

# DAILY CAPITAL JOURNAL

SALEM, OREGON, WEDNESDAY, JANUARY 24, 1906.

NO. 21.

## VALENCIA PILES UP ON ROCKS

Many Are Drowned and It Is Feared the Vessel Went to Pieces Last Night, Drowning 100 More

Victoria, B. C., Jan. 24.—(2:28 p. m.)—A message just received from Bamfield says that the Valencia is a total loss, and everybody drowned.

### Bringing in Sixty Bodies.

Victoria, B. C., Jan. 24.—The worst fears of all concerned have been realized. The Valencia is a total loss. She went to pieces during the night, carrying to death between 90 and 100 people, who were still on board. The vessel which went to her assistance was unable to render aid, in fact it is believed that she broke up before the arrival of help. The steamer Salver is on the way to this port with between 50 and 60 bodies on board. The customs collector has given orders to close the dock gates and keep out the crowd of anxious friends.

Victoria, B. C., Jan. 23.—(4:30 p. m.)—The steamer Valencia, which was en route to Victoria from San Francisco with 94 passengers and a crew of 60, went ashore at midnight last night during a thick fog, at Cloo Ose, near Near Carmanah Point, and a large number were drowned when attempting

to leave the ship. The steamer is on the rocks against a high cliff, and is likely to go to pieces at any time. One boat's crew reached Cape Beale at 3 o'clock this afternoon, and nine men got ashore near the telegraph huts, about 15 miles from the lighthouse. Two men are prisoners on the face of the cliff near which the steamer went ashore, and cannot get up he cliff or return to the wreck. The sea will probably reach them when the tide is high. Some painful scenes are reported. One woman dropped her child into the sea when trying to hand it to her husband, who was in one of the boats. When the boat's crew left there was a little boy running about the deck crying for his mother, who was among the drowned. There are still about 125 persons on the wreck, with almost certain death staring them in the face. The steamer Queen, which arrived here at 4:10 p. m. from Seattle, landed her passengers and left at once for the

scene of the wreck. She should reach the scene of the wreck in a few hours. Urgent messages are being received for assistance.

### Small Boats Smashed.

Victoria, B. C., Jan. 23.—(10 p. m.)—A special from Cape Beale states that the Valencia left San Francisco at 11 a. m. Saturday, the weather was clear, but since has been thick, and Captain Johnson had consequently to navigate by reckoning. The officers of the vessel thought they were near Umatilla Reef lightship when the vessel drove in on the Vancouver island coast. Soundings had been taken, 30 fathoms having been secured a few minutes before the vessel struck. When she hit the rocks her engines were reversed, and the steam succeeded in backing off into deep water. She immediately began to fill, so quickly that the engines and firemen were driven from the engine room. Before leaving their posts, the engineers put the engines full speed ahead in obedience to orders from the bridge, taking the only chance to save the lives of those on board.

When the six survivors who have arrived at Cape Beale left the Valencia she was lying head-on to the sea, and was out 30 yards from the high bluff on shore, with the water over her main deck. What was left of the passengers (and a large number had been previously drowned) were huddled on the saloon deck. When the boats were lowered, soon after the vessel was driven into the shore after she began to sink, there was a great loss of life. The boats, filled with women and children, were smashed against the side of the steamer, and all in them were lost. The lights had gone out by this time, and the crew could not see to work. Seven boats and three life rafts were lowered. Only two of them have been heard from.

There were thought to be about 100 persons on the wreck, and the survivors who reached Cape Beale say at least 50 were drowned alongside the steamer before they left. The boatswain and five seamen were sent to secure assistance, and are the only ones that reached Cape Beale, arriving there about 3 o'clock.

### No News This Morning.

San Francisco, Jan. 24.—Officials of the Pacific Coast Steamship Company, owners of the Valencia, report that up to 10 o'clock this morning not a single telegram had been received so far from the scene of the disaster. No news is expected until this afternoon, when the steamer Queen City or City of Topeka, which left Seattle yesterday, returns. The Queen City should have reached the scene of the wreck about 11 o'clock last night. Many anxious people are besieging the offices of the steamship company by telephone and in person.

Victoria, B. C., Jan. 23.—The first dispatch from Cape Beale says: "A steamer wrecked between here Cloo Ose. About 100 drowned. Nine reached telegraph hut. Will wire more particulars as soon as possible." Cloo Ose is about five or six miles from Carmanah Point and 65 miles from Victoria. Cape Beale is 120 miles from Victoria, at the easterly entrance to Barkley Sound.

