

STEAMER, CITY OF SAVANNAH, ON FIRE, SINKS IN SIGHT OF LAND

BOATS VANLY JAPAN COULD ATTEMPT NOT FIGHT; RESCUE BROKE

Steamer City of Savannah
Nearby When the Vessel
Plunges to Bottom—All
on Board Must Have Been
Lost.

(Hearst News by Longest Leased Wire.)
Elizabeth, N. C., Jan. 30.—In a
tempest so violent that it seemed no
ship could pass through it, a big
steamer flying the American flag and
with her stern spouting flame and
smoke, was engulfed in the sea
this afternoon within three miles of
the Diamond Shoals lightship. Re-
ports from the wireless telegraph
operator at Cape Hatteras say that
those on shore had just time to train
their glasses on the vessel and see
the smoke and flame when she sank,
the watchers being unable to gain
any clue to her identity.

It is said she had a passenger deck
and if passengers were aboard all are
lost.

Could Give No Aid.

The City of Savannah, of the Savan-
nah line, was in sight of the burning
vessel as she foundered. The liner
could give no assistance, first, be-
cause if the stranger had not sunk the
Savannah could not have gotten
alongside, the sea was running so tre-
mendously high, and second, because
the vessel disappeared so quickly into
the deep. The first reports from the
Savannah were that the lost ship was
the freight and passenger steamer
Matilda Weems of the Havana & Car-
olina Steamship line. It is believed
because of the similarity between the
lost vessel and the Weems, both having
the conformation of a freight and
passenger vessel, and both having deck
houses.

Advices from the owners of the
Weems at Baltimore say she passed
out by the Cape Hatteras light, three
hours before the vessel was reported
lost off Hatteras, while the Theodore
Weems sailed from Georgetown, S. C.,
at 7 o'clock last night and could not
have reached Hatteras before 10 o'clock
tonight. Two boats have been washed
ashore from the wreck empty and a
third boat has been sighted about
blizzard is now raging around the
scene of the wreck.

Watched for Hours.

The Savannah sighted the unknown
vessel hours before she sank. Both ves-
sels were fighting against a tremendous
sea, the wind whistling through their
rigging at about 50 miles an hour. The
mercury registered almost zero. The
storm increased in fury and just when
the Savannah and the stranger reeled
toward the shoals, the unidentified ves-
sel was seen to be afloat. The Savan-
nah's officers and the crew of the light-
ship had just time to make out the
character of the ship when, rising high
on a great wave, her stern went into
the water, churning it into foam and in
less than a minute she was swallowed
by the sea, her bow going down almost
perpendicularly. No signal of any kind
was given by the unknown vessel she
went down.

Boats Attempt Rescue.

The crew of the lightship put off in
boats and for a long time scouted
around the wreck vainly trying to find
the survivors. If any of the crew or
passengers got off the ill-fated vessel
they would have undoubtedly been
drowned as no lifeboat could have re-
sisted the storm as did the boats of the
lightship's crew.

As in the case of the collision between
the Republic and the Florida, the
less telegraph again proved its effec-
tiveness, but unfortunately that effec-
tiveness was necessarily unduly de-
ferred for the ship had reached the bot-
tom before the first flash came from
Hatteras.

Wireless News.

From Norfolk, Virginia, to Wilming-
ton, Delaware, the wireless station re-
(Continued on Page Two.)

ONE FALSE NOTE IN CARUSO'S LIFE CAUSES INHARMONY

(United Press Leased Wire.)
New York, Jan. 30.—"A strange wo-
man; a marvelous woman. I am much
relieved that she has gone," said En-
rico Caruso today when he learned that
his lively, inamorata, Mme. Ida La Glia-
chetti, had skipped jauntily out of New
York en route for Italy, just as she had
left him two days previously.

Last summer La Gliachetti deserted
the tenor in Italy and eloped with his
chauffeur and, some say, \$10,000 in
jewels. Two days ago she came to
New York with another man, known as
"traveling companion," founded on Ca-
ruso's name and demanded that he "ful-
fill some of his obligations."

Just what happened during Mme. Gla-
chetti's visit did not become clear until
this afternoon, though most of the in-
terview, occurrences were on Wednesday.
Chronologically things ran like this
Tuesday night.

Appear at Hotel.

A good looking woman of 35 and a
black bearded man of 40 appeared at
the Hotel Navarre, Caruso's headquarters
for his last tour, and registered as Mme.
Ida Gliachetti and Signor Carlo Carig-
nani. They were given the connecting
rooms Nos. 415 and 416.

Wednesday morning Caruso was luxuri-
ating in his bath in the Hotel Knicker-
bocker, after his shave and head mas-
sage, when there came a violent knock-
ing at his door.

"I must see him. Let me get to
him," exclaimed a voice.

"It is she, the woman whispered in-

NO WONDER SHE COMPLAINS



Old Mother Hubbard
Went to the cupboard
To get her poor dog a bone.
But when she got there
The cupboard was bare,
And so the poor dog had none.

