

OFFICERS' BOARD IS BEYOND PRAISE

Engineers Remain Below Until Steam Fails, Says Rescued Passenger.

INQUEST IS ADJOURNED

No More Bodies Are Found and It Is Believed Greater Number of Victims Were Imprisoned in Vessel's Hull.

RIMOUSKI, Quebec, May 30.—James Rankin, a passenger from Vancouver, B. C., and a marine engineer, certified today that the coroner's inquest into the deaths of the Empress of Ireland victims that the conduct of the officers of the doomed vessel was "beyond all praise."

"I was aroused by the noise and ran out," he said. "There was a big pitch to the deck. I really cannot tell you how the accident occurred. I heard the whistle blow when I reached the deck. There was a heavy fog and you could hardly see 50 yards. Five minutes after the collision the fog lifted. The boats on the lower side were in the water and four or five of them got away and saved many people."

All Might Have Been Saved. "I think that if the collier had kept her bow in the hole she had made in the Ireland's side she would have been able to make the shore and probably have saved everyone."

"The behavior of the officers on the Empress was beyond all praise. They did everything they could. The engineers remained below until they could get no more steam and the lights went out."

Chief Engineer Sampson, who remained in the engine room until the first were drowned and the light extinguished, was too ill to appear, and his testimony was taken at his bedside.

"I was in the engine room until the lights went out and there was no more steam. I had great difficulty in reaching the decks owing to the great list of the ship. No sooner had I got on deck when the boats of the port which had broken loose, swept down on top of us and carried us under water. When I came to the surface I found myself under a lifeboat and entangled in wreckage. I was finally pulled into one of the boats and could see the collier about a mile and a half away."

Steam Falls; Then Lights. "Immediately before the collision we went full speed astern and then stopped. Then I got the order full speed ahead but only started the engines when the crash came. We then kept her full speed ahead to try to reach the shore, as long as we had steam. Owing to the steam falling on us and then the light also we could keep the engines going for only a few moments."

"There was no explosion of any kind. I saw no reason why the collier did not keep much closer than she did, as if she had, there would have been many bodies floating around us and the opinion that had she stuck to us we should have reached the shore."

After a moment's deliberation by the jury it was decided to adjourn the inquest for one week. In the meantime Coroner Pinault will consult with the District Attorney with the purpose of determining how the steam falling on and securing the evidence of the captain and crew of the Stordstad, which arrived at Quebec, and proceeded to Montreal to land her cargo.

Bodies Taken to Quebec. Coroner Pinault gave an order for the removal of all the bodies that had been brought ashore. Relatives who had identified bodies were allowed to remove them, and the others were taken to Quebec.

At 5 o'clock today the Canadian government steamer Lady Grey, with engine half-masted, left here for Quebec, bearing 175 bodies in coffins. No other bodies have been allowed to be removed that the greater number of those lost were imprisoned inside the hull of the Empress.

GRAND JURY CRITICISED

WEST ATTACKS ATTITUDE ON INTERSTATE BRIDGE ENGINEER.

Governor Says Jurors Wanted Lucius Named by Commissioner, Thinking They Might Control Site.

SALEM, Or., May 30.—(Special.)—Answering Foreman Ketchum, of the Multnomah County grand jury, which in a report made recently criticized members of the Interstate Bridge Commission, Governor West in a statement today said the jury had told the truth when it said he was responsible for the defeat of Mr. Lucius as interstate bridge engineer. He declared that the grand jury foreman and his friends wanted Mr. Lucius appointed so they could dictate the location of the bridge approach. The statement in part follows:

"The Bridge Commission is composed of three Clatsop County Commissioners, three Multnomah County Commissioners and the Governor. When we met to select an engineer it was found before the vote was taken that four of the Commissioners favored Mr. Lucius, one was for Mr. Fowler and one for Waddell & Harrington. I had no choice. When I found the job would likely go to Lucius, I decided to resign. I succeeded in having action postponed for a week, suggesting that in the meantime each Commissioner look up Mr. Lucius' record. When we met again I was opposed to him and so were all the Commissioners except one. Waddell & Harrington received the vote of all the Commissioners but one. I voted for Hendrick & Cochran and then changed to Waddell & Harrington."

