

FEDERAL TROOPS
PLACED ON GUARD
IN OTAY VALLEY

Admiral Fullam Says Looting is "the Worst I Have Ever Seen."

MORENA DAM BURSTS
IS LATEST REPORT

Warning of Further Disaster Given by Japanese in Broken English.

SAN DIEGO, Jan. 30.—Telephone reports were received early tonight from two sources that the Cuyagaca dam at the source of the San Diego river, had broken, releasing three billion gallons of water.

RECOVER BODIES.

The sailors and marines toiled hard to recover the bodies of those who lost their lives in the disaster and at sundown twenty-nine bodies, some of which were mutilated, had been gathered together. The loss of life in the Otoy valley now is estimated at fifty, while reports that the cloudburst in San Luis Rey and San Pasqual valleys cost no more than ten lives brought the probable death list in this section to sixty.

A new flood poured down the Tia Juana river today which has risen four feet at its mouth at the foot of San Diego bay. Officials here said that this undoubtedly indicated the bursting of the Morena dam, sixty miles back in the hills. Fearing that the fifteen billion gallons of water impounded by the dam would tear a new channel for the river across the Coronado Strand into the sea, residents of Imperial Beach, a hamlet on the Strand, were ordered to flee.

First news of the reported collapse of the Morena dam came through Andrew Ervasi, city engineer of Coronado. Ervasi, trying today to reach the

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RUSSIANS SURROUNDING
ERZERUM WHILE TURKISH
AUTHORITIES ARE FLEEING

Strong Russian Column Advancing to Tigris Valley, Where English Detachment is Surrounded—Germans Repulsed in West and Paris Bombarded by Zeppelin.

ATHENS, Jan. 29.—(Via Paris, Jan. 30)—The Russians are surrounding Erzerum, from which city the Turkish authorities have fled, according to reports reaching here. A strong Russian column is advancing to the Tigris valley, the advices add.

GERMANS REPULSED.

PARIS, Jan. 30.—(Via London)—The repulse of two German infantry attacks upon French positions near Dompierre, south of the River Somme, was announced today by the war office.

PARIS RAIDED.

LONDON, Jan. 30.—Twenty-four persons were killed and twenty-seven injured when a Zeppelin airship Saturday night dropped some three and a half tons of explosives on the city of Paris. The attack was launched under cover of a fog and the raider escaped despite the large number of French aircraft endeavored to find it. Some of the bombs weighed about six hundred pounds and in exploding caused considerable material damage.

Another Zeppelin raid on Paris was threatened Sunday night, warnings being sounded throughout the city, and crowds gathering to watch for the raider and the attack on it, which was sure to be made should it come within sighting distance of the cordon of aeroplanes guarding the capital.

Berlin Claims Gains.

Berlin reports that all of the ground the Germans gained in their last offensive in the vicinity of Neuville and south of the Somme river, remains in their hands despite strong French attacks.

The position captured south of the Somme, says the Berlin communication is 3,500 meters in length and one thousand meters in depth. Seventeen officers and 1,270 men, among them several Englishmen, were made prisoner.

Paris says that in fresh attacks opposite Dompierre, south of the Somme, the Germans were twice repulsed.

Little fighting has been going on on the Russian front except near Usciezeko on the Bukowina frontier, where re-

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CONGRESS SHOWS SIGNS
OF GRANTING WILSON'S
DESIRE FOR MORE SPEED

Steps Taken to Keep Both Branches Busy During the Week.

BILLS ON CALENDAR

WASHINGTON, Jan. 30.—Congress shows signs of responding to President Wilson's desire that it shall get through and adjourn by the time the national convention assembles in June. Within the last week committees of both house and senate have taken steps to keep both branches busy until the army and navy bills can be brought in for the real business of the session.

As soon as the Philippine bill is out of the way, probably this week, the senate will take up the conservation program. The house meanwhile will work on appropriation bills. The postal bill and the Indian bill are on the calendar for passage this week. The government ship purchase bill will be introduced tomorrow. The house may begin work on it next week but senate leaders have decided to wait until the house has passed the bill before they take it up at all.

Hearings on the army and navy bills continue in both houses. The senate military committee is about ready to close hearings on the army reorganization bill and get down to the work of drafting a measure. President Wilson's speaking tour had already shown some effect in congress, where some members who do not favor Secretary Garrison's continental army plan are encouraged by the president's statement in his Pittsburgh speech that he is not bound to any specific plan.