VANCOUVER TO HAVE WHEAT BUSINESS

Three Men and a Woman
Dumped Into Cellar,
a Fire Pit.

(United Press Leased Wire.)
Montreal, Jan. 30.—A special from
London, Ont., late this afternoon states
that four persons were burned to death
near that place today and two others
were more or less injured. The four
persons, who were burned to death, were
Philip Van Syckle, his son and daughter
and the latter's husband.

All of the victims were caught in the
Van Syckle home, which caught fire from
a defective flue and burned so
rapidly before it was discovered that
the victims could not escape.

The fire burned from the basement,
eating out the joists, which caused the
floor to collapse, carrying the four into
the cellar where they were cremated.
Van Syckle had one chance to save his
life but died in an effort to save his
daughter.

FLOOR BURNS BENEATH FOUR

Without letting so much as a
whisper escape as to their intentions,
agents of the Hill lines have been
quietly buying up waterfront prop-
erty on the Columbia river between
the North Bank bridge and the
mouth of the Willamette. At present
they own two miles of water-
frontage on the Washington side of
the river and have the remaining
three miles between their property
and a point opposite the mouth of
the Willamette bonded to them.

Representatives of the North Bank
purchased 230 acres of land west of
Vancouver four months ago for \$115,000.
It is said that some of the land
bonded by them is an amount
that calls for \$800 an acre payment.
This gives the North Bank and the
Hill lines five miles of waterfront
on the Columbia, practically the entire
distance from the bridge to the mouth
of the Willamette with the exception
of 400 feet controlled by the O. R. & N.

IN THE WANT AD SECTION OF TODAY'S JOURNAL

Advertise for
73 help
Advertise for
52 situations
Advertise furnished
79 rooms for rent
Advertise real estate for
40 sale
Advertise business
188 chances
Advertise houses for
8 rent
Advertise flats for
30 rent
Advertise housekeeping
45 rooms for rent
Hundreds of new ads in
the classified section of
this paper every day. If
you do not find what you
want today
Read the Classified Section
of Tomorrow's JOURNAL

BETTER TRAIN SERVICE IS PROMISED

Northern Pacific Will Put
on Four Daily Overlands
Between Portland and
Chicago and Cut Time to
Three Days.

Announcement of the most advanced
and up to date railroad policy that has
been made by any Pacific coast rail-
road was given out by General Agent
Charlton of the Northern Pacific yes-
terday upon his return from a confer-
ence with the traffic officials of the
Northern Pacific in St. Paul. Dur-
ing the Northern Pacific and North
Bank will completely rearrange their
train schedules and will establish a
new limited train that will make the
trip between Portland and Chicago in
three days, and will operate three trains
daily from Portland to St. Paul and
one daily from Portland to Kansas City
and St. Louis by way of the Burling-
ton.

The North Coast limited is to be con-
verted into an entirely first class pas-
senger train. There are to be no day
coaches and no tourist sleepers in the
train. It is to consist of express and
baggage cars, a dining car, parlor ob-
servation car, and standard and com-
partment sleepers. It is to be run
through from Portland to Chicago by
way of St. Paul and will make the trip
in a little under 72 hours. It is to be
an electric lighted train, from baggage
to observation car. The day coaches
and tourist sleepers are eliminated from
the train so as not to crowd the din-
ing car, which will be carried for the
entire trip.

Train is Substitute.

Another train is to be operated on the
present schedule of the North Coast lim-
ited and is to be practically the same
train that the North Coast limited now
is—consisting of coaches, dining car,
tourist and standard sleepers, all elec-
tric lighted.

PERU REVIVES ANCIENT RATED

(Hearst News by Longest Leased Wire.)
Washington, Jan. 30.—Advices received
here confirm the report of the break-
ing off of all diplomatic relations be-
tween Chile and Peru and the with-
drawal of the Chilean minister, Senor
Banchague, from the Peruvian capital.

The Chilean papers, according to these
advices, generally deplore the situation
but there appears to be no great excite-
ment over it, notwithstanding the
strained relations between the two
countries.

The difficulty arose over a monument
which the Peruvian government pro-
posed to erect to the memory of the
soldiers who fell in the war of 1879 be-
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ENFORCEMENT OF LAWS ENJOINED

Portland Railway, Light &
Power Company Sues City
of Portland to Avoid Com-
pliance With New Over-
head Wire Ordinance.

Judge Wolverton in the United
States circuit court yesterday signed
an order citing the officials of the
city of Portland to appear in court
Monday afternoon to show cause
why a permanent injunction should
not be issued prohibiting the en-
forcement of a city ordinance per-
taining to wires and apparatus on
poles against the Portland Railway,
Light & Power company.

A bill of complaint to restrain City
Attorney Kavanaugh, Chief of Police
Gritzmacher and other city officials
from enforcing the penalties pro-
vided by the ordinance in question
was filed with the clerk of the fed-
eral circuit court yesterday after-
noon by Frederick V. Holman, gen-
eral counsel for the streetcar com-
pany. Judge Wolverton signed the
order for the city officials to appear
to show cause shortly afterward and
set Monday afternoon as the time
for hearing arguments on both sides.

