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Regular Terms of Court.

Third Monday of February.
Third Monday of May.
Third Monday of September.
Third Monday of November.
Regular Sessions of County Commis-
sioners 1st and 3d Tuesdays of month.
Church and Sabbath School.

Presbyterian Sabbath School at 9:45 a.
m.; M. E. Sabbath School at 10:00 a. m.
Preaching in M. E. Church every Sab-
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Preaching in the P. M. Church every
Sabbath evening at the usual hour. Rev.
M. E. Wolcott, Pastor.
Preaching in the Presbyterian church
every Sabbath at 11:00 a. m. and 7:30
p. m. Rev. H. A. Bailey, Pastor.
The regular meetings of the W. C. T.
U. are held at the headquarters on the
second and fourth Tuesdays of each
month.

BUSINESS DIRECTORY.

TIONESTA LODGE, No. 999, I. O. O. F.
Meets every Tuesday evening, in Odd
Fellows' Hall, Partridge building.

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G. A. R. Meets 1st Tuesday after-
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BIG LINER
SINKS WITH
969 SOULSEmpress of Ireland Goes to
Bottom After Collision

ONLY 403 PERSONS SAVED

Worst Disaster Since Foundering of
Titanic Occurs in St. Lawrence
River When Collier Storstad De-
livers Death Blow to Fine Trans-
Atlantic Liner—Vessel Stays Afloat
Only Fourteen Minutes After Crash.

Unchecked speed in a fog cost 969
lives when the collier Storstad sank
the Canadian Pacific liner Empress of
Ireland in the St. Lawrence river.

The death estimate is furnished by
the railroad officials after receiving a
survivors' list which numbers 403.

Trapped in their berths as they
were, many of them imprisoned in
staterooms whose doors had jammed,
many more unable to climb to the
decks, were overwhelmed by the ter-
rific rush of water.

Among the dead are Lawrence Ir-
ving, the English actor, who was a
son of Sir Henry Irving; his wife,
Mabel Hackney, and Sir Henry Seton-
Kerr, a famous hunter of big game
and prominent at the English bar.

Very few of the first or second cabin
passengers were saved.

It was 1:45 a. m. Friday morning
when the Norwegian collier Storstad,
a ship hardly a fifth of the size of the
Empress of Ireland, blundered against
her and cut her down as if she had
been made of paper board.

The collier, freighted with 7,000
tons of coal, was following the course
of the channel as she came on at good
speed. She drove into the port side
of the Empress and her steel sheathed
bow raked inward and backward.

It cut through a length of state-
rooms, water tight compartments and
deck beams until there was an enor-
mous gash that opened from amid-
ships to the stern of the liner.

The water did not flow in. It rushed
in. Captain Kendall and his officers
did all that was humanly possible in
the fourteen minutes that the Empress
hung on the river.

Kendall was hurt and in great pain,
but he showed the pluck of a naval
officer. In the first minute of the dis-
aster he ordered Edward Bomford, the
wireless operator, to flash the S. O. S.
call. He ordered officers and stewards
to collect as many passengers as
could be found and hold them for the
boats. He had nine lifeboats over-
board within ten minutes.

Had there been time hundreds who
went down with the ship would have
survived. A thousand men and wo-
men who had been asleep awoke too
late to scramble to the decks. They
were crushed or mangled by the bow
of the Storstad, injured by splintered
timbers or overwhelmed in the ter-
rific rush of water.

It is probable that scores were killed
instantly, but hundreds perished while
feebly struggling for doorways while
trying for a footing on sloping decks.
The terror and confusion of the few
minutes while the Empress staggered,
listed and sank can hardly be put in
words.

The proportion of the crew saved
far outnumbered the proportion of
passengers rescued. That is explained,
however, by the statement that an
unusual number of the officers and
crew were on duty when the collision
occurred and that it was impossible
for them in the brief time they had to
arouse and save the passengers.

Very few of the seventy-seven in
the first cabin were alive when the
Eureka and the Lady Evelyn, the
little relief steamships, found a
wreckage strewn river and nine over-
crowded lifeboats. Only a handful
from the second cabin managed to get
into the lifeboats or be picked up by
the relief steamers and the Storstad.
The toll among the third cabin pas-
sengers was very heavy.

