



STEAMER REPUBLIC IN COLLISION WITH THE FLORIDA

Two Ocean Liners Clash in Dense Fog

NO LIVES ARE LOST

Passengers Transferred on the Florida Which Was Less Injured

WIRELESS BRINGS FAST AID

Republic Damage to Such an Extent That She Will Probably Sink—Only Human Beings Are Removed—Freight All Left.

NANTUCKET, Jan. 24.—A wireless message received early today from an unknown steamer, probably the Baltic, says that four passengers of the Republic were killed in the collision. The steamer Florida is damaged about the bow. She is proceeding to New York under convoy of the Baltic.

NANTUCKET, Jan. 23.—In picking her way through the dense fog at the Nantucket lightship at dawn today, the steamer Florida of the Lloyd Italian line, bound to New York from Naples, dealt a death blow to the outward bound steamer Republic of the White Star Line, laden with passengers seeking pleasure in Southern Europe, and with supplies for the United States battleship fleet. The Florida proving to be less seriously injured than the other steamer took aboard the Republic's passengers almost immediately and 12 hours later all the officers and crew of the Republic with the exception of Captain Sealby, left the vessel, Captain Sealby in his gig, refusing to leave sight of his beloved vessel until she had disappeared forever beneath the waves. The Republic was on her regular course for her outward passage, but the Florida was 30 miles off the prescribed line for in-bound steamers. Whether she was seeking a return to that course or was wandering still farther astray in the fog, could not be learned from the meagre dispatch-

es received up to 10 o'clock tonight. Wireless telegraphy played an important part in the accident for it summoned to the Republic within a few hours three ocean liners, the La Lorraine, Baltic and Lucina. It is apparent that the Florida must have been 30 to 40 miles off her course in being anywhere near the Republic, as the eastbound and westbound steamer lines are a farther distant apart. As soon as the Republic had struck and the extent of the damage became known the wireless calls for assistance were sent broadcast. All vessels within range of the mysterious pulsations were asked to hasten to the scene. The first call which the Republic had been sending which was recorded on land was caught at the Charleston navy yard at 8 o'clock this morning. It said:

"To the revenue cutter Gresham of Boston. The steamer Republic is in distress and is sinking in latitude 40:17, longitude 70:26, southwest of Nantucket."

The Gresham was not at the navy yard, intercepted the call in Providence harbor. She started immediately for Nantucket. Other wireless apparatus also caught the message and in a short time the cutter Acushnet was on her way out from Wood's hole; the Hohawk, another revenue cutter started from New Bedford and Seneca had started from New London. The Mohawk soon ran aground, while the Acushnet did not get outside of the vineyard of Haven Harbor and later came back to ascertain if the vessel was still in distress. In the meantime the Baltic and La Lorraine, both of whom had passed the Republic a few hours earlier and were speeding into New York heeded the call for assistance and put about. The Lucania, which was to the eastward of Nantucket light also catching the message hit up her speed and pressed to the assistance of the Republic.

The collision being amidst immediately flooded the engine rooms leaving her absolutely helpless. Fortunately however, her equipment was well supplied with storage batteries and these were used for more than six hours, until they gradually became exhausted. After that her recourse was to signal by means of submarine bells. In the middle of the forenoon the transfer of the passengers to the Florida was made and although the fog was very dense, unusually calm weather for this time of the year enabled the transfer to be made without an accident. Only human beings were removed from the Republic, all baggage being left on the Republic. By noon the Baltic and La Lorraine were close to the scene but owing to

the fog were unable to locate the Republic although they could hear the sub-marine bells. During the forenoon the fears of those on shore were somewhat allayed by a message from the captain of the Republic which read:

"The steamship Republic off Nantucket, when 26 miles off Nantucket light this morning was run into by an unknown vessel. The engine rooms are full of water; can remain afloat; no danger; no lives lost. Sealby, captain."

After this came still more assuring news that the Florida had taken off the passengers without an accident. The closing of her compartments was what kept the Republic afloat, but a message from the Baltic late this afternoon stated that the pressure on these was so great that they were likely to give way at any moment.

NEW YORK, Jan. 23.—The Republic, a tourist steamer, left New York Friday afternoon for Mediterranean ports. There were on board 250 first-class passengers, 211 in the steerage and a crew of 300. Captain Sealby, a veteran seaman, in command. Among those on board were Archbishop Birch of Montreal; Jas. B. Connelly, a writer of sea tales; Mrs. H. J. Briggs, wife of the president of the Bank of New York; Alice Morse Earle, the author; and Mr. and Mrs. Hoover of Seattle.

The transfer of the Republic's passengers to the steamer Baltic was completed shortly before 1 o'clock this (Sunday) morning and both the Baltic and Florida started for New York.

DREW BILL MAY EFFECT ALL FOREIGNERS

WANT CLAUSE DISCRIMINATING AGAINST JAPANESE CUT OUT OF THE MEASURE.

