

OREGON MAN TELLS THE JOURNAL DETAILS OF CAPTAIN COOK'S INCONCEIVABLE CRIMES

HIGH WATER THREATENS PITTSBURG

Thousand People Already Homeless and Water Expected to Reach 30-Foot Mark This Morning, Driving Many More Out.

Baltimore & Ohio Depot Submerged and Tracks All Over That Section of Country Washed Out by Rapidly Rising Rivers.

(Hearst News by Longest Leased Wire.)
 Pittsburgh, Pa., Feb. 15.—With the rivers above flood stage, 26 feet at the Market street gauge at 9 o'clock this evening and steadily rising, Weather Forecaster Henry Pennywitt said:
 "I expect 30 feet tomorrow morning."
 The 22-foot mark, at which damage is done to unprotected property, was reached shortly after noon, and by 5 o'clock the water was about 24 feet high. It is estimated that about 1,000 people already are homeless here and conditions are rapidly growing worse. The damage to property already reaches into the thousands. The crest of the flood is expected tomorrow.

Shortly before 2 o'clock the water found its way into Exposition park and soon it was flooded. About the same time it was reported the cellars of buildings on Water street had become flooded.

Shortly after 2 o'clock the band stand on the Monongahela wharf was taken down to prevent it from being carried away, by the rushing waters. The predicted stage will put Duquesne way, Seventh street, Ninth street and other low-lying streets under water as far as Pennsylvania avenue. Parts of Water street and a small portion of Wood street will also be submerged.

Twenty-one feet puts the Baltimore & Ohio railroad tracks on the north side under water and makes it out of the question to run trains into the station on that side of the river. The Baltimore & Ohio abandoned its depot this morning, running the trains of the Pittsburgh & Western branch in and out of the Water street station.

At Pittsburg the Allegheny was choked with ice from shore to shore today, almost concealing the water. It came from the breaking of a gorge at Saltsburg.

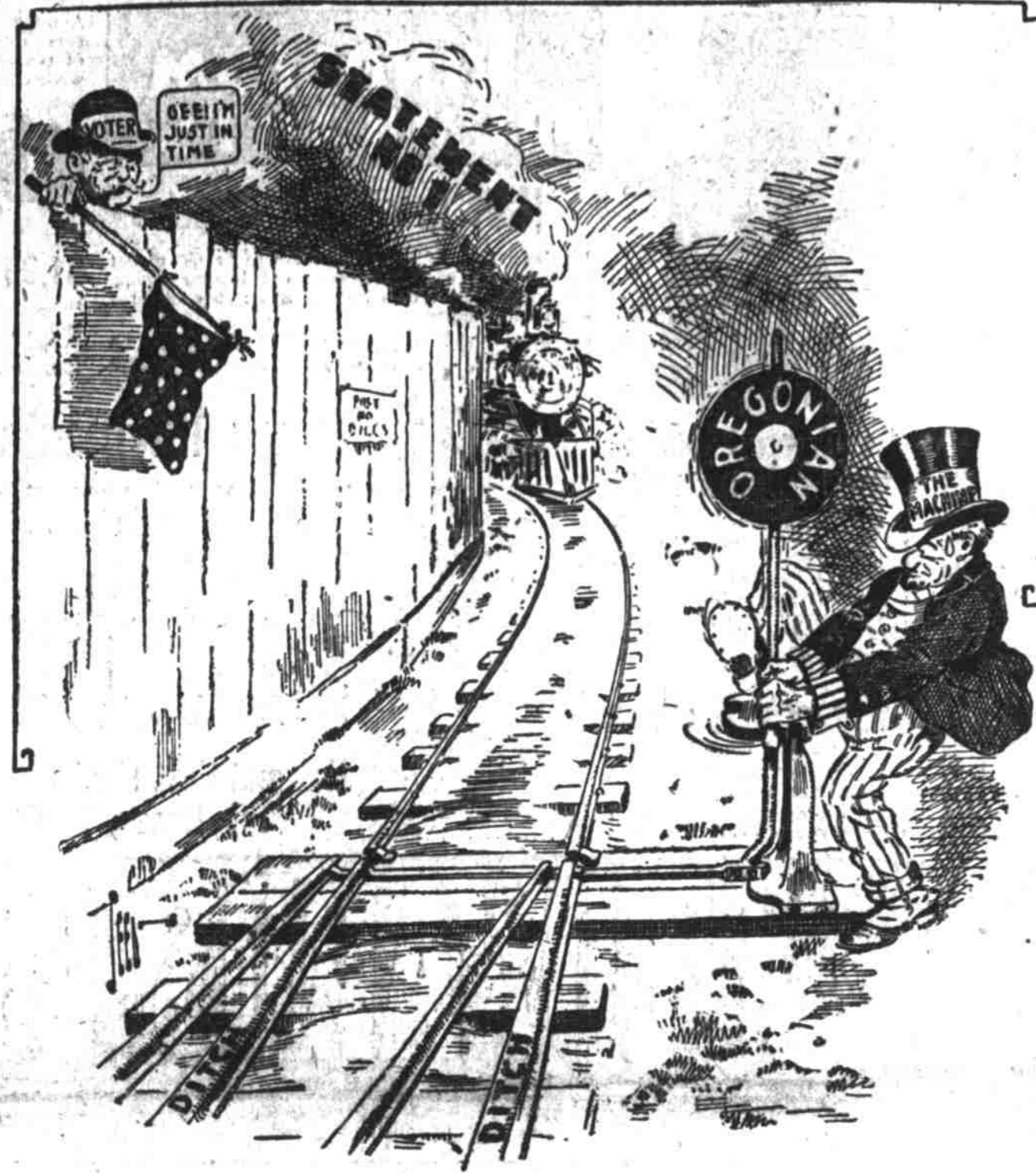
Crest of Flood at Noon.
 "The crest of the flood will be here about noon," said Weather Forecaster Pennywitt tonight. "The water will reach a height of at least 30 feet. The rivers will remain stationary for some time and the fall will be slower than the rise."

