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GREAT STORM LEAVES PATH OF RUIN AND RISING RIVERS CAUSE ALARM

SHOW SLIGHT COURTESY TO EMBASSADORS

Foraker and Grosvenor Guilty of Breach of Etiquette. Trouble Grows Out of the Late McKinley Memorial Exercises. Foreign Representatives Make Formal Protest Against Being Seated Behind Supreme Court Justices.

Special Dispatch to The Call. CALL BUREAU, 1406 G STREET, N. W., WASHINGTON, March 2.—Formal protest has been made by the Embassadors of the foreign powers in Washington, as the result of the action of the Congressional Committee in sending them behind the Justices of the Supreme Court at the McKinley memorial exercises. Lord Pauncefoot, dean of the diplomatic corps, called on Secretary Hay yesterday and for almost an hour was closeted with that official discussing the rights of Embassadors. Secretary Hay fully concurred in the view expressed by the British Embassador that he and his colleagues should have been seated next to the President, and could only express regret for the disregard of international etiquette displayed by Senator Foraker and Representative Grosvenor, who formed the committee having charge of the arrangements for the exercises. As a result of the discussion between the Secretary and Lord Pauncefoot it developed to-day that a set of regulations will be adopted which will definitely determine the status of Embassadors at all functions. Personally not one of the Embassadors cares whether he ever goes to an official function, much less where he shall be placed; but when he is invited officially as the representative of the person of his sovereign, as such representative he must have all the rights and privileges which would be accorded to his chief were he present. The Embassadors of the United States in Europe insist with some vigor, as do the foreign Embassadors in Washington, that they receive the rights and privileges which international etiquette accord to officials of their standing. Rarely has a function taken place in the capital which has been free from embarrassment consequent upon failure to recognize the rights of an Embassador. In the case of the McKinley memorial exercises not only were the Embassadors placed behind the Justices of the Supreme Court and aids of the President, but not enough seats were provided for them. Had the diplomats been in uniform there is no doubt that they would have arisen and left the chamber of the House of Representatives.

WIRELESS TELEGRAPHY MAINTAINS SECRECY

Proof of Signor Marconi's Contentions That Messages May Be Safeguarded. NEW YORK, March 2.—Further interest is added to the remarkable triumph which wireless telegraphy scored during the voyage of the Philadelphia to this port by the arrival here this morning of the Umbria of the Cunard line, which followed close behind her. Daniel Collins, wireless telegraph operator on board the Cunarder, expressed great surprise when told that the Philadelphia, which arrived on Saturday, had received daily messages from Poldhu Station, Cornwall, the last signal being received by the receiving instrument when the Philadelphia was 200 statute miles distant from the sending station. The statement made by him seems to fully substantiate Signor Marconi's claim that wireless messages cannot be intercepted or read by any station or ship except the particular one to which they are being sent. Mr. Collins asserts that while the Umbria was traveling over the same route as the Philadelphia and close behind that vessel he had never received any intimation whatever that wireless messages were continually flashing by his ship, although his instruments were in perfect order and the receiver kept constantly open. That there was nothing wrong with the instruments is shown by the receipt of numerous signals which were sent to and received from the Campania and the Etruria. "I did not expect," said Signor Marconi at the Hoffman House this evening, "to receive any messages beyond 1500 miles." Interferes With Traffic. NEW YORK, March 2.—The floods along the line of the New York Central and Hudson River Railroad are interfering extensively with traffic, according to reports given out at the Grand Central station in this city. No through trains for the west were dispatched in the afternoon and evening. Bridges are down and tracks washed away between Hudson and Albany. The greatest trouble was reported at points along the main line between Albany and Buffalo, where trains are stalled or have not been sent out because of the floods along the line.

Sacramento Valley Suffers Severely From Terrific Gale and Downpour and Railroad Traffic Is Interrupted.

Train Runs Into a Car at Suisun.

