

NO LIVES LOST

Steamer Santa Clara Awash at Table Bluff, Passengers Safe at Eureka.

100 PASS NIGHT ON TUG

Elder, From Portland, Stands by Wreck, Rough Sea Bars Heaving of Line—Vessel Likely Total Loss—Cat Is on Board.

SANTA CLARA. ETAOIN mh mbh

EUREKA, Cal., April 1.—With her decks awash and slowly settling in the sand, the steamer Santa Clara, of the North Pacific Coast Steamship Company, which was passing near Table Bluff yesterday afternoon, is lumbering at anchor in the heavy swells off Table Bluff, ten miles below here, tonight, in the same position in which she was left by Captain Noren last night.

The vessel is deserted save for the ship's cat, which would not leave the deck when the passengers and crew went over the side into the small boats.

All of the passengers who arrived here this morning on the tug Ranger will depart for San Francisco tomorrow afternoon on the steamer P. W. Kilburn. The passengers and crew, numbering 100, spent last night on the deck of the Ranger, there being no accommodations aboard the tug.

Captain and Crew Lauded.

Captain Noren and his crew, and Captain Edward Parsons, who was a passenger on the Santa Clara, are warmly praised by the passengers for coolness and courage in the face of the danger that was imminent. When it was determined that the ship was leaking and the report had come from below the capacity of the pumps was not adequate to cope with the rapid rise of the water in the hold, Captain Parsons offered his services to Captain Noren and was assigned to the work of providing for the safety of the passengers.

Assistance had been asked from shore by wireless and before nightfall the tug Ranger was standing off just north of Table Bluff, ready to render aid. When it was seen that it would be impossible to run the ship back to Humboldt Bay, the passengers were ordered transferred.

Parsons' Directs From Boat.

Captain Parsons gave his personal attention to this work, standing for hours in a small boat in the heavy sea, drenched to the skin and directing the efforts of the crew. Captain Noren and Captain Parsons were the last to leave the Santa Clara.

The tug Hercules has been sent from San Francisco for the purpose of making an attempt to take the Santa Clara in tow. Orders were sent by wireless to the steamer George W. Elder, bound from Portland, to San Francisco, to stand by the tug Hercules to offer all possible aid in the effort to save the vessel.

The elder reached the wreck at 5 o'clock this afternoon and after being until 6:30 o'clock proceeded on her way. It is said to be impossible to get a line to the steamer and the rough weather prevented a crew of men in a small boat from carrying a hawser aboard.

Captain Noren declared tonight that the Santa Clara did not strike Table Bluff over the bar, but attributes the wrenching of the plates and the consequent inflow of water to the force exerted by an unusual wave that struck the vessel as she was working her way out to sea along the channel.

BALLINGER PLAN ADOPTED

Secretary Helps Montana Out of Difficulty About Carey Lands.

HELENA, Mont., April 14.—(Special.)—Secretary Ballinger has written to Governor Norris outlining the whereby the Dearborn Canal lands may be saved by the state, although Attorney-General Wickersham recently has threatened suit in behalf of the Government to cancel the entry made under the Carey act. The land involved consists of about 10,000 acres.

Secretary Ballinger's plan involves the reconveyance of the land to the Government, with the understanding that it shall be set aside as an original entry. The state will accept this suggestion. Patents have been issued, although it is contended by the Government that the Carey act has not been complied with.

TWO ARBITRATORS ACCEPT

New York Central Wage Dispute May Be Settled Soon.

NEW YORK, April 14.—Acceptances have been received from both the men requested to serve as arbitrators of the New York Central wage dispute and the arbitration proceedings are expected to begin in this city early next week. The two arbitrators are P. H. Morrison, president of the Railway Employees' Association, and E. E. Clark, of the Interstate Commerce Commission.

Today both the representatives of the Central's conductors and trainmen, who are making advances in wages of from 3 to 54 per cent, and the railroad officials are working on the arguments which will be brought to bear upon the arbitrators. The railroad has indicated its willingness to grant advances, but not to the extent the men demand. In case the two arbitrators are unable to agree on the rate of advance to be granted, they will name a third arbitrator to decide.

