

NO SHIP AT HAND WHEN END COMES

Valencia Breaks Up at Noon Wednesday.

FIFTY THROWN INTO THE SEA

Wreckage Swarms With Live Human Beings.

SEEN BY MEN ON CLIFFS

Professor Bunker Tells Why His Party Hit the Trail Instead of Making Attempt at Rescue From the Shore.

INVESTIGATION IS DEMANDED.

The Seattle Chamber of Commerce passed the following resolution, introduced by Josiah Collins:

Whereas, it was known in Seattle Tuesday noon that the Valencia had been wrecked on her voyage from San Francisco to Seattle;

Whereas, the steamship Queen was according to the published statement of her master, within three-quarters of a mile of the wreck of the Valencia and those on board the steamer knew that there were from 50 to 60 people still clinging to the wreck of the Valencia;

Whereas, said steamship Queen, reportedly under orders of the agent of the Pacific Coast Steamship Company in order to avoid loss of time in carrying her freight and passengers to San Francisco, upon the arrival of the steamship Topoka abandoned said steamship Valencia;

Whereas, neither the said steamship Queen nor the steamship Topoka sent any assistance whatever to the Valencia, claiming that the sea and weather were so rough as to endanger the lives of women and children; and whereas, the Valencia was overloaded with passengers and cargo, rendering them unsafe;

Whereas, it is charged by the passengers and survivors of said wreck that there had been no drill or drills of any sort by the crew of the Valencia on the day of the wreck, and that the crew was unprepared to render any assistance to the Valencia;

Whereas, among the number of those rescued from the wreck of the Valencia, and the action of the officers and crew of the Topoka, and the fact that the rescue of a single woman or child;

Resolved, by the Chamber of Commerce of the City of Seattle, that the National Government be petitioned to cause an investigation by qualified officers sent from the coast of the wreck of the Valencia and the action of the officers and crew of the Topoka, and the fact that the rescue of a single woman or child;

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SEATTLE, Jan. 31.—(Special.)—The positive declaration made by Frank Richley, a fireman aboard the Valencia, that he had refused to risk wearing a title life-preserver; the statement of T. Brown, a passenger that the preserver he found ashore immediately sank when thrown into the water, were the sensational features of today's inquiry into the Valencia wreck.

Supplementing these sworn statements, and equally as important, is the peremptory demand of the Seattle Chamber of Commerce that President Roosevelt send from Washington a committee to make a thorough investigation of the wreck.

Coincident with the Valencia inquiry is an answer made by Frank F. Bunker, assistant superintendent of the Seattle public schools, who has been severely criticized in the testimony of some witnesses for failing to go back up the cliff opposite the wreck and take a line shot from the boat. He telegraphed today to the Times from Victoria:

"I have just learned that I am being criticized for not climbing the cliff upon which the Valencia went aground to catch a line from the wreck. I did make the attempt. We climbed a bluff at a considerable distance from the spot, thinking to get into the interior and obtain aid from the inhabitants and go back to the cliff."

Bunker Party Goes for Aid.

"We found no inhabitants, but a rude trail leading along the telegraph line. We were in doubt whether to follow the trail or stay by the wreck. We were also in doubt whether we were near enough to be able to push through to the vessel. Our judgment finally led us to follow the trail to some point where we could summon help both by land and sea and then return to our part."

"We found a station and telephoned the news, but by that time our party was completely exhausted, and it was impossible for us to get back over the trail that evening. The next morning the rain had so swollen the rivers that even Logan and his rescuing party, who were on the side nearer the wreck, were unable to get to us."

"I find that every one is passing the responsibility from one to another, and the investigation shows a series of misunderstandings, with the result that when the steamer broke up and the passengers were swept to the sea on rafts and wreckage there was no steamer standing by to rescue them."

Fifty Dumped Into the Sea.

"Lieutenant Logan, who did all that a man could do, was standing on the cliff above the wreck, and could see it clearly, and his statement, made directly to me, is that between 12 and 1 P. M. Wednesday, the vessel, which had then been gutted by the waves, broke her back and doubled up like a closing jackknife, throwing the people who remained on the spar and rigging into the water. More than 50 people floated out to sea then from the wreck."

"Then I talked with Logan within an hour, he having come in over the trail to where I was, and asked me to telephone the news in to Mr. Patterson, that the vessel had broken and everybody was gone. Logan and his two comrades will all verify the statement that when the wreck broke up there was no steamer standing by."