SACRAMENTO, March 2.—The past twenty-four hours have witnessed scenes unexampled in the history of Sacramento and the tributary country. The Sacramento River has been rising gradually for several days and last night reached a height of twenty-eight and two-tenths feet. Anxiously men patrolled the levee on the Yolo side, and thousands of sacks were sent from this city to be filled with earth and used to fortify weak spots in the embankments. Then the storm arose, and within a few hours the series of telegraph poles were lying prostrate on the streets of the city and upon the roads running for miles in all directions. The train dispatchers could not regulate the movements of the trains and all traffic was brought to an absolute standstill. The water in the Yolo basin was lashed into fury, and not only swept over the main overhead line from San Francisco, but shot high upon the trains that were caught in the tempest. The conditions which the storm brought on lasted throughout to-day, and it was well toward evening before it was announced that a wire was working here and that the injury done by the high water and the storm was in a fair way of repair.

TRAINS IN GREAT DIFFICULTY

The passenger train which left Sacramento for Woodland at 6:10 o'clock last night had reached a point about six miles west of the town of Washington when it was discovered that the wind had been sweeping vast quantities of tule and drift wood from the overflow upon the track, and that it would be impossible to proceed further with safety. It was decided to reverse the engine and run back to Sacramento, but meanwhile the debris had been deposited by the waves over that portion of the track which the train had just crossed, and it was found as impossible to move backward as to go forward toward Davisville. So there the train stood in the water and pelting rain until after a few hours the storm subsided. The obstructions still prevented the movement of the train either backward or forward, but Webster station was only a mile away and thither the conductor piloted the passengers on foot through the tangle of debris which covered the track. A train at Webster carried the passengers through to Davisville and Woodland. The local train from San Francisco leaving that city about 3 o'clock had meanwhile reached Davisville, but it was, of course, found impossible to proceed to Sacramento. Orders were dispatched for it to go back to Port Costa and come to Sacramento by way of Stockton, but before these could be put into effect news was received of the accident which had just occurred near Suisun.

PASSENGERS HAVE TO WALK.

The obstruction prevented the return of the stalled local train at Davisville to Port Costa, while washouts on the road to Knights Landing made impossible its coming into Sacramento via that route. Assistance was rendered from Port Costa, while the passengers on the local from San Francisco remained at Davisville all night. Many of the passengers walked the thirteen miles from Davisville to Sacramento this morning. A train was sent from this city to meet them, but it was found that over a space of two miles near Webster the water had washed the top of the roadbed away, making travel impossible. The local train was returned to Port Costa and arrived here via Stockton to-day. It is expected that the road from Port Costa to Sacramento, upon which a large force of men is working, will be in good shape by 1 o'clock to-morrow afternoon.

WATER RUINS LEVEES.

The citizens of Washington were called out last night to stop the levee from crumbling. Between Knights Landing and Woodland 2000 feet of track has floated off the roadbed, and secured from further wanderings by stakes. Half a mile of the track between Marcuse and Tudor, in Sutter County, is under water. The water is rushing through a break about three miles below Sacramento, on the Yolo County side. A farmer named Chapman was eating his evening meal with his family when the levee in front of his place gave way. Chapman and his family escaped from the house none too soon, for in a few minutes, from the high ground to which they ran, they saw their home carried away with the rush of water. From this break, which is now 250 feet wide and running twenty feet deep, the Dixon place, the Snyder place, the McGroger place, the Buckman and Carragher place, the McGowan place, the Tassel place, the Mc-



BRIDE PLANE, THE UPPER PARISH PLACE, THE CURTIS PLACE, THE REED ORCHARD AND THE SOUTHERN HALF OF THE TOWN OF WASHINGTON HAVE BEEN PUT UNDER WATER TO A MORE OR LESS EXTENT.

The weather has cleared and it is believed the most serious stage in the flood situation has been passed. Reports received from the mountains to-night state that it is snowing as far west as Blue Canyon.

TRAIN CRASHES INTO CAR.