Foreign affairs promise to remain a subject of discussion in the senate and house. The Mexican situation and the agitation for an embargo on war munitions exports are forecast. Many senators predict the embargo question will be an issue which congress must determine before adjournment. There is considerable sentiment in its favor in both houses but administration leaders predict nothing will be done.

COLONEL HOUSE LEAVES
BERLIN FOR LONDON AND
PARIS VIA SWITZERLAND

Says His Conversations in Germany Will Clarify Situation.

GERMANY FRIENDLY

BERLIN (Via London), Jan. 30.—Colonel Edward M. House, President Wilson's personal representative, has left Berlin for Paris and London by way of Switzerland. Prior to his departure, though declining to be quoted with any particularity on the results of his mission, Colonel House said he was very glad he had come to Berlin, and added that the conversations which he had had with leading German statesmen and prominent men in private life, and particularly his conference with Ambassador Gerard, had undoubtedly led to a clarification of German-American relations, although it was to be doubted whether any definite tangible developments could be expected therefrom.

His visit, which was chiefly for informative purposes, can scarcely be said to have brought him any novel or unexpected light on the German situation, the main outlines of which, it appears, are well understood in Washington. Colonel House will, therefore, it is believed, convey to the president nothing startlingly new upon the German situation and the attitude of the government in its various branches, but a mass of detailed information worked into shape in his long discussions with Mr. Gerard. In the same way it may be said that Colonel House, upon whom interviews with several of Germany's leading statesmen left a most agreeable impression, will report to the president on the attitude these statesmen have taken towards America—an attitude which has been described as one of friendliness and a desire to avoid any complications with the United States so far as compatible with Germany's vital interests and internal harmony—and he will be able to support and supplement Ambassador Gerard's reports by personal declarations made with the foreknowledge that they will go direct to the president.

AMERICAN SUBMARINE
"LOST IN FOG" REPORT
FROM WASHINGTON SAYS

Navy Officials Say There is No Cause for Alarm Over Disappearance.

SEARCH BEING MADE

WASHINGTON, Jan. 30.—One of the four submarines of the K type, a member of a flotilla of four submarines en route from the New York yard to Key West, Fla., is "lost in the fog," according to an official naval radio message received here tonight. The message to the navy department came in response to an inquiry to the submarine tender Tallahassee, off Charleston, S. C. Beyond stating that she had been unable to locate the submarine, the message contained no details. Navy department officials declared that there was no cause for alarm, however, they believed that the submarine had become separated from other vessels in the heavy fog and had been unable to locate them again.

The submarines in the flotilla were the K-1, 2, 5 and 6. The number of the missing submarine was not contained in the radio to the navy department, but she was said to be the K-5. The first news that one of the submarines was missing reached the department in press dispatches. Admiral Benson, chief of the bureau of operations, immediately asked the naval wireless station at Charleston to ascertain the position of the flotilla, which left New York January 27 for Key West, Fla. The Charleston station communicated with the Tallahassee, which replied that one of the under water boats was missing in a dense fog. No further details were given. Naval men believed that the wireless on the missing submarine probably had become damaged, which accounted for her not reporting her position to the Tallahassee.

The "Most Unkindest Cut"



DETAILS OF NEW ADMINISTRATION SHIP
BILL SHOW STRIKING DIFFERENCES TO
BILL DEFEATED AT THE LAST SESSION

Modification of the Government Operation Feature and Broadening of the Powers of the Shipping Board It is Designed to Create Are Among the Notable Changes—Will Encourage the Expenditure of American Capital for Building of Vessels.

WASHINGTON, Jan. 30.—Details of the new administration ship bill to build a merchant marine and naval auxiliaries, revised to command the votes of disincarnate democrats, were made public tonight for the first time. It will be introduced tomorrow in the house by Chairman Alexander, of the merchant marine committee, who will lead the fight for its passage on the floor.

Public hearings at which President Wilson and others will be asked to testify, will begin in a few days. The striking differences between the new bill and the one which failed in the senate last year are modification of the government operation feature and broadening of the powers of the shipping board which it is proposed to create. Government operation, under the new bill, would be entered upon only as a last resort if private capital fails to respond to the enterprise. The shipping board would be empowered to regulate all interstate and foreign commerce in American waters as the interstate commerce commission now regulates interstate railway traffic.

