

CAPTAIN LOSES ENTIRE CONTROL

Appears to Be Dazed by Calamity.

URGES WOMEN TO STAY ABOARD

Life-Rafts, He Declares, Are Not Trustworthy.

BOATS ARE OVERLOADED

Members of the Crew Mingle With the Passengers and Struggle for Places, Thrusting Women Out of Their Way.

YESTERDAY'S TESTIMONY IN BRIEF.

Immediately after the Valencia struck the lifeboats were lowered to the saloon deck, but were not lashed fast. The crew did not prevent the passengers from crowding into the boats.

Members of the crew were distrustful of the life preservers and one at least threw away a life preserver and secured one of cork.

Captain Johnson took control of his crew and the day following the Valencia's grounding seemed to lose control over himself.

The relief party that went ashore to send word of the disaster paid no attention to a line that was shot ashore and which, if properly received, would have enabled many lives to have been saved.

The steamer Queen and the tug Car might have saved lives had they attempted it. It would have been dangerous, but the Queen could have sent boats to the Valencia and the Car could have worked in close enough to get a line aboard the doomed steamer.

Captain Johnson discouraged the women from going aboard the life-raft. He warned passengers they were taking their lives to their hands and the women, confident the Queen and Car would come to their rescue, refused to assume the risk.

SEATTLE, Jan. 30.—(Special.)

Little by little the testimony of survivors of the Pacific Coast Company's steamer Valencia, before inspectors Whitney and Turner, is demonstrating that immediately after the boat struck there was a mad rush for the boats, in which men jostled women aside and fought for places, and in which the crew either was powerless to prevent the overcrowding of the boats, or, losing courage, joined the rush.

There are conspicuous examples of seamen who did not attempt to save themselves, and there stand out occasionally a man who advised caution, but among the majority of the crew there seems to have spread a panic as great as that felt by the passengers themselves.

Inspectors Whitney and Turner—the former, in particular—show a sympathy for Captain Johnson that is evident in their examination of witnesses. Inspector Whitney today seemed eager to demonstrate that Captain Johnson intended to have held the lifeboats on the Valencia until the morning after she struck and then send off the passengers. He was just as anxious to bring out proof that the passengers led a rush toward the lifeboats, and were responsible for their overcrowding and loss.

Women Not Given a Chance.

Strongest of all the testimony that bears upon the crew's responsibility is that of Quartermaster Martin Tarpey, who testified today that he had helped to lower lifeboat No. 1, whose fall collapsed and precipitated the passengers into the water. Tarpey says, too, that a watchman begged the men to stand back from the boats and give the women a chance.

The most sensational of the evidence to be taken will probably come tomorrow. Professor Frank F. Bunker, assistant superintendent of the Seattle public schools, will be here then, and is expected to be called immediately. He has already severely criticized the company and the Valencia's crew, and is now on his way here from the west coast, where he was assisting in the recovery of bodies washed ashore by the tides.

A. H. Hawkins, a second-class passenger, today testified that the morning the life raft went off with the 15 who were picked up by the Topeka, Captain Johnson announced that all who wanted to take their lives in their hands could get aboard the raft.

Wait for Rescue Boats.

The women, asked to go, clung to the rigging, and, looking out toward the motionless Queen and Car, declared they would stay by the wreck. They said the two rescue boats would soon come to their relief.

Hawkins stated that Captain Johnson was greatly excited, and seemed to have no idea of what was going on. The women believed his declaration that the life-rafts were not trustworthy, and declared they would not be saved that way.

Joseph M. Caffrey, who saw both boats lost, declares the first was loaded badly, the bow being heaviest. He declares the boats were not made fast anywhere. Then when Inspector Whitney asked if he wanted to add any statement, he said:

"The crew was not disciplined. They

appeared to be badly rattled. The men were not at their posts. Members of the crew mingled with the passengers and struggled for places in the boats. They should have tried to preserve order."

Passengers Crowd the Lifeboats.

Martin Tarpey, the quartermaster who would have gone on duty at midnight, was called and entered the pilothouse just after the boat struck. He declared Captain Johnson ordered the crew to get out the lifeboats and lower them to the saloon deck and make them fast.

