

## GREED AND FEAR SACRIFICE LIVES

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### Discipline Is Lost When Struggle for Boats Begins.

### LIFE-SAVERS SHIRK DUTY

### Steamer Queen Ignores Signals for Help and Puts to Sea—Tugs Salvor and Czar Do Not Attempt Rescue.

SEATTLE, Wash., Jan. 29.—(Special.)—Newspaper comment and the criticisms of the crew from the wrecked Pacific Coast steamer Valencia agree that there was gross negligence in connection with the disaster and attempted rescue. It is conceded that Captain Johnson, running in a thick fog by dead reckoning, in the treacherous Japanese current that all navigators know upsets every calculation at times, mistook his position. He thought he was off Umalla Reef when he struck on the west coast of Vancouver Island.

Passengers and crew disagree about Johnson's action thereafter, but they all agree he carried a revolver. Some say he threatened immediately to commit suicide, others that he used the gun to try to bring back a semblance of order. But there is no difference of opinion in the statement that Johnson sent off at least two lifeboats shortly after midnight in a sea that dashed them to pieces.

It may be that an excited passenger out the falls and spilled the first boat, but both passengers and crew declare that Johnson waited until daybreak, the boats might have been landed safely, or at least a high percentage of saved lives recorded. That the lifeboats put off improperly, that the life preservers were not drilled; that the life preservers were filled with rushes instead of cork; that the Pacific Coast boat Queen ignored cries for help and put off to sea; that the tugs Salvor and Czar did not attempt a rescue; that the passengers and members of the crew who reached shore made no effort to take lifelines—these are all well-substantiated charges.

### Manned by Inexperienced Men.

It is conceded now along the water front that the Pacific Coast steamers are manned by longshoremen without experience at sea; that drills in handling the boats are rare. It is recalled without contradiction that Johnson was not an old man on the San Francisco run, and it is not disputed that, had the company been less stringent in demanding quick runs, the master might have felt safe in lying off the Straits until daybreak before attempting to come in.

Sensational charges of lack of discipline aboard the Valencia and of poor lifesaving equipment have been made by Professor Frank F. Bunker, one of the survivors of the wrecked steamer, who lost his wife and two children in the terrible disaster off Cape Beale. The charges include the statement that there was no discipline aboard the Valencia among the officers and crew; that the lifeboats were not properly equipped, and that the life preservers were made of rushes which would not float, and not of cork.

"Professor Bunker charges directly that Captain Johnson was negligent in the manner of handling his boat; that boats loaded with passengers were sent into the water without proper crews; that no discipline prevailed; that the wooden pins of the cork life preservers were used; that the relief crew sent off by the Valencia made no attempt to send relief equipment to the Pacific Coast Company relief boats made no attempt to rescue passengers and members of the crew, floating in the water.

### Life Belts Sink Like Stones.

Pacific Coast officials criticized Professor Bunker's statements, particularly insisting that the life preservers were of Government standard. Today Professor Bunker telegraphed this answer: "Read life belts, such as were in use on the Valencia, are buoyant for a short time only. The rushes absorb water and they sink. The day after the wreck I threw life belts into the water and they sank. Captains of several vessels whom I have interviewed agree that such belts are of no value.

"Some of the Valencia belts were filled with pulverized cork from the stoppers of whiskey bottles. This is worse than rushes.

"Captains of vessels I have seen say that the only valuable belts are made of sheets of cork.

"One of the crew rescued says that the crew of the City of Puebla, with the exception of the captain and first officer, was transferred to the Valencia for this trip; that they had no drills of any kind and consequently when the boat struck no member of the crew knew his boat station."

### Stands Guard over the Dead.

Again, Professor Bunker alleges, because neither the Dominion government nor the Pacific Coast Company provided patrols, the victims of the wreck, washed ashore, were despoiled by natives. He himself stood on guard three days to protect the dead.

Frank Richley, chief fireman, substantiates most of the charges made by F. F.

## CAR OF DYNAMITE DUMPED IN DITCH

### Does Not Explode in Rear-End Collision on Southern Pacific at Grant's Pass.

### FIREMAN BARGER KILLED

### Drawhead Breaks and Freight Train Making Siding Is Run Into by a Passenger Train From the South.

### GRANT'S PASS, Or., Jan. 29.—(Special.)

—Fireman J. G. Barger was killed, Engineer J. W. Crocker had his ankle badly crushed and the passengers were badly shaken up in a rear-end collision at the yard limits east of here this evening. A car of dynamite was smashed and thrown into the ditch, which, if it had exploded, would have killed the 300 passengers and demolished Grant's Pass.

Freight train No. 22, in charge of Conductor Golden, was coming into Grant's Pass just ahead of the passenger train, No. 16, in charge of Conductor E. Tynan.