Encourage American Capital. Every effort has been made to draw the bill so as to encourage American capital to help build the merchant marine and to protect it from unfair foreign competition and government vessels never would operate on lines where an American service was furnishing satisfactory service at fair

rates. The out and out government ownership feature of the old bill was generally conceded to have been one of the primary causes for failure of the measure. An initial appropriation of \$60,000,000 for the purchase or lease of vessels to be obtained by the sale of Panama canal bonds and the appointment of the shipping board of five members are the first objects of the new bill. The secretary of the navy and the secretary of commerce would be ex-officio members of the board, and the other three members would be "men of large practical experience" in foreign commerce. They would be appointed by the president and receive \$10,000 a year. A secretary would receive \$5,000 a year and the remainder of the board employees, except an attorney, would come from the civil service lists of the federal government. With the \$60,000,000 the board would organize a corporation to lease, buy, charter or build ships. It would be restricted to the purchase of as many American-made vessels as possible. Ships constructed in foreign countries would be limited to foreign trade only. The board would offer stock to citizens of the United States and if all were subscribed, the board need never operate a ship. Failing to interest private capital, however, the board could operate vessels. Both vessels controlled by the board and those which had passed into pri-

vate hands by lease or charter would be subject at all times to the call of the president for use in war. Members of the crews and officers could volunteer at any time for service in the naval auxiliary and would receive from \$5 to \$15 a month from the time of enlistment.

Liberal Regulations. Liberal regulations for United States shippers and more rigid rules for foreign interests are contemplated by that part of the bill prescribing the powers of the shipping board. Here are some of the features of those clauses: The shipping board and the interstate commerce commission, acting jointly could permit railroads to make special rates for shipments in connection with steamships to encourage interior points to participate in the foreign trade.

All common carriers foreign and domestic, operating in American waters would be forced after January 1, 1917, to obtain revocable licenses from the board. No vessel registered or enrolled under the laws of the United States could be sold to a foreign country without permission from the board. Failure to observe that restriction would subject the vessel to refusal of clearance papers and the owner to a charge of committing a misdemeanor.

Vessels might be resold or leased (Continued on Page Two.)

GENERAL SEARCH MADE
FOR MISSING SUBMARINE

Wireless, Coast Guard Cutters and Destroyers Join in the Hunt.

CHARLESTON, S. C., Jan. 30.—

Wireless stations along the South Atlantic coast guard cutters and the torpedo boat destroyer Worden were pressed into the search tonight between here and Cape Roman for the submarine K-5, which had been "lost" since about 1 o'clock Sunday morning. The fact that the submarine was missing became known here tonight when the K-1, K-2 and K-4 with the monitor Tallahassee arrived off this port but did not enter because of the dense fog. With the K-5 these vessels were en route from New York to Key West, somewhere off the coast early today the K-5 was missed and until late tonight no word had come of the vessel as far as known here. All efforts to get information from the naval station as to whether there had been an accident to the K-5 here were unavailing. Soon after the report reached Charleston the coast guard cutters Yamacraw and Seminole as well as the Worden and buoy tender Mangrove left to search the coast waters.

NO FURTHER CONCESSIONS.

LONDON, Jan. 31.—The Daily Express' Geneva correspondent quotes the Frankfurter Zeitung to the effect that Germany's final answer in the Lusitania case has been submitted to Washington and that "the action of the submarine commander is not disproved and Germany will make no further concession."

PEACE MEETING CHEERS
BRYAN-FORD MESSAGES

Mass Meeting at Washington Under Auspices of Eighteen Peace Societies.

WASHINGTON, Jan. 30.—

Telegrams from William Jennings Bryan and Henry Ford, denouncing the administration's program of preparedness, were cheered at a meeting here today under the auspices of eighteen peace societies. Representative Bailey, of Pennsylvania, presided, and Representative Callaway and Dies, of Texas; Gordon, of Ohio; Saunders, of Virginia, and Tanager, of Illinois, all democrats, spoke in opposition to the preparedness plan. Representative Saunders declared the preparedness arguments of "our terrible ex-president" had been refuted by history, which he says, shows that although the United States had never led the world in preparedness, it was never vanquished. "A year ago," said Representative Dies, "the president had a good idea of peace. Now he takes a dare and goes forth for preparedness. But we will keep him out of his continental army mess."

WARNED NOT TO SAIL.

NEW YORK, Jan. 30.—Steamship lines which have been carrying freight from New York to Russian ports were informed today by the Russian government that until further notice no more steamships should sail for that country. It was assumed here that the warning was given because Archangel, Vladivostok and other ports are ice-bound. More than a dozen ships are reported frozen in the ice near those ports and in the White sea.

REAR ADMIRAL PARKER
DIES AT WASHINGTON

Had Been Ill Nearly a Month With Pneumonia—Was Retired in 1905.