"It is not for the grand jury to say who the Bridge Commission shall select for engineer. I am satisfied that the foreman of the grand jury was prompted by the interested parties. He and his crowd wanted Mr. Lucius because they thought they might thus be able to control the location of the bridge approach."

Army Defeats Navy. ANNAPOLIS, Md., May 30.—The Army's baseball team today took from the Navy the sixth straight game in their series of annual interservice battles by a score of 8 to 2.

PROMINENT SALVATION ARMY PEOPLE LOST ON EMPRESS OF IRELAND.



Colonel Albert Gaskin, Wife and Daughter

CALLS NOT HEEDED

Empress' Captain Says Danish Skipper Ignored His Pleas.

ENGINES QUICKLY FLOODED

Attempt to Run Sinking Steamship Ashore Defeated—Most of Those Saved Are Picked Up by Empress' Own Boats.

(Continued From First Page.)

the steamer Stordstad, it then being clear.

"The Stordstad was then about one point 12 degrees on my starboard bow. At that time I saw a slight fog bank coming gradually from the land and knew it was going to pass between the Stordstad and myself. The Stordstad was about two miles away at that time. Then the fog came and the Stordstad's lights disappeared. I rang full speed astern on my engines and stopped my ship."

"At the same time I blew three short blasts on the steamer's whistle, meaning 'I am going full speed astern.' The Stordstad answered with the whistle, giving me one prolonged blast."

"I then looked over the side of my ship into the water and I saw my ship was stopped. I stopped my engines and blew two long blasts, meaning 'My ship was under way, but stopped and has no way on her.' He answered me again with one prolonged blast. The sound was then about four points on my starboard bow."

Effort to Beach Vessel Fails. "It was still foggy. I looked out to where the sound came from. About two minutes afterwards I saw his red and green lights. He would then be about one ship's length away from me. I shouted to him through the megaphone to go full speed astern, as I saw the danger of collision was inevitable. At the same time I put my engine full speed ahead with my helm hard aport, with the object of avoiding, if possible, the shock. Almost at the same time he came right in and cut me down in a line between the funnels."

"I shouted to the Stordstad to keep full speed ahead to fill the hole he had made. He then backed away. The ship began to fill and listed over rapidly. When he struck me I had stopped my engines. I then rang full speed again, when I saw the danger was so great with the object of running her on shore to save passengers and ship. Almost immediately the engines stopped the ship filling and going over all the time, starboard."

Lifeboats Ordered Launched. "I had in the meantime given orders to get the lifeboats launched. I rushed along the starboard side of the boat and threw all the gripes out of No. 1, 3, 5 and 7 boats. Then I went back to the bridge again, where I saw the chief officer rushing along the bridge. I told him to tell the wireless operator to once to send out distress signals. He told me that this had been done. I said: 'Get the boats out as quick as possible.' That was the last I saw of the chief officer."

"Then, in about three to five minutes after that the ship turned over and foundered. I was shot into the sea myself from the bridge and taken down with the suction. The next thing I

remember was seeing a piece of grating. How long I was on it I do not know. I heard some men shout from a lifeboat. There is the captain; let us save him."

"They got to me and pulled me in the boat. The boat already had about 30 people in it. I did my best, with the people in the boat, to assist in saving others. We pulled around and picked up 20 or 25 more in the boat, and also put about 10 around the side in the water with ropes around their wrists, hanging on."

Boat Returns to Scene. "Seeing that we could not possibly save any more, we pulled to the Stordstad, which was then about a mile and a half away. I then got all these people on board the Stordstad and ten left her with six of the crew and went back to attempt to save more. When we got there everybody had gone. We searched around and could not see anybody alive, so then we returned to the Stordstad."

"What was the cause of the collision?" the coroner asked.