The filing of the bill of complaint by
the corporation against the city is the
outgrowth of the arrest several weeks
ago of B. S. Josselyn, president of the
Portland Railway, Light & Power com-
pany, for failure to comply with the
city ordinance regulating the stringing
of overhead wires. The complaint filed
in the municipal court was against Mr.
Josselyn and the street car company and
was signed by the business agent of the
Electrical Workers' union.

The ordinance which refers not only
to the wires of the electrical company,
but of the telephone concerns as well,
was passed by the city council in De-
cember, 1906. Two years was allowed
the companies to comply with the pro-
visions of the ordinance. In brief, the
ordinance requires that all wires be
strung on either side of the poles. The
street car company is prevented from
men and other wires which cannot
pass easily in performing their duties.
It is set forth in the bill of complaint
that Mr. Holman yesterday said the
ordinance was never signed by Mayor
Lane and became a law notwithstanding
his veto.

All new poles and wires which have
been put up since the ordinance was
passed have been equipped in compli-
ance with the requirements of the or-
dinance, the complaint states. While
an extension of 60 days' time was al-
lowed the city council in December, 1906,
the ordinance is claimed to be impos-
sible to comply with the ordinance it is
claimed by the company that it is impos-
sible to do. It is also brought out that
the street car company is prevented from
its down town wires underground and
if compelled to change its wires all this
would be an additional and useless ex-
pense.

The ordinance provides that its vio-
lation shall be considered a misde-
meanor and that the violator shall be
punished accordingly. It is claimed in
the bill of complaint that under the
ordinance the city is prevented from
clearing the violation of the ordinance a
misdemeanor.

On the ground that punishment would
be without due process of law, a vio-
lation of the fourteenth amendment to
the United States constitution, the com-
plaint asks for a permanent injunction
restraining the city from enforcing the
provisions of the ordinance was filed
by Mr. Josselyn and the company.

PERU REVIVES ANCIENT RATED

(Hearst News by Longest Leased Wire.)
Los Angeles, Jan. 30.—C. D. Echar, a
young newspaper man of Spokane,
Wash., charged with passing fictitious
checks while under the influence of
liquor, was extended the mercy of the
court today by Judge Willis and placed
on three years probation after prom-
ising the court to lead an honest life in
future.

SHERIFF AND COURT ARE AT PEACE

Long Standing Controversy
Between Multnomah Of-
ficials Is Settled—Chief
Peace Officer Given Full
Control of Prisoners.

There are no longer any war
clouds shutting out the sunshine be-
tween the offices of the county court
and the sheriff. Peace has been de-
clared and the sheriff is now the
boss of Kelly Butte, in full posses-
sion of the prisoners and the full en-
joyment of feeding them. The county
court has relinquished its grip on
what men were held at Kelly Butte
and Sheriff Stevens is now full mas-
ter and controller of the time serv-
ing gentry of the county.

The long battle between the county
court and the sheriff came to a
sudden stop yesterday afternoon
when orders were given by the county
court that all prisoners held under
its jurisdiction at Kelly Butte should
be turned over to the sheriff. This
order gives victory to Sheriff Stevens
in the fight that has been waged for
the past three or four years, in
which the county court contended
that it should be allowed to feed the
prisoners, while Stevens argued that
he should be allowed to have full
control of the men in the county jail,
including the purchase and serving
of their food.

What Law Says.

In 1907 the state legislature passed
a law after much lobbying which pro-
vided as follows:

"The sheriff in every county shall
have the custody and control of all
persons legally committed or confined
in the county jail of his county during
the period of such commitment or con-
finement; provided, however, that such
sheriff shall, under the direction of
the county court, in the case of the
prisoners in the county jail held to
labor under existing law, work such
prisoners on such number of such pri-
soners, not exceeding 10, as may be re-
quired to perform necessary services in
and about such jail and in the care
thereof."

The county court refused to turn over
the prisoners to the sheriff and at the
general election in July, 1908, the refer-
endum was invoked on the bill which
received a commendatory vote of two
to one.

Only three county prisoners have
been at the rock pile at Kelly Butte
since the referendum was passed. They
were placed there prior to January, 1907.

Grand Jury's Report.

The grand jury said in its report just
before the order for the custody of
the prisoners was given to the sheriff
that the county court has at last decid-
ed to conform to the law regarding the
working of prisoners on the county
roads, and are glad to say we think that
an amicable arrangement has been made
between the county court and the sher-
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of the county prisoners will be turned
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SPOKANE FORGER PUT ON PROBATION

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future.

ENGINEER DIES AT THE THROTTLE

(Special Dispatch to The Journal.)
Spokane, Wash., Jan. 30.—Frank Gr-
iff, a Great Northern engineer, died at
the throttle from heart disease last
night at Odessa, Wash., while pulling
a train into the yards. The train was
stopped by the fireman, who saw Gr-
iff lurch forward and fall dead in the
floor of the engine cab. The engineer
resided at Hilliard, Wash. He was 45
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COASTWISE FREIGHT RATES CUT DOWN

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