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The Evening Herald

ALBUQUERQUE, NEW MEXICO, FRIDAY, JANUARY 30, 1914. TEN PAGES TODAY

Clark don't want no CHAMP presidency.

EVENING HERALD VOL. 26, NO. 58.

48 PERISH IN DREADFUL SEA-COLLISION

Half-Hundred Lives Snuffed Out Almost Instantaneously When Big Coastwise Liners Crash Off Norfolk

BARELY TIME FOR WILD SHRIEK OF DESPAIR BEFORE SEA CLOSES OVER VICTIMS

Old Dominion Steamer "Monroe" Freight With Sleeping Passengers Rammed and Cut in Two Amidships by Terrific Impact of Merchants and Miners' Liner "Nantucket" Off Coast of Virginia, Sinks Without Slightest Warning; Eighty-Six Persons Struggling in Icy Waters and Shrouded by Fog Saved by Rescuers, Who Are Guided Only by Shrieks of Drowning

Twenty-Three Passengers and Crew of Twenty-five Go from Slumber Into Eternity in Twinkling of Eye

(By Leased Wire to Evening Herald.)

Norfolk, Va., Jan. 29.—Forty-eight persons went down to death today when the Merchants and Miners' liner Nantucket sank the Old Dominion liner Monroe. Wireless lists forwarded by Captain Johnson of the Monroe, returning with the survivors on the Nantucket, show:

Lost—Passengers, 23; crew, 25; total, 48.

Saved—Passengers, 59; crew, 55; total, 114.

The Monroe was rammed amidships, practically cut in two, and sunk within ten minutes, twenty miles southeast of Hog Island, by the Merchants and Miners' liner Nantucket. The lost had scarcely a chance to realize that death was on them before they were struggling in the sea. The doomed passengers of the Monroe, fast asleep in their cabins when the two vessels came together, went down to death, with only time for a shriek of despair. Only those kept awake by the morning steam that wafted their useless warnings through the fog knew when the vessels struck.

The rest, thrown from their berths by the force of the collision, heavy with sleep, had barely time to struggle to the deck of the sinking vessel before they were plunged into the water. Not ten minutes intervened between the time the bow of the Nantucket crashed its way into the side of the Dominion liner and the time the latter slid under the waves. The 56 rescued were lifted out of the icy water after their vessel had gone down.

Both vessels had quieted down for the night hours before the collision. Captain Berry, on the bridge of the Nantucket, and the lookout, had the deck to themselves as the vessel slowly skimmed through the fog and mist. Captain Johnson kept the bridge of the Monroe.

As the Nantucket staggered back after the shock, Captain Berry swung out his searchlight and dimly the bulk of the settling Monroe loomed up through the fog. Uncertain as to the fate of his own vessel, he ordered out the lifeboats. Lost from view in the fog, they began the work of rescue. Guided only by the shrieks of the drowning, the boats picked up the survivors. When the searchlight's faint glow brought to view no more struggling figures, and when the shouts of the lifeboat crews brought no answering shouts from the sea, the task was given up.

With her salon crowded with drenched and suffering men and women, the Nantucket turned her prow southward. Soon she fell in with the Dominion liner Hamilton, answering the cry of distress. Conveyed by the Hamilton, the Nantucket was making her way slowly to Norfolk. She will be met by the revenue cutter Onondaga and was expected in port late today.

The Monroe is the first steamer lost by the Old Dominion line during the half century it has been in operation. The steamer was valued at approximately \$500,000 and her cargo at as much more, making the total loss, exclusive of lives, about \$1,000,000.

a lifeboat over. I asked him if there was any danger; he replied that he didn't know but wanted to be ready.

"Almost before the words were spoken the Nantucket struck us near the bow on the port side. I ran downstairs and tried to dress but the ship was listing so I hurried back up. There were very few passengers on deck and one boat was overboard. As it pushed away, Captain Johnson told me to jump as there was room for one more. I obeyed and left Captain Johnson standing on the deck of the ship. The boat went back and he got in. The Monroe went down easily and was below the water within twelve minutes after the collision.