The freight was a heavy train, had two engines and was pulling in on the siding when drawhead pulled out and left the rear half of the train standing on the main track.

The passenger train, an extra heavy one with two engines, was coming at the usual speed behind. The distance was so short and with a down grade and slippery track that it could not be stopped, and it crashed into the freight train.

### Engine Thrown From Track.

The forward engine of the passenger train was thrown from the track, turned around and badly dismantled. Engineer J. W. Crocker was thrown from the cab and had his ankle crushed. Fireman J. G. Barger was caught under the wreck. He was horribly cut and many bones were broken, and he died just as the other trainmen got him out of the wreck.

The second engine stayed on the track and was little injured. Engineer Frank Kinney and Fireman B. F. Ryan escaped unhurt. The forward end of the mail car was raised from the track and set on the tender ahead. Mail Clerks N. A. Ambrose and Ernest Gordon were thrown to the floor of the car, but were not hurt.

The coaches stayed on the track and the passengers were not hurt other than being shaken up.

### Caboose Torn to Fragments.

The caboose of the freight train was ground to kindling and a car of dynamite forward of it was thrown on its side and into the ditch. It was a miracle that it did not explode. Had it done so, not a person on the train would have been left alive.

Engineer Crocker was taken to the Grant's Pass Hospital and Southern Pacific Surgeons Loughridge and Findley set his broken leg. The body of the dead

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## HEYBURN OPENS FIRE ON FORESTS

### Idaho Senator at Last Delivers Himself of the Harangue.

### SAYS PRESS ATTACKS HIM

### Idaho Senator Wants Congress to Control Forest Service, and Accuses Pinchot of Organizing Press Against Him.

### OREGONIAN NEWS BUREAU, Wash-

ington, Jan. 29.—In a three-hour speech today Senator Heyburn assailed President Roosevelt's forest reserve policy and the men engaged in putting that policy into effect. He protested against further extension of forest reserves in his state and strongly urged the passage of his bill giving to Congress the sole power to create forest reserves.

At the outset it looked as if Heyburn would make a temperate, orderly speech, but he was frequently interrupted by Senators who became ruffled, at times almost losing control of his words and his temper.

"In his objection to forest reserves and their administration, Heyburn went over the same ground as he covered in his now famous letters, which were published last Fall and which were completely answered by the President and Forester Pinchot. But Heyburn elaborated on his old objections, and, in order to make his objections seem the more impressive, he quoted them on the rules governing forest reserves which he himself admitted were obsolete and no longer in force.

The milk in the coconut showed up when Heyburn urged the prompt passage of his bill denying the President's right to create more forest reserves and devolving that power exclusively on Congress. Notice has been served on Heyburn that on or about February 7 the President will create the Shoshone forest reserve, toward which Heyburn has been especially hostile, as it lies against his home town of Wallace. He admitted, when prodded by Bailey and others, that his protests to the President and Pinchot had been of no avail, and acknowledged that the only way he can prevent the creation of reserves is by act of Congress.

From the little encouragement he received today, he must be prepared to see the creation not only of the Shoshone reserve but various others soon to follow, aggregating in area nearly 6,000,000 acres.

### Roasts Press Bureau.

Heyburn was very severe in censuring the Forest Service for maintaining a press bureau, which he charged had been working in season and out to secure the publication in papers all over the country of matter ridiculing and injuring him. He declared this bureau had inspired dispatches to The Oregonian, one of which he quoted at length, declaring it to be a "silly statement, a tissue of falsehoods and misstatements."

Bailey reminded Heyburn that this was a very grave charge to make against any Government bureau, and asked if he had followed it up to secure the discharge of the men who were treating him unfairly. When Heyburn admitted he had not and did not intend to, Bailey in effect asked why he was making so much fuss in the Senate when he did not intend to do anything about it. Heyburn took this as an excuse to cunningly declare that he had confidence in the President, that the President would do the right thing and that no one could justify making it appear that he had the most friendly relations existing between himself and the President, yet, every time he censured the Forest Service he censured the President, who is in hearty accord with Mr. Pinchot and his policies.

### Angry With Gooding.

At no time in his speech did Heyburn show more venom than in thrusting at Governor Gooding. Mr. Gooding stood with Heyburn in opposition to reserves until last Fall, when he suddenly deserted Heyburn and entered into an alliance with Mr. Pinchot and secured from Mr. Pinchot the assurance that the Government would make an exchange of Government land for state school land which might be included in the reserves. Heyburn sneered at this deal, declaring that there was no authority of law under which such a transaction could be made.

### May Evacuate Illinois

STANDARD PREPARES FOR SUIT BY EX-EMPLOYEE.

DIVISION OF TERRITORY AMONG COMPANIES WILL BE ATTACKED BY MAXSON, WHO WAS DISCHARGED.