It is impossible to say how many
were ground to death when the
Storstad ripped through tiers of state-
rooms. Many of the survivors were
brought ashore suffering from broken
legs or arms or deep cuts or bruises.
Many died after reaching this place.

Big and powerful as she was, of
14,500 tons register and displaying
20,000 lights, the Empress went to the
bottom as a stone sinker. Fourteen
minutes after the collision there was
nothing on the surface of the river
save the lifeboats drifting with the
tide, a little wreckage and the crippled
collier backing away into the fog.

One of the saddest features was the
inability of the collier to rescue many
of the passengers. The officers were
afraid for a few minutes that she
would sink. Her bow was crushed to
the water line and she took in a great
deal of water, but she was able to
continue on her way up the river to
Rimouski and land a few survivors
that her crew had taken from the
wreckage or who managed to swim to
her in the fog.

The Canadian government steamer
Lady Grey brought from Rimouski
188 bodies recovered from the wreck
of the Empress of Ireland. The cof-
fins were carried ashore at Quebec
and the mournful work of identifica-
tion began without delay.

The Lady Grey was escorted by his

Commander of Ill Fated Em-
press of IrelandPhoto by American Press Association.
CAPTAIN KENDALL.

majesty's ship Essex and fifty sailors
from the warship with bare heads
carried the coffins down the gang-
plank and laid them in rows on three
long tables stretched under the freight
space on the pier. The building was
draped with black.

In the hunt for bodies of the
victims there was no distinction of
class. Every person, whether finely
dressed or roughly clad, took their
turn in the line that moved constantly
from coffin to coffin.

Almost all the bodies bore marks
of violence inflicted by contact with
parts of the wrecked ship or in strug-
gles in the water. There were bodies
of women whose heads were split open
or gashed.

It is possible that women running
from their staterooms in the darkness
following the collision ran against
stanchions or were whirled against
the walls of the sides of the alleys.

The wounds also indicated that
some of the women had been crushed
when the collier buried her steel nose
in the side of the Empress.

Officials in Rimouski have said also
that the bodies of the women showed
that several of them had been stabbed
and that bodies of men had been found
with knives in their hands.

At any rate, it was apparent by a
glance at the shrouds that had been
placed on the bodies of both men and
women that there were other wounds
not disclosed on the faces.

Only 209 bodies have been recovered
from the wreck.

The probability is that the re-
mains will never be recovered for
the current will sweep them out to a
watery grave in the ocean.

If the Empress is raised many other
bodies trapped in their staterooms
will be recovered, but there is a ques-
tion as to whether the ship will be
raised.

At an inquiry at Rimouski Captain
Kendall told his story of the disaster.
The collier Storstad, in charge of the
tug Lord Strathcona, came into port
under her own steam.

She was badly damaged about the
bows, but so far as could be seen this
did not extend more than twenty feet
from the stem. She was low in the
water except at the bows, where she
had evidently been lightened. Here
the draught was twenty-six feet.

That the impact with the Empress
of Ireland had been great was evident
by the way the vessel's stem was
twisted to port, the hawser hole com-
pletely smashed, plates cracked, rivets
twisted or missing, while the heavy
anchor had evidently been driven back
several feet into the bows.

In anticipation of the arrival of the
collier W. Simpson Walker, registrar
of the admiralty court, was instructed
by solicitors for the Canadian Pacific
railroad to issue documents for the
seizure of the Storstad for damages
by collision to the extent of \$2,000,
000.

GIVE LIVES AS SACRIFICE

Three Plunge Into River to Lighten
Sinking Boat.

Sacrificing their lives in order that
the lives of four companions, two of
them girls, might be saved, three
young men, none of whom could swim,
leaped into the Delaware river off
Philadelphia from a sinking rowboat
and drowned.

The dead are: John Mouchech, Ray-
mond Tinney and John Murphy. The
saved are: George German, Sarah
German, Mary German and John
Nevill. All resided in the north-
eastern section of Philadelphia and
ranged in age from sixteen to twenty-
six years.

In spite of the heroic sacrifice the
boat capsized shortly after the three
men had disappeared in the water and
the four other occupants were thrown
into the river. Nevill and German,
however, succeeded in clinging to the
overturned craft and saving the girls.

Cornell Gets Chance to Cheer.
Cornell won the intercollegiate field
and track championships at the Har-
vard stadium with Penn second and
Michigan third.

