring it through a deep cut out into the low land adjoining the town of Klamath Falls, after turning it into the Ankeny Canal, which the Government has agreed to buy. In the construction of this canal approximately 718,000 cubic yards of material must be excavated, 300 feet of tunnel must be cut and lined and substantial headgates installed to control the flow of water through the canal, the gates being set in solid concrete walls.

The water carried through this canal will be used in the vicinity of Klamath Falls and will for the most part irrigate land already under cultivation. Not much new land will be opened up under this unit.

Other Contracts to Be Let.

Probably before this first canal is completed, contracts will be let for another unit of the Klamath project, as there is ample money at hand. Five times as much, in fact, as is called for by the first contract. But the Government does not propose to rush this project through. It would be had policy to throw upon the market the 27,000 acres in the Klamath basin at a time when transportation facilities are limited. The Government rather proposes to proceed slowly, opening up new land only fast enough to meet the demands of settlers.

Lowest Bid in the Aggregate.

Mason, Davis & Co., whose bid is accepted on schedules 1, 2 and 3 of the Klamath project, are a firm of good standing, and the Government is satisfied that they will be able to carry the work to successful completion. The Reclamation Service recommended that the award be made on several items were higher than those of other bidders. Their aggregate bid was far below that of all the others and \$150,000 below the bid of Robert Wakefield, of Portland, the only other Oregon bidder.

It is expected that work on this new canal will begin as soon as Mason, Davis & Co. furnish bond and are able to get their machinery and workmen into the Klamath country. Work should be well under way by Spring and 12 months ought to see the first unit of the Klamath project completed and in operation.

WILL GIVE SETTLERS TITLE

Senate Passes Bill in Regard to
Overlap Land Grant.

OREGONIAN NEWS BUREAU. Washington, Jan. 25.—Senator Fulton this evening called up and passed through the Senate his bill for the relief of certain entrymen and settlers within the limits of the Northern Pacific Railroad grant between Portland and Wallula. The bill as passed provides:

That the provisions of the act of July 1, 1898, which provides for the adjustment by the Land Department of conflicting claims made within the limits of the grant to the Northern Pacific Railroad Company, and also the provisions of the act of March 2, 1901, entitled, "An act for the relief of settlers under the public land laws to lands within the indemnity limits of the grant to the Northern Pacific Railroad Company," be, and they hereby are, extended to include any bona fide settlement or entry made subsequent to January 1, 1898, and prior to May 31, 1906, in accordance with the erroneous decision of the Land Department respecting the withdrawal on the general route of the Northern Pacific Railroad between Wallula, Wash., and Portland, Or., where the same has since been amended.

This bill in effect proposes to give title to settlers and entrymen on lands within the limits of overlapping grants between Portland and Wallula, where entries were made after January 1, 1898, and prior to May 31, 1906. The whole difficulty arises from conflicting decisions of the Interior Department and the General Land Office, which made it possible for settlers to initiate entries on this disputed land. But for the decision of the Supreme Court on May 31, 1905, which reversed the Department, dispossesses these settlers of their lands, there would be no necessity for special legislation of this character. The equities of the case are all on the side of the settlers, who acted in good faith, but unfortunately acted upon unsound rulings of the Interior Department. It is proposed that the railroad company shall be permitted to make indemnity se-

lections in payment for the land which it surrenders to bona fide settlers in case this bill becomes law. The prospects for its ultimate passage are bright.

BUILD SAMPLE GOOD ROADS

Government Will Give Salem and
Pendleton Each One.

OREGONIAN NEWS BUREAU. Washington, Jan. 25.—Two samples of good roads will be built in Oregon this summer under the direction of Government experts. Through the efforts of Senator Fulton and Samuel Hill, the good-roads enthusiasts, the Agricultural Department has agreed to send experts and machinery to Oregon to build two specimen roads, each one mile in length. It is the understanding that the roads will be built near Salem and Pendleton, the respective counties to bear the expense of materials and labor, the Government to pay its experts and furnish machinery.

Similar work is to be done in other Northwestern States, and it is planned to hereafter build two sample roads in Oregon every year, until each county has had at least one such highway. The object is to demonstrate to farmers how good roads can be built and maintained.

ARTILLERY FOR OREGON GUARD

Finzer Secures Promise of Four
Guns From Government.

OREGONIAN NEWS BUREAU. Washington, Jan. 25.—Adjutant-General W. E. Finzer, of the Oregon National Guard, who has been attending the convention of National Guard officers in this city, left for home today, bearing a virtual promise of the War Department that \$55,000 worth of equipment would be turned over for the use of one battery of field artillery of the Oregon National Guard. The equipment will include four field pieces and 140 revolvers.