"Everybody rushed to the saloon deck, and it was overcrowded," Tarpey claimed. "The crew tried to keep the passengers out of the boat, but could not do so. I helped lower the first boat, which was overcrowded, 35 persons being aboard. The forward fall gave way and the boat dropped into the sea. The watchman aboard the Valencia stood by the boats and tried to keep back the men. I heard him crying:

"For God's sake, men, let the women get in."

Tarpey stated that the passengers might have been saved if they had kept away from the boats and waited for dawn before attempting to reach shore.

Line Fired Far Ashore.

Speaking of the attempts to get a line ashore, Tarpey says the Valencia fired three shots. The first line was carried away, the second was lost, but the third was carried into the woods an eighth of a mile on shore. Had the relief expedition gone back to the bluff and attempted to do so they could have taken this line and helped in an efficient rescue. Tarpey declared the crew was composed of experienced men, and the officers did the best they could.

"Could boats from the Queen have come in to you?" asked Inspector Whitney.

"Yes, they could," declared Tarpey. "It would have been risky, but they could have made it. The Car should have shot a line aboard to us. We stayed there watching and expecting the tug would do so."

"When the last two rafts were brought aboard, Captain Johnson would allow no one to get aboard until all the passengers had been offered the chance to save themselves. After those passengers who wanted to take the chance had gone aboard he told the crew that if the men wanted to they could go aboard."

Greek Hero's Simple Story.

John Segalos, the Greek whose attempt to reach the shore with a life line made him one of the heroes of the wreck, was as proud in his testimony as he was in the description of his attempt to carry a life-saving line to the Valencia.

"I was fed sorry," he related simply. "I say to myself, I go ashore. If I live, many will live. So I make cross; take off my coat. Then I say, 'Good-bye, boys,' and jump into the water. The water was too rough and I could not get on the shore. So I come back."

Segalos declared the sea that was running then was so rough that no boat could live in it. He contradicted Charles Allison, the aged man who was rescued on a life raft, and who swore that the sea had calmed down by the time the boat was sinking.

When the passengers and crew climbed into the rigging, the Greek alleged, the seas were running over the vessel and the waves threatened to dash the ship to pieces.

Blames Passengers for Crowding.

Segalos emphasized the story that confusion existed on deck when the first lifeboats were sent off, but he blames the

(Continued on Page 5.)

TESTIMONY OF THE SURVIVORS.

Charges of Negligence.

Officers and crew of the Valencia alleged to have been incompetent. Captain Johnson, a comparatively new man on the run, felt compelled by the Pacific Coast Company's orders to forge ahead at ordinary speed in dirty weather, though he knew he was near a dangerous coast.

Vessel piles up on Vancouver Island when the captain supposed he was far to the south.

Captain Johnson loses his head when crash comes, and discipline is thrown to the winds.

Lifeboats are hastily launched in the darkness, when delay until morning would have meant the saving of many lives.

Crew was not drilled in the handling of life-saving apparatus.

Lifeboats are put off without being properly manned.

Life preservers filled with rushes instead of cork.

Wooden pins of the orlocks would not fit.

Plugs for the lifeboats are missing and water rushes in from the bottom.

No life-saving stations provided by the United States or the Canadian government along a stern coast where many vessels have been wrecked.

Charges of Cowardice.

Women are brutally hustled out of the way in the mad rush for the boats when the Valencia piles up.

Members of the crew struggle with passengers for places in boats and on life-rafts.

HEARST MEN LOSE THEIR THUNDER

Republicans and Democrats Shout for Cheap Gas in New York City.

GAS TRUST IS FRIENDLESS

Old Political Hands in Board of Aldermen and Albany Put Ownership Men in the Hole by Their Shrewd Moves.

Line Fired Far Ashore.

NEW YORK, Jan. 29.—(Special.)—The poor old gas trust hasn't any friends these days. All parties are taking a whack at it, and the indications are that prices will tumble before long. And the joke of it is that the real friend of the people, the Municipal Ownership League, has been left far behind in the race for the favor of the public by its two more experienced political antagonists, the Republican and Democratic parties.