### Little Hope for Survivors.

Victoria, B. C., Jan. 24.—Last night it was reported from Carmanah that a southwest gale is starting, which had been blowing from the southeast, having chopped around. A message from the Vancouver island coast says: "It is feared that there is little hope for those who remain on the Valencia tonight, for she may break up in the gale." Lineman Logan has gone from Cape Beale to the scene of the wreck, to endeavor to lend all assistance possible from land.

### May Have Pounded to Pieces.

Victoria, B. C., Jan. 24.—(1:40 p. m.)—No news has been received today from the Valencia, although three vessels from Victoria and the City of Topeka, which was dispatched from Seattle last night, must be on the scene long ere this. The Queen City, from this port, was at Cloo Ose at 1 o'clock yesterday afternoon, but saw nothing of the wreck and heard nothing of it until she got to Bamfield. The captain reported the weather thick, and a big sea coming up. He said he could do nothing if he returned. He was ordered by the agents here to continue on his trip. This morning private advices from the Bamfield cable station state that the weather is very thick, with a heavy sea running, and from that point nothing could be discerned from the rescue ships. The be-

lief here is, that after last night's weather, nothing is left of the steamer, although the saloon was dry when the two boats which reached land left her. A heavy sea was pounding the Valencia, and it was not expected that she would last long. The few operators along the government wire are piled up with business, and it is with the greatest difficulty that even meagre news of the wreck can be sent through.

Victoria, B. C., Jan. 24.—(2 p. m.)—The following special has just been received: Two more steamers are on the scene of the wreck, the tug Cear and steamer Topeka. The sea is heavy and a strong southwest wind is blowing. The weather is pretty clear, but the rescuers don't think there will be anything of the ship left. It is likely the ship has broken up during the night.

### The Officers' Families.

San Francisco, Jan. 24.—Among the callers at the steamship offices was J. S. Hopkins, of Alameda, who inquired for some word from his son, E. E. Hopkins, second freight clerk on the Valencia. It was the young man's first trip on the Valencia. At 624 Turk street Mrs. J. J. O'Farrell and four children pray for the safe return of their husband and father, who was purser on the wrecked vessel. "We are frantic with anxiety over the uncertainty of the fate of my brother," said Miss M. Carrick, sister of T. F. Carrick, first assistant engineer on the Valencia, this morning. "It is one of the worst wrecks ever had on this coast," said E. M. Wood, of the board of marine underwriters. "It is inexplicable how the Valencia came to be so far out of her course."

### Heard Distress Signals.

Seattle, Jan. 24.—The steamer Edith, just arrived from Frisco, heard signals of distress in the Straits last night. She stopped four hours, but could not locate the boats nor the people. She saw the lights and heard a gun, but the sea was so rough she could not get near.

### Governor Receives Legislators.

Annapolis, Md., Jan. 24.—Extensive preparations have been made at the executive mansion for the reception to the members of the state legislature which governor and Mrs. Warfield will give this evening. Mrs. Warfield will be assisted in receiving by Mrs. Oswald Tilghman, wife of the secretary of state; Mrs. Clinton L. Riggs, wife of the adjutant-general; Mrs. Joseph B. Seth, wife of the president of the senate; Mrs. Carville D. Benson, wife of the speaker of the house, and a number of other ladies who are personal friends of Mrs. Warfield.

### Ile de Pines to Cuba.

Washington, Jan. 24.—The senate committee on foreign relations decided to report in favor of a treaty confirming Cuba's title to the Isle of Pines. In the house the galleries were crowded, and the members were nearly all present, anticipating a battle for statehood, which, after long skirmishing will be fought out on the floor today.

### Volcano Destroys Island.

Berlin, Jan. 24.—A cable says the island of Savay, one of the Samoan group, has been swept by fire, lava and ashes from a volcano, and all the villages were destroyed and plantations ruined. Fifteen thousand natives are destitute.

### Drowned Fifteen Italians.

Fairmount, W. Va., Jan. 24.—Fifteen Italians were drowned here by the rising of a mountain stream. Richwood is under water, and business is paralyzed.

### Introducing McKinley and Puter.

State Land Agent West today mailed to all the principal papers throughout the East and South cuts of Horace G. McKinley and S. A. D. Puter. The following letter, which accompanies the cuts, explains the purpose:

"I am enclosing you under another cover cuts of Horace G. McKinley and S. A. D. Puter, who are wanted for swindling Eastern and Southern capitalists through forged Oregon school land certificates. The fraudulent certificates so far discovered cover about 50,000 acres of land, and there is no telling how many more there may be outstanding.