"The crew behaved splendidly as far as I could see," continued Lyons, "there were not very many women on the ship but they were allowed to get into the boats first. There was no effort on the part of the men to crowd them. While we were in the lifeboat we picked up a man and a woman. He was holding her by the hair and was almost exhausted when we pulled him in. The woman died. There were many passengers who must have been caught in their state rooms. The collision occurred so suddenly and the boat sank so quickly it is a wonder that many more were not drowned. The listing of the steamer made it impossible to lower the lifeboats on one side of the ship and that added to the difficulty in saving lives.

"The Nantucket stood by us and those of us who could climb her rope ladder. Those who were not able to follow us were lifted with ropes placed under their arms. We then proceeded to Norfolk and did not see the Hamilton until about 6 o'clock this morning.

"Only two or three boats were ever launched from the Monroe. One passenger said that only one boat was successfully launched.

Every available lifeboat from the Nantucket was sent to the rescue. W. C. Lassen of Milwaukee, reported among the drowned, was among the survivors brought in on the Nantucket.

Some boats were so crowded that some seeking to be taken in were overlooked. Mrs. T. J. Woods of Norfolk, who was hurrying to New York to be with her husband who died almost simultaneously with the sinking of the Monroe this morning was one of the injured taken from the Nantucket.

W. Albert Snyder of East Orange, N. J., was among the injured passengers who were sent to hospital. It was said Snyder was suffering from exposure.

W. C. Clausen of Milwaukee, came ashore wrapped in a blanket with one foot slightly hurt. Clausen said he barely had time to save himself.

Captain Johnson of the Monroe was much depressed. He said he felt in no condition to talk and would defer any statement until he makes an official report to officers of his company.

"I have been up for two days and a night," said Captain Johnson, "and you can well understand how I hardly feel like talking right now."

R. L. Eberhardt, junior wireless operator, walked from the gantry plink into the arms of his wife.

Ralph Flanagan, Brooklyn, said he was in the water for three quarters of an hour before being rescued.

James O'Connell, vice president of the American Federation of Labor, was in his pajamas and bathrobe when he came ashore.

"It did not take more than about ten minutes for the Monroe to sink after she was struck," he said. "There was very little if any confusion. The crew and passengers behaved well, the men allowing the few women and children to get into the life boats first."

Victims of the Latest Tragedy of the Deep

The following is a list of passengers who perished on the Monroe:

Bolton, Mrs. W. L., Newark, N. J.
Clausen, W. C., Milwaukee, Wis.
Curtis, Elmer, Lieutenant, U. S. Second coast artillery, Watervliet Arsenal, N. Y.
Davis, F. C., Brooklyn.
Edwards, J., United States navy, German, Md., Philadelphia.
Gibson, Mrs. B., New York.
Haskell, J., Cortland, N. Y.
Haviland, Miss, Macaria Theatrical company.
Ingram, W. H., Sumter, S. C.
Jelleff, Mr., Macaria Theatrical company.
Lewis, Mr., Macaria Theatrical company.
Lyons, E. P., New York.
Marfo, Mr., Macaria Theatrical company.
Okahamato, J., Japanese.
Poole, O. W., and wife, Gray, Va.
Ray, J. P., and wife, New York.
Seville, Miss, Macaria Theatrical company.
Snyder, Miss, New York.
Vernon, Mr., Macaria Theatrical company.
Wagner, Ohio, U. S. marine corps.
Williamson, G., New York.
Mrs. Thomas R. Harrington died after rescue.

Captain Johnson of the sunken Monroe, and all his officers but one, were among the saved.

WEALTHY RANCHER KILLED FROM AMBUSH

Enraged Citizens Led by Sheriffs Seek Perpetrators of Brutal Murder Near Pueblo

(By Leased Wire to Evening Herald.)

Pueblo, Colo., Jan. 29.—Accompanied by a posse of enraged citizens, sheriffs are today searching the country about Vineland for the murderers of Floyd Reed, a well-to-do rancher who was shot down from his automobile while driving to this city with a load of produce shortly before noon.

