

STEAMER POMONA—HITS THE ROCKS

Hanging on Point Off Fort Ross, Cal.

TOTAL DESTRUCTION CERTAIN

High Tide Will Either Break or Sink Her.

ALL THE PASSENGERS SAFE

Owing to Coolness of Captain Swanson No Lives Are Lost and Much Baggage Is Saved—Running Close in Shore.

WHERE THE STEAMER STRUCK.

Fort Ross is a small port hamlet and summer resort on the Coast in Sonoma County, Cal. It is 35 miles W. N. W. of Duncan Mills and 25 miles south of Fort Arena. The Russians built a fort here about 1811.

EUREKA, Cal., March 17.—The steamer Pomona of the Pacific Coast Steamship Company, struck a rock at 5:30 to-night off Fort Ross, 25 miles south of Fort Arena. The vessel, which at the time of the disaster was en route from San Francisco to Eureka and was expected to arrive here tomorrow noon, managed to get off the reef and attempted to run for shore. When half a mile from the beach she struck another reef and is hanging there at the present time. The rising tide will probably wash her off into deep water and she will sink and be a total loss, with her cargo, including 100 bags of mail.

The 24 passengers and 82 members of the crew were saved and are now ashore at Fort Ross suffering from lack of food and shelter. They will pass a dreary night on the beach at the small Russian settlement.

Running Close in Shore.

The Pomona left San Francisco this morning. A strong head wind was blowing, and in order to seek protection from the gale and make better time it is supposed Captain Swanson, master of the Pomona, put in close to the shore in the wide swing of coast south of Point Arena. It was 6:30 o'clock, with the darkness beginning to draw down, when the Pomona went upon the hidden Monterey Reef, a long reef which runs out from shore. The striking of the vessel was so easy that little commotion was caused on board. Captain Swanson and members of the crew went among the passengers and gave them such assurances of safety as to allay all fears.

G. A. Jasper, editor of the Fortuna Beacon, with whom the correspondent of the Associated Press talked over the telephone from Fort Ross, said he saw only one demonstration of fear, and that was by an Italian woman, who ran about the decks and pulled her hair. She was soon calmed.

Makes Run for Shore.

Captain Swanson reversed his engines and the Pomona pulled herself off the reef. Men were then sent below to make an investigation of the condition of the hull. They reported that the Pomona must be hard hit, for her hold was filling with great rapidity. Captain Swanson then decided to make a run for the shore, as it was seen that he would be unable to proceed upon his trip, and the vessel was in danger of sinking in deep water with all hands on board. Turning the vessel's nose toward the beach, he ordered full speed ahead. When half a mile off shore, however, with a terrific thump the Pomona ran upon another submerged rock and stuck fast. It was evident that a huge hole had been scored in her plates. It was then decided to send all passengers ashore. A small boat was lowered and several men from the ship's crew manned her. In the protection of the mainland the sea was not rough and the boat had no trouble in reaching shore and fixing a beacon to mark a landing place on the beach.

the disaster tonight, stand by and take on all passengers who desire to return to San Francisco.

G. A. Jasper, of Fortuna, Humboldt County, telephoned:

"It was clear when we struck. It looks as if Captain Swanson was running too close inshore. The sea was not acting badly at the time, and there was no commotion when the vessel hit Monterey Reef. Swanson and the crew all acted calmly and in perfect order, and it is due to their cool efforts that all scenes of excitement were avoided."

The Pomona was a sister ship to the Corona, which was wrecked at the entrance to Humboldt Bay, March 1, 1907. She was commanded by Captain Swanson, who has been in the service of the Pacific Coast Steamship Company for the past 25 years. At one time he was master of the steamer Senator, on the Nome run. His first regular command was the Pomona, which he has commanded for a number of years. He is



Rear-Admiral Charles Sperry, Who Will Command the Fleet on Its Return Voyage to Atlantic Coast.

known as a careful navigator. The Pomona was built at San Francisco in 1888 and was 952 net tons register.

AOKI REALLY DISMISSED

OFFENDED ROOSEVELT BY HIS TALK AGAINST EXCLUSION.

Notice of Dismissal Withheld Till He Reaches Home.—He Shuns the Japanese Officials.

VICTORIA, B. C., March 17.—Japanese newspapers received by the steamer Kumera say that since his return from Washington Viscount Aoki has persistently refused to call upon the Foreign Office and as a result Councillor Miyazaka had to be ordered to Japan.