"Puter and McKinley are still at large, and may now be disposing of these certificates. It is for this reason that I am sending you these cuts that the people of your state may get acquainted with the gentlemen through the columns of your paper."

## LEAGUE MEETING AT ALBANY

Willamette Valley Awake and Earnest in Its Efforts for Improvements

The sixth convention of the Willamette Valley Development League met at Albany at 1:30 this afternoon, with an unusually large attendance. The following is the program for this afternoon and evening:

### Wednesday Afternoon Session.

Called to order by E. Hofer, president W. V. Development League. Address of welcome by Dr. M. H. Ems, president Albany Commercial Club.

### Response on behalf Portland, W. M. C.

"Free Locks and an Open Willamette River," Henry E. Westbrook, O. C. T. Co., Portland.

### "Albany's Interest in an Open River."

G. A. Westgate, Albany.

### "Corvallis Wants an Open River."

W. S. McPadden, Corvallis.

### "What One Bright Valley Town Is Doing."

F. F. Senn, Silverton.

### "Relations of Higher Education to Development,"

discussed by President P. L. Campbell, Prof. F. G. Young, State University, and President H. M. Crooks, Albany College.

### Wednesday Evening Program.

"Linn County, Present and Prospective," J. K. Weatherford, Albany.

### "The Corvallis and Eastern Railroad and Yaquina Bay,"

Wallis Nash, president Portland Board of Trade.

### "The Value of a Payroll,"

F. J. Miller, Albany Iron Works.

### "A Farmer's Metropolis,"

Grant Corby, Woodburn.

### "Civic Improvement and Who Gets the Bargain,"

Mayor Charles Grimes, McMinnville.

### The musical number on the evening program are furnished by the Albany Commercial Club.

### Address of President E. Hofer.

Gentlemen: As president of this organization I wish to compliment the delegates to this convention on the fine display of public spirit manifested by the several communities you represent in taking your time and defraying your own expenses in attending these gatherings for the common good of our state. In no country but ours are these manifestations of pure patriotism possible on so large a scale. In the sixth convention held by this organization we see hundreds of the leading men of western Oregon, and thousands have met with us and felt the touch of progressive impulses that are inspiring our whole state to greater efforts and by means of county conventions called Farmers' and Shippers' congresses we have brought the program of development home to the people of the best communities of the Willamette valley. A mountain of steel rails is piling up at the eastern terminus of the Drain and Coos Bay railroad, while forty men of the engineering corps are locating the line eastward from the head of the valley to take the Klamath country and push on to Ontario.

### Friendly Co-Operation.

So long as we get things done and so long as things are doing in the way of extensive railroad construction in this undeveloped state this organization under its present officers will not favor any policy of obstruction or re-orientation for past non-progressive policies on the part of the railroad corporations. We say to them, go forward with us in the grand work of development. Let the people do their part and in this spirit of fair play and mutual co-operation there must come the grandest results for both parties. In this spirit let us battle for open harbors, for an open Willamette river, and for free locks at the falls. About twenty years ago the people of Kansas took up the battle for a deep sea harbor at Galveston, six hundred miles south of them. They already had access to the great lakes and to the Mississippi river with direct railway connections. But they wanted another outlet to another port and they got it. Today railroads carry their

products to the gulf ports and the state of Kansas is one of the richest states in the union. Men of Oregon, we must make the same fight if we would open the ports to the west of us and have Oregon prosper as the gateway to the Orient. We must make Coos Bay and Yaquina Bay deep sea harbors, and we must make the railroads into them transcontinental lines and lay no obstacles in the way of their becoming profitable enterprises.

### Indirect Taxation.

A committee of this organization has at two Farmers' and Shippers' congresses submitted reports that has led to a thorough discussion of the indirect taxation and abolishing all direct taxes on property to successfully carry on the state government. The accomplishment of this reform would be a great advertisement of our state. Working hand in hand with the grange organizations, the commercial clubs can develop a public sentiment that will result in changes in our laws favorable to investments of every character. The league has undertaken to initiate a tax bill by an appeal to the patriotic and public spirited citizens who have circulated petitions and not one dollar has been paid to have names signed, this organization believing that the real movements for direct legislation should come without large sums expended to get signers for proposed legislation. Many states now obtain all their revenues by indirect taxation, as does the national government. The city and county of San Francisco derive nearly all their revenues in this manner. The less we tax property, farms, houses, merchandise, capital, and the more we shunt these burdens upon the intangible sources, the better. There is no good reason why playing cards, dice, and all games of chance should not pay part of the state taxes, instead of honest industry.

