	nent of Taxes for 1912 and 1913.		
Agreeable te the provisions of the Act of Assembly entitled "An Act directing the mode of selling unseated lands for taxes and other purposes," passed the 18th day of March, 1815, and the further supplements thereto, passed the 18th day of March, 1841, the 23rd day of March, 1831, the 19th day of March, 1845, and the 30th day of March, 1837. I, John D, Miller, Treasurer of the County of Centre, hereby give notice to all persons concerned thereon, that unless the county, road, school and poor taxes due and remaining unpaid for the years 1912 and 1913, or for any previous years, on the following described tract or parts of tracts of unseated lands, situated in said County of Centre, beingaid before the day of sale, the whole or such part of each tract of said lands as will pay the taxes and costs chargeable thereon, will be exposed to public sale or out cry, at the court house in the City of Bellefonte, in said county, commencing on the second Wednesday of June next (it being the 10th day thereof) and continuing by adjournment from day to day, until all are sold.			
Agree Par. 1501 1501	Warrantee Owners Taxes & Costs Hale, J. M M. W. Brower \$ 7 94 Perdue, John. W. B. Eckley Est \$ 98 Lane, Sarah M. W. Brower 18 19 M'Coy, Frank, F. P. Blair 23 47		
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Treasurer's Sale of Unseated Land for Non-

		THE CENTRE I	11
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	Retu	s Sale of Seated Lands June 10, 1914 irned by the several Tax Collectors	
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JOHN D. MILLER, Treasurer.

TALES OF HEROISM **TOLD BY SURVIVORS**

Passengers Saved From Empress of Ireland Relate Thrilling Stories of Rescue Work.

DEATH CAUSED BY BLAST

Little Girl, One of Two Children to Escape, Says She Helped Herself-Ship's Surgeon Tells Experience-Crew Is Praised.

Quebec .- Thrilling tales of heroism, stories of futile fights for life, narratives that tell of the horrors of that fateful few moments after the Empress of Ireland was rammed by the Storstad poured from the lips of the rescued when the special train bearing them reached this city.

There was little voiced criticism for the terrible loss of life; rather those who had been snatched from the jaws of death seemed anxious to tell of men who had proven themselves heroes in the supreme moments of their lives.

Special praise was given to the work of Dr. James F. Grant of Victoria, B. C., ship surgeon on the Empress. To his coolness was credited the saving of a large number of persons taken out of the water who probably would have perished had they not received prompt medical attention.

Surgeon's Own Narrow Escape. A graphic description of the scene

on the Empress of Ireland after the collision was given by Doctor Grant. "I was in my cabin," said the ship's surgeon, "and knew nothing of the accident until the boat listed so that I tumbled out of my berth and then rolled under it. I tried to turn on the light, but there was no power. I reached the bolted door, but the list was so strong that it took me considerable time to open it.

"When finally I got out and reached the passageway it was so steep, due to the way the ship was canted, that my efforts to climb were rendered impossible by the carpet which I was clinging to breaking away.

"I then scrambled up and managed to get my head through a porthole, but I was unable to get my shoulders through. At that time the ship was lying almost flat in the water on its starboard side.

"A passenger finally managed to pull me through the porthole.

Sank With One Hundred Others. "About a hundred passengers were gathered on the side of the ship at the time, but a moment after I joined them the vessel took another list and plunged to the bottom.

"I next found myself in the water and swam toward the lights of the steamer Storstad, and when nearly exhausted from the struggle and the exposure I was picked up by a lifeboat. "This boat went on to the scene of the disaster and picked up a load of survivors from the water and then took them on board the Storstad.

and I was provided with clothes. "When able I did what I could to help the survivors. Some of them, however, were in such exhausted condition that they died."

There we were wrapped in blankets

Child Says She Saved Herself.

Only two children are known to have been saved from the wreck. A wonderful rescue was one of theselittle eight-year-old Gracie Hanagan. daughter of the leader of the Salvation Army band. Her father and mother were both drowned. Gracie was not told of her loss and believed at night that her father and mother would come to Quebec on the next boat,

When asked how she was saved

Gracle replied: "Oh, I saved myself." The child was entirely unconcerned, apparently not realizing what she had been through. No lifeboat was near when she was thrown from the Empress. She sank at once, but rose to the surface in a moment, saw a piece of floating wood near-her and seized it. Later she was pulled into a lifeboat. She had been benumbed to the point of exhaustion by the cold water, but kindly hands worked skilfully to revive her and she soon was entirely restored.