"W. Joslyn, one of the sailors who got ashore, made much the same answer in today's inquiry. He declared the bushes were too thick to permit those ashore to reach the top of the cliff. 'At Cape Beale,' he added, 'we were told a party of men had started from Bamfield, so we thought it was all right.'"

"No Officer in One Lifeboat."

Fireman Richley's declaration that no officer went off in command of No. 5 lifeboat was the other sensational feature of the day. Richley's statements, though, are not worth much, for he was badly smacked on the stand when examined, and later the sailor Joslyn contradicted him flatly on points where Richley had sworn under cross-examination. For instance, Joslyn said:

"I was stationed at No. 5. Richley was mistaken when he said he went out on No. 5. The passengers climbed in the boat without orders. I went in and screwed up the patent plug. The passengers were excited, and attempted to cut the falls. The second mate was in the boat and trying to keep her off the ship's side."

"I did not hear any one give an order to lower the boat, except to bear some one say: 'Let her go.' Both myself and the sailor stationed at the after-falls stood by all the time."

Joslyn then testified that after the No. 6 boat had gone he went to No. 5.

Falls on Boat Were Cut.

Contradicting the testimony of H. A. Hawkins, who yesterday said the forward fall on this boat had broken, Joslyn said it was all right. He stated that the after-fall had been cut. When the last boat was lowered from No. 5 falls, he said, it had become necessary to take the fall from No. 6 over and rig them on the No. 5 davits.

"Did you make any attempt to go back to the ship after landing at Cape Beale?" was asked.

"Yes, we tried to go back along the shore, but could not, owing to the high cliffs. The shore line was so steep that we would all have been lost had we attempted to do that way."

"After I had succeeded in reaching shore I picked up a life-preserver and threw it into the water. It immediately sank." This was the startling statement made by T. Brown, a passenger who succeeded in saving his life at the time of the wreck. When asked as to the weight of the preserver, Brown said it weighed about 60 pounds.

"In the corner of the room in which the investigation is being conducted is a barrel in which the inspectors made a test of one of the life-preservers. The preserver is floating, despite the fact that a 30-pound piece of lead is suspended from it. Brown did not know the preserver was weighted down, and was asked to lift it and make a statement as to the relative weight of the preserver that he found on the shore and the one in the barrel. He lifted the preserver a foot from the top of the water, but could not see the lead attached to it. A queer look came over his face, and he said:

"It is funny that this will float. It is about as heavy as the one I threw into the water and which sank."

Guess Weight Correctly.

The preserver that Brown lifted from the barrel, together with the attached piece of lead, weighed, although he did not know it, 40 pounds—the same weight he said the preserver he found on shore weighed.

Brown was positive that the preservers were of no advantage to a man in the water. He said when he reached the rocks he saw several scattered about there where persons trying to make their escape had thrown them away, finding they retarded their movements.

Brown gave a graphic description of the hardships he underwent. The boat in which he left the ship was overturned, and he was spilled into the breakers. He told of reaching the rocks four or five times, and being hurled back into the sea by the waves. He finally managed to reach the cliff.

Tackle Was in Bad Shape.

William Dougherty, a fireman, stated the lifeboats' tackle was in bad condition. He said that when the order was given to lower the boats it was difficult to do so, because the ropes holding them to the davits were entangled. He heard some one order the boats lowered, but does not know who gave it. He helped lower one of the boats.

When asked what chance the passengers had of getting onto the liferaft he gave the significant answer:

"They had as much chance as the crew."

Charles Hoddlint, one of the survivors of the Valencia, swore that before the last liferaft put off John Cigalos, the Greek fireman who had made one attempt to swim the breakers to the shore with a line, but had been beaten back, was impetuously by the passengers again to attempt it. He refused. Then the passengers took up a purse, several contributing \$50 each, adding him to make the attempt. He again refused, saying it was impossible, but that if it were possible he would readily make the attempt without asking for any money.

MARRIES AGAIN BUT DENIES IT

Preacher Says He Made Mrs. Yerkes Mrs. Mizner, She Says He Did Not.

WITNESS CONFIRMS STORY

Widow of Millionaire Insists, in Face of Evidence, She Is Still Mrs. Yerkes—Husband Is a Rich Klondiker.

