

WARD LINER SINKS SOON WHEN HIT BY FREIGHT CARRIER

(Continued from Page One)

Boats and might be picked up by a coast guard craft, many of which were searching the waters along the Jersey shore.

The situation at 1 p. m. (E. S. T.) was:

Known dead, 3.

Missing, 46.

Rescued, 115.

On the rescue ship, the Clyde Malloy liner Algonquin, sister ship of the Mohawk, reached New York this morning with 94 survivors, one of whom died before the vessel docked. Nearly half of the survivors were suffering from injuries and exposure.

Steering Gear Disabled

A steering gear that went "haywire," as one member of the Mohawk's crew put it, is believed to have figured in the crash. Visibility was not perfect—"fair," one man said.

Robert Tex Barnett of Houston, Tex., seaman on the Mohawk, said:

"I was on the bridge, and knew that the telemotor went haywire, so I walked to see which way she would turn.

"The ship swung hard to port. Men were sent to the engine room to connect the hand steering wheel, but the collision occurred before this could be done."

Among the missing was Capt. J. E. Wood, a veteran of the sea. The first persons to walk from the Algonquin were three women. They were hysterical, and the crowds on the pier added to their excitement.

"It Was Terrible"

"It was terrible," said one, wrapped in blankets, "but this is worse."

When the Mohawk sailed from New York yesterday afternoon, an hour before the slower Tallman, she carried 53 passengers and 110 crew.

Of those rescued, 22 were aboard the Champlain, a coast guard boat, and 94 aboard the Algonquin.

The United States steamboat inspection service moved swiftly, as it did in the Morro Castle disaster—in which 124 persons lost their lives—to get to the bottom of this latest disaster of the ill-starred Jersey coast.

It announced an inquiry would begin perhaps as early as this afternoon.

Boats Found Empty.

The coast guard reported shortly after 10 a. m. that it had a wireless from Master R. J. Hudgins of the freighter "Bylady" saying lifeboats number 3, 5 and 7 of the Mohawk had been sighted 40 miles northeast of Barnegat light—about 12 miles from the spot where the Mohawk sank.

The master of the "Bylady" said he had examined all of the boats. He found them empty.

A possibility that Captain Wood of the Mohawk may have survived came in a remark by one of the Mohawk's seamen.

The seaman said he saw the captain's boat pulling away from the Mohawk just a few minutes before the liner went completely under the water. He suggested the possibility that the captain and some of the persons listed as missing might still be drifting in that boat.

Search over the sea was continuing, but it was understood that all but one life boat had been accounted for.

An Associated Press photographer, flying over the scene of the collision shortly after dawn, said there was no sign of the liner.

Morro Castle Near Scene.

Up the beach a few miles the blackened hull of the Ward line's "luxury liner," the Morro Castle, which burned September 8, last—one of the most appalling sea disasters of recent years.

Not many miles from where the Mohawk lay at the bottom of the sea, the navy's queen of the skies—the dirigible Akron—exploded and went down in storm tossed seas nearly two years ago with the loss of 72 lives.

Full details of the tragedy remain obscured in the excitement of the rescue and the hysteria that still gripped most of those saved from the icy sea.

Because of the early hour of the collision—about 9:30 o'clock last night—few passengers had retired. This was in contrast to the Morro Castle disaster which struck in the early morning while most of the passengers slept.

Calls Answered.

Both the Mohawk and the Tallman sent out SOS calls almost simultaneously. Within 20 minutes two craft—the United Fruit liner Lamon and the coast guard craft Champlain—were speeding to the scene from their nearby courses.

The exact nature of the collision remains in doubt. The Tallman rammed the bow of the Mohawk, cutting a hole in her bow above and below the water line.

It was apparent from the moment of the impact—a terrific one, "like two houses pushed together," one survivor said—that the Mohawk was doomed.

The order to take to the lifeboats was given shortly afterward.

The master of the liner wireless that he was heading for the beach to run his ship aground. The Mohawk was taking on water too rapidly, however. She was careening at a 45-degree angle before the last persons were able to leave.

Survivors Tell Story.

John Puckhaber, who believes he was the last to leave the Mohawk, said:

"By the time I left, the nose was down and the propeller was sticking 30 feet in the air. The ship quickly dove, and was gone within half an hour of the crash."

Survivors returned to New York on the Algonquin, recounted thrilling stories of the tragedy.

Miss Evelyn Levine of Brooklyn said she was standing on the deck at the time of the crash. The night was clear, the sky starry.

"Suddenly there was a great knock—just as if two houses were pushed together," she said. "There didn't seem to be any panic, but one man dashed up and yelled: 'There's water in my room!'"

Shortly after, said Miss Levine, the crew began to herd the passengers on deck and issue lifebelts.

Sea Very Rough.