Gale at Suisun Causes Wreck, but No Lives Are Lost. SUISUN, March 2.—The heavy wind of last night was responsible for a railroad wreck near Suisun which, while not resulting in loss of life, was expensive to the Southern Pacific Company and caused an interruption of traffic for twelve hours. The California express, due here at 5:15 o'clock yesterday evening, was several hours late and was presumably making up lost time when it neared Suisun. A speed of fifty miles an hour had been made for some distance and the engineer had shut off steam on the down grade a mile before entering the Suisun yard, when his engine crashed into an empty cattle car which had been blown from a sidetrack onto the main line, a distance of more than a mile. The empty car was thrown on top of the engine and the latter left the rails, running for a quarter of a mile on the ties before it could be stopped, although the emergency brakes were promptly applied. The derelict car caught fire and burned itself free from the locomotive. It took every effort of Engineer Jeff Taylor and Fireman H. P. Rademacher to prevent the flames getting into the cab and tender and from there to the cars of the train. The front of the engine was demolished by the collision and the fire created still further damage. A piece of metal from one of the pilot wheels struck the fireman and knocked him down, but otherwise no one on the train was injured. A brakeman flagged another section of the train, which was following twenty minutes behind, and Conductor Morris walked in the drenching rain to report the disaster at the station, where a trestle crew and section men were notified and sent to clear the track. The baggage cars, which had left the rails, were placed back on the track and with the passenger coaches were taken to the Tolenas siding by the engine of the second train, where they remained until after noon to-day. The passengers breakfasted on bacon and eggs prepared by the crew of a freight train which was also waiting there.

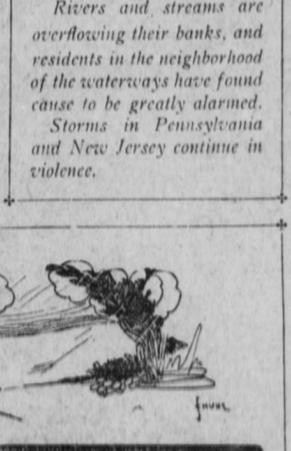
GALE SWEEPS SAN JOSE.

Famous Old Mission Cross at Santa Clara Is Blown Down. SAN JOSE, March 2.—The most terrific gale ever known here swept over San Jose and Santa Clara Valley last evening. It reached its height between 8 and 8 o'clock, when the wind gained a velocity of from forty to fifty miles an hour. The storm was almost a hurricane and it has

FLOOD NEAR RANCHES.

Great Quantity of Water Spreads Over Part of Sutter County. MARYSVILLE, March 2.—Portions of Sutter County bordering on the tule basin are experiencing the most damaging flood that has visited the section in thirty years. After a struggle of several days on the part of men employed to hold the levees and protect farms from the continued rise of water flowing into the basin, the levees are submerged, and for several hundred yards water is flowing over the top in district No. 1 back levee. The embankment gave way in several places, allowing the water to rush in on the surrounding farms in a volume that has never been equaled in the county. The water in the tule was about fifteen inches higher than has ever been known before, and as a result a greater area of country is inundated. This is one of the richest and best farming tracts of Sutter County and thousands of acres of growing grain are now under water. Reports from the Ride out farm show that the levees surrounding that land are still intact, but the continual encroachments of water on the embankments are dangerous and many men are employed watching day and night the dikes that protect the great livestock and hop farm of N. D. Rideout. Persons who were out to-day to the flooded district describe it as a "vast sea," which is gradually spreading over the ad-

THE storm which has prevailed for several days in the Sacramento Valley region and with probably greater severity in the northern part of the State has caused an enormous amount of damage. Rivers and streams are overflowing their banks, and residents in the neighborhood of the waterways have found cause to be greatly alarmed. Storms in Pennsylvania and New Jersey continue in violence.



INCIDENT OF THE BIG STORM WHEN THE CALIFORNIA EXPRESS CRASHED INTO AN EMPTY CATTLE CAR WHICH HAD BEEN BLOWN FROM A SIDING AT SUISUN.



THE old Mission cross at Santa Clara, which stood in front of Santa Clara College since the founding of the mission, in 1777, was blown down last night by the big storm. For 115 years the cross had withstood storms. In falling last night it was broken into splinters and scattered about in the lot where it stood. The fathers and students of the college rushed out in the storm and picked up the pieces. These will be glued together and the cross again planted in the exact spot where it was placed by the Franciscan fathers over a century ago. Many years ago the wood of the cross became so worm-eaten and rotten that it became necessary to cover it with boards, but it was not moved from its original place, and glass panels were placed in the covering so that the original cross could be seen.