After midnight the water was rising about six inches an hour. All danger from ice has passed away. Gorges on the Monongahela, Allegheny and their smaller tributaries have broken and the ice is running out freely. The flow of water is too fast to permit new gorges to form and although the mercury has dropped below the freezing point the temperature will have no effect on the flood.

As the waters poured into the cellars in the low-lying districts and then slowly mounted into the first floors, furniture was hurried to an upper story, where women and children fled for safety, only to be rescued by police. Thousands of dollars' worth of damage has already been done to dwellings and at midnight the water had reached the 27-foot mark and was slowly rising.

Windows Boarder Up.
 Wearing high boots, men waded through the surging torrents and worked like beavers to remove goods to places of safety. It is estimated that 1,000 families have been driven

A TRAIN-WRECKER FOILED



"There Was I, Waiting at the Switch"

WEST SIDE LINE JUST LIKE HARRIMAN'S POLICY--SHAKY

SEATTLEITE SAYS NATION IS JOKE

Congressman Humphrey Declares It Is Absurd to Call Country a Power.

(United Press Leased Wire.)
 Detroit, Feb. 15.—"Shameful neglect," which allows foreign ships to carry the commerce of the United States, including the United States army supplies and coal for the navy, formed the theme of the address of Congressman William E. Humphrey of Seattle at the board of comment speakers at the dinner here tonight. Other prominent speakers at the dinner were Congressman J. Sloat Fessenden of New York, former Congressman Charles R. Schirm of Baltimore and J. T. McClary, second assistant postmaster-general.

Concluding his speech on the weakness of the merchant marine, Humphrey said:
 "It is egotistical and absurd for this nation today to talk about being a world-power, much less talk about playing a great part in world politics. As a sea-power, we are almost as helpless as Russia was at the beginning of her war with Japan. It might be profitable for the moment to rehabilitate our merchant marine, however. A direct subsidy is the only remedy seriously considered by congress, today."

SEVEN DIE IN COLLISION

Interurban Toledo Car and Michigan Central Flyer Crash Together at Crossing—Many Passengers Seriously Injured—Signals Misunderstood.

(United Press Leased Wire.)
 Toledo, O., Feb. 15.—At least seven persons are dead and 15 injured, several fatally, as the result of a collision between a crowded electric interurban inbound car, on the Toledo & Western, and a Michigan Central "flyer" outbound, at the crossing of the Michigan Central in West Toledo.
 In addition there are two small boys, two men and one woman dead. Burt Stanley, of Sylvania; George Bragdon, of Toledo, and Mayor Jones and his wife, of Sylvania, are among the more seriously injured.

Eager Efforts to Shield Railroad Company but Travelers Are Wise.

Oh, I fear to ride on the bumpety-bump (The railroad line with ties in humps). Where the cold steel rail is a vagrant part Of the real "cold steel" in its iron heart.
 But the world is small—so small, indeed, That a ride on a rail at a minimum speed Means a risk, and a run, with a gasping breath— A risk that may come in a ride with death.

Alas for the west side bumpety-bumps, "interests" take us all for chumps!
 —From the Unpublished Ballads of an Investigating Committee.

The railroad commission has attempted to discover a fracture in the rail that caused the wreck of the Forest Grove train with a microscope. The commission was transported to the scene of the accident in a "special train" provided by the railroad. The question still remains unanswered. "Is the west side road of the Harriman system, with its little 56 pound rails and its unballasted tracks, safe?"
 With no ballast save that furnished by Oregon mud, with a few loose stones thrown on top here and there, with ties that have rotted until the spikes in

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ESPEE FACES A DOUBLE CHARGE

Forecasted Criminal Actions Will Shortly Be Begun in Oregon and California.

