

MOUNT LASSEN, CALIFORNIA VOLCANO, IN ERUPTION FROM NEW CRATER

FIRST ERUPTION RECORDED SINCE STATE SETTLED

Clouds of Steam and Smoke Hang Over Mountain—Aperture Thirty Feet Long and Forty Feet Wide in Side of Volcano—Ashes, Boulders and Rock Sirew Ground.

REDDING, Cal., June 1.—Mount Lassen is in eruption. A forest ranger who investigated the cause of clouds of steam and smoke seen issuing from the mountain at 5 o'clock Saturday afternoon reported to his superiors today that a new crater has broken from the side of the mountain, and that volcanic ashes, mud and sand cover the ground for an area of 300 feet around the opening.

The ranger said he had found an aperture thirty feet wide and forty feet long, with lateral fissures running in all directions, and that a cloud of steam and smoke hung above the spot. Boulders of various sizes, some of them measuring thirty inches in diameter, had been thrown up by the eruption, he said, and ashes were on the ground as far away from the crater as three miles.

New Crater Is Made
Reports reaching the forest supervisor today were that a greater cloud than ever is hanging over the mountain. As far away as Redding and Red Bluff, however, the air is clear and heavy with the badness of summer.

It was the theory here at first report of the steam and smoke issuing from the mountain that it had been caused by a snowslide having plunged into the hot springs at Bumpass Hell Hole. This the foresters brand as untrue. Bumpass Hell Hole is on the southern slope of the mountain, far from the summit, while the new crater is reported to be on the north slope, a mile from the main crater, which has remained dormant for a century or more.

Volcanic Eruption Confirmed
SAN FRANCISCO, Cal., June 1.—Official verification of the report of a volcanic eruption on Mount Lassen, in northern California, was received here today by headquarters of the United States forest service in a telegram from W. J. Rushing, forest supervisor of the district in which Mount Lassen is located.

His telegram follows:
"Mineral, Cal., June 1, 1914.
"Volcanic eruption on Mount Lassen occurred 5 p. m., May 30. Crater twenty-five by forty feet, with lateral fissures, was found. Mud, boulders and sand lie one to two feet deep over an area 200 feet in diameter. Ranger Adley examined the rupture yesterday.

Steam Still Rising
"A heavy volume of steam is still (Continued on page 3.)

SAFE MAJORITY FOR TOLLS REPEAL STATES SIMMONS

WASHINGTON, June 1.—After conference today between leaders of the fight to pass the Panama tolls exemption repeal bill, Senator Simmons predicted that the measure would get the votes of 52 senators, a safe majority. Senator Simmons declared his line-up did not include any senator considered doubtful.

FEDERAL PROBE OF DISASTER TO BEGIN JUNE 9

Sharp Point of Anchor Projecting From Bow of Norwegian Collier Storstad May Explain Wreck of Empress of Ireland—Wife of the Captain Tells Story of Disaster.

MONTREAL, June 1.—The government investigation of the sinking of the Empress of Ireland and the loss of 969 souls aboard will be held in Montreal and will begin June 9. This announcement was made today at the offices of the Canadian Pacific Railway company, owners of the lost vessel.

The investigation will be conducted by a board composed of two judges of the Canadian admiralty, to be appointed by the Dominion government, and one representative of the British admiralty appointed by the imperial government.

Anchor Caused Disaster
The sharp point of an anchor projecting from the twisted bow of the Norwegian collier Storstad may explain why that vessel did such terrible execution when she rammed the Empress of Ireland early last Friday morning in the lower St. Lawrence. An examiner, today of the collier's shattered plates revealed the anchor jammed in a position where it could have ripped through the hull of the Empress like a great can opener. The anchor point and portions of the battered steel surrounding it bore stains of blood.

Captain's Wife Talks
Mrs. Anderson, wife of the captain of the Storstad, told her story today.

She said the captain was called from his bed Friday night by the mate because it was foggy. Her husband called her to come on deck, and while she was dressing the collision took place.

"I ran up to the bridge where Captain Anderson was," said Mrs. Anderson. "Everything was quiet and dark. There was no excitement among the crew and I was cool. I stayed on the bridge and I asked Captain Anderson: 'Are we going to sink?'"

"I think so," he answered. "I couldn't cry, although I felt like it. I said to myself, 'my place is here and I will die with my husband.'"

