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Coos Bay Times

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OVER 1,000 LIVES LOST IN SHIPWRECK IN ST. LAWRENCE RIVER EARLY TODAY

CANADIAN PACIFIC LINER EMPRESS OF IRELAND SINKS AFTER COLLISION

Empress of Ireland, with 1439 People on Board, Goes Down Twenty Minutes After Being Rammed by Collier Storstad Near Father Point, Quebec.
COLLISION OCCURRED DURING A HEAVY FOG IN DENSE DARKNESS AFTER MIDNIGHT
Most of the Rescued from Third Class Passengers and Crew—Many Prominent People Lost—Capt. Kendall Saved—Near Where Dr. Crippen Was Caught.

LATEST CLAIM IS 1030 LIVES LOST.

(By Associated Press to The Coos Bay Times.)
MONTREAL, Canada, May 29.—G. W. S. Henderson of Montreal, who was among the Empress of Ireland survivors, telegraphed to his firm this afternoon, giving the number of dead at 1030.

FIND MANY BODIES TODAY.

(By Associated Press to The Coos Bay Times.)
RIMOUSKI, Canada, May 29.—The Lady Evelyn, which returned to the scene of the disaster, reported by wireless that she had picked up seventeen bodies at 3 o'clock this afternoon.

(By Associated Press to The Coos Bay Times.)
RIMOUSKI, Quebec, May 29.—The twin-screw Canadian Pacific liner, Empress of Ireland, carrying 1437 passengers and crew sank in the darkness before dawn today in the St. Lawrence River with a loss of perhaps 1000 lives. The early estimates of the number of dead varied from 678 to more than 1100. The vessel was bound from Quebec to Liverpool with 77 first class, 296 second class and 564 third class passengers.

She was cut wide open by the collier Storstad and sank within twenty minutes in nineteen fathoms of water. Of those saved, the majority appeared to be members of the crew or from the steerage. Many were injured and twenty-two died after being picked up. Brief wireless calls for help sent out by the Marconi operator were heard by the pilot boat Eureka here, ten miles from the scene, and the Eureka, followed by the Lady Evelyn, a mail tender, made full speed to the spot. It was these two boats that found afloat a few life boats that were launched from the stricken ship and picked up the survivors they contained. 339 were saved by the Lady Evelyn and sixty by the Eureka. Among those saved was Captain H. G. Kendall of the Empress. The crash occurred about 2 a. m. off Father Point, Quebec, a village brought into prominence when Dr. Crippen, the London murderer, was caught. The collier, bound for Quebec, struck the Empress on the port side about the middle of the ship. She literally tore her way back almost to the liner's screws, leaving a rent through which the water poured in such a deluge that she sank before many of the passengers were aware what had happened.

Noted People Among Victims
Among those in the first cabins were Sir Henry Seton Karr, the noted English lawyer and big game hunter, and Laurence Irving, son of the late Sir Henry Irving, and his wife, Mabel Hackney.

SCENES OF HORROR AND SUFFERING.
In the lifeboats were huddled the survivors, dazed and moaning, some dying of the injuries sustained in the crash or the rush in leaving the Empress of Ireland. Few could give anything but incoherent, hysterical accounts. J. L. Black and wife said they jumped together into the river. They were roused from sleep by the collision and were unable to get in a lifeboat. They were picked up by a boat from the Lady Evelyn. The water being ice cold caused many who might have been saved to succumb. No baggage was saved. The condition of the survivors was pitiable. Some had broken arms and legs and all suffered terribly.

L. E. Gossett, a prominent lawyer of Montreal, saved himself by clinging to a raft. When the rescue ships docked here, the station platform was converted into a hospital. Twelve bodies which were found lying on the wharf. They were passengers who made the lifeboats but were fatally hurt. Wreckage strewn the St. Lawrence for a long distance. A vast number of those saved were members of the ship's crew. Early estimates indicated that not more than sixty passengers were saved.

Besides the captain, the first and second engineers and the ship's surgeon were rescued. The entire population and every doctor in Rimouski gave every aid possible. The half-naked survivors were clothed and taken to private homes. The rescue boats Eureka and Lady Evelyn, on reaching the point where the Empress of Ireland sank, found a scene not unlike that which greeted the liners which rushed to the Titanic's aid. They found the ship sunk and the surface of the water calm but dotted with lifeboats and smeared with floating debris.

BOTH WERE LA RGE VESSELS.
The Empress of Ireland was a twin screw vessel of 14,191 tons. She was built in Glasgow in 1906. She carried a full wireless equipment. The Storstad registered 6,928 tons. She was built in Newcastle in 1911 and her owner is the Dampsk Aktieselsk Maratime of Christiania. She is of the single screw type and was loaded with coal. She had a crew of fifty.