(United Press Leased Wire.)
 Washington, Feb. 15.—The federal government this afternoon, in the legal warfare which is being waged against the Harriman railroad interests, announced that criminal actions will shortly be begun in Oregon, California and other states against the Southern Pacific for alleged granting of rebates which may reach \$600,000 in amount. This action had already been outlined in United Press newspapers.

Coincident with this move comes the information that the federal government's recent investigation has stirred the California state commission into activity, and acting under the direction of the attorney-general of California it has begun an inquiry to punish the Southern Pacific for additional rebate offenses the interstate commerce commission discovered but cannot reach because they were granted wholly within the state of California and did not apply to interstate traffic. It is unofficially estimated the amount involved in these alleged offenses may exceed another \$500,000.

The interstate commerce commission, in the report of its investigations made public tonight by Commissioner Lane, who directed the inquiry, in summing up the startling conclusions of illegal offenses, says:
 "The explanations offered by these officials for the illegal practices revealed was that in general they were for securing to secure the fact that shippers would move otherwise where such rebates are granted. In view of the foregoing it is directed that a copy of the transcript of the testimony in this matter be forwarded to the district attorneys for the United States for the several judicial districts in which offenses against the law to regulate commerce were committed, as shown by this record, and that such officials be requested to at once institute such prosecutions under the law as may be warranted."

JURY FAILS TO REACH AFFINITY VERDICT

(United Press Leased Wire.)
 Chicago, Feb. 15.—The jury in the Marian Gray "affinity" bureau case failed to agree, up to midnight, and was locked in a room in the federal building for the night. Judge Landis remained in the federal building until 11:30 and then departed.

ISSUE WILL BE CONTROL OF OCTOPUS

Bryan Says Question Facing People of United States Is Whether the Corporations Will Run Country or Nation Be Dictator.

Implies That Republicans Have Failed to Carry Out Brave Program Suggested by President Roosevelt in His Recent Speech.

(United Press Leased Wire.)
 Chicago, Feb. 15.—William J. Bryan, in an interview tonight defining the issues of the campaign, used the exact language President Roosevelt used in the message next to the last one sent by the chief executive to congress. Bryan said:

"The chief question is, whether the great corporations shall control the government, or the government control the corporations."
 While he did not specifically charge the Republicans with repudiating the president's policy, Bryan declared the Democrats stand for the Rooseveltian principles and, by implication, accused the Republicans of rejecting the platform of their own leader.

"This question enters into the consideration of all others and dominates them," he added.
 "The big corporations intrude in all matters pertaining to labor, interstate commerce abuses by railroads, interfere in the tariff problem, and in every channel of the government's affairs."
 "The Democrats purpose the elimination of that baleful influence and the restoration of the government to a healthy state. The latest returns from all parts of the country indicate success. The Republicans are split with dissensions and personal factions, while the Democrats practically are a unit. The slight friction in the east will pass away without any perceptible effort before the time for voting arrives."

Mr. Bryan lectured tonight before the Catholic Women's society on the topic, "The Prince of Peace." He said that politicians should accept Jesus Christ as their model and exemplar, and try to raise their minds to the lofty plane of the reformer "who desired peace on earth, good will to men."
 Later Bryan left for Indianapolis.

SPANISH WOMEN ASK FOR EQUAL SUFFRAGE

(United Press Leased Wire.)
 Madrid, Feb. 15.—Spain is to have its share of woman's suffrage agitation, which has spread from England and the United States and women who desire to wield the ballot have inaugurated a propaganda to secure their rights.
 The Spanish agitators have found a champion in Deputy Arusaga, a Republican representative.
 A resolution was introduced today in the chamber of deputies by Arusaga demanding woman suffrage. The measure provides that all married women and all women over 21 years may vote.

Hunting Moonshine.

(United Press Leased Wire.)
 Newark, N. J., Feb. 15.—Internal revenue department officers are today searching the Orange mountains for moonshine whiskey stills. The fact that more whiskey is being sold in Newark and vicinity than is properly registered has given rise to the rumor that the product is coming from local stills.

Virginians for Taft.

(United Press Leased Wire.)
 Richmond, Va., Feb. 15.—The third Republican congressional district committee this afternoon unanimously adopted a resolution pledging support to Secretary Taft for the presidency.

ANNA WILL REMARRY BONI

Madame Gould Decides to Make Second Alliance With Frenchman So She and Sons Will Be Received in High Social Circles Once More.