NEW YORK, Jan. 31.—Several New York newspapers announce today the marriage of Mrs. Charles T. Yerkes, widow of the traction capitalist, to Wilson Mizner, of San Francisco. No confirmation of the marriage announcement was obtainable from Mrs. Yerkes or Mizner, but when Mizner was asked if he would deny that the marriage had taken place, he replied that he would not. He added that he had no statement to make on the subject. The witnesses to the ceremony are reported to have been J. L. Eastland and Emil Brugers, of San Francisco.

Efforts to confirm the marriage report were unsuccessful up to 11:40 A. M. At that time, communication with Mrs. Yerkes' home by telephone had been cut off, and Mr. Mizner could not be located. No denial, however, had been made by any of those interested or supposed to be in possession of the facts.

The ceremony was performed by Rev. Andrew Gillies, of 129 West Seventy-sixth street, pastor of St. Andrew's Methodist Episcopal Church.

Rev. Mr. Gillies said tonight:

"I was called upon at my home yesterday afternoon by a man who said he was Wilson Mizner. He came to me like a man and said he was about to be married. He asked me to be in Mrs. Yerkes' home last night at half past 7 o'clock to perform the ceremony and I promised to be there."

"Why he came to me I do not know, and I did not ask him. It was enough for me that there was no objection to their being married. I went to Mrs. Yerkes' home, as agreed, and about 8 o'clock Mr. Mizner and his friends arrived. Mrs. Goodsell was already there. The only witnesses of the ceremony were Mr. Brugers, Mr. Eastland and Mrs. Goodsell."

"As to the filing of the certificate of marriage, I shall certainly attend to that within the ten days prescribed by law, and in view of the publicity of the affair I shall try to see that the certificate is filed tomorrow or next day."

Mrs. Yerkes tonight, in an interview, would not admit that the marriage had taken place. Even after a representative of Mr. Mizner had made known the name of the clergyman and the latter had confirmed the marriage, Mrs. Yerkes said:

"The story is ridiculous. I do not know how it originated. If I intended to get married I should announce it to my friends, although I should not consider it a matter in which the public need be interested. But I have not been married since Mr. Yerkes' death, and I have no intention of marrying again. I shall devote myself to planning and building my home."

CRITICISMS MAKE SCHWERIN ANGRY

Accuses Taft of Falseness About Pacific Mail Steamers.

HITS BACK AT COMMISSION

Says Delays at Panama Are Due to Stevens' Mismanagement—Walker Favored Steel Trust—Denies He Has Monopoly.

WASHINGTON, Jan. 31.—Robert P. Schwerin, general manager of the Panama Railroad, today made a statement before the Senate committee on inter-oceanic canals today. His attention was called to a statement made by Secretary Taft criticizing the service between Panama and San Francisco for its part in contributing to the congestion of freight at Panama. In reply he said:

"Secretary Taft's statement was made either through malice tending to injure an American industry, or through ignorance of the causes of the difficulties of which he has complained. A description of the conditions on the isthmus since the Canal Commission took charge of the Panama Railroad was given by Mr. Schwerin. He said the freight had accumulated on the wharves, all commercial shipments having been held up by the movement of canal materials and the difficulty of Mr. Schwerin's assertion, was due to culpable negligence on the part of managing officials of the Panama Railroad and utter indifference to their obligations as a common carrier." He explained this to some extent by test statement that the equipment of the railroad had deteriorated greatly during the two years prior to the sale of the property to the United States, and said:

"As soon as control of the road passed to the United States the conditions described began to grow worse. The railroad company cut the wages of men who worked on the docks, which caused a strike. As a result, we are both paying higher wages than we were before for the poorest labor in the world. It became the understanding that the United States had bought the railroad to the benefit of the people of the United States."

HAS GIVEN HUSBAND DOWRY

Mrs. Yerkes-Mizner Will Now Claim Her Dowry Rights.

May Claim Dowry Rights.

According to Dispatches received here today from New York, Mrs. Yerkes, before her marriage to Mr. Mizner, settled the income of \$1,000,000 upon the bridegroom.

Inasmuch as there is no stipulation in the Yerkes will forbidding her to remarry, it is also predicted that she will now seek her dower rights in the estate instead of accepting the sum allotted in the will. Chicago lawyers familiar with the will say there is nothing in the way of such a course, should she elect to get more out of the estate than was provided in the will. Under the law her dower rights would include one-third of the personal property outright and a life interest in one-third of the estate. Of the Yerkes estate, it is estimated more than \$10,000,000 is in the personal property class. She can also claim homestead rights in the New York mansion.