One who is closely connected with Viscount Aoki is quoted by a Tokyo news agency as saying that Aoki had been telegraphically asked to return home only to confer with the Foreign Office, but his dismissal was announced soon after his embarkation from Honolulu, and he knew of it only on landing in Yokohama. He consequently tendered his resignation upon his arrival at Tokyo and avoided the Foreign Office officials and other persons.

The version generally accepted by Japanese papers is that the dismissal was due to an arbitrary reminder made by Viscount Aoki to President Roosevelt when there was talk of an anti-Japanese bill being introduced into Congress. Viscount Aoki intimated that he regretted that the bill was coming before Congress in view of the traditional American-Japanese friendship. Mr. Roosevelt seems to have taken umbrage at this intimation and communicated with Count Hayashi. Thereupon Count Hayashi recalled Viscount Aoki.

The version previously given was that Aoki gave an understanding to the President which was repudiated by the Tokyo government.

CZAR DENIES FULL PARDON

COMMUTES STOESEL'S SENTENCE TO TEN YEARS.

Confirms Death Sentence and Also Recommendation for Commutation—Full Pardon Asked.

ST. PETERSBURG, March 17.—The Emperor today confirmed the death sentence passed upon Lieutenant-General Stoessel and also the court's recommendation for a commutation of the sentence to 10 years' imprisonment in a fortress. The former commander of Fort Arthur ineffectually petitioned for a full pardon.

KILLED WHILE BOXING

Philadelphia Boy Slain by Hard Blow Over Heart.

PHILADELPHIA, March 17.—In an amateur boxing tournament at the Bijou Theater tonight Willie Robinson, aged 19 years, was killed while boxing with Charles Wolf, of the same age.

Robinson and Wolf had been in the ring but 35 seconds, when the latter struck Robinson a severe blow over the heart. Robinson collapsed on the stage and became unconscious and later expired.

IOWA INSTRUCTS FOR TAFT

Republicans to Hold State Convention Today.

DES MOINES, Ia., March 17.—In tomorrow's state convention the Republicans of Iowa will declare in favor of revision of the Laffie, Indiana Senator William E. Allison in the strongest terms, and elect four delegates at large to the Republican National Convention, who will be instructed for W. H. Taft.

ALDRICH BLUFFED INTO CONCESSION

Admits Defeat When He Could Have Won.

CUTS OUT RAILROAD BONDS

Has Lively Set-to With La Follette on Currency.

DEFENDS BIG BANKERS

La Follette Attributes Panic to Machinations of Morgan and Standard Oil—Scheme to Make Government Maintain Rates.

OREGONIAN NEWS BUREAU, Washington, March 17.—The Western Senators who stood out against the railroad bond feature of the Aldrich currency bill won a signal victory today when the finance committee adopted an amendment eliminating railroad bonds from among the securities that may be used as a basis for the issue of National bank currency.

When the President consulted with the Western men ten days ago he found many opposed to the railroad bond clause, including Senators Borah, Bourn and Dixon, and upon probing deeper concluded that they were right. He then informed Senator Aldrich of their position and of his concurrence and at Mr. Aldrich's suggestion the committee acted today.

As a matter of fact, there were only thirteen Republicans opposed to railroad bonds, while two Democrats favored them, but the Western men, backed by the President, were able to make their bluff good. Mr. Aldrich could not ascertain their strength and thought he was defeated. Had he made a fight he could probably have won out.

HAULS INTERESTS OVER COALS

La Follette Says High Financiers Manufactured the Panic.

WASHINGTON, March 17.—"What I have to say is made more pertinent, if possible, by the action taken during the day with respect to the Aldrich bill," said La Follette in beginning his speech in the Senate on the currency bill today.

His reference was to the amendments made to the bill by the committee on finance. Speaking of the "Morgan and Standard Oil banks," and looking across the chamber toward Aldrich, La Follette declared:

"If I will show the connection of these great groups with the bill pending here, notwithstanding the dexterous withdrawal of the proposition to incorporate railroad bonds in the bill."

Aldrich said the most earnest objection to the bill was made by the National City, of New York, and that Mr. Vanderbilt, vice-president of that bank, has opposed the measure. He continued:

"It is not only opposed by that bank, but by all the banks of New York. I have re-

ceived a telegram this morning from the New York Clearing-House Association saying we would better have no currency legislation at all than have this bill and stating reasons why we should not have an amended currency. I know of no bank or banking man in favor of this bill. The fact is, the Senate throughout the country are against it and the Senator from Wisconsin has studied this situation to little effect if he has failed to learn."

"I will inquire," retorted La Follette, "what the position of Mr. Morgan is?"

Morgan a Patriot, Says Aldrich.