I told you away back last Fall, when Hearst's campaign had only fairly got under way, that the real issue of the campaign was not municipal ownership, which no human being clearly understands, but gas. It seems that this fact has struck the Republican and Democratic leaders, too, and they are prepared to take all the credit for it.

A municipal ownership bill, providing for 75-cent gas, now sleeps soundly in the Assembly cities committee. It will never, never be heard from again. The present plan is to have the Republican State Gas Commission fix the price. If that plan is changed, Chairman Jean Burnett, of the cities committee, will introduce a gas bill which will be made a party measure in caucus, pushed through both houses under the party whip, accompanied by party cries, and signed by a party Governor.

Then there can certainly be no doubt among the "common people" that "Coddlin's" friend, no short.

Ownership Men Ciphers.

What will the Municipal Ownership Assemblymen do when such a programme is sprung upon them? Confidentially, nobody knows and nobody cares. They can vote for the bill, vote against it, or go on the roof of the Capitol and indulge in free whoops. It is a matter of sublime indifference to the salute managers of the majority.

"The Municipal Ownership Assemblymen," said one member of the House, in private conversation the other day, "came up here believing that they were going to run everything, and that everybody would yield to their wishes and whims. They have gradually been brought to realize that they will be permitted to ride on the New York Central as often as they buy tickets, that each has a desk and chair on the floor of the Assembly, and that so long as they sit there and are 'good,' nobody will bother them. But that is all, and that is all that is in. On the subject of legislation they are in the position of the little boy who asked for the core of the apple—there wasn't any core, and there will not be any Municipal Ownership League legislation.

"But why should they worry? Nobody will object to their receiving salary and mileage, as duly provided by law."

Tammany Leader's Bombshell.

This is the Republican end of the plot. In the Board of Aldermen, Tammany, although in a minority, has been getting in its fine work. "Little Tim" Sullivan, the Tigers' leader, who is the nearest thing to a statesman on the board, started the trouble by introducing a resolution solemnly pledging the members in favor of the municipal ownership of public utilities. Sullivan supported his resolution by a speech which sounded like an extract from the oratory of a Hearst meeting last campaign. He declared municipal ownership was a grand and noble thing, and that the Board of Aldermen should lose no time in getting on record on the subject. Then he asked unanimous consent for the immediate passage of his resolution. Under the rules, if one member objected, it would have to be sent to a committee.

Of course this created a panic among the Municipal Ownership Assemblymen. They did not know what to make of it, and in their flurry did precisely what Sullivan had hoped they would do. They objected to immediate consideration, and the resolution went to a committee.

In consequence, oh, joy! Tammany was in favor of municipal ownership, but was prevented from jumping in right away and "saving the people" by the action of the high priests of municipal ownership themselves. These tyros in politics are kept busy day and night trying to explain to their constituents why they blocked the "chariot of progress," to use the words of an inquisitive orator.

Explanations Don't Explain.

"But Tammany introduced it," replied the Alderman he addressed.

"Isn't it just the kind of a bill you were calling for during the campaign?" was the stern question.

The Alderman admitted it was.

"Then do you mean to say," was the comment, "that you are so narrow and partisan that you would rather see the public suffer from the extortions of the traction trust and the gas trust than accept aid from your political enemies? True friends of the people would welcome the assistance of anybody, if it helped the cause of the common people. Shame upon you! Have you, too, been bought up by the trusts?"

Now, what could the poor Alderman do? He is perfectly honest and sincere, but he was simply fooled by a bright politician whose tricks he did not understand.