BOATS FROM NEWARK.

Chief of Police F. G. Graul and Fire Chief John Stagg were indefatigable in their exertions for the relief of the distressed and were ably assisted by the city employees of every department. There was a lack of boats to cope with the emergency and Secretary Dill telephoned to Newark for help in this direction. Newark responded with a wagonload of boats, a dozen in all, which arrived in time to give excellent service. On Hamilton avenue, near the river, the foundations of two new buildings were undermined by the flood and the structures collapsed in the afternoon, the abutments on both shores being swept away. All the other bridges are completely submerged, cutting off communication between the two sections of the city. The boilers and the engine rooms of several of the big mills are ten feet under water. Many of the mills are said to be covered by flood insurance. So far the mills are believed to be safe and the main loss will be caused by the enforced cessation of work until the waters recede.

HURRICANE VISITS MEXICO.

Many Buildings Are Destroyed in the City of Monterey. AUSTIN, Tex., March 2.—The city of Monterey, Mexico, was swept by a hurricane wind all day yesterday and the day previous. Several hundred houses inhabited by the poorer classes were destroyed. The larger manufacturing concerns and many business houses were badly damaged by the terrific wind. The property losses aggregate more than \$200,000. RESIDENTS USE ROWBOATS. Entire Southern Portion of Albany Is Under Water. ALBANY, N. Y., March 2.—Railroad traffic has been badly interrupted and not a wheel has turned on a street car line to-day as a result of the Hudson River overflowing its banks. The entire southern portion of the city is under water and residents have to use rowboats to get to and from their homes. The New York Central tracks west of Albany are entirely under water, and all trains are transferred to the West Shore road at Rotterdam Junction. The train which left New York at 7:30

Loss in East Reaches Into Millions.

PATERSON, N. J., March 2.—This city, recently swept by fire, is overwhelmed by flood. Three weeks ago the greater part of its business section was burned out and to-day the quarter occupied by the houses of the poorer class is inundated. Hundreds of families have been made homeless by the overflow of the Passaic River and the country for miles around the city is under water. So far but one death has been reported. The fire of three weeks ago, while causing a damage to property to the extent of nearly \$5,000,000, did not create such suffering and widespread desolation as the flood of to-day. The district for a mile along the river front, from Spruce-street Hill to Straight street, and two blocks north and five blocks south of the river, nearly half a mile in width, is covered by water, which in many instances reaches to the second stories of the dwellings. In this district are situated the Rogers Locomotive Works and several silk mills and dye works. In the immediate vicinity of these hives of industry fully 600 families have been driven from their tenements. Of these unfortunates several hundred were taken from their homes in boats and barges amid scenes of much excitement.

CARING FOR HOMELESS.

In the absence of Mayor John E. Hitchcock, who is now in Cuba recuperating from the strain of the recent fire, Thomas J. Brogan, president of the Board of Aldermen, is acting Mayor, and, with the Mayor's secretary, William L. Dill, is doing his utmost to relieve all those who need assistance. They tried to reach Governor Murphy to-day, but failed to locate him. The acting Mayor then took it upon himself to open the Fifth Regiment Armory as a temporary residence for the homeless families, more than a hundred of which are housed there to-night. The citizens of Paterson were generous in their gifts to the sufferers. Wagonloads of blankets, clothing and provisions arrived at the armory from all quarters of the city, the most prominent donor being Mrs. Garrett A. Hobart, the widow of the late Vice President. In the work of rescue one of the most earnest toilers lost his life. This was Henry Richards, a carpenter, 40 years old, who lived on Franklin street. After making several successful trips, on each of which he brought three or four persons from the neighborhood of Kearns Brothers' dye works, on Shady street, his boat was upset and he was swept away in the waters, which were rushing with the force of a millrace. He clung to the branch of a tree for nearly a half-hour, but in spite of many attempts to reach him he finally disappeared in the muddy waters.