Thaw's Bankruptcy Action On.

FISHKILL, N. Y., April 14.—At the Matteawan State Hospital, this afternoon, before Van Ames, of Newburgh, began asking Harry K. Thaw's testimony in bankruptcy proceedings. The motion for Thaw's discharge in bankruptcy was made at Pittsburg.

COURT OPERA-HOUSE AT VIENNA, AND MONARCH WHO WILL MEET COLONEL ROOSEVELT ON HIS VISIT.



ABOVE, HOME OF VIENNESE OPERA; BELOW, EMPEROR FRANCIS JOSEF.

FEES CAUSE RIFT

Mrs. L. O. Swope Has to Bear Prosecution's Burden.

HELP REFUSED BY FAMILY

Amount to Be Charged by Lawyer Objected to, and for Week Dispute Has Been On—47 Men Obtained for Jury.

KANSAS CITY, April 14.—A dispute between Mrs. L. O. Swope and the special counsel she employed to assist the State in the prosecution of her son-in-law, Dr. Hyde, has been brewing for a week over the size of the attorney's fees, it developed today.

Other members of the Swope family having refused to aid in defraying the expenses attached to the employment of the lawyers, the burden of payment fell upon Mrs. Swope, she objected to the amount of the fee, and suggested a smaller one. At one time it appeared as if the counsel would withdraw from the case, but a fee was agreed upon.

A temporary jury of 47 men was obtained in the Hyde murder trial shortly after 5 o'clock tonight. Attorneys will exercise their peremptory challenges tomorrow and at 5:20 o'clock the names of the final jurors will be announced in open court. After the last jurors had been placed in the Marshal's custody, Prosecutor "Cigi" Conkling expressed a desire to question one of them further. The court ruled that this could not be done. Judge Latashaw asked the attorneys when they would be able to complete their peremptory challenges.

TEAMSTER LOST IN RIVER

Battered Body Recovered Seven Miles From Scene of Accident.

OGDEN, Utah, April 14.—Losing sight of the road in the dark, Robert Graham, 25 years old, a driver for the P. M. Moran Construction Company, drove his team, attached to a heavily loaded wagon into the Weber River near the mouth of the canyon Tuesday night and was drowned.

His battered and broken body was discovered at 9 o'clock yesterday morning on a sandbar in the middle of the river near the thirty-third street crossing of the Salt Lake & Ogden Railway, seven miles below the scene of the accident. It was recovered by R. Zornavean, a sailor, after a dozen strong swimmers had buffeted the river in numerous attempts to reach the sandbar.

CRISIS WARNING SOUNDED

High Cost of Living Foreshadows Trouble, Says Railroad Head.

NEW YORK, April 14.—A warning of impending danger, not only to man-

ufacturing interests, but to the whole country, is sounded by W. C. Brown, president of the New York Central Railroad, who believes that the high cost of living foreshadows a national crisis.

In a statement made public today, Mr. Brown quotes statistics showing that consumption is increasing at a much greater rate than production, and likens the situation to two railroad trains traveling on a single track, one train representing production moving at 36 miles an hour and the other representing consumption, making 60 miles an hour.

"It is plain," he points out, "that the second train must soon overtake the first, so picture the result." He refers to the recent meat boycott as illustrating a similar economic problem. Referring in a general way to the differences between the New York Central and its employees, which it has been agreed to arbitrate, Mr. Brown said that the company is just closing negotiations which will result in increasing its payroll nearly \$3,000,000 annually.

CHANNEL FERRY PLAN

TRAINS TO CROSS FROM ENGLAND INTO FRANCE.

Ex-President of Grand Trunk Says American Experience Proves Scheme Is Feasible.