Dower rights also grant her the privilege of leaving this property to her children, or, lacking issue, she can will it to any one she elects. If Mrs. Yerkes-Mizner goes after her dower rights, it will mean considerable more than the \$100,000 left her by the traction magnate. It is thought here that all these things have been considered.

No Surprise in Chicago.

While Mrs. Mizner is 50 years old and her new husband barely 30, he is said to have a fairly clear idea of the value of stocks and bonds.

The wedding did not cause much surprise in Chicago, as everybody expected it, despite the indignant denials of Mrs. Yerkes less than two weeks ago. The idea was highly repugnant to her.

"I shall never marry again," she said to a persistent interviewer here. "The memory of my dead husband so fills my thoughts that no one else can ever take his place. He was the one man in the world for me. He always was and always will be. Please do not talk to me of another marriage."

However, at that time Mr. Mizner was stopping at a hotel here and made frequent calls at the Yerkes home. When Mrs. Yerkes departed for New York the next train carried Mr. Mizner. The servants at the Yerkes home wagged their heads and tongues, and today are saying that Mrs. Yerkes intimated that when she came back she would bring some one with her.

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He has four brothers in this city—Dr. William G. Mizner, Edgar, Lansing and Addison Mizner, all of whom were surprised at the news of the marriage in New York.

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Charles T. Yerkes, son of Charles T. Yerkes, declared that the story was without foundation.

"I do not care to discuss it," he said. "I know that it is absolutely untrue. If such a thing had happened, I would have been one of the first to hear about it."

French Guards Defeat Raiders.

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WALLA WALLA TO SOUND

Will Connect With All Transcontinental Lines and Develop Rich Coal and Timber Belt.

Route is Cowitz Pass.

BROOKLYN, N. Y., Jan. 31.—(Special.)—Details in connection with the North Coast Railroad project are progressing rapidly and satisfactorily, and it is expected that construction will commence in the course of three or four months.

Mr. Strahorn, who has been in the East for some time, looking after matter referring to the new road, and has just returned from Boston, where he was formerly in the banking business, and where it is believed he succeeded in interesting former financial friends in the road, says all talk about transcontinental connections is the widest speculation.

"The North Coast has been badly misunderstood," he said. "It is being built by himself and strong financial interests to develop a vast territory in Washington. This region is now in the first stages of development, and is suffering even now for lack of transportation facilities. The North Coast is a legitimate railroad enterprise, which will be amply able to stand on its own bottom."

Will Connect With All Roads.

"Surveys are being completed and rights of way and terminals are being secured. The greater part of the right of way is already owned, and most of the terminals have been secured. We hope to be ready for construction in about three or four months. When all plans are completed, it will be found that the road will connect at convenient points with the Milwaukee, Northern Pacific, Union Pacific, Great Northern and Canadian Pacific, and, doubtless, ultimately with the Northwestern and Gould systems."

"They will all have us for a because we will occupy the best tonnage-producing belt on the Pacific Coast. There will not be a lean mile on our road. It will traverse a timber country having ten billion feet standing, and will pass the only anthracite coal tract west of Pennsylvania. There will be plenty of coaling coal and minerals on the line, and it will run the full length of the wonderfully rich Yakima Valley. The road will have the best grades and curves of any in that region. The maximum grade will be 1 1/2 per cent, the maximum curvature in the mountain sections six per cent, and in the valleys three per cent."

Route Though Cowitz Pass.

"Starting at Walla Walla, the main line will run direct to Kennewick, missing Pasco, then to the northwest, paralleling the Northern Pacific at a distance of about ten miles through the Yakima Valley to North Yakima, where it will cross the Northern Pacific, passing to the south of it. Through the Yakima Valley it will skirt the Rattlesnake mountains, which will divide it from the new Milwaukee route. From Yakima, the North Coast will run northwest through the Tieton Valley and Cowitz Pass, where it passes through an anthracite coal area. From there it goes on to Tacoma and Seattle. It will average in this section a distance of 50 miles from the Northern Pacific. The whole project includes about 90 miles, and there will be several branches. A line will be pushed from Kennewick to Spokane."

"Construction and engineering work will be done by the prominent firm of J. G. White & Co. The connection of this firm with the project is a guarantee of its substantial character. The firm has offices in New York, London and Manila, Philippine Islands, and does all kinds of engineering work. It has just completed a \$2,000,000 contract for the electrification of the tramways in Belfast, Ireland, and has been awarded a contract by the Philippine Commission to build railroads in the Philippines to cost \$11,000,000."