ROYAL GUEST DELIGHTED.

At every station along the route the people gathered to salute him with cheers. There was much enthusiasm over Admiral Evans as well, and, at several points, after they had seen and cleared the Prince, the people called for the admiral. Brief though it was, Prince Henry was delighted with his Southern tour, and as he was leaving Nashville he said: "The people have been very kind to me. Everywhere they have received me in the kindest manner and I very deeply appreciate it. I wish they might all know how thankful I am." Guided by a pilot engine, the royal special made a rapid run from Cincinnati to Chattanooga. Tired from his exertions of the day, the Prince retired after leaving Cincinnati, but his slumbers were disturbed by the clamorous calls made for him at some of the Kentucky towns. At Somerset several young men ran up to his car, and, beating on the windows of his apartment, familiarly called upon him to appear. He did not know that it was simply an act of hoodlums, and said when he arose that he would have shown himself if he had been dressed. It was 8 o'clock when the special drew into the depot in Chattanooga and the local reception committee, headed by Newell Sanders and accompanied by Pension Commissioner H. Clay Evans and General Boynton, came forward to formally greet the Prince. There was a great throng in and about the depot, and it broke into hearty cheers when the Prince appeared at the rear of the car Columbia. He wore the uniform of an admiral and saluted when he faced the crowd. He and his party were taken by special electric train to the inclined railway that climbs the rugged face of Lookout Mountain. They made the ascent in two cars, the Prince, escorted by General Boynton and Commissioner Evans, riding on the rear platform of the first car. HEARS STORY OF THE BATTLE The morning was fairly clear when the car began the ascent and the splendid panoramic view quickly came into vision. As the Prince reached the crest of the mountain the sun broke through the grayish clouds and for a short time the view was excellent. Missionary Ridge, Orchard Knob and Raccoon Mountain were outlined clear and bold, and below the Tennessee River could be traced in its meanderings for miles. General Boynton, who participated in the Chattanooga operations with Sherman's army and is chairman of the Chickamauga National Park Association, accompanied the Prince down along the ridge of the mountain and briefly related the story of the campaign. He pointed to the Cumberland Mountains, beyond which Rosecrans began the movement, traced out the faint to decisive Bragg, brought it up to the command of Grant, and then graphically told the story of Chickamauga and the assaults on Missionary Ridge and Lookout Mountain. Prince Henry followed the recital with the keenest interest, and, with the map before him, studied out the strategy and progress of the fight. He asked numerous questions and at his direction his aid,

VIEWS SPOT WHERE BLUE FOUGHT GRAY

Prince Henry Tarries on Lookout Mountain Battlefield. Listens to Gray-Haired Veteran's Account of the Famous Struggle. Royal Guest Receives Series of Hearty Greetings as He Traverses the States of the South.

INDIANAPOLIS, Ind., March 2.—Prince Henry of Prussia went up Lookout Mountain to-day, and, after viewing the ground where the Union and Confederate armies met in conflict and hearing afresh the story of the battles, resumed his journey to the North and West. Leaving Chattanooga over the Nashville, Chattanooga and St. Louis Railroad, his train ran through a corner of Alabama and then, turning to the north, hurried across Tennessee, with a short stop at Nashville, through Kentucky, with brief stays in Louisville and Bowling Green, and up into Indiana, to another brief halt in Indianapolis. In Indianapolis the course was changed to the westward again, and, on the tracks of the Vandavia, his train is to-night on the road to St. Louis.

Prince Henry's reception in the South was hospitable and demonstrative. The negroes manifested great curiosity as to the Prince and they interested and amused him. He had an opportunity to hear them sing in Nashville and was greatly pleased at the experience. It was the Glee Club of Pliske University that sang, and at the close he asked the young woman who led the singers to come into his car. He shook her hand and congratulated her. There was a great crowd at Chattanooga and the people presented the Prince with a handsome souvenir of his visit. Nashville also made a demonstration of friendliness, as did Louisville and Indianapolis.

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