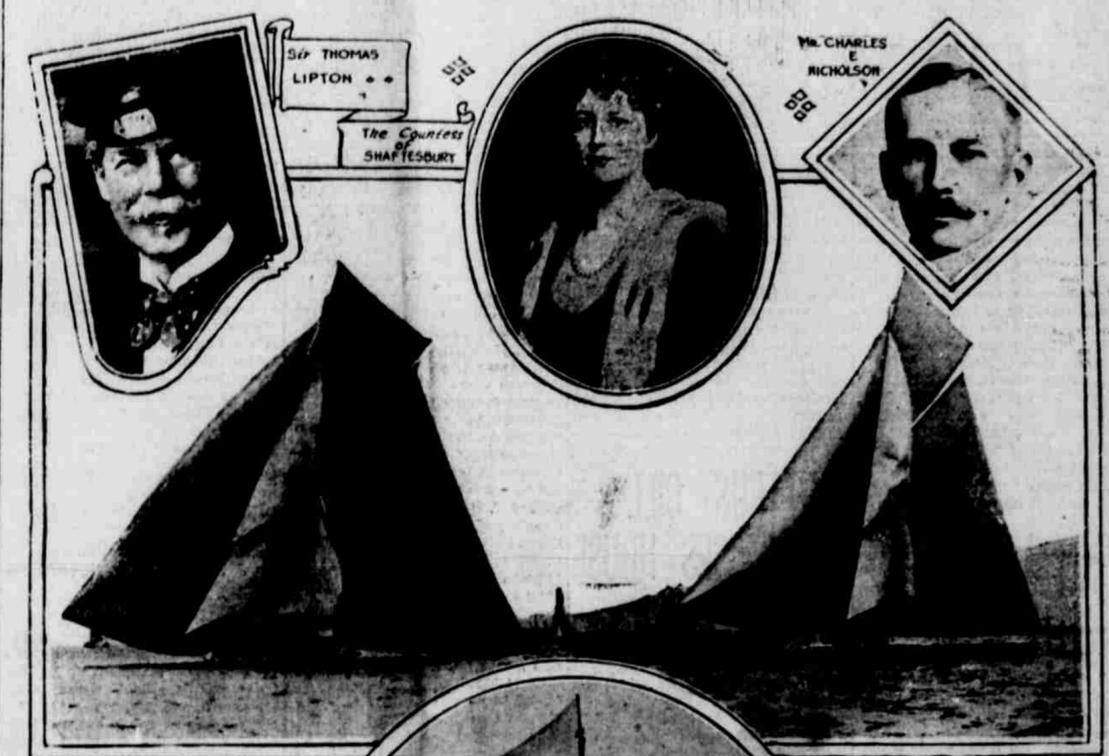
Tells of Sinking Ship
"Captain Anderson told me he was trying to keep the Storstad in the hole and if the liner had not been speeding they would have stopped together for a time at least. My husband ordered two of the officers to go to the bow and see if there was any water pouring in.

"But I again asked him if we were going down, and he answered: 'I can't tell yet.' He said he thought the Empress was all right. (Continued on Page 3)

STORSTAD ACCOUNT OF DISASTER

MONTREAL, June 1.—Pilot Nault, who navigated the Storstad up the St. Lawrence from Quebec, said today that Captain Anderson told him that Anderson, his first officer, and Pilot Lechance, who brought the Storstad from Father Point to Quebec, were on the bridge at the time of the collision.

WILL SIR THOMAS SUCCEED IN CAPTURING AMERICA'S CUP WITH THE NEW SHAMROCK?



TWO YACHTS IN TRIAL TRIP; THIRD TO BE REMODELED

NEW YORK, June 1.—Two of the three cup class yachts, Resolute and Vanitie, were ready today for the first trial contest tomorrow in the series of races which will terminate in August in the selection of a defender of the America's cup. The third yacht, the Defiance, will not be prepared to meet her rivals until the last of the week, perhaps not until June 12, owing to radical alterations, which are being made in her top hamper.

The first race tomorrow will be in the usually placid waters of Upper Long Island Sound, with a start off Great Captain's Island. The 30 mile course will probably give the yachts a chance to show their abilities in all points of sailing.

There was much regret today over the inability of the Defiance to show her comparative form in the first race. The so-called tri-city boat was the second of the American trio to be launched but when tried off Greenwich last week for the first time under sail it was found that she was unexpectedly tender, heeling far down in moderate winds.

At the time of the disaster I was lying in my bunk. I was awakened by a shock and at first thought the ship had struck a rock. I ran to the deck and looked over the side. The Storstad was going full speed astern. The water around was filled with struggling men and women shouting for help. Boats were immediately lowered and there was not a man on the Storstad who did not do his utmost to help rescue the people in the water. We in the boats brought the survivors to the deck of the Storstad. From there they were taken to the engine room, the warmest place on board. Some of the survivors had been so numbed by the cold water that they leaned up against the cylinders of the engines until their flesh was blistered.

GAYNOR LOST MONEY SERVING AS MAYOR
NEW YORK, June 1.—That the late William J. Gaynor lost his money while mayor of New York City, his friends today declared is shown in reports that executors of his will have arranged to pay a state inheritance tax on only about \$750,000, when it was generally thought that the estate would total a million dollars or more. A check for \$9500 has been forwarded to the state comptroller in payment of the tax. Friends of Mr. Gaynor believed that his salary of \$15,000 a year as mayor was not sufficient to meet his expenses.

