

## DRIVEN TO ROCKS AT GREAT SPEED

### Valencia's Log Not Read for Two Hours.

### GOVERNMENT BEGINS INQUIRY

### Second Officer Peterson's Simple Tale of Horror.

### HELPLESS ARE ABANDONED

### Any Good Boat, the Witness Admits Reluctantly, Could Have Gotten Close to the Wreck If Properly Handled.

SEATTLE, Wash., Feb. 14.—(Staff Correspondence.)—The special commission delegated by President Roosevelt to investigate the Valencia disaster, began what promises to be a protracted hearing this afternoon. The commission, which consists of Lawrence O. Murray, Assistant Secretary of Commerce and Labor; Herbert Knox Smith, Deputy Commissioner of Corporations; and Commander W. T. Burwell, U. S. N., are all well known to the public. The Valencia disaster, which occurred on the morning of Jan. 10, 1905, has been the subject of much speculation and inquiry. The commission's task is to determine the cause of the disaster and to recommend measures to prevent a similar tragedy.

Second Officer Peter Peterson, the only man now living who was on deck when the Valencia received her death wound, was the first witness examined by the Government commission, and under the skillful questioning of Mr. Murray he made a number of admissions that do not reflect much credit on the officers in charge of the ship, and still less on those who were sent to rescue them. Mr. Peterson's English is somewhat broken, but his imperfect mastery of the language and the earnest straightforward way he told the story of the Valencia disaster, made the sad tale more poignant. He said that he was on the Valencia when she was last seen, and that he was the last to see her. He said that he was on the Valencia when she was last seen, and that he was the last to see her.

### Witness Closely Questioned.

The commission, by keen inquiry and cross-examination of Mr. Peterson, traced every movement of the Valencia from the time she steamed out of San Francisco harbor on her last trip until she pounded to pieces on the bleak Vancouver Island shore. Peterson is a simple son of the sea and had stated death in the face of other shipwrecks and he told the story of those last hours on the Valencia in language that was eloquent in its simplicity. And when the dramatic tale was finished and close questioning had brought out all the terrible features of the wreck, it seemed more than ever a case of reckless navigation, followed by poor discipline and the abandonment of nearly 100 helpless passengers who could have been saved.

Under the head of reckless navigation, one of the strongest points brought out by the commission was the admission by Peterson that if they had accepted the reading of the log as correct they could have been up to Unalakleet, near Lethbridge at 5:15 on that fatal Monday night. They thought, however, that the log overran, so the Valencia was sent flying on for nearly three hours more before the end came.

### No Log Read for Two Hours.

Most of this time she was under reduced engine speed, but a heavy fog and the tide was driving her to destruction with a rush. Another damaging point brought out in questioning Peterson was the fact that there had been no reading of the log after 5 o'clock, or for nearly two hours before she struck.

The witness told in detail of the heart-breaking scenes which followed the striking of the vessel and of the unsuccessful attempt to get the boats clear of the ship. He was naturally inclined to give out the impression that discipline might have been weak, but admitted that there had never been a boat drill by the crew then on the Valencia, and of the seven men who, according to the rules, should have been at his post, but two or three appeared—an insufficient number to handle it. His testimony reflected with that of other members of the crew when he stated that there was no excitement.

### When the Queen Steamed Away.

As has been told, the Queen turned and steamed away. The men on the raft then headed for the beach, over a mile away, intending to beach the craft, but just before reaching the outer line of breakers the smoke of the Tophia was seen and they paddled out to meet her. Witness stated that no trouble was experienced in working off shore; a long, rolling swell was running, but no breakers.

With considerable reluctance the witness admitted that any good boat could have lived in the sea and gotten close to the wreck if it was properly handled. Peterson also admitted that it would have been possible for a tug to have anchored in safety quite near the wreck and possibly floated a raft down to the wreck.