The murder occurred on the Santa Fe train bridge over the St. Charles river, across which Reed was driving. He was struck by a steel-jacketed bullet from a high-power rifle fired from behind, the bullet lodging in his heart. The body was brought to this city and a searching party hurriedly formed to pursue the slayers. The footprints of two men were found in soft earth near the bridge.

That robbery was not the motive for the crime is indicated by the finding of \$25 in cash on Reed's person. No other motive is known.

YACHT "WARRIOR" STILL HOLDING OUT AGAINST HEAVY SEAS

(By Leased Wire to Evening Herald.)

Colon, Jan. 29.—Frederick W. Vanderbilt's yacht Warrior, from which the owner and a number of distinguished guests were rescued early this week when the vessel shore off the Colombian coast, is still holding out against the continued battering of heavy seas, according to wireless dispatches today.

Four Men Shot in Saloon Brawl

Silverton, Colo., Jan. 29.—Four men were shot, two being seriously wounded, last night when a party of Montevargas quarreled in a saloon here. William Dugan and Louis Kovich are in a hospital. Their condition is serious.

VILLA SINCERE IN HIS OPINION OF GOVERNOR M'DONALD

New Mexico Executive Holds Interview With Commander of Mexican Constitutional Army.

THINKS HE HAS NO PERSONAL AMBITION

Movement of Rebel Army Toward Torreon Begins Today on Large Scale from All Directions.

VILLA WILL LEAD GRAND FINAL ATTACK

Approximately 20,000 Soldiers Expected to Engage in Battle Royal for Possession of Government.

(By Leased Wire to Evening Herald.)

General Villa assured me he was fighting the present revolution to liberate his people from the Huerta regime and that he had no personal ambition for high office," said Governor McDonald. "I was impressed with Villa's sincerity and force. He was emphatic in saying there was no prospect of peace so long as Huerta remained in power. He also said there would be no compromise with Huerta or any of the followers of the old Diaz order, but that the country would be swept clean of those who posed its constitutional government."

Movements of the rebels toward Torreon began on a large scale today. At the same time the rebels were reported drawing in from the eastward with a view of attacking Saltillo and thus cutting off federal communication with Monterrey.

General Francisco Villa, as military commander in chief, directed the disposition of the troops with the intention of himself joining and personally commanding the attack on General Refugio Vallarta's federalarrison. It is likely that an attack on Saltillo will precede that on Torreon, and that the general engagement at Torreon will follow only after several days of vigorous skirmishing. At all events Villa proposes to pillage his entire army against the federalists. The federal garrison is estimated variously at from 6,000 to 10,000 while the rebel strength exceeds that number.

For a week train loads of ammunition and provisions for the rebel campaign have been going south from Chihuahua and have been distributed at convenient points along the railroad.

General Villa at his headquarters in Juarez today said he did not expect to go south for several days. Then he will stop several days longer at Chihuahua.

Demands Proof of Claim That Mysterious Blackmillions Have Spokane Millionaire in Their Possession.

(By Leased Wire to Evening Herald.)

Los Angeles, Jan. 29.—A demand for proof from the alleged kidnappers of Francis Lewis Clark, that actually they have the Spokane millionaire in their custody, was made today by Police Chief Sebastian. In reply to the letter received by him Wednesday from persons who claim to have the body of a man, stating they were holding Clark for \$75,000 ransom.

Clark disappeared mysteriously from Santa Barbara, January 17, after seeing his wife on a night train.

Following instructions given in the blackmailing letter, Chief Sebastian caused the following notice to be published today:

"Send some statement from Mr. Clark which will establish to his relatives that he is alive. A description of his work, or of some incident, would in his career will probably be sufficient. The demand for ransom can not be regarded too seriously until you disprove the suspicion that the letter is a hoax."

SECRETARY DANIELS WANTS GOVERNMENT TO HAVE AN OIL PLANT

(By Leased Wire to Evening Herald.)

Washington, Jan. 29.—Secretary Daniels told the house naval committee today that the government should develop its own oil supplies for battleships. He favored a \$500,000 appropriation for locating and developing an oil plant.

The secretary now is investigating a proposal to have the government take over Oklahoma oil lands and build a pipe line to the gulf coast from Oklahoma fields.

Champ Clark Has No White House Ambition

(By Leased Wire to Evening Herald.)