IMPOSSIBLE TO SALVAGE WRECK OF LOST STEAMER

QUEBEC, June 1.—Commander Tweedie of His Majesty's ship Essex, which has been aiding in the search for the bodies said today he believed it would be impossible to salvage the Empress of Ireland. He expressed the belief that the hull of the Empress will have to be blown up with dynamite to prevent it from becoming a menace to navigation. The services of divers from the Essex have been offered to the owners of the Empress. These divers may be used in an effort to recover a part of the valuable cargo and the bodies of several hundreds of person believed to be locked in the sunken ship.

MILLION PETITION FOR RYAN'S PARDON

WASHINGTON, June 1.—A delegation of labor representatives headed by Representatives Gorman and Sabath of Illinois, presented to President Wilson today a petition signed by one million laboring men, asking executive clemency for Thomas M. Ryan, former president of the Structural Ironworkers, and twenty-nine others convicted in the dynamite conspiracy.

E. N. Zoline of Chicago, attorney for the convicted men, presented the case to the president, who listened carefully, but did not indicate whether he would interfere.

MEDIATORS STILL DEADLOCKED

NIAGARA FALLS, Ont., June 1.—After a two-hour conference between the mediators and the American delegates today, the question of admitting the constitutionalists into the negotiations for the settlement of the Mexican problem was still undecided.

REBEL TUGS SIEZE LADEN SCHOONER MAZATLAN BAY

ON BOARD U. S. S. CALIFORNIA, Mazatlan, Mex., June 1.—The constitutionalist tug Hercules emboldened by its successes under cover of darkness last night, when provision barges were captured, entered Mazatlan harbor in broad daylight today and captured the schooner Garibaldi, which had a cargo of sugar for the United States Sugar company of Los Mochis.

As soon as the Hercules and her prize were clear of the American fleet in the harbor, the federal batteries opened fire with their heavy artillery, the shells falling close around the tug and the prisoner schooner.

The Spanish consul at Mazatlan sent to the commander-in-chief of the American fleet today a formal expression of his thanks for assistance that had been given Spanish subjects desiring to get out of the trouble zone in leaving the west coast of Mexico.

STEPHENSON ASKS FOR BANKER'S APPOINTMENT
WASHINGTON, June 1.—Senator Stephenson asked President Wilson today to appoint A. J. Frame, a national bank president of Waukesha, Wis., to the federal reserve board.

CUSTOMS RECEIVER SEIZES DICTATORSHIP

WASHINGTON, June 1.—John L. Morris, secretary of the treasury of Liberia, and Ernest Lyon, consul general at Baltimore, for the African republic, conferred today with President Wilson over the interpretation of the agreement by which the state department sanctioned a loan of \$1,700,000 in 1912, and approved the appointment of Reed Paige Clark as receiver of customs. Kuhn, Loeb and company made the loan. Morris and Lyon told the president the receiver has assumed such broad powers as to virtually make him a dictator.

SPRING MIGRATION TO NOME OPENS

SEATTLE, Wash., June 1.—The annual spring migration to Nome of Alaskan business men and miners who spend the winter in the states, began today when the steamship Senator, the first large passenger vessel the sail for Bering sea this year, departed with 381 passengers and a capacity cargo of freight, consisting of fresh vegetables, provisions and general merchandise to replenish the stocks of the Nome merchants. The second big liner to get away from here for Nome will be the steamship Victoria, which will sail with 678 passengers.

DEPRESSION DUE TO TRAFFIC LINES SAYS PRESIDENT

WASHINGTON, June 1.—President Wilson today again expressed his conviction that any present unsatisfactory conditions in business was general and was less felt in the United States than in any other part of the world. Mr. Wilson illustrated his view at the first conference he has had with the Washington correspondents since the Mexican situation became acute. Questions, however, on that subject and on the Niagara Falls mediation conference were barred.

Due to Railroads
In reply to inquiries concerning the business situation as discussed in his statement last week to representatives of the Illinois Manufacturers' association and other similar organizations, the president said, it was his impression any unsatisfactory condition centered very largely about the railway offices, and was reflected in the steel industry and other industries closely allied, which depend especially upon railway development for prosperity. The president referred to a statement by Chairman Gary of the United States Steel corporation that the general outlook in the steel business was good.

Predicts Prosperity
The president believes prosperity will come with a jump if the manufacturers believed it was coming. He does not believe the tariff has anything to do with the depression.

Discussing the Clayton trust bill, the president said he did not understand the act was designed to grant to labor organizations any privileges they do not now enjoy. It is the purpose of the act, as he understands it, to define the rights of labor organizations more clearly and remove any doubt of their rights which has been created by various court decisions. It is not the understanding of the president that labor organizations are to be given any privileges denied to other organizations.

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