SACRAMENTO, Jan. 23.—Ex-Mayor Pielan of San Francisco who is in Washington conferring with the federal authorities regarding the proposed legislation against Japanese owning land within the state, telegraphed Senator Sanford today that the administration favored a bill striking out the clause in the Drew bill which discriminated against the Mongolians. The telegram follows: "Advise the new bill forbidding land ownership to all foreigners. There is no objection to that here. Suggest the commission to correct statistics of Japanese invasion."

MANY PENSION BILLS ARE PASSED

MEASURE TO INCREASE PENSION OF LATE REAR-ADMIRAL GOGHLAN DEFEATED

WASHINGTON, Jan. 23.—A large number of pension bills were passed in the house today and by a decisive vote of 42 to 13, the widow of the late Rear-Admiral Coghlan was refused an increase of pension from \$50 per month to \$100 per month. The consideration of the bill to prohibit importation of opium except for medicinal purposes were prevented by Payne of New York on the ground that such action would reduce national revenues \$1,000,000 per month and would not lessen the use of the drug. The house adjourned until tomorrow when services will be held for the late Representative Dunwell.

REACH NO DECISION.
SAN FRANCISCO, Jan. 23.—The case of Attorney A. S. Newberg, who is charged with attempting to bribe J. S. Kelley, a prospective juror, to vote for Abe Ruef's acquittal, went to the jury today. The jury disagreed after being out five and a half hours and stated there was no prospect of an agreement.

PORTLAND HOG GRUNTS AGAIN

Wants to be State Capital and Fair Site

ALSO WANTS ASYLUM

Multnomah Delegates Find All Kinds of Fault With Salem as Capital

CLAIM WATER IS UNFIT

Senator Bailey Introduces Bill to Have State Fairgrounds Sold and Another Site Purchased at Portland or Near There.

STATEHOUSE, Salem, Or., Jan. 23.—The talked-of movement to transfer the seat of government from Salem to Portland is founded on something firmer and more substantial than josh. Now Senator Bailey has introduced a bill to have the State Fairgrounds sold and land for the State Fair bought at or near Portland. Soon to come will be a measure transferring the Asylum for Insane. It is freely predicted that should Bingham's resolution to change the capital from Salem to Portland pass the senate it will also pass the house, and if once placed on the ballot at the next election the voters of Multnomah county will see that the seat of government is shifted north 50 miles.

Senator Bailey's measure provides that the State Board of Agriculture "shall also provide for an annual fair or exhibition by the society of all the industries and industrial products of the state, at Portland, Multnomah County, Oregon, and determine the amount of premiums." Further: "The said Board of Agriculture is hereby also instructed to sell, at public or private sale, all properties located in Marion County, Oregon, which have been acquired under the provisions of section 4145, Chapter 1, Bellinger & Cotton's Code, and to acquire by purchase or donation, lands in Multnomah County, Oregon, for the purpose of carrying out the instructions as set forth in section 4138 as amended."

Approximately \$800,000 will be asked for the asylum of the legislature. The members who have visited the asylum this session do not consider it a satisfactory building. The prevalent idea is that a number of cottages is better than one large institution, but if there is to be an institution, then a new and strictly modern structure can be built for \$500,000. The city of Salem wants the state to assist in the installation of a new water system, a system which will bring mountain water to the town. Legislators, while admitting that the water at the asylum is not all that it should be and that some day an epidemic of sickness will break out owing to the water, contend that in view of the improvements and repairs needed at the old building and the cost of sharing in a new water system for Salem, it is cheaper to bring the asylum to water than water to the asylum. The location of the asylum is also criticized.

All these points are being discussed in the Senate and House informally among the members, and while every two years there is talk of moving the capital to send chills up and down the spine of the Marion county delegation, this time the movement is more earnest.

CLAIM BRYAN'S DAUGHTER HAS NO GOOD CAUSE FOR DIVORCE.

PARIS, Jan. 23.—W. H. Leavitt yesterday received from T. S. Allen, his wife's lawyer at Lincoln, information that Mrs. Leavitt, who is W. J. Bryan's daughter, had filed petition for divorce on the ground of incompatibility of temperament and non-support. He was questioned regarding the matter today and declined to discuss it, saying he does not desire to embarrass his wife in any way. Leavitt will not oppose the suit. With his mother, with whom he has been living in Paris, he will leave in a few days for America. His departure is in no way connected with the suit, but is part of his plan to exhibit his picture "The last supper." Leavitt's friends in the Latin quarter who esteem him highly as a serious worker, said his life has been exemplary. They declare Mrs. Leavitt's decision to obtain a divorce is due entirely to her nervous temperament.

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Two Italians Discharged From Rubber Factory Seek Revenge--20 Injured

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this is the case in the United States, he said, because the United States is too big to be loved. He declared that no American loves his land in the same way that the Swiss and the Norwegians love their lands. "Neither," continued the speaker, "have we Americans any dynasties to love and around which to center our love of country. We cannot love the house of Roosevelt, or the House of Denoon or of J. Hamilton Lewis."

RED CROSS FIRST AID.