A belloy, William F. Doyle, making his first sea trip, said the sea was very rough when the lifeboats were launched. He was standing at the rail when the boat to which he was assigned was lowered and he had to jump into it.

Two members of the crew leaped into the water from the Mohawk's stern, Doyle said, adding:

"I don't know whether they were picked up."

He left the doomed vessel in the last lifeboat launched, said Carlo Ricca, a steward, and he and another crew member were the only men in the boat. The others were women.

Two Picked Up.

The boat was on the water for two and a half hours before it was picked up by the Algonquin, and during that time two crew members were taken from the water.

"We put them in the bottom of the boat and piled blankets on them—it was so cold," the steward said.

The lifeboat was only about 80 feet away from the Mohawk when the liner sank.

"I was afraid our boat would be swamped," Ricca said. "A big wave rolled at us as the boat went down, but did not turn us over."

Ricca said he did not know how the accident happened.

"The Mohawk was struck slightly forward on the port side, and 10 minutes later it was lying on its side," he said. "As the ship went down I saw a couple of men hanging on the funnels and masts. I don't know whether they were picked up."

Fear Captain Lost.

Captain Wood apparently had gone with his ship, said Frank Novak, a member of the crew.

"I saw him standing on the bridge as the boat went down," Novak said.

The exact position on the sea's bottom of the Mohawk was being sought by the coast guard cutter Icarus. Some debris was found, but the grave of the Mohawk had not been discovered shortly before noon.

Participating in the search for survivors were amphibian planes of the coast guard.

The speed with which the Mohawk sank was told by Joseph Gonzalez of the crew.

"She went down so fast," he said, "that we had to cut the lifeboats loose or go down with the ship."

When the Algonquin arrived at a New York pier it was learned that one of the persons she had rescued—Earl R. Barr—had died of head injuries. Forty persons among the Algonquin's rescued were suffering injuries of varying nature.

25c; medium firsts, 24c; fresh pullets, 22c dozen.

EGGS—Buying price of whole-sellers: Fresh specials, 24c; extras, 21c; extra mediums, 20c; pullets, 16c; checks, 16c; bakers, 16c dozen.

POTATOES—Oregon Burbanks, 80c-81 cental; Deschutes Gem, 81-10 cental.

CHEESE milk, country meats, live poultry, onions, wool and hay, steady and unchanged.

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MEDFORD LEGION MEETING MONDAY

Medford Post, No. 15, American Legion, will hold their regular meeting next Monday evening at the Armory, at 8:15. Commander I. E. Foy urges all members to be present and to try and bring another veteran with them.

Discussion of the present danger to the established American government by communistic activities will be held. It has been pointed out by Legion officials that the communistic party in this country is advocating the overthrow of the government by violence and murder, and has as its chief concepts the advocacy of atheism, class and racial hatred, revolution, and the abandonment of marriage by clergy.

The American Legion is promoting Americanism by a direct and affirmative program of community activity, and believes in promoting athletic, boys' work in scout troops, Americanism work in schools, and the unselfish performance of service to the community. The 11,000 Legion posts are committed to this objective, it was stated.

Specialties and power company issues did most of the performing in today's stock market and a number held substantial advances. The trading did virtually nothing. The close was fairly steady. Transfers approximated 530,000 shares.

Today's closing prices for 32 selected stocks follow:

Al. Chem & Dye	156
Am. Can	114 1/2
Am. & Fgn. Pow	41 1/2
A. T. & T.	104 1/2
Anaconda	10 1/2
Atch. T. & S. F.	48 1/2
Bendix Avia.	15 1/2
Beth. Steel	31 1/2
California Pack'g.	39 1/2
Catapillar Tract.	38 1/2
Chrysler	38
Coml. Solv.	22
Curtiss-Wright	23 1/2
DuPont	94 1/2
Gen. Foods	34 1/2
Gen. Mot.	31 1/2
Int. Harves.	41 1/2
J. T. & T.	9 1/2
Johns-Man.	32
Monty Ward	26 1/2
North Amer.	12 1/2
Penney (J. C.)	7 1/2
Phillips Pet	15 1/2
Radio	5 1/2
Sou. Pac.	15 1/2
Std. Brands	17 1/2
St. Oil Cal.	30 1/2
St. Oil N. J.	42 1/2
Trans. Amer.	5 1/2
Union Carb.	46
Unit. Aircraft	13 1/2
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NEW YORK, Jan. 25.—(AP)—Bar silver steady, unchanged at 64 1/2c.

San Francisco Butterfat

SAN FRANCISCO, Jan. 25.—(AP)—First grade butterfat 35 1/2c f. o. b. San Francisco.

Governor Bibb Graves of Alabama recently killed a 292-pound, 12-point buck while hunting in that state.

Municipal water, gas and electric plants operated by Danville, Va., showed a net profit of \$300,000 in 1934.

Chicago Wheat

CHICAGO, Jan. 25.—(AP)—Wheat. Open High Low