(Hearst News by Longest Leased Wire.)
 Paris, Feb. 15.—The Countess Stanislas de Castellane, who was the Cuban heiress, Miss Terry, made an interesting confidential statement today to the correspondent of the Journal News Service. The countess said:
 "It is virtually arranged that Anna Gould will remarry Count Boni de Castellane. Anna has found that since her divorce she is not received anywhere in the best French society and she has had to put up with second-rate persons in the American colony. Her unfortunate

Soul-Stirring Narrative of Personal Experience With Man Whom T. Cader Powell, United States Marshal and Unconvicted Felon, Permitted to Escape

In the issue of January 26 The Journal published an exclusive story by John Underwood, a Nome mineowner, told before the investigating committee of the bureau of commerce and labor in Washington, of the inhuman and fiendish cruelty of Captain J. A. Cook, master of the whaling vessel Bowhead. In substantiation of that tale of inconceivable brutality and murder is the following statement furnished The Journal by Will Walker, of 1626 Twenty-first street, Sellwood, who shipped out of San Francisco on the Bowhead March 16, 1908, supposedly for a six months' cruise, but who was held a prisoner, together with the rest of the crew, under Captain Cook for nearly four years, returning to Portland from Alaska a few days ago. Walker reached Seattle with barely enough clothes to cover him. The ship paid him no wages, as is customary with the legalized grafters who operate whaling vessels.

Walker's story of Cook's barbarous practices, torture of his sailors and hellish brutality, if it were not verified beyond all doubt, would be too horrible to believe. Words fail to adequately describe the devilish punishment the master of the bark inflicted upon his men. The horror and grotesqueness of Jack London's "Sea Wolf" pale into insignificance before the recital of Captain Cook's outrageous treatment of the men under him whom he ruled without mercy or even the consideration that wild animals give a fallen prey.

While remaining in Alaskan waters, Cook was protected by such men as T. Cader Powell, United States marshal at Nome, formerly Multnomah's county clerk and an embezzler of public funds of the county.



Will Walker, Oregon Man Who Was a Victim of and Who Witnessed the Fiendish Cruelty of Captain Cook.

SENT TO PRISON FOR ONE MINUTE

Seattle Man Released Before Sentence Expires on Good Behavior.

(United Press Leased Wire.)
 Seattle, Feb. 15.—What is regarded as the shortest sentence ever imposed in this country on a person charged with crime was fixed this morning by Judge Frater in the criminal department of the superior court when he sentenced Garfield Long to serve one minute on a charge of petty larceny. Sentence was suspended during good behavior.
 Long was arrested several days ago on information accusing him of having stolen \$5 from the purse of Miss Miss Fletcher, his landlady. When arraigned this morning Long entered a plea of guilty. Many persons appeared and entered pleas for clemency on the ground of the young man's previous good conduct and his evident intention of leading a better life.

Captain J. A. Cook, whose brutal and unwarrantable treatment of his sailors during a four years' cruise in Alaskan waters, is to result in further investigation by the bureau of commerce and labor, was commander of the whaling bark Bowhead from March, 1898, until 1907.

The fiendish cruelties practiced by Cook, only a small portion of which are related in the following interview with Will Walker of Sellwood, took place for the most part while the bark was cruising in the Arctic sea, northeast of Point Barrow.

The Bowhead returned to San Francisco in November, 1906, after being out since March, 1903. The crew had tried at Nome and at Seattle to interest the United States district attorneys in their stories of inhuman torture and punishment, but failed in their efforts until in February of last year when a grand jury sitting in San Francisco returned an indictment against Cook for brutality on the high seas. The Bowhead had also been libeled for over \$100,000, but before the slow machinery of the law turned, Cook had fled to Brookline, Massachusetts. When he received word that he had been indicted, he sent word to the district attorney in San Francisco daring the latter to bring witnesses to the New England state and try him.

Practically all of the men who sailed under Cook worked as do most men who fall under the whaling graft system, four years only to be met with a blow in the face when they asked for pay from the inhuman monster who commanded the ship. Will Walker, whose partial story is appended, gave the interview in substantiation of the article published in this paper January 26. He verifies word for word the almost unbelievable story told by Underwood to the government.

Story of Oregon Man.
 "I joined the Bowhead in San Francisco, March 16, 1908, and was told the cruise would last six months. We were held on board nearly four years and received nothing but brutality for our services."

"My first impression of Captain Cook was that he was a good and kind man but I soon learned he was a wolf in sheep's clothing. We had no sooner hauled in the anchor than he commenced with his boot and fist, iron bars and clubs to let us know he was lord and master, as he said.

"A month out and the shaft broke and we put back to Frisco. All of us determined to escape when we reached port as the captain's brutality was beyond reason. Yet it was not until we reached the harbor again, ready to take desperate chances to get away, that his really brutal work was done.

"A sailor named Rudolph Faber applied at this time for treatment

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