"The Stordstad running into the Empress of Ireland, which was stopped," Kendall answered.

Captain Kendall, in answer to a question by a juror, said that when he shouted to the Stordstad's captain to stand fast he received no answer. It was impossible for him not to have been heard, he added.

"Keep ahead," Captain Kendall said, "and if he did not hear that he should 'do it,' as a seaman should have known that."

Boats for 2000 Carried. "There was wind?"

"When he backed away, I shouted to him to stop, but when a ship goes down like that there is bound to be a great deal of air; the air pressure causes that."

"How many boats were there on the Empress?"

"Between 30 and 40. There were boats for everybody. She had boats for over 2000 people."

"There was no panic. I had full control of the crew, but they fought to the end. There was no panic among the passengers or crew. Everybody behaved splendidly. About four boats were launched; these were the four of which I loosened the gripes. As the ship sank and the water rose these boats floated away. The people who were saved, were saved by the Empress' boats and by the wreckage."

"The Stordstad had three or four of her boats, but they were all wrecked and took people off the wreckage. He did not get many. I passed a couple of his boats and he only had three people in them."

ROYALTY SENDS CONDOLENCES

Many Messages Being Received by Canada's Governor-General.

OTTAWA, Ont., May 30.—Many messages of condolence for the loss of life Canada has sustained through the sinking of the Empress of Ireland are coming to the Governor-General his Royal Highness, the Duke of Connaught, King George V of England, and the Governor-General of Newfoundland.

A similar dispatch was received from Queen Mother Alexandra. Among others who sent messages of sympathy were Lewis Harcourt, British Colonial Secretary, and the Governor-General of Newfoundland.

Red Cross Will Forward Aid.

WASHINGTON, May 30.—While aid has not been asked by Canadian and British organizations in behalf of survivors of the steamer Empress of Ireland and those dependent on victims of the disaster, the American National Red Cross Society today announced it would forward to the proper authorities any contributions sent to it for that purpose by Americans.

Stordstad Proceeding Slowly. THREE RIVERS, Quebec, May 30.—The Stordstad, the collier that rammed the Empress of Ireland, passed here at 3:25 P. M. today in care of the wrecking tug Strathcona. She was down by the head and making poor progress. She is expected to reach Montreal at 2 o'clock tomorrow.

JOHN D.'S BOOTBLACK SUED

Man Whose Wife Seeks Separation Has \$4000 Worth of Oil Stock.

NEW YORK, May 30.—John D. Rockefeller's bootblack is defendant in a suit for separation, brought in the Supreme court. He is Leonardo Voipe, and he has conducted a shoe-shining stand in the Standard Oil building, 28 Broadway, for years.

The petition for alimony and counsel fee pending the suit states that Voipe earns \$125 monthly from his stand and has an income of \$70 monthly from property. He also draws dividends on \$1000 worth of Standard Oil stock.

Advertisement for Schloss Baltimore Clothes, featuring a man in a suit and text: 'We'll Put Money in Your Pocket if You'll Buy Your Summer Suit From Us NOW'.

20,000 AT PUBLIC MARKET

More Than 25 American Producers Obtain Stalls in Mart.

The second week of the public market on Yamhill street closed Saturday. All booths were filled and many of them were filled several times. Fully 20,000 persons came to the market. More than 75 American producers came.

A great many chickens were on sale and they were in good demand. There was a good supply of eggs and vegetables.

A. N. Northrup, of Sewell, is organizing a new association of farmers in his vicinity for the purpose of marketing the produce from that section.

This week the berries should be plentiful. The market for strawberries will have 2000 pounds of ripe cherries on the market the first of the week.

Sacred Concert to Be Given.

A lecture by Rev. C. Thompson and a sacred concert under the direction of Professor F. W. Goodrich will be given in St. Michael's Church, Fourth and Mill streets, at 8 o'clock tonight.

The proceeds will go toward paying the debt on the church. The music will be given by members of St. Mary's Cathedral choir, of which Professor Goodrich is organist and choirmaster.