CHRISTIAN LIES IN STATE

Left Only Small Fortune, Having Given Away Large Sums.

COPENHAGEN, Jan. 31.—The body of King Christian was today placed in a plain casket lined with swan's down and covered with black silk. It lies tonight in the apartment of the Amalienborg Palace, known as the "Garden Room," to which it was removed after a memorial service this afternoon. Only the court physicians were present when the body was removed from the bed to the casket after the service at which most of the members of the royal family were present. Great banks of flowers and wreaths line the room, which is guarded by the King's Adjutants. No official announcement regarding the date of the funeral has yet been given out.

It is stated that King Christian left only a small fortune, amounting probably to less than \$50,000. The King was exceedingly charitable, and gave large sums of money for the relief of the poor and to deserving institutions.

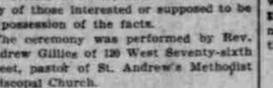
King Frederick has issued a decree of amnesty releasing many offenders.

King George for Copenhagen.

ATHENS, GREECE, Jan. 31.—King George will start for Copenhagen Saturday or Sunday leaving Crown Prince Constantine as regent. The court will go into mourning for six months.

BEER TRUST ATTORNEY WHO GAVE CHICAGO REPORTER BRIBE.

Judge George W. Brown, of Chicago, the central figure in the latest beer trust scandal, is the attorney for the trust who gave an Inter-Ocean reporter \$100 for a favorable report. Judge Brown denies that he intended to bribe the reporter, and says he gave the \$100 simply as a witness of "kindly feeling."



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Mrs. Yerkes, when seen for the second time, just before midnight, practically reiterated what she had said earlier. When told of the statement by Dr. Gillies, she exclaimed: "Ridiculous. I do not believe she said such a thing. Even if I did marry Mr. Mizner it would be nobody's business but my own. But I am still Mrs. Yerkes."

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Mr. Eastland was a witness to the ceremony.

WHAT TAFT CHARGED.

Secretary Taft and Chief Engineer Stevens sided to a House committee on January 15 that since the abrogation of the freight agreement between the Panama Railroad and the Pacific Mail Steamship Company the latter company's steamers had neglected to call at Panama for freight for San Francisco and had been left port with only part cargoes, leaving great quantities of freight on the wharves and causing a freight blockade.

They also charged that the apparent motive of this course was to force shipments of canal material overland from New York to San Francisco and thence by Pacific Mail steamers instead of Government steamers from New York direct to Colon, and that this had been the effect.

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ONCE A DITCHER, IS NOW GOVERNOR OF INDIANA.

J. Frank Haply, Indiana's reform Governor, who is cleaning out the Statehouse and going after grafters and lawbreakers generally throughout the state, says he will continue the crusade to the end of his four year term of office.

The Governor as a boy had little time for recreation. He worked early and late and, unlike the majority of boys, did not seem to object to it. When he got big and strong enough he became a ditcher, and at that labor stood up a lot of health and strength. "Always interested in municipal and state affairs, he naturally drifted into politics, and so well he liked that he could have almost any office he wished. His political rise was rapid."

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PORTLAND AND VICINITY.

O. R. & N. seeks to block Portland & Seattle from crossing the Peninsula. Page 11.

W. D. Edmunds found guilty of maintaining slaughter-house in city limits and fined \$100. Page 12.

Police Judge Cameron compels prosecuting witnesses to pay costs when dismissal is asked. Page 14.

"Mysterious Billy" Smith's tangled matrimonial affairs before divorce court. Page 11.

Portland women back Marquon Theater to doors to hear beauty doctor lecture. Page 9.

Tom Richards' hotel license is revoked by City Council. Page 10.

United Railways Company gives names of backers as guarantee of good faith. Page 10.

Northwest Sabbath School Association would abolish Sunday trains, street-cars, newspapers and theaters. Page 11.

Even if Washington Railroad Commission orders letter rate on Eastern Washington wheat, Portland will hold its prestige as wheat-shipping port. Page 10.

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Mr. Eastland was a witness to the ceremony.

Help From Shore.

SEATTLE, Jan. 31.—In his testimony before the board of inquiry into the Valencia disaster this afternoon, George Belingout, a Greek coal passer

(Concluded on Page 4.)