Washington, Jan. 29.—Speaker Clark declared today that nothing could be considered as his being a presidential candidate in 1916 or any time in the future.

"The only thing I said about the presidency," said the speaker, "was in reply to a long, flowery introduction of the toastmaster. I said that if all that the toastmaster said was true, I ought to be president today and would be if the proposed primary had been in force in 1912. I praised President Wilson's handling of the Mexican situation; I also praised Taft and President Wilson for keeping us out of war with Mexico."

MR. GOMPERS GLORIOUSLY SOUSED IS ALLEGED

Led Drunken Revel With Bottle of Booze in Hand, Sensational Charge of Delegate at Indianapolis.

LIE AND BLANDER DECLARES GOMPERS

Disgraceful Spectacle in Convention of United Mine Workers Throws Gathering Into Violent Uproar.

LABOR FEDERATION CHIEF INDIGNANT

Vigorous Denies Charges of Alcoholism, Truckling to Democracy, and Scheming to Hold on to Office.

(By Leased Wire to Evening Herald.)

Indianapolis, Jan. 29.—That Samuel Gompers, president of the American Federation of Labor, was "gloriously drunk" at the Seattle convention of the labor federation was the charge made by Duncan McDonald of Illinois at the convention of the United Mine Workers of America today.

During the prolonged cheers, "har" and "slanter" were hurled at McDonald by Gompers, who sat on the platform.

"I am glad Mr. Gompers is here so I can say what I want to," said McDonald, in beginning his reply to the speech made yesterday by Mr. Gompers. "I said there were booze fighters in charge of the American Federation of Labor and I'll prove it. At the Seattle convention I had a room with my wife at a hotel next to the room reserved by the resolutions committee. The first Saturday night we could not sleep for the noise made by a bunch of drunks in the next room.

"I appealed to the clerk of the hotel and the noise grew louder. Then I went down to the hotel office and the night manager called Jim Duncan on the phone and told him they would have to get out of the room; that they were disturbing all on the floor.

"The noise grew fierce and I finally knocked on the door of the room and was asked to come in and have a drink. When the door was opened there sat Sam Gompers at the head of the table, gloriously drunk, with a bottle of booze in his hand.

"The statement threw the convention into an uproar and it was some time before order was restored. While the confusion was at its height Gompers called McDonald a liar and a slanderer.

Mr. Gompers followed McDonald and denied absolutely the charge of drunkenness. He declared the statement "libelous, untruthful, vicious, slanderous and without any form of honor."

Mr. Gompers left to take a train before Charles H. Meyer, president of the Western Federation of Miners, could speak.

"Despite the statements of Mr. Gompers," asserted Meyer, "I firmly believe the assessment for the Michigan strikers should have been levied and that he failed to give a satisfactory explanation why it was not done. I reiterate that if the strike should fail it will be due to the failure of the executive council of the American Federation of Labor to levy an assessment."

McDonald charged Gompers with maintaining a machine to perpetuate himself as the head of the federation and assisting the Democratic party even against candidates of other parties who are members of labor unions. He ridiculed the idea that the unions could not pay a two-cent assessment.

"If a union would not meet the assessment," declared McDonald, "why I would rather they would get out of the federation. If a two-cent assessment can break up the American Federation of Labor, then it is a mighty fitmy institution."

McDonald charged Gompers with being a member of a chamber of commerce at Washington and that he paid his dues out of the funds of the federation. Gompers replied that the chamber of commerce information of importance to the labor movement was imparted, and that he was

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SURVIVORS TELL STORY OF SUFFERING AND DEATH

Norfolk, Va., Jan. 29.—Death 85 survivors of the Old Dominion liner Monroe, and the death story of forty-nine more, the Merchants and Miners' steamship Nantucket, came into port here late today. The eighty-five survivors brought a story of suffering and sudden death from the sea. With a heavy canvas covering her crumpled bow and with a partially shifted cargo, causing a list to starboard, the Nantucket docked while several thousand persons waited for the survivors. Many of the rescued stood on the deck wrapped in blankets. Two died on board after being rescued. They were Mrs. Thomas Harrington, daughter of J. Kelly of Norfolk, Conn., and Lieut. LeGrand B. Curtis of the Second coast artillery. Mrs. Harrington's body had been placed in a temporary coffin and was borne from the Nantucket. Her husband refused to leave until the body had been brought ashore. Thomas Harrington of Bridgeport, Conn., the woman's husband, told a thrilling story of the wreck. Harrington and his wife were long in the water and the man was swimming with her when they were picked up. Mrs. Harrington died from exhaustion.