CHICAGO, Jan. 23.—The Red Cross First Aid Legion of Illinois, a state organization planned for some time, is a fact. The ideal at which it aims is 30,000 men in Illinois trained by officers and surgeons of the United States army and equipped by the state and federal government similarly to the Illinois National Guard. The Chicago crib disaster is pointed to as an illustration of the advantage of having a large state organization composed of workmen in every division of labor who will be trained in first aid medical science.

BEEF LAWYER LEAVES.

CHICAGO, Jan. 23.—The United States district attorneys who are conducting the investigation of the beef industry have manifested considerable interest in the discovery that Edward Lundberg, an attorney associated with the defense in the beef trust investigation of 1905 has suddenly severed his connection with his employers and left Chicago. For several years Lundberg had been employed by packing concerns. It is said he has gone to Portland, Or. The district attorneys refused to say whether the disappearance of Lundberg has any significance in the present inquiry but it is probable that they will communicate with him at Portland. His thorough knowledge of the business of the packing concerns makes him desirable as an expert witness.

LATIN QUARTER SYMPATHIZE WITH LEAVITT

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GOVERNMENT TAKES STEPS TO RECOVER O. AND C. LAND

formally charged with having rifled private boxes. The peculations are alleged to have extended over a year or more during which time jewelry and money to the amount of between \$70,000 and \$75,000 is alleged to have been stolen. The exposure came a week ago when one of the bank patrons discovered that diamonds valued at \$500,000 had disappeared. Later they were recovered.

REGGIO STILL FEELS FREQUENT QUAKES

HAD ONE YESTERDAY SAID TO BE AS SEVERE AS THAT OF DECEMBER 28.

REGGIO, Jan. 23.—Several earthquake shocks were experienced this afternoon. One of them though short was said to be as intense as the earthquake of December 28, when Messina and Reggio were overwhelmed. The walls of damaged houses fell and the panic among the residents is indescribable. There was a slight trembling at Palmi, but no damage.

JOHNSON WANTS ALL ASIATICS INCLUDED

AUTHOR OF ANTI-JAPANESE BILLS AGAIN DEFIES FEDERAL AUTHORITIES.

SACRAMENTO, Jan. 23.—Grove L. Johnson, author of the three anti-Japanese bills that have aroused the antagonism of President Roosevelt and Secretary Root, again defied the federal authorities today by introducing a joint resolution asking Congress to extend the Chinese exclusion act so as to include all Asiatics. Governor Gillett will veto any bills discriminating against the Japanese and the organizations of both houses are on record as being opposed to the enactment to all laws not favored by the national administration.

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File Suits Against Two Roads, Many Individuals

VALUED AT \$15,000,000

About 353,288 Acres of Rich Country is Involved in the Proceedings

TIMBER COMPANIES OWN MOST

Government Allege the Lands Were Sold to Timber Companies and Not to Bonafide Settlers at \$2.50 an Acre as the Law Requires.

PORTLAND, Jan. 23.—The United States government today filed 35 suits against the Oregon & California Railroad Company, the Southern Pacific Company (the present owner of the O. & C. R. R.), and against more than 100 other individuals and private corporations. These suits are to recover from the railroads and their grantees, who comprise the other defendants, an aggregate of 353,288 acres of land within the "Old O. and C. land grant" in this state. The lands are valued at over \$15,000,000.

The suits which were filed by B. D. Townsend, special assistant to the attorney-general, are corollary to, but entirely separate from the suit recently filed by the federal government against the Oregon & California and Southern Pacific to cancel the patent to the grant on the alleged grounds that the companies had failed to dispose of the lands contained within them to bona fide settlers at rate of \$2.50 per acre. The present suit is for the purpose of recovering from the grantees of the railroads, the 353,288 acres which the government alleges they sold to the timber companies.

The defendants named are scattered from Maine to California, and when the trial comes it will perhaps surpass in variety of residence and (Continued on page 8)

SOQUEL WRECKED ON SEA BIRD ROCKS

Captain Jamieson's Wife and Child Killed by Falling Spars, Several Others Drowned

VICTORIA, Jan. 23.—The American four masted schooner Soquel, Captain Jamieson, from Callao to Port Townsend, in ballast, was totally wrecked on Sea Bird rocks, Friday night at the mouth of Pachena Bay, near where the Valencia was lost with 140 lives on the same day two years ago. The Soquel was endeavoring to enter the straits when the accident happened. Captain Jamieson's wife and child were killed by falling spars when two of the masts came down, soon after the schooner struck. The steamers Tees and Leebro, the latter carrying the crew of the wrecked Bamfield Creek motor life boat, with much difficulty rescued five of the crew. The Leebro boat was awamp-

ed during the rescue work and some of the live savers were almost drowned. The Tees picked them up. Six men, one prostrated with a broken leg, could not be got off before darkness came. They were left on board the wreck, and the Tees went to Bamfield Creek to land those who were saved.

The revenue cutter Manning went from Tootoosh this afternoon to assist in the work with the Wyadla life boat and it is expected that those remaining on the wreck and the bodies of the victims will be recovered. Five were rescued from one of the Sea Bird rocks where they landed early this morning. They had built a fire and huddled about it, waiting for rescue.