These admissions were made somewhat reluctantly and only after close questioning by Mr. Murray and Captain Burwell, there being an apparent desire to excuse

## SENATE PASSES SHIP SUBSIDY BILL

### Five Republicans Join Democrats in Voting Against the Measure.

### SPOONER SCORES A POINT

### Carries Amendment Cutting Off Slice of Graft and Severely Criticizes Bill—Many New Mail Lines Provided.

### PROVISIONS OF SHIP-SUBSIDY BILL.

WASHINGTON, Feb. 14.—As passed, the ship subsidy bill establishes 12 new contract mail lines and increases the subsidy to the Pacific line running from the Pacific Coast to Australia. Three leave Atlantic Coast ports, one running to Brazil, one to Uruguay and Argentina, and one to South Africa; six from ports on the Gulf of Mexico, embracing one to Brazil, one to Cuba, one to Mexico and three to Central America and the Islands of the Pacific; four from Pacific Coast ports, embracing two to Japan, China and the Philippines direct, one to Japan, China and the Philippines via Hawaii, and one to Mexico, Central America and the Islands of the Pacific.

### Survivor Tells His Real Belief.

While some of the people here denounce in unmitigated terms the action of Captain Peterson and other "treasoners" there are others who seek to give them the benefit of even a slim doubt. This sentiment for protection or extension of Customs and his friends is so powerful that it has had its effect on at least a few of the survivors. One of them, under promise that his name would not be used, talked quite freely with me today. He has got to work for some of these fellows," said he, "and if I say too much they may not want me on their ships, but I will always think that the Queen should have come in closer and towed a boat, or at least stood by to pick some of us up. Those poor passengers had their spirits way up so long as the Queen was in sight and they were waiting for her. I have spent a good many years at sea and the way that raft got away from the wreck and lived will always make me believe something could have been done with a boat if an effort had been made."

### Similar Comment has been guardedly made by other survivors and under to- day's hearing it is possible that the Com- mission may get more of this kind of testimony on record.

### HEROISM OF MRS. PATERSON

### Wife of Lightkeeper Worked With Wires for 72 Hours.

VICTORIA, B. C., Feb. 14.—A dramatic story of woman's fortitude was told today by Captain Perris of the British Columbia Marine, when he narrated how Mrs. Paterson, wife of the lightkeeper at Cape Beale, alone at the lighthouse while her husband was away, kept the shore for victims, kept at the telephone key and telegraph for 72 hours at a stretch, while in a delicate state of health, and Mr. Lagrin, chief of the lighthouse, who was on duty, said special stress should be paid upon the heroic work of Mrs. Paterson in the report to the government, with the suggestion that such a woman should not be left alone on a lighthouse.

Captain Perris also related how the rescue party which went over the trail to the survivors at Darfur Creek gave their last bit of food to the shipwrecked men, J. W. Lorimer and P. Godenrath, who were special correspondents for the Associated Press on the steamer behavior and Lorne, told of the futile rescue efforts similarly to previous witness.

Harry Cook, diver, who was on the steamer Valencia, and who was on the tug Caesar, gave evidence that it was impossible to render aid from seaward.

### CHANGE IMMIGRATION LAW

### Dillingham Proposes to Enlarge List of Proscribed Aliens.

WASHINGTON, Feb. 14.—Senator Dillingham, chairman of the Senate committee on immigration today introduced a bill making a number of changes in the immigration laws. It proposes to exclude all alien imbeciles and persons who are insane, persons not comprehended within any of the classes now excluded by law, "who are certified by the examining surgeon general as being physically defective, such as mental or physical defect being of a nature which may affect the ability of such alien to earn a living," aliens who admit having committed felony or other crime, or who admit their belief in the practice of polygamy; women or girls coming into the United States for any immoral purpose; children under 17 years of age who are unaccompanied by parents, unless coming to join parents, brothers or sisters already in the United States. An attempt to land an alien not duly admitted is made a misdemeanor, instead of an unlawful act as at present. The provision of the present law which imposes a fine of \$100 on steamship companies for bringing persons afflicted with a loathsome or a dangerous contagious disease is extended to include idiots, imbeciles, feeble-minded persons, insane persons and epileptics.

### It is also provided that masters of vessels carrying aliens from ports of the United States to foreign ports shall furnish complete descriptive lists of manifests of all outgoing aliens.