SALVATION ARMY MEMBERS VICTIMS.
Of the party of 140 Canadian Salvation Army members on board, only twenty were rescued. They left Quebec bound for the International Conference in London. So quickly did the Empress of Ireland sink that those passengers fortunate enough to get into the lifeboats found themselves garbed only in their night clothes.

STORIES TOLD BY SURVIVORS.
Assistant Purser Hayes told of leaping from the promenade deck. The same boat that rescued him picked up Captain Kendall clinging to a piece of wreckage. He jumped when the ship went down. W. Davis said that he and his wife were awakened by the water rushing into their stateroom. His wife was swept from his grasp and both were carried into the river. They clung to a piece of wood and were rescued by his wife became unconscious. J. W. Longley, a rancher of Canford, B. C., calmly sat on the deck and went down with the sinking ship. He held his breath, came up and grabbed a lifeboat rail and held to it until rescued by the Eureka. William Measures, a Salvation Army bandsman, crept along the rail of the promenade deck, stepped into the water and swam to a lifeboat.

STORSTAD BADLY DAMAGED.
collision with the Empress of Ireland, did not sink as was reported. Early today she was proceeding slowly toward Quebec under her own

MEDIATORS HELD UP BY CARRANZA

They Can Settle Only International Question and Not Internal Squabbles.
Mexican Rebel Leader Says

TURN CARRANZA DOWN
(By Associated Press to Coos Bay Times.)
NIAGARA FALLS, Can., May 29.—The mediators practically decided not to receive the communication from Carranza. Mediator Dagama so informed the American and Mexican delegates.

ist agent at Washington, arrived here today bearing a communication from General Carranza to the mediators, saying he is willing to send a representative to the conference to discuss the international differences between the United States and Mexico. It is understood that Carranza reiterates his original declaration that he accepted the mediation principle on condition that the international question alone would be discussed. The conferences here are at a standstill, awaiting replies from the Washington and Huerta governments on the plans of the mediators for the settlement of the Mexican question. After a brief conference, the mediators asked Urquidí to return at 5 o'clock. They did not ask him for the communication he carried nor did they say they would receive it when they saw him later.

NOT LESS THAN TWO SEATTLE 700 WERE LOST MEN ON BOARD

Of Those Saved Crew Members and Third Class Passengers Predominated.
Nels Erickson and Peter Bjorndal on Empress of Ireland—U. S. Delegates Safe.

(By Associated Press to Coos Bay Times.)
RIMOUSKI, May 29.—The Storstad, at first reported to have 300 survivors on board, sailed for Quebec after landing only a handful of rescued and a number of dead. As the Eureka and the Lady Evelyn rescued 599, it is probable that over 1000 lives, and surely not less than 700, were lost. Of those saved, the crew and members of the third-class passengers predominated. The stricken vessel sank as if she were dead. It is apparent that a great hole was torn in the ship's side which admitted such a deluge of water that many were overcome in their beds. The Canadian Pacific officials claim the Empress of Ireland was standing still when she was rammed by the Storstad. Many of the survivors were landed here pitifully maimed and almost naked. The rescued, fighting their way to the life boats from the careening decks, clinging desperately to the rails or leaping blindly overboard, broke their arms or legs, or otherwise injured themselves. The president of the Canadian Pacific issued a statement saying that the Empress sank within four minutes. There was not, as was the case on the Titanic, time for calm deliberation and rigid observation of the unwritten law of the sea: "women first."

(By Associated Press to Coos Bay Times.)
BELLINGHAM, Wash., May 29.—Nels Erickson and Peter Bjorndal, of Bellingham, were on board the Empress of Ireland. SEATTLE, May 29.—There were no United States delegates to the Salvation Army's world convention on the Empress of Ireland. Ten Oregon and Washington delegates, with other Americans, will sail tomorrow from New York.

indicating that all the passengers on the Empress of Ireland were saved could not be substantiated. The estimates of the total loss of life range from 678 to 1100. Among the persons reported rescued are twelve women. Twenty-two of the rescued died from injuries after reaching here. **HAD 1437 ON BOARD.**
Empress of Ireland Carried Large Number of Passengers.
(By Associated Press to Coos Bay Times.)
RIMOUSKI, Que., May 29.—399 survivors from the Empress of Ireland have been landed here. This leaves 1038 of those on board unaccounted for. It is understood, however, that 350 were picked up by the collier Storstad, cutting the list of missing to 678.

GOV. WEST IS AFTER OLSON

The following from a Salem paper will be of interest here as Olson spent a couple of years in Marshfield and at Ten Mile. "Charging that one N. S. Olson had secured a letter from him under false pretenses and had since that sued yesterday requisition papers requesting Olson's return from the time used in carrying on a petty larceny practice, Governor West issued a warrant on the charge of perjury."