Among the soloists will be Miss Grace Dawson, Miss Evelyn Carvel, Albert Gianelli, Mrs. Rose Friedle Gianelli and Miss Tini Ledwidge.

Salvation Army Will Mourn.

Special memorial services for the members of the Salvation Army who were lost on the Empress of Ireland will be held at all the army's local meeting places today. The services will begin at 10 A. M. and last until noon.

The latest information received by Lieutenant-Colonel T. W. Scott, of Seattle, indicates that there were 92 members of the Salvation Army in the wreck. Of these 71 were reported lost. Twenty-one were saved.

Wright Southern Champion.

NEW ORLEANS, La., May 30.—Irving Wright, of Boston, became Southern champion tennis champion today when he defeated Edmond Phelps, of New Orleans, in the final match of the tournament, 7-5, 6-1, 6-3. Miss L. Murphy, of New Orleans, lost the ladies' singles championship to Miss E. Legendre, also of New Orleans. Miss Murphy and R. E. Logan, of New Orleans, won the mixed doubles championship.

George W. Ashford Passes.

George W. Ashford, 556 Holman street, died at La Grande Thursday night. Funeral services will be held at 2 o'clock today at the home of his wife, Mrs. Ashford, 61 years old. For 20 years he had been a salesman for the Oregon Casket Company. He was struck by a car while walking at Hot Lake Wednesday. He is survived by his mother and two sisters.

Dental Society to Elect.

Dr. W. C. Adams will give a resume of the year's work at the meeting of the Portland Dental Society in the Medical Building Tuesday night. There will be clinics by Dr. W. C. Shearer on "Making a Record" and by Dr. C. F. Haskell on "Inlay Abutment for Bridge Attachment." There will be an election of officers and an election of delegates to the state society.

Civil War Echo in Divorce Suit.

MINNEAPOLIS, May 28.—As an echo of the Civil War a divorce of Harold A. Loring, a Northerner, from Mrs. Elma Ziegler Loring, a Southerner, was granted by District Judge Daniel Fish. Prejudice that dated back to antebellum days was said by the husband to have embittered their union. The couple met over the piano keys while he was a teacher and she a pupil in Orange, Ind., in 1867.

St. Louis, Missouri, October 4, 1912. Bankers Life Insurance Company, Lincoln, Nebraska.

Gentlemen: I have just received your check for \$252.34, upon surrender of my policy issued by you 29 years ago.

During the 29 years I have paid you \$550.50 for insurance, beginning with \$100.00 and increasing with the payment of each premium until the protection for the past year has been \$1,550.50.

The amount I have just received is within a very few dollars of what was originally estimated by your representative, which I realize is very unusual.

I am more than satisfied—I am pleased with the settlement. Very truly yours, O. H. WHITE

Ask the man who owns one of our Policies. We have a good agency for you. Write us: \$7,200,000

Advertisement for Twenty Payment Life Policy, Old Line Bankers Life Insurance Company, featuring a man in a suit and text: 'Specialist Believes Cure Has Been Found for This Dread Disease'.

LAND CASE ARGUED

Forfeiture Suit Before Federal Court of Appeals. JUDGES SIT MEMORIAL DAY. Attorney for Bondholders Argues Their Claim Is Superior to That of 'Supposed Settlers'—Railway to Close Monday.

SAN FRANCISCO, May 30.—(Special.)—Attorneys for appellants, appellees and intervenors all had an opportunity today to enlighten the judges on the subject of Oregon land forfeiture in an extraordinary session of the United States Circuit Court of Appeals. For the first time in its history court was held on Memorial Day.

For the Government, Constantine J. Smyth, Special Assistant United States Attorney-General, argued the decision of District Judge Wolverton turning back the controverted 2,500,000 acres to the United States for failure to live up to the conditions of the grant should receive the approval of the three judges of the higher court. On the other hand, ex-United States Senator Spooner, of Wisconsin; ex-United States Senator Gearin, of Oregon, and Lewis C. Carr, of California, distinguished actual settlers, as he termed himself, argued that no attention should be paid to Smyth's contentions.