Camden Appointed Senator.
Johnson N. Camden was appointed
United States senator by Governor
McCreary of Kentucky to fill the unex-
pired term of W. O. Erady.

CRIES STIFLED
AS SHIP SINKSDarkness Hides Scenes of An-
guish Aboard Vessel

CRASH PUT OUT LINER'S LIGHTS

Survivors Tell of Their Experiences
and Their Good Fortune in Being
Saved—Several Jumped Overboard.

Suffering dreadfully from their ex-
periences there is hardly a man or
woman who was saved from the Em-
press of Ireland who can give a lucid
account of what occurred on the ill
fated steamer between the time of
the delivery of the death blow by the
Storstad and the final submersion of
the ship.

That quarter of an hour was a ter-
rible one and the hour's wait for help
by the half-naked survivors was hard
to endure. Although the survivors
are unable to detail what they went
through they say the helplessness of
the women and children after the
crash came was particularly terrible.

Hardly more than a dozen women of
the scores that took passage on the
Empress were alive after the ship had
sunk. There were many children,
some of them babies in arms, among
the passengers. A few of these were
saved because of the courage of men
who risked their own lives for the
sake of a child's but most died.

The few survivors who could tell
of their experiences agree pretty ac-
curately that nearly everybody save
officers and members of the crew were
asleep at a few minutes before 2
o'clock.

There was a terrific shock as the
Storstad lurched her ponderous weight
against the Empress—a shock that
threw passengers from their berths.
Then there was a long, grinding,
rending crash as the Storstad's bow
cut deep into the liner's vitals.

Instantly, it seemed to those who
told the story, there was a nightmare
of sounds, cries of fear and agony
that was too awful. All lights went
out at the first crash. More than
1,400 persons were fighting for life in
the black darkness. Those who man-
aged to find a way to the top deck
saw scores leap into the sea. Pas-
sengers who could not get to the few
lifeboats in time seized chairs, any-
thing loose they could find and leaped
into the river. Very many persons
perished in the cold water while
clinging to bits of wreckage and pray-
ing for help.

Mr. Langley, a rancher of British
Columbia, explained quietly that he
had made up his mind that he had to
die. The boats had gone. He could
find nothing that promised to support
him in the water. He made his way
to the rail of the ship and waited
until she sank. As she went down
he held his breath, held it for an age,
it seemed to him, but finally he came
to the surface and luckily near a life-
boat. A sailor hauled him in.

W. Davis of Montreal said that he
and his wife were asleep and were
not awakened by the crash. They got
out of their berths when the water
began to come in and were able to
make their way to the boat deck. The
Empress was listing and it was im-
possible for him and other men on
the top deck to get one of the boats
launched. They gave it up.

As the Empress sank Davis put his
arm around his wife and told her not
to cling to him. They were sucked
into the whirlpool as the ship went
down and Mrs. Davis was wrenched
from his grasp. He kept his nerve
and swam to her, grasped her by the
hair and supported her and himself
upon a piece of timber until they were
rescued. Mrs. Davis was uncon-
scious and near to death when help
got to them.

L. E. Gossett, a well known law-
yer of Montreal, said that he was able
to get a lifeboat overboard and that
he clung to it with others until the
Lady Evelyn reached the scene. He
said he suffered terribly from the cold.

J. L. Black and his wife, who live
in Ottawa, jumped together before
the ship sank. They were awakened
by the crash, but they got on deck too
late to find places in a lifeboat. They
declared they decided to jump and
take chances. Fortune was with them,
for it sent wreckage to Mr. Black's
hand and he kept his wife above water
until a boat from the Evelyn reached them.

Frenchman Wins Auto Event.
Rene Thomas, driving a French car,
won the fourth annual 500-mile race
on the Indianapolis motor speedway.
All speedway records from 5 to 500
miles were broken. The first Ameri-
can to finish was Barney Oldfield, who
crossed the wire in fifth place.

Thomas' time was 6 hours, 2
minutes, 45 and 98-100 seconds. The
winner maintained an average speed
of 82.47 miles an hour.

Sleeping Man Perishes in Fire.
John L. Brownfelter, aged forty, a
mill employe, was burned to death
when the sawmill of D. D. Baker near
Renova, Pa., was destroyed by fire.
The man was asleep in the building.