CHICAGO, Jan. 29.—Anticipating the suit in preparation by Maxson, of Kentucky, according to the Chicago Tribune, has made preparations to withdraw from Illinois after January 31. Mr. Maxson was for 30 years an employee of the Standard Oil Company, but was discharged recently.

In the suit the Standard Oil Company will be charged with parceling out the state among the Standard Oil Company, of Kentucky, and the Standard Oil Company, of Indiana, and two other companies in the western part of the state, which are supposed to be independent, but which, it is alleged, are subordinate to the Standard Oil Company.

Auditors from New York are now checking up the accounts in the territory of the Standard Oil Company, of Kentucky, preparatory to its withdrawal from Illinois February 1.

### ROCKEFELLER IS IN HIDING

Richest Man in America Dodging Server of Summons.

NEW YORK, Jan. 29.—A report was current last night that John D. Rockefeller had sailed for Europe on January 29 to see his daughter, Mrs. Charles A. Strong, who is ill at Cannes, France. H. H. Rogers, however, said that he had heard from Mr. Rockefeller, within the last week and that he felt quite sure he was still in this country. At Mr. Rockefeller's home here it was said he was in the South. Dispatches from Cleveland recently have stated that Mr. Rockefeller, of Missouri, desired Mr. Rockefeller's testimony in the oil inquiry, but had been as yet unable to get into communication with him.

### ANOTHER GIRL STABBED

Mysterious St. Louis Criminal Now Numbers Seventeen Assaults.

ST. LOUIS, Jan. 29.—While entering the Redemptorist High School today, Gertha Rude, a 15-year-old school girl, was stabbed in the hip by an unknown man. The knife cut through her clothing, but did not penetrate the flesh.

This makes the 17th girl mysteriously stabbed within the past two weeks. None has been seriously injured. The girl's description of today's stabber tallies with that furnished by the others who were stabbed.

### EIGHTY-FIVE CENT GAS.

Chicago Gas Companies Offer Compromise to Council.

CHICAGO, Jan. 29.—Eighty-five cent gas is provided for by an ordinance submitted to the City Council tonight and accepted by the local gas companies. Action upon the ordinance was deferred indefinitely, the Council authorizing the printing in pamphlet form of copies of the measure for distribution among the aldermen and those interested in it.

### Geologist for Each State.

WASHINGTON, Jan. 29.—The House committee on mines and mining today decided to make a favorable report on the Martin bill to appoint a geologist in each state to report on the mineral wealth and mining interests.

## WOMEN SHOVED OUT OF THE WAY

### Men Crowd Lifeboats of the Valencia.

### NO OFFICERS WERE PRESENT

### Delay Until Morning Would Have Saved Many Lives.

### SALVOR AFRAID OF BIG SEA

### Master Knew Where Valencia Lay Wrecked, but Would Not Leave Shelter in Bamfield Creek to Brave Danger.

SEATTLE, Wash., Jan. 29.—(Special.)—"One of the passengers cut the ropes in the falls and allowed the boat to drop into the water.

"There were no officers present to prevent the overcrowding of the lifeboats. "No member of the ship's crew went off in the first boat, save one fireman, who could not speak English.

"There was nothing said about giving way to the women until my wife had just been placed in the boat, and then Officer Richley dragged one of the men out of the boat.

"The male passengers were badly excited; threw, crowded and pushed the women aside and clambered into the lifeboats and upon the liferafts.

"If I had been carrying a gun I would have stopped the men from crowding their way into the boats at the outset."

### Wife Drowned Before His Eyes.

These are some of the sensational statements made by F. J. Campbell, one of the passengers aboard the Valencia, who was rescued. He saw his wife sent off in one of the lifeboats and drowned before his eyes. In the inquiry being conducted before the United States Inspectors, Campbell swore this afternoon that there was a lack of discipline and that the boats were not properly manned.

According to the story told by Campbell, one of the male passengers had to be dragged out of a lifeboat to make room for Mrs. Campbell. When this man was compelled to give way the first consideration was shown to the female passengers.

Campbell verifies the statements of Frank F. Bunker, assistant superintendent of the Seattle public schools, who declares the life preservers were improperly made. He says when he landed on shore he was too weak to take the life preserver he wore from about his body. Campbell alleges it was soaked with water and seemed to weigh 50 pounds.

### Life-Preservers Were Inspected.

Though not shown in today's evidence, General Manager W. E. Pearce, of the Pacific Coast Steamship Company, today received verification from San Francisco of the claim that the preservers were inspected January 3 and 4. They bear such a stamp, and the records of the San Francisco office show the Federal inspectors were satisfied with the equipment at that date.