WASHINGTON, Jan. 30.—

Rear Admiral Albert S. Barker, retired, who served from 1862 to 1905 and who at various periods in his career was commandant of the Norfolk, New York and Mare Island navy yards, died at his home here today of pneumonia. He had been ill almost a month. Burial will be in the Arlington National cemetery Tuesday. Admiral Barker was a native of Hanson, Mass., and was seventy-two years old. He became an ensign in 1862 and took part in the capture of New Orleans. Later he commanded the U. S. S. Enterprise and ran a line of deep-sea soundings around the world. During the Spanish-American war he was a member of the board of strategy. He was for a time commander of the North Atlantic fleet. Admiral Barker is credited with having been the first naval officer in the United States to fire high explosives in shells.

FLOODS THREATENED.

INDIANAPOLIS, Jan. 30.—Flood stages in the White and Wabash rivers with the water rising at an alarming rate tonight threaten floods along the entire length of both streams. Fears of serious damage were increased by continued rains tonight.

ZEPPELIN OVER PARIS.

LONDON, Jan. 31.—A Zeppelin airship was over Paris at 10 o'clock Sunday evening.

GLYDE WILLIAMS
IS KILLED WHEN
CAR OVERTURNS

Pinned Beneath Automobile in Creek on Fairview Road Early Yesterday.

DRIVER IS HELD BY
THE CORONER'S JURY

Will be Given Hearing Today Before Magistrate Women in Car.

While joyriding on the front seat of an automobile on the Fairview road at an early hour yesterday morning, Clyde Williams, the 23-year-old son of J. C. Williams, janitor of the police station, was thrown under the machine when it turned over into a creek by the road, and was drowned before he could be extricated by his companions. The jury at the inquest yesterday, conducted by Coroner E. R. Morris, found that Williams had come to his death at the hands of Harry Shope, the chauffeur, who was driving an automobile in a reckless manner at a greater rate of speed than the law allows.

Shope, who owns the machine, and two men from Black Mountain, O. E. Kettle and Fred Hughes, with two women, were the other occupants of the car. The accident is said to have occurred at about 2 o'clock in the morning, and a message reached the police station about 3 o'clock. Several members of the police department secured an automobile, called for Sheriff E. M. Mitchell and left for the scene of the accident. Upon reaching there, with the assistance of several residents of the neighborhood, they lifted the machine off Williams and took him out of the water. The young man was dead.

The occupants of the machine said nothing of any woman being in the car, but Sheriff Mitchell later found two women's hats along the road. It is thought that the women made their way to Asheville on foot immediately after the accident. The members of the sheriff's department, aided by the police, are working on the case and expect to find who the women were. Williams' body was brought back to Asheville and taken to the undertaking establishment of Hare and company, where Coroner Morris conducted the inquest last night. Shope, Kettle and Hughes were taken to the county jail, the latter two charged with being public nuisances by drinking on the public road.

Proposed Joy-ride.

After the policemen had testified at the inquest, Kettle was sworn and stated that he met Williams early on Saturday evening, not knowing his name, and that the latter had proposed taking a joy-ride or a spin in an automobile. He said that he, with Hughes and Williams, hired the car Shope was driving and started out, as he (the witness) thought, for

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SCHOOLS FOR AVIATORS
WILL BE ESTABLISHED
AT VARIOUS BIG CITIES

Aero Club of America is Making Preparations for the Schools.

FOR PREPAREDNESS

NEW YORK, Jan. 30.—Preparations for establishing training schools for aviators at New York, Chicago, Boston, Newport News and Augusta, Me.; Detroit, Los Angeles and Seattle are being made by the Aero Club of America. It was announced tonight. Funds already have been pledged to assure the training of two hundred men, it was stated. More than \$200,000 is reported to have been raised throughout the country to undertake the work. A group of men in Illinois has undertaken \$50,000 of this sum to provide training for one hundred aviators. W. C. Robinson, of Grinnell, Iowa, holder of the American endurance record, informed the club today that he would undertake the training of one officer from the militia of each state. The aero clubs of New England and the northwest have announced that they each have three aeroplanes ready for training purposes. Emerson McMullan's offer to add \$100 to every \$900 raised for militia aviation up to \$500,000 expires at midnight tomorrow. Telegrams received today at the aero club headquarters indicated that large sums would be raised in many states to meet the requirements of Mr. McMullan's offer. The ten states which it is believed certainly will add aviation sections to their militia are New York, Illinois, Maine, Virginia, Michigan, Massachusetts, Rhode Island, Missouri, Iowa and Ohio. All of them already have raised substantial sums.