CAPT. KENDALL'S REPORT OF THE DISASTER

(By Associated Press to Coos Bay Times.)
MONTREAL, Que., May 29.—The first official account of the disaster to the Empress of Ireland came from Captain Kendall, whose wireless warning to Captain Walsh, Marine Superintendent of the Canadian Pacific, was as follows: "Empress of Ireland stopped in dense fog. Struck amidships in vital spot by collier Storstad." Kendall, who was rescued from a floating piece of wreckage, in conveying the intelligence to Captain Walsh that the Empress had gone down, said: "Ship is gone." A special train was dispatched from Father Point to bring back the survivors.

CAPT. KENDALL CAUGHT NOTED LONDON SLAYER

(By Associated Press to Coos Bay Times.)
MONTREAL, May 29.—Capt. Kendall won renown as the man who first detected Dr. Crippen, the notorious London murderer, on the steamship Montfort.

MANY DEAD OF INJURIES.

Twenty-two of Rescued Succumbed After Reaching Montreal.
(By Associated Press to Coos Bay Times.)
MONTREAL, May 29.—A story published this morning by La Patrie

TWO KILLED AND ONE HURT IN TEN MILE SAW MILL TODAY

like Freeland of North Bend and W. T. Shaw Victims of Boiler Explosion.

BURNS HIMSELF IN HIS HOME

C. C. Cline of Seaside Thought to Have Committed Suicide in Strange Way Today.

(By Associated Press to Coos Bay Times.)
SEASIDE, Ore., May 29.—"Come out—your house is on fire," cried the neighbors who were aroused by the flames leaping from the house of C. C. Cline early today. "I'm all right," Cline called back to them, laughing. The doors were broken open but the rescuers were driven back by the flames. Cline had been acting strangely and it is believed that while demented he took this means of ending his life.

ROB OFFICES IN ORE. TOWNS

Burglars Make Getaway with Money and Stamps from Aurora and Canby.

(By Associated Press to Coos Bay Times.)
AURORA, Ore., May 29.—Not satisfied with the loot they obtained by robbing the Canby Postoffice early today, robbers came to Aurora and robbed the Postoffice here. They obtained about \$1000 worth of stamps here and took a book of blank money orders. At Canby they obtained \$19 in change and blank money orders. The Canby supplies had been locked the night before in the bank vault. The work was that of expert yeagmen who escaped without leaving any tangible clues.

TRACK AND FIELD MEET

Athletes from Six Colleges of Pacific Northwest Go to Pullman, Washington.

(By Associated Press to Coos Bay Times.)
PULLMAN, Wash., May 29.—Athletes from six Pacific Northwest colleges are here today for the annual conference track and field meet. The entries are from the University of Washington, University of Oregon, Oregon Agricultural College, University of Idaho, Whitman College and Washington State College.

GRAPERS IN JAPAN

Two Sentenced to Prison for Accepting Bribes in Navy
(By Associated Press to Coos Bay Times.)
TOKIO, Japan, May 29.—A court-martial today sentenced Vice Admiral Matsumoto of the Japanese Navy to three years' imprisonment on the charges of accepting bribes in connection with the naval contracts. Captain Sawasaki was condemned to one year's imprisonment, but Captain Suzuki was acquitted.

NO GERMAN TROUBLE

Secretary Garrison Says Funston Will Settle Ship Question
(By Associated Press to Coos Bay Times.)
WASHINGTON, D. C., May 29.—Secretary Garrison said that General Funston neither sought nor received instructions for adjusting the situation arising from the arrival of the German steamer Bavaria at Vera Cruz without a manifest. "I consider it merely a detail of port routine and one that probably will be settled by the Captain or Port," said Garrison.

Have your job printing done at The Times office.

Was Well Known

Mr. Freeland was about forty years old and was well known at North Bend and on the Bay and was held in the highest esteem. For a number of years he had been employed in the Gardiner mill, but came to North Bend a few years ago and for a time was connected with the North Bend Sash and Door Factory. Mr. Freeland is survived by a wife and four children. Mrs. Freeland is a daughter of the late Peter Robinson of Shinglehouse Slough and has many relatives here. The children are all girls, one being a little baby and the others are named Jeanette, Helen and Bertha. Mr. Freeland has several relatives in North Bend, John Freeland, Otto Freeland and Carl Freeland being brothers of the deceased and Mrs. R. L. Simpson of North Bend, a sister. C. H. Worrell stated today that Mr. Freeland was formerly a member of the Marshfield W. O. W. Camp but he thought that he had let his membership lapse some time ago.

Mr. Freeland was not regularly employed at the Meutzell mill, but was called out to make some repairs in the engine and boiler, he being an expert mill engineer. In was on this mission that he was out there now. He had made a number of trips there recently.

Others Were Strangers

W. T. Shaw, whose body was badly mutilated by the explosion, was a stranger. When the news was first received some thought it was Mr. Shaw, formerly marshal at North Bend, but this was erroneous. Mr. Polby was also a stranger. Jack Nowlin There, Jack Nowlin, another well-known North Bend man, was employed as a sawyer in the mill. He moved out there a few weeks ago. He was not injured in the disaster.