### LEARNED MANY THINGS

### Chinese Commissioners Thank Amer- icans for Much Courtesy.

NEW YORK, Feb. 14.—The Imperial Chinese Commissioners, who arrived here today from Boston, will sail for Europe tomorrow on the steamer Blucher. Shi Ling Huang, first secretary to the commission, said tonight:

"On the eve of our departure we want to thank the American people for the courtesy shown us on every hand. Wherever we have gone, no matter how trivial the questions we asked, or how absurd they must have seemed to those of whom we asked them, they have all been willingly and courteously answered. We are going home much enlightened in many things which were dark to us before we came, and we are grateful to the American people because of that fact. If we succeed in introducing new ideas in Chinese municipal government, and we feel sure that we shall, we will ever remember the good teachings of you Americans and hold your country in reverence."

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SAN FRANCISCO, Feb. 14.—Passengers from Guayaquil on the steamer Icacla, which arrived here today, report that the volcano Izacla, which broke into eruption in January, is still active. Every ten minutes a column of flames shoots skyward and the surrounding country is covered with ash. No great damage has been done and a disaster is not expected.

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This statement was made today by a member of the State Committee, who is, in the confidence of David B. Hill. He represents Hill's views, and his deductions are endorsed by the Tammany and Brooklyn Democracy men.

During the last campaign, Murphy's orators, under orders, bitterly assailed both Hearst and Jerome, who retaliated in kind. Since election Hearst and Jerome have practically joined hands in an effort to send Murphy's followers to state prison, and over a score have "gone up the river." But now matters have changed. Nearly 100 men are still under indictment, but trials have temporarily ceased. Jerome has his hands full of other matters and, strange to say, Hearst, through his papers, does not snarl at the District Attorney for "neglect of duty."

Murphy is very busy explaining now-adays that it was not his fault that Jerome was not on the Tammany ticket. True, he does not say so himself, but when statements made by his close friends over their own signatures are repeated to him, he declares it would be a breach of honor to tell what he knows of the Mayor's explicit consent.

"I may be able to say something a little later," he says. "But now my lips are sealed. It would not be honorable for me to say a word without the consent of the Mayor."

### How Jerome Was Turned Down.

The story of the "Jerome turn down," as narrated by Murphy's friends, is as follows:

Some months before the convention met, Murphy was heartily and frankly opposed to Tammany's having anything to do with Jerome. Later, however, he discovered that the rank and file of the organization greatly admired the District Attorney, and that it would be a difficult task to whip them into line for somebody else. He explained all this to McCellan and said he believed that the best thing to do would be to put Jerome on the ticket. To this, it is alleged, the Mayor made violent objection. He declared that Jerome would be the center of the stage, and run so many thousands of votes ahead of McCellan that Jerome and not the Mayor would be the logical candidate for Governor. All of Murphy's arguments were swept aside, and McCellan was so insistent that the leader, against his better judgment, finally agreed that Osborne should have the place.

This is the story that has the virtual endorsement of Murphy. On the other hand, McCellan's friends have claimed all along that it was the Mayor who fought to have Jerome on the ticket, but was arbitrarily overruled by Murphy. And the question is, who is the real friend of Jerome? (McCellan) or Short (Murphy)?

### Jerome's Great Strength.

A Tammany district leader, who is friendly to Jerome, sums up the situation this way:

"I believe that Jerome could poll a much larger vote than Hearst would receive. In my opinion, Hearst is the stronger in King's County, but nowhere else in the state. Jerome on National

### Shipping Bill Provides for Steamers From Columbia and Puget Sound.

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"That the Postmaster-General shall establish mail service from each of two ports on the North Pacific Coast, namely, Puget Sound and the Columbia River, to Japan, China and the Philippines, on steamships of the United States of not less than 3 knots' speed, for a monthly service at a maximum compensation not exceeding \$200,000 a year, or for a fortnightly service at a maximum compensation not exceeding \$400,000 a year."

In advocating the adoption of this amendment, Fulton explained that it will increase the number of steamship lines on the Pacific Coast and will give to the North Pacific Coast a fair share of the benefits under the law. Without this amendment it would have been possible to give all the Pacific subsidies, save possibly one, to lines running from San Francisco.

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