LONDON, April 14.—(Special.)—Sir Charles Rivers Wilson, ex-president of the Grand Trunk Railroad, announced today that in less than two years a train ferry would be running between Dover and Calais and that a similar service would be established between Folkestone and Boulogne, as well as other ports on the main lines of travel between England and the continent. Sir William White and Sir John Wolfe-Barry, prominent engineers, are hard at work on the plan. "Englishmen exclaim 'impossible,'" said Sir Charles today. "On the contrary, it is entirely possible. At least 22 train ferries are in operation in Canada and the United States, not to mention the service between the Scandinavian Peninsula and Germany, to enable travelers to cross stretches of water while peacefully slumbering in their sleeping-car berths."

PINCHOT ENTHUSIAST ERRS

Press Bureau Is Persistent, With or Without Facts.

OREGONIAN NEWS BUREAU, Washington, April 14.—The enthusiasm of the Pinchot press bureau knows no bounds. Take notice of this: A newspaper printed in St. Paul, of March 29, printed a glowing account of an eloquent address delivered in that city the night before by Mr. Pinchot before the Minnesota Conservation Congress. In the introduction to this sentence occurred: "Mr. Pinchot's address was listened to with close attention by the large audience and several times the speaker was interrupted by loud applause."

Alphonso Dissolves Parliament.

MADRID, April 14.—King Alfonso today signed a decree dissolving Parliament. The new Parliament will be elected in May and will assemble June 15.

U. S. DELAY SCORED

Attorney Lafferty Says Land-Grant Suit Is Hindered.

PROMPT ACTION IS WANTED

Portland Lawyer in Washington Urges Department of Justice to File Brief Long Due—Tardiness Is Very Discouraging.

OREGONIAN NEWS BUREAU, Washington, April 14.—Asserting that the Government is taking an unreasonable length of time in which to file its brief in the California Railroad Land Grant suit, pending in the Federal Court at Portland, Attorney A. W. Lafferty, now in Washington, is striving to stir up the Department of Justice to immediate action.

According to Mr. Lafferty, the Government has hindered rather than helped the movement to compel the railroad company to sell its 3,000,000 acres of remaining lands to settlers. The action of the Government in delaying hands off a decision in the suits filed by settlers would have been procured before this either for or against the enforcement of the law, said Mr. Lafferty today, and the people of Oregon would know where they stand. The Portland attorney favors the immediate reversal of the dictatory policy thus far pursued by the Government, and says that if the Government wants to win the case it should encourage settlers to go at once upon the lands.

John L. Snyder and other citizens residing on the railroad lands in Columbia County, Oregon, in the Fall of 1907, filed the first suits ever brought against the railroad company to enforce the terms of the grant. Later, the Government intervened and filed a suit asking for a forfeiture of all the unsold railroad lands to the Government. Attorney Lafferty contends that the Government is not entitled to render its decision long ago. The consolidated suits of the settlers and the Government were argued on the railroad company's demurrer in March, 1909, and the Department of Justice has not yet filed its brief of the argument. The Government's brief merely declares that he will demand that the Department of Justice either file its brief at once, and hereafter prosecute the case with all convenient speed, or he will apply to Judge Wolverton to be allowed to proceed with the cases of his clients independent of the Government. Attorney Lafferty said:

"The whole trouble originated when the Government adopted the forfeiture theory, inasmuch as the Government is selling its remaining lands to settlers. The action of the Government in merely asking for a forfeiture of all the unsold railroad lands to the Government has been taken with the avowed purpose of discouraging settlers from going on the lands. The Government has abandoned immediately it will result disastrously. The principal defense of the company is that the lands are not capable of settlement, and if no settlers to speak of are on the land when the case is tried this circumstance will strongly corroborate the defendant's contention."

"The acts of Congress granting these lands to the railroad company are so plain that the situation of the disposal of these lands in that way. If simply made the railroad company sales agent for the Government. Only such settlements as necessary as was required under the old pre-emption law, which required six months' residence, and any person who had lived on the land for a tract of this land for that period will win out, in my opinion, in a suit to compel the company to execute to him its stipulated price for the disposal of these lands in that way. If simply made the railroad company sales agent for the Government. Only such settlements as necessary as was required under the old pre-emption law, which required six months' residence, and any person who had lived on the land for a tract of this land for that period will win out, in my opinion, in a suit to compel the company to execute to him its stipulated price for the disposal of these lands in that way. 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