The Municipal Ownership Aldermen were so busy telling what they were go-

ing to do that they delayed beginning. That was how Tim Sullivan beat them to the post on municipal ownership, and now the Mayor has followed by "trimming them" on the gas question. The Board of Aldermen had not even demanded three cheers for cheaper gas when the Mayor threw a bombshell into the camp by forwarding the following message:

Gentlemen: There is now pending before the State Legislature a bill designed to fix the price of gas in the boroughs of Manhattan and The Bronx, the borough of Brooklyn (except the portion known as Coney Island), and in the First Ward of the borough of Queens, at 50 cents per thousand feet of gas per hour, and in similar proportions in the other parts of the city. A similar measure suffered defeat in the last session of the Legislature, partly, I regret to say, through the vote of a number of Senators from this city who endorsed to cause their action by stating that the sentiment in favor of the bill did not emanate from the people of the city, notwithstanding my request as Mayor that the Senators support the bill.

It is of the importance of the bill now pending, and to prevent, if possible, a recurrence of the action of last year, on my part to New York I respectfully recommend to your honorable board that you, as representatives of the people of this city, should, if you have any public expression to the universal demand for the passage of this measure, do so by the passage of this measure.

Respectfully,
GEORGE B. McCLELLAN, Mayor.

The Municipal Ownership Aldermen almost cried when they heard this read. It not only took all the wind out of their sails, but it carried away the sails, too.

"Little Tim" Sullivan promptly moved the adoption of a resolution embodying the message, but again the Municipal Ownership men headed it off. They expressed a desire to "alter the phraseology," but Tammany scored a triumph through the mere fact that Hearst men sent the resolution to a committee.

Innocent, but Called Traitors.

And all over the districts where the third party showed the greatest strength voters are saying angrily:

"What's the matter with that bunch we elected? They vote against cheap gas and they vote against municipal ownership. Are they all traitors?"

It's mighty hard for innocent men to explain away a charge like this. And they are innocent.

And in the meantime, Tammany men endorse this statement of a Bowery character:

"Webster a statesman? 'Little Tim' makes him look like a piker."

LYNCHERS HOT ON TRAIL

Georgia Negro Assaults Woman and Leaves Her Dying.

ATLANTA, Ga., Jan. 30.—Mrs. Nina May Dupree, a young woman about 30 years old, who lives with W. H. Grogan, a prosperous farmer about six miles from Atlanta, near Corvix, was assaulted by a negro this afternoon. After cutting her throat and leaving her dying from loss of blood and nervous excitement, the negro escaped.

A posse of more than a hundred citizens with hounds is following the negro tonight, and if he is captured he will in all probability be summarily lynched.

At 10 o'clock this afternoon, Mr. Grogan and his wife, returning home from Atlanta at that hour, found Mrs. Dupree dying in the dining-room in a pool of blood. Physicians who were immediately summoned despair of her recovery. She was too weak to say more than that a tall black negro was the perpetrator of the crime.

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DEBATE ON RATES BEGINS IN HOUSE

Townsend Introduces Bill and the Democratic Party Supports It.

APPLIES TO ALL TRAFFIC

Provisions Explained by Father of Measure, Who Warns Railroads to Accept, Least Worse Befall Them.

Warning to Railroads.

WASHINGTON, Jan. 30.—Members of the House evinced a more general interest in the discussion of the railroad-rate bill throughout today than in any other topic of legislation for some time. The debate throughout was listened to attentively and many questions were asked of the



Representative Charles Townsend.

different speakers to bring out either obscure points in the measure, or evils complained of, which no attempt had been made to include in the bill. The debate was opened by Townsend, of Michigan, Adams, of Georgia, representing the minority, followed in commendation of the measure, and in praise of President Roosevelt's stand on the question. Hirsch, of Nebraska, depicted the benefit the legislation would do to the great trans-Mississippi country, and Richardson, of Alabama, denounced as a Democrat things done and left undone in the measure.

Questions addressed to the various speakers indicated that there is to be some opposition to the bill, at least in debate. The feature seemingly most subject to attack is as to just what will be the authority of the Interstate Commerce Commission under the bill relative to differentials in rates between competing cities and localities.

Regarding the question as one of the most important ever before Congress, Townsend advocated the bill as the correct remedy for the evils which exist, and predicted that, notwithstanding the protests of the roads, greater prosperity would come to them under its provisions than otherwise. To substantiate this, he called attention to the tremendous strides of a year in the transportation business, and this in the face of the legislation which the last Congress initiated and which the present Congress is taking up in somewhat more strenuous form.