Representatives of the press were all barred from the Nantucket when she landed. It was explained by E. C. Law, general agent of the Merchants and Miners' Transportation company, that this was by order of

GOVERNMENT WILL INVESTIGATE WRECK

Washington, Jan. 29.—A thorough investigation of the causes and circumstances resulting in the collision, with its death list of forty-nine, was ordered by the department of commerce.

LOSES SUIT TO GET BULK OF \$2,000,000 BAKER ESTATE

(By Leased Wire to Evening Herald.)

Chicago, Jan. 29.—Charles H. Baker lost his suit to obtain the major portion of the \$2,000,000 estate of his father, William T. Baker, a former president of the board of trade, by a decision of Judge McKinley in the superior court here today.

Baker sued the other heirs of his father, asserting that he was entitled to the major portion of the estate because of his assistance to his father in promoting the Snoqualmie Falls Water Power company which furnished power and light in Seattle, Tacoma and other cities in the state of Washington.

Run on Bank Continues.

New York, Jan. 29.—The inexplicable run on the Bank for Savings, the oldest established and one of the strongest savings institutions in the state, continued today, notwithstanding assurances from the state banking department that its soundness was above question.

Daniels and Hall on Interstate Commission

(By Leased Wire to Evening Herald.)

Washington, Jan. 29.—Winthrop More Daniels of Princeton, N. J., chairman of the New Jersey public utilities commission, and Henry Clay Hall of Colorado Springs, president of the Colorado bar association, probably will be named as members of the interstate commerce commission tomorrow by President Wilson. The senators from New Jersey and Colorado were canvassed about their appointment here today.

BELIEVE AMERICANS HAVE NOT BEEN SHOT

San Diego, Cal., Jan. 29.—Friends of P. W. Harwood and Mortimer Miller, Americans, reported to have been seized by Mexican soldiers near Tia Juata, Lower California, do not believe either of them has been shot. Francisco B. Barron, Mexican consul in San Diego, ridiculed today the report that the Americans had been given a chance to escape and then killed. He says they probably have been arrested for espionage in the territory, where they will be taken before a Mexican court. The nature of the charges against the two men is not exactly known. They were started for Ensenada Wednesday and were due to arrive there today. Harwood is an Oakland, Cal., newspaper man.

JAPANESE OFFICERS CALL ON O'SHAUGHNESSY

Washington, Jan. 29.—The commander of the Japanese cruiser Idzumi and the Japanese minister in Mexico City paid their respects to American Charge Nelson O'Shaughnessy yesterday.

Their visit was thus described in a statement issued today by the state department:

Commander Motoyama of the Japanese cruiser Idzumi, accompanied by several Japanese minister to Mexico and several officers in full uniform paid a formal visit to the American embassy in Mexico on January 29 and during the course of the call expressed to Charge O'Shaughnessy his appreciation of the courtesy shown by the admiral and officers of the American navy on the Pacific coast.

SUCCESSOR TO LIONEL CARDEN ON HIS WAY

London, Jan. 29.—Thomas B. Hooper, first secretary of the British legation in Mexico, who is to act as charge d'affaires when Sir Lionel Carden leaves for England, has decided to sail on board the Lusitania for New York from Liverpool tomorrow and from there will proceed direct to Mexico City.

BATTLESHIP MOVEMENTS ARE NOT SIGNIFICANT

Washington, Jan. 29.—The battleships Virginia, Rhode Island, Nebraska and Georgia have moved from Vera Cruz to Tampico and the battleships Connecticut and Kansas have moved to Vera Cruz. Rear Admiral Fletcher, commanding the squadron, made no comment today, reporting the charges to the navy department, and officials say they were without significance.