Today's hearing before the inspectors developed a great deal of sensational testimony, many errors of judgment being charged. In his testimony Boatwain T. J. McCarthy swore:

"Had the small boats left the Valencia the morning after the wreck, instead of hurrying and on the night it occurred, we could in all probability have saved every life aboard.

"We could probably have got all the people away from the ship on the second and big life raft. Had there been paddles instead of long oars, had we not been half dead from exposure, and had we carried reasonable loads.

### Lives Could Have Been Saved.

"All the lives could have been saved if anybody on shore could have caught and made fast a line. We had three more shots left with which to get a line ashore.

"A properly rigged life-saving surfboat could have gotten safely through the surf with little risk effected the saving of many lives."

Captain Turner questioned the seaman: "You tried to follow the beach back to the ship?"

"Yes, sir; but the underbrush was so thick that we could not tear ourselves through."

"What did you do then?"

"We took the boat, an ax, a little iron tank and some biscuits and started out. The beach was full of driftwood. We found just a trifle inland and came to a river. I tried to ford it first. It was full of quicksand and I sank down dangerously. We started through the woods looking for the head of the stream.

"We found an old trail, difficult to get through. We had not been five minutes on it before we came to the telephone wires. Just prior to that time we had run across a sign post, which stated that it was three miles to Cape Beale. That was the first knowledge we had of the whereabouts of the ship."

### News of Wreck Sent by Wire.

McCarthy told of how the party, of which he was the head, followed the wires until Mrs. Patterson, wife of the lightkeeper, was seen. As soon as they approached the house Mrs. Patterson said:

"You are a shipwrecked crew. I have been trying to converse with you."

"I told her we had not tried to talk to her."

## CHINESE AND FOREST LAWS

### Senate Hears Tillman and Heyburn on Two Diverse Topics.

### WASHINGTON, Jan. 29.—(By Associated Press.)—The Chinese boycott and the administration of the forest reserves divided the attention of the Senate today.

The Chinese question came up in connection with a resolution of Tillman, directing an investigation by the committee on Immigration. Tillman modified the resolution by omitting the major portion of the preamble, and, after considerable discussion, it was referred to the committee on contingent expenses.

Heyburn raised the question regarding the reservation of forests. He sharply criticized the methods of the Forestry Bureau and charged it with maintaining a press bureau for the purpose of attacking him. He declined, however, to hold the President responsible for this course. He said that the course was calculated to retard the development of the West.

Dubois took a contrary view, defending the policy pursued and contending that it was in the interest of the arid region.

The House statehood bill was reported favorably by Beveridge, chairman of the committee on territories, by which the bill had been under consideration for three days.

Patterson gave notice that there would be a minority report.

### Cause of Chinese Boycott.

The resolution of Tillman asking the committee on Immigration to investigate the facts of the Chinese boycott of American goods was laid before the Senate. The preamble, which alleged that Wu Ting Fang, ex-Chinese minister to the United States, had been a leader in the movement, was objected to by Teller, Lodge and Warren. The latter Senator said Wu Ting Fang had explicitly denied the charge in conversation with the Senator when he was in China last Summer.

Tillman replied to the President's message on the harshness of the exclusion laws.

Bailey, who spoke in support of the resolution, but thought an investigation would not show that the exclusion laws had been too rigidly enforced. He said the boycott was confined almost wholly to the Canton district, which the Taft party, of which he was a member, was warned not to touch.

A few of the party learned, he said, that the Japanese were back of the boycott, for the reason that, when American traders leave, the Japanese take their place. All the guilds in the Cantonese district, said Dubois, are back of the boycott because of the effort to keep coolies out of the United States. The coolies now here are from that district, he said.

Both Dubois and Teller declared that the students and merchants were not back of the boycott, and that it originated with persons interested in getting coolie labor into this country.

Dubois referred to the South and the demand for Chinamen to supplant negro labor, which remark provoked disclaimers from Clay and Tillman. The latter said the South had conditions bad enough now, without further miring them up.

Tillman struck out all the portions of the preamble to which objection had been made, thus modifying it so as merely to order an investigation. The resolution was then referred to the committee on contingent expenses.

### Heyburn on Forest Service.

Heyburn then addressed the Senate in support of his bill to compensate states for school lands taken possession of by the National Government for forest purposes. He said that Congress had surrendered its Constitutional right to control the public lands within the forest reservations and that the administration of the reservations is of such a character as to force the conviction that the time has arrived for Congress to resume its guardianship.

Heyburn said the forest reserves in Idaho cover more than 25,000 square miles.

(Concluded on page 3.)

### DAUGHTER OF MARSHALL FIELD RECEIVES BEQUESTS OF \$1,000,000.

Mrs. David Beatty, only daughter of the late Marshall Field, of Chicago, by his will receives \$1,000,000 in three bequests. Mrs. Beatty is now in Italy.

(Concluded on page 4.)