There was a chorus of laughter in the galleries.

"I do not know," replied Aldrich. "I know Mr. Morgan is a man of wide experience and wise judgment and patriotism and I should feel gratified if he approved this bill."

"Perhaps," replied La Follette, in a tone of sarcasm, "in some way the chairman of the finance committee will be able to find out where Mr. Morgan stands. His countenance beaming from the gallery of this chamber while the Senator from Rhode Island spoke on this measure rather indicated that Mr. Morgan, the



Senator H. M. La Follette, Who Spoke on the Aldrich Currency Bill Yesterday.

head of these groups, was not entirely adverse to the propositions embraced in the bill."

"I suppose," said Aldrich, "the Senator from Wisconsin will agree with me that this proposition should be discussed on its merits as to what it will do, and not in view of what men in the position of Mr. Morgan think of it."

Simious Ways of System.

"Let me say," replied La Follette, "you cannot always tell from the lines of the bill. I should say the proposition to withdraw the provision to incorporate railroad bonds in this bill throws a flood of light upon the purpose of this legislation. Let me say to the Senator from Rhode Island that it is not beyond question that this great organization might not put here or there criticisms of this proposition to give color to the idea that there is no great and mighty power organized behind this legislation."

After talking for two and a half hours, La Follette found himself unable to continue further and suspended his remarks until tomorrow. He was soon surrounded by Senators extending their congratulations, most of them being from the Democratic side.

Panic Made to Orded.

La Follette argued that the panic was an artificial product of J. P. Morgan and Standard Oil men, saying: "There were speculative, legislative and political reasons why a panic might serve special interests. There were business scores to settle. There was legislation to be blocked, and a currency measure suited to the system

SPERRY CHOSEN AS COMMANDER

Will Take Fleet Back to Atlantic.

EVANS WILL RETIRE IN MAY

Thomas to Command While on Pacific Coast.

TWO OTHER PROMOTIONS

Schroeder and Wainwright to Be Rear-Admirals—Sperry Famous for His Yorktown Expedition in the Luzon Insurrection.

WASHINGTON, March 17.—Rear-Admiral Charles S. Sperry will be commander-in-chief of the Atlantic battleship fleet when it leaves San Francisco in July to encircle the globe. This important detail was decided on by President Roosevelt and his cabinet today.

Rear Admiral Evans, at his personal request, will be relieved of the command at the conclusion of the big naval review at San Francisco May 3. The Admiral considers this the completion of the work he was assigned to do—the Atlantic fleet to the Pacific Coast. Admiral Evans will retire in August. To Rear-Admiral Thomas comes the honor of commanding the fleet on its visit to Puget Sound and until the homeward journey begins. He has been second in command during the voyage and will retire in October.

These retirements will make possible two promotions to the grade of Rear-Admiral and these are to be filled by the advancement of Captain Seaton Schroeder and Captain Richard Wainwright, who will command respectively the third and fourth squadrons of the fleet, and Rear-Admiral Emory the second.

His Exploit in Luzon.

Admiral Sperry has had long and distinguished service in the Navy. He is a native of New York, but is accredited to Connecticut in his appointment to the naval academy. He became a Rear-Admiral in May, 1906. During the war with Spain Admiral Sperry was equipment officer in the New York navy-yard. Afterward he was given command of the Yorktown in Philippine waters and directed the movements of the landing party on the eastern shore of Luzon, which is now regarded as one of the most thrilling adventures of the campaign against Aguinaldo. The landing party of the Yorktown was captured by Aguinaldo's men. Some of them were wounded and all were taken prisoner. Then began the famous chase of the insurgents and their prisoners throughout the length of the island, resulting in the release of the men on the northern extremity of Luzon. The officers and soldiers who went to the rescue of the Yorktown men were popularly known as

"the hare and hound" expedition, and untold hardships were endured.

Command in White Squadron.

As one of the officers under Admiral Walker, Admiral Sperry helped to make successful the picturesque voyage of the "White Squadron" which visited Europe and South America in 1891-93. The command of the New Orleans on the China station followed, and then Admiral Sperry became president of the War College. His next detail was to the last Hague conference as one of the American delegates. Returning from The Hague, he was assigned to command the fourth division of the Atlantic fleet, in which capacity he has made the trip around the Horn with Admiral Evans.

EVANS COVETS GREAT HARBOR

Wishes United States Had Target Ground Like Magdalena Bay.



Rear-Admiral Charles N. Thomas, Who Will Command the Fleet After Review at San Francisco.