The Southern Pacific Company, the principal appellant, on Monday will have the last say, with William D. Penton, of Oregon, its spokesman. The first shot in the controversial battle was delivered on Friday by Peter F. Dunne, for the railroad company.

Your case is a victim of neglect. These windows are in many cases, merely crutches, and you might just as well expect crutches to cure rheumatism. The water and apply four times daily. This simple home remedy will astonish you after a few applications. It is absolutely harmless in every way. You may use it in a baby's eyes without the slightest fear of injury. It is every home a bath just as do other organs. The eyes are constantly throwing off poisonous matter, unless it is washed away, weak, inflamed eyes are apt to result.

I publish this prescription so the readers of this paper may reap benefit. It is a valuable, instructive booklet, which appreciates the comfort and relief this prescription gives. Inflamed, watery eyes, or eyes which look dull, gritty, and sore, are greatly improved after a reasonable trial of this remarkable remedy.

Do your eyes ache? Do they itch and burn? Would you like to dispense with your glasses? Are you troubled with headaches? If so, here's a free prescription for you.

A New York physician comes forth with the edict that glasses must go. These windows are in many cases, merely crutches, and you might just as well expect crutches to cure rheumatism. The water and apply four times daily. This simple home remedy will astonish you after a few applications. It is absolutely harmless in every way. You may use it in a baby's eyes without the slightest fear of injury. It is every home a bath just as do other organs. The eyes are constantly throwing off poisonous matter, unless it is washed away, weak, inflamed eyes are apt to result.

SAVE YOUR EYES. Marvelous Home Treatment Does It. HEADACHES BANISHED. TRY THIS FREE PRESCRIPTION.

IF KIDNEYS ACT BAD TAKE SALTS

Says Backache Is Sign You Have Been Eating Too Much Meat.

When you wake up with backache and dull misery in the kidney region it generally means you have been eating too much meat, says a well-known authority. Meat forms uric acid which overworks the kidneys in their effort to filter it from the blood and they become sore and inflamed and lumpy. When your kidneys get sluggish and clog you must relieve them, like you relieve your bowels; removing all the body's urinous waste, else you have backache, sick headache, dizzy spells; your stomach sour, tongue is coated, and when the weather is had you have rheumatic twinges. The urine is cloudy, full of sediment, channels often get sore, water scalds and you are obliged to seek relief two or three times during the night.

Either consult a good, reliable physician at once or get from your pharmacist about four ounces of Jad Salts; take a tablespoonful in a glass of water before breakfast for a few days and your kidneys will then act fine. This famous salt is made from the acid of grapes and lemon juice, combined with lithia, and has been used for generations to clean and stimulate sluggish kidneys, and to drive out uric acids in the urine so it no longer irritates, thus ending bladder weakness.

Jad Salts is a life saver for regular meat eaters. It is inexpensive, cannot injure and makes a delightful, effervescent lithia-water drink.—Adv.

Diabetes Loses Its Terrors

Specialist Believes Cure Has Been Found for This Dread Disease.

Diabetes no longer need be a terror to those who have become victims to this dread disease.

As the result of extensive experiments a specialist announces that a simple, pleasant, and safe (carbonyl-free) method in the treatment of diabetes, quickly reducing the amount of sugar in the blood, and building up the system.

This harmless remedy, already should relieve the patient of his worst symptoms, in the most aggravated cases, within a week, and to prove it, we will mail a 50c package for 15c to help pay distribution cost, with free booklet of special value to the diabetic containing latest diet lists and exclusive table of food values, giving percentages of starch and sugar (carbonyl-free) in 250 different foods. Diabetic herb is sold under guarantee of satisfaction or money refunded.

Tell your afflicted friends of this offer and send 15c today for a full trial package. AMERICAN CHEMICAL CO., Box 418, Whitsett, Point, N. T.

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