### Encourage Larger Families.

Policies of taxation to help the development of Oregon should put a premium upon early marriages and large families. All the talk about race suicide is only giving the American people a bad name, unless we devise practical means to stop the evil. Our forefathers instituted the poll tax of seven shillings on all unmarried males over 21 years. That was a premium on marriage equal to nearly ten dollars of money in this day. We suspend the poll tax for firemen and militiamen, and why not suspend it on any man who will take a wife and go to raising a family? Is not the faithful performance of the duties of a husband and father as important to the development of our commonwealth, as fighting fires or going into a dress parade encampment once a year, and many young men have neither the money to pay their poll tax nor to buy the marriage certificate. What we need is a rapid increase of population, and any legitimate way to encourage that should be adopted by this state. Its tax laws should be so framed as to put a premium on that part of the community that should marry and replenish the earth. The land laws should be changed so that any man who has a wife or will take a wife and go and make a home on the land and raise a family there should not only have free land but be exempt from taxation while his wife is bearing children and while he is caring for them and educating them. The government should give him a deed conditioned upon the performance of his full duty by his wife and family, and on every addition to the family knock off a few years of the time when he would come into full possession. Some such policy adopted by this state would advertise to the world that we not only did not believe in race suicide but favored poor and honest people com-

## CHICAGO STORE PEOPLES BARGAIN HOUSE

Prices Cut to the Quick  
LOOK CAREFULLY OVER THIS PRICE LIST

It will give you an idea of how we are selling goods at this time of the year. We are doing the business. We know we have to give you good goods at lower prices than other stores to keep your confidence and trade. The Chicago Store always foremost for the best bargains.

- Ladies' 15c Corset Covers.....8c
- 45c Lace Trimmed Corset Covers.....23c
- Ladies' 25c Cambrie Drawers.....23c
- 50c Cambrie Drawers, lace trimmed.....39c
- 75c Cambrie Nightgowns, tucked.....48c
- 75c Hamburg Embroidery, yd 3 1/2c
- 10c Hamburg Embroidery, yd.....5c
- 15c Embroidery, 6 1/2 in. wide, yd.....10c
- 45c Corset Cover Embroidery, 20 in. wide, yd.....25c
- 50 Thread Lace, 3 1/2 in. wide, yd.....3 1/2c
- 75c Persian Flannel Kimonas.....39c
- 75c uting Flannel Nightgowns 45c
- 75c Outing Flannel Undershirts 49c
- Ladies' 10c Embroidered Collars 3c
- 20c Fancy Embroidered Collars 5c

- Ladies' 75c Silk Gloves, all colors, pair.....48c
- Ladies' 8c H. B. White Hdkfs.....2c
- Men's 49c Working Shirts.....35c
- Men's 45c Wool Gloves.....23c
- Ladies' Heavy 75c Union Suits.....49c
- Men's 75c Heavy Leather Gloves.....39c
- \$1 Sweaters.....45c

### THE CHICAGO STORE FOR DRESS GOODS

- Men's 10c Heavy Gray Sox.....4c
- Men's 49c Heavy Fleeced Underwear.....29c
- Men's \$1 Felt Hats.....49c
- Boys' 39c Overalls.....25c
- WoolCoMins' ESTHABOD BLNN
- Men's 65c 5-oz. Blue Jean Overalls.....39c
- Men's \$1.25 Pants, sale price.....75c
- Men's \$1.49 Pants, sale price.....98c

### GREAT BARGAINS IN LADIES' SUITS AND COATS

- Boys' \$3.50 Suits, sale price.....\$1.75
- Men's \$8 Suits, sale price.....\$4.75
- Ladies' \$2.25 Dress Shoes.....\$1.39
- Men's \$3 Dress Shoes.....\$1.85
- Children's Shoes, from.....23c up
- Men's 10c Rubber Collars.....7c
- Boys' 10c Suspenders, pair.....5c
- 75c Unlaundried Shirts, linen bosom.....39c

### LADIES' \$8.50 RAIN COATS, PRICE \$4.90

- 75c lace curtains, pair.....39c
- White Cotton Batts, roll.....5c
- Best Saxony Yarn, skein.....3c
- 10c Shteland Floss, skein.....7c
- Best Spool Silk, spool.....5c
- Ladies' \$3 Rainy Day Skirts \$1.45
- \$2 Fur Neck Scarfs.....95c
- \$5 Butterfly Dress Skirts.....\$2.75
- Children's \$4.50 Jackets.....\$2.50

## Salem's Greatest Growing Store McEVOY BROS. Corner of Commercial and Court Streets