MAGDALENA BAY, Lower California, via San Diego, Cal., March 17.—Rear-Admiral Evans sat for several hours enjoying the semi-tropical sun today in an armchair placed on the after bridge of his flagship, the Connecticut, gazing out over the broad waters of the bay and admiring the wonderful advantages of this out-of-the-way harbor. He pointed out its merits as a naval base in detail and regretted that its counterpart was not located on the southwestern shores of the United States.

"It would be a great thing for us," he exclaimed, "what a fine place for our purposes. Deep water, high surrounding hills and deserted shores, which permit of any range of target practice."

Georgia Earns Word of Praise.

As the Admiral was speaking the Georgia, Admiral Emory's flagship, of the second division of the first squadron, steamed within the anchorage radius of the fleet, returning from the target range. She came at rapid speed between the ships, making her way to the head of the division on the starboard bow of the Connecticut. The Admiral watched the vessel for a moment, then turned half way in his chair and spoke some orders to a member of his staff. Immediately there was stirring activity on the bridge, a half dozen officers moving with energy

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STANFORD BOYS IN OPEN REVOLT

Students Resent Leaders' Expulsion.

ALL THREATEN TO WITHDRAW

Protest Against New Rules Causes Breach.

ROWDYISM ON CAMPUS

Student Affairs Committee Finishes Twelve Leaders and Whole Body Stands by Them—Each Party Stands Firm.

PALO ALTO, CAL., March 17.—(Special.)—Stanford students are in open revolt tonight over the expulsion today of twelve students by the committee on student affairs and threaten to strike unless the men are immediately reinstated. The twelve were dropped for participating in a recent night demonstration, in which Chairman Clark of the student affairs committee was called upon and a parade of over 800 students invaded the university library, shouting their desire for a new committee, which will be less restrictive about student conduct.

The leaders of the parade were summoned before the student affairs committee today and summarily expelled. Among the number are Lanagan, the track captain, and Gay, the crew captain. The rest are all prominent in various university activities.

Demand All Be Expelled.

Tonight a giant mass meeting of students was held in Etna Hall and steps were taken leading to the reinstatement of the expelled students. A petition addressed to the committee and signed by the remaining hundreds in the demonstration demands the reinstatement of the expelled members or their own expulsion.

A second petition addressed to President Jordan and signed by all the men in the university also urges the reinstatement of the expelled men. The students hold that the 12 were dismissed without sufficient reasons and are men of excellent reputation. In the event of the failure of these petitions, the student body pledges itself to withdraw from the university until its demands are acceded to.

Assistant Registrar McDowell was present at the meeting and urged moderation on the part of the students, but the feeling was too high for his words to have effect.

Position of Committee.

In explaining the radical action of his committee, Chairman Clark publishes a statement, as follows:

"At a meeting of the student affairs committee, held on March 17, 1908, 12 students were suspended from the University for the remainder of the present semester for participating in the so-called parade of Thursday evening, March 12, 1908. The committee finds three offenses in the conduct of the so-called parade of Thursday evening:

1. The action of the men concerned on the premises of a member of the faculty.
2. The procession through the library.
3. The proceedings in Memorial Court.

Will Not Tolerate Rowdyism.

The committee finds that the students, in the demonstration, generally seemed disposed to regard it as a means of protest against the recent committee letter on the drinking question. The committee takes no stand against the protest and dissent, as such, expressed in a proper manner, but as representing the disciplinary authority of the university, the committee feels compelled to state that it cannot tolerate offenses or insulting conduct or rowdyism as a method of dissent.

The committee realizes that individuals who take part in such a demonstration differ greatly in their conduct and intentions, but since it finds no practicable and certain means of discriminating between individuals, it imposes an equal penalty on all participants identified.

INSULT TO OLD GLORY

SKIPPER PLACES GREEN EMBLEM ABOVE U. S. FLAG.

Refuses to Comply With Law Till Threatened With Gunboat, Then Hauls Down the Banner.

GALVESTON, Tex., March 17.—When Captain Moore, of the British steamship Howthead of Belfast, Ireland, here for a cargo, dressed ship today in honor of St. Patrick, he put the green emblem above the Stars and Stripes.

This violation of the United States law that requires Old Glory always to be at the top when displayed in a United States' port, was promptly called to the commander's attention by a Government inspector, but he bluntly refused to comply with the law.

Not until he received a formal demand from the United States Collector of Customs of this port, accompanied by an order for the revenue cutter to stand ready and a threat to call the gunboat into service unless the order of the flag was reversed did the skipper obey and then only to haul down the American flag and leave the green one up.