Like the bill of last year which bore Townsend's name, he said, the present one was the very least the people would accept, yet the present bill confers wider powers and extends over every facility of transportation. However, the present bill he believed to be not only fully within the constitutional powers of Congress, but it was simply an expression of the plain duty of Congress to the American people.

In brief, the bill attempts, he said, to place under the supervision of the Interstate Commerce Commission, every form of interstate and foreign commerce and all instrumentalities of commerce and transportation.

Applies to Private Cars.

The most serious complaints on the part of the shippers, he said, have been directed against special services, such as private cars, icing, elevator and terminal charges and the like. Townsend believes the bill affords a complete remedy for all of these evils, as hereafter every such charge must be just and reasonable, and, in case it is not, the Commission has power to make it so.

The evil of the "midnight rate" was described and the remedy set forth, requiring 30 days' notice of a change of rate. Briefly, the "midnight rate" is a device whereby a large shipper notifies a road that on a certain date a large shipment will be made. On that date the published tariff is changed for a day, the shipment made at the lower rate and the tariff immediately raised.

Power to Make Rates.

The main feature of the bill bearing on the point about which the greatest controversy is heard, and the one which Townsend believes lies at the foundation of the whole question, is that which gives the Commission power, upon complaint and after a full hearing, to substitute a reasonable maximum rate in place of one found to be unjust or unreasonable. Townsend went at length into this phase of the proposed legislation. It was the principle against which the weight of the opposition had been directed, he explained, and this proposition had been based alike on the questioned consti-

tutionality, the impossibility for the Commission to find a just rate, and the injury such a finding would entail alike on business, the railroads and the widowed and orphaned shareholders. In the broader view of the question and in the correct conclusion on any of these phases, he saw but one answer—that to require the railroads to be just and reasonable could not harm anyone, while it would benefit all.

Railroads Not Really Alarmed.

As showing how deep were the fears of the railroad world, he stated that 1700 miles of road had been built during the past year in the United States, and up to June 30 orders for more than \$200,000,000 worth of railroad equipment had been placed.

While the number of Commissioners is increased by two and their salaries raised to \$10,000 a year, Townsend expressed the belief that, when the law was once established, the duties of the Commission would decrease rather than increase. The railroads, he suggested, would doubtless realize the justice of the law and fix their rates with reference to it. He realized fully the great power that was conferred upon the Commission, and believed the higher salary only an adequate compensation for men of the character needed.

The wide publicity of railroad affairs required in the bill was, in his opinion, a potent factor for good. The provisions expediting the business of the Commission and the cases in the courts growing out of the operation of the law he regarded as vital. The courts are to pass simply on the validity of the decision, and the appeal to the Supreme Court will be on the question as to whether a given rate fixed by the Commission is or is not confiscatory.

Warning to Railroads.

While Townsend regarded the question as in no sense political, he expressed himself as pleased that the Republican party had taken it up. He arraigned the means employed by the opposition to rate legislation. He proceeded:

To me it has seemed that a systematic effort has been made to discredit the Administration in various matters in order to direct attention from this great question, and I have no doubt that delay will be caused wherever possible in the vain hope that something will yet happen to prevent final action.

As one of the younger and most humble Republicans in the House, let me admonish my party associates in both houses that this question will not down nor will it much longer brook delay. The people have spoken and every day to us their demand is more imperative. The day of grace may be passed and the unardonable sin of trifling with duty may not be condoned, even with death as its penalty.

Temporarily it will bring nothing but disaster. Already we hear the rumblings of discontent, and Socialism smiles with satisfaction with every delay. Regulation of a public servant is not a departure from the principles of popular government, but disregard of righteous law and justice is a disgraceful restriction imposed to protect the people's rights is more than Socialism—it is anarchy, and were I a railroad agent instead of a people's Representative, I would hail the proposed legislation as a salvation to my master from the fate which an indignant people is sure to visit upon the corporations who believe that they are above and beyond the law and seek to become a law unto themselves.

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