Buy St. Clair's Order Book.

OREGONIAN NEWS BUREAU. Washington, Jan. 25.—Senator Fulton today introduced a resolution authorizing the purchase for \$250 from John T. Nolan, of Portland, of the "Order book of General Arthur St. Clair, covering military operations in the Northwest Territory under Presidents Washington and Adams."

EARLING STARTS WEST

St. Paul President Will Inspect
Route Through Mountains.

ST. PAUL, Jan. 25.—President A. J. Earling, of the Chicago, Milwaukee & St. Paul Railway, arrived in St. Paul this afternoon at 2 o'clock on his special train and departed for the West at 3:30. Mr. Earling said his mission was to look into the matter of the proposed Milwaukee road's Pacific Coast extension, and that he would inspect three routes which he had in view for crossing the mountains. He declined to say where these three routes were located.

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YESTERDAY'S—Maximum temperature, 32 deg.; minimum temperature, 48 deg. Forecast, fair.

TODAY'S—Probably occasional light rain; winds mostly southerly.

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POOR OLD DEPEW! ALL MEN NOW SAY

Transformed From Apostle of Happiness to Broken- Down Old Man.

SHUNNED BY OLD FRIENDS

Pathetic Contrast With Former Self.
Driven Out of Business, Put
in Coventry, He Would
Welcome Death.

NEW YORK, Jan. 25.—(Special.)—Bright-eyed, smiling, always happy. Honored at clubs, welcomed at banquets. Thoroughly enjoying life and calling upon everybody to see the bright side of things.

A broken-down old man, as much alone in New York City as if he were on a desert island. Out of business, out of society. Shunned by his friends, assailed by the public. His fortune impaired, his health broken, and rumors afloat that his mind is giving way.

These are two "thumbnail sketches of Chauncey M. Depew, as he was a year ago, and as he is today, and they are true to life. He is the most pathetic figure in the United States, if not in the world, today, and the loss of the public's love and applause is killing him, as surely as if he had been slowly poisoned. He is a second "man without a country," and the punishment inflicted upon him is the most severe that could possibly have been inflicted.

Day after day he sits brooding in his lonely home at No. 27 West Fifty-fourth street. His wife has gone abroad and the time of her return is problematical. Nobody calls to see him—nobody invites him out. Occasionally he is seen in his carriage driving in the park. In the old days his progress was marked by cheers, words and waving of hands from his friends on the sidewalk, and he always had a smile and a joke to throw back at them.

But it is different now. He lies back on the cushions like an invalid. There is no light in his eyes, no smile on his face. When he notices anybody looking at him he shrinks as if he expected a blow. There are no smiles, no jests. It is only a weary old man out for an airing, and nobody knows him and no one cares whether he lives or dies.

His Sin Was Only Small.

And yet what Depew did was a very tiny sin, judged by the standards of Wall Street. He accepted a retainer of \$20,000 a year from the Equitable Life Assurance Society and induced his associates to advance a loan on worthless Depew Investment Society securities. It wasn't much. Other men have been far more wicked. But the fact that it was Depew was the fact that hurt, and which brought such swift punishment.

Everybody knew there were thieves in Wall Street. Everybody knew that financial institutions were crowded with grafters, great and small, but sunny Chauncey Depew was regarded as honest, and everybody trusted him.

When the Armstrong committee dragged him into the limelight and showed him in his true colors, the public indignation was great, and it has been growing steadily and quietly every day.

A few weeks ago Depew announced his retirement from the board of directors in 29 corporations, railroad and industrial. It is known that he didn't want to do it, but he was told that in a number of cases he would be summarily removed, and that in not a single instance could he hope to be re-elected.

His latest statement has just been issued. He declares through his son that, on account of his health, he has decided to cancel all his social engagements, and to accept none for the future.

"And the pathos of it is," said a member of the Union League Club tonight, "that poor old Depew cancels his engagements because he hasn't any, and is too proud to say so."

No Longer Seen in His Clubs.

Depew has been one of the greatest club men in New York. He was a partial list of the organizations to which he belonged up to the time of the investigation.

"Metropolitan, Union League, Lotos, University, University Glee, Yale, Century Association, Lawyers, Republican, Players, Sons of the American Revolution, Riding and Driving, Society of the Colonial Wars, New York Historical Society, St. Nicholas, Tuxedo, New York Yacht, Historical Society, Phi Beta Kappa, St. Nicholas Society, Authors, Ardsley, Transportation, West Side Republican, New England Society, Chamber of Commerce, Press, Lafayette Post G. A. R., and the swell Oxford and Montauk Clubs in Brooklyn.