Saves Self and Wife. Major Attwell of Toronto and his

wife were among the saved. "I got a life belt for my wife," said Major Attwell, "and we both jumped into the water together when we saw the foundering vessel. When we came | said. up the third time I saw a lifeboat near, in and we were saved.

had struck a rock. It was very slight, from my grasp and sank."

and I was surprised when I afterward came to realize the awful consequences of the crash. When we got on deck there were very few persons to be seen. In fact, the people on the deck were so few that they were hardly noticeable.

"The reason for this is that when the boat had listed to one side the stairs from the sleeping apartments up to the boat decks were very difficult, almost impossible to mount. I did not see the hole in the side of our ship as I rushed for the stairs, but I did see the water entering in such volume that it threatened to drown us before we could mount the stairs."

Salvation Army Man's Story. A. McIntyre was in the second cabin with most of the other Salvation Army passengers. He told a vivid story of his own experiences and of what he saw as he swam to safety.

"Virtually every leading officer of the Salvation Army in Canada is gone," he said. "Commissioner Rees and his wife and the children sank and only three of this family survive. Out of our Salvation party of 150 on board probaby less than twenty were rescued.

"I was on the upper deck and therefore had a better chance to get to safety than those in the lower berths. The water came in through the portholes of the lower decks before the passengers there realized their danger or that there was danger at all.

"I was aroused from my sleep by the impact and awoke the others in my cabin. I could then hear plainly the rush of water, and I felt sure that something serious had happened. I also heard the machinery of the boat running. It did not stop immediately after the crash, but continued until the explosion occurred.

Gave Woman His Life Belt.

"I grabbed a life preserver and went out to the deck. On deck there were no life belts and quite a number of people were standing about apparently unable to determine what to do. I gave my belt to Mrs. Foord, one of our party. I tied the belt on her myself.

"My three comrades went to the bottom. I swam in the direction of the vessel that ran us down and was pulled into a lifeboat of the collier. I saw the collier standing not far from where the Empress foundered. It was all lighted up.

"When I was taken on board I saw many men rescued, practically unclothed. I was almost in a state of nakedness myself, and the rest of those on board were shivering and in a bad state from the icy water of the river and the chilly morning air, Soon, however, we were attended to by those on board the collier and made warm and comfortable

Heard Boilers Blow Up.

"As I swam through the icy waters heard the dull explosion the water reaching the engines of the sinking ship. It was followed by a burst of steam that spread to all parts of the vessel. Then came a quick listing of the liner and she turned over. It looked to me as if she turned

"I don't think there were many firstclass passengers saved. I saw only one of the first-class boats lowered. "The weather was virtually calm

and there was plenty of light on the water when I came on deck. I saw no

"I thought at first we had hit a rock. Some officers of the vessel came along and said that the ship would not go any further, for bottom had been

Praise Liner's Crew.

"The behavior of the crew was, on the whole, good, though it must be said that the men hardly had time to collect themselves or to effect rescues in any systematic way.

"The boat was really sinking before the crew or anybody else realized it or could do anything.

"Those of the crew who got to the deck tried to launch a boat on the up turned side of the vessel, but this was impossible, because the list was such that the boat could not be put into the water and landed on the side of the vessel.

"The decks were almost perpendicular, so that many passengers in order to escape had to slide down from the higher side to the lower or water side."

Another Tells of Explosion. A story that there was a tremendous explosion on the Empress of Ireland after it was hit by the Storstad was told by Philip Lawler, a steerage passenger from Brantford, Ont. He was on the way to England with his wife and son Herbert, aged fifteen.

When the collision came the Empress listed under the severe shock and water rushed into the steerage quarters. A few seconds later there that the vessel was doomed to go came an explosion that shook the vesdown. We both sank three times, be | sel. This probably was when the waing carried under by the suction of ter reached the boilers, Mr. Lawle

People were simply shot out of the and to it I swam, pulling my wife after | ship into the sea by the explosion," me. Then those in the boat pulled us Mr. Lawler added. "I was pushed overboard with my wife and boy. The boy "The impact was just sufficient to could swim, so I tried to take care of waken us. It sounded as if our boat my wife, but somehow she slipped

RELAND CAPTURED CRIPPENCAPTAIN OF EMPRESS OF I

Commander of Empress of Ireland Detected Disguise of Murderer.

New York, May 30 .- Capt. H. G. Kendall, commander of the Empress of Ireland, brought about the capture of Dr. Hawley H. Crippen, American dentist, who was accused of murdering his wife, Belle Elmore Crippen, in London.

Doctor Crippen, with his stenogra-

pher. Ethel Clara Leneve, took passage July 22, 1910, on the steamship Montrose of the Antwerp service. which Captain Kendall commanded at the time. Five days later police officials at Quebec received a wireless message from Captain Kendall which said that Doctor Crippen and Miss Leneve were aboard. They had taken passage as "Rev. John Robinson and John Robinson, Jr." Miss Leneve was disguised as a boy.

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