"There are others in other cities, but in everyone of the list I have given Depew was regarded as a star member. He visited about, was always treated with great consideration, and where he sat was the head of the table. In many of the organizations he has served as President. In practically every one, he has at one time or another been a director. Depew was an ideal clubman. He swore by his clubs, and they swore by him.

"He has not been in any one of them in months. He made a few visits here and there, slinking and furtive, not at all the Depew we have loved for years, but everywhere he met with cold glances and even open affronts."

"When he came among us he found his old friends did not know him. He found himself to be a more sorrowful, rejected 'Man Who Was' than could ever be portrayed by Kipling."

"If ever a man has been sent to Cov-

entry, it is Chauncey Depew and I pity him from the bottom of my heart."

Chauncey Depew has for years been the recipient of honors, trifling in themselves, but which delighted him to the heart. Ever since he was elected to the Assembly, over 40 years ago, he has annually attended his old district convention and made a speech to the delegates. He was not invited this year.

The aristocratic Montauk Club, of Brooklyn, has annually given a "birth-day dinner" in his honor. There will not be any dinner this year. The officers of the club do not say why. They simply say there will be no dinner.

Depew has for many years addressed the new officers of Lafayette Post, of which he is a member, and has been enthusiastically cheered by his old comrades. He did not attend the annual meeting. No explanation was given. None was asked.

Kane Lodge, aristocratic among Masonic bodies in New York City, has Depew as a member. For many years he was a teller at the annual election, explaining laughingly that it was the only office he wanted. He didn't get it this year. Of course he couldn't be appointed, for he failed to appear.

The Players' Club was fond of Depew. Every prominent actor who was a member, and that includes practically everyone in the profession, was accustomed to sending him tickets for first nights in New York, with a cordial wish for a personal opinion of the play and the star's work. And Depew always attended if he could, and would afterwards deliver himself of a bright, snappy criticism in the presence of an audience of admiring players. They don't send him tickets any more. "An invalid does not care to go to the theater, you know," and besides—

Cares No More for Office.

For years Depew has been a member of the Yale corporation, and was always re-elected unanimously. His term expires this Spring, and he will not stand for re-election. It was unnecessary for various members to organize a movement against him. "Of course he does not care for the office any longer."

Depew was always one of the star speakers at the Press Club banquets. He liked newspaper men, and would get up in the middle of the night to chat with reporters. They liked him and, when reporters were discussing the big men of the city, somebody would always be bound to say that Depew was the easiest man to interview and the nicest man to meet in the whole city. And everybody would promptly agree with the speaker. It is different now.

The life of Senator Chauncey M. Depew used to be filled with business, joy and happiness. He was engaged all day in attending to the various enterprises in which he was engaged. At night a constant round of club visits and banquets kept him out until late. In polite society he was known as "the famous after-dinner speaker." On the Bowery, where his fame was also widespread, they called him "The Peach."

The "Depew smile" was unique in its class, a benevolent beam, that was always used to be filled with business, joy and happiness. He was engaged all day in attending to the various enterprises in which he was engaged. At night a constant round of club visits and banquets kept him out until late. In polite society he was known as "the famous after-dinner speaker." On the Bowery, where his fame was also widespread, they called him "The Peach."

Would Welcome Death.

A lonely old man, with lack luster eyes, sits in a mansion in a fashionable part of New York City. He has plenty to eat, plenty to wear and more servants than he really needs. But he has lost all that life holds dear to him, and it is whispered that the "apostle of happiness" would warmly welcome death.

Twenty thousand dollars a year! It really isn't much for a wealthy man, and the amount is far too small, when one considers the price that Depew has paid for it.

Do you wonder he is a sorrowful, broken old man, and that those once his friends, when they mention his name, speak in hushed whispers, as one mentions the dead?

Poor old Depew!

Crosses Spain in Balloon.

MADRID, Jan. 25.—A Spanish aeronaut named Duro has crossed the Pyrenees in a gas balloon. He ascended at Pau and descended at Guadix, in Granada, covering about 550 miles in 14 hours.

SUED BECAUSE HER SKIPPER SET YACHT ON FIRE.

Mrs. Susan DeForest Day Parker.
Mrs. Susan DeForest Day Parker is being sued in New York by an insurance company for a portion of the \$21,000 paid to her for damage done by fire to her yacht, Scythian. Captain James Cardiff, who commanded the yacht, testified in court that he had set fire to the boat by order of Mrs. Parker's husband, Mr. Charles Thorndyke Parker, husband of the famous yachtswoman. Mrs. Parker was the first woman to whom a yachtmaster's certificate was granted in this country. She is wealthy and prominent socially. Her yacht was originally a tramp steamship in the South American fruit trade.

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