McClure Kills Himself.
Robert Bruce McClure, former pro-
prietor of the McClure newspaper syn-
dicate, and a brother of Colonel S. C.
McClure, killed himself with a shot-
gun in his home in Yonkers, N. Y.

LANGLEY'S MACHINE FLOWN

Aviator Curtiss Crosses Over Lake in
Old Aeroplane.

"Langley's Folly," the famous old
tandem aeroplane that has been hang-
ing in the Smithsonian institute in
Washington for a decade, was suc-
cessfully flown by Glenn H. Curtiss over
Lake Keuka, near Hammondsport,
N. Y.

It is thought that this successful
flight of a machine that was comple-
tely built before Orville and Wilbur
Wright made their first flights may
bring about more litigation over the
basic patents granted to the Wright
brothers. The Langley machine was
built for the government and was not
patented. It has been contended that
the Wrights obtained many of their
ideas from Dr. Langley's experiments.

BUSINESS TAKES A JUMP

Period of Warm Weather Does Whole
Lot of Good.

Dun's Review of Trade says this
week:
"A period of continuous warm
weather has had a beneficial effect
upon practically all commercial lines
and is tending to offset the earlier
handicap of a backward spring.

"The movement of seasonal
goods, both at wholesale and retail,
shows encouraging increase and most
reports indicate that confidence is
gaining strength. Low merchandise
stocks at distributing centers, cheap
money and the favorable crop outlook
are chief factors operating to create
more cheerful sentiment regarding
the future."

FORTUNE FOR \$50

Woman's Land Option Brings Her
Rich Strike.

Mrs. John Kane of Northumberland,
Pa., wife of a real estate salesman
who worked for a Ridgway real es-
tate man for \$15 a week several weeks
ago, took an option on 300 acres of
what was believed to be oil or gas
land near Ridgway. The "finder" cost
her \$50. Last week a test well was
sunk on the land adjoining her lease
and a gas gusher was struck.

Mrs. Kane sold part of her holdings
for \$500 an acre and this week re-
ceived another offer which she says
will net her close to \$200,000. She
says she will accept the offer.

Uses Revolver to End Life.

Despondent because of ill health,
John M. Coons, aged sixty-four, of
Pittsburg, ended his life by shooting
himself in the right temple with a
revolver.

Arson Charged to Negro Couple.

James E. Clark, a negro, and his
wife of Latrobe, Pa., were arrested
by Deputy State Fire Marshal Clyde
Seaton on a charge of arson. Clark's
house was burned recently.

SETS HIMSELF
UP AS PRESIDENTCarranza Is Establishing Pro-
visional Government

MAY EMBARRASS PEACE PLAN

Rebel Chief Wants to Be Ready to
Govern Mexico Should Conference
Decide on Provisional Body.

Advices from Durango, Mex., say
that General Carranza has left there
for Saltillo, where he will formally
establish a provisional government.
Carranza has virtually assumed the
position of provisional president and
has started the work of forming a
cabinet.

This action by Carranza, it is be-
lieved, has for its object the forestall-
ing of any arrangement by the peace
mediators at Niagara Falls for the
governing of Mexico.

The new capital will have the pro-
tection of nearly 5,000 troops of the
army of General Pablo Gonzales, who
has transferred his army from Mon-
terey to Saltillo.

He will protect Saltillo while it re-
mains the provisional capital and will
send detachments of troops to garri-
son the smaller towns in that vicinity
while Villa's main army is conduct-
ing the campaign against Zacatecas
and San Luis Potosi.

When the rebel army moves upon
Mexico City General Gonzales and his
army will escort the provisional presi-
dent and his cabinet to the permanent
capital.

This action by the rebels, it is
claimed, puts them in line to be in-
trusted by the mediators with the
task of governing Mexico after the
Huerta government has been removed
and until a new government can be
chosen by elective method.

May Go Bad With Germans.

German subjects in revolutionary
territory in Mexico may suffer because
the German steamer landed ammu-
nition for Huerta at Puerto Mexico.
When Villa expelled the Spaniards
from Chihuahua he is said to have an-
nounced that the Germans would be
the next to go. But the killing of Ben-
ton, which followed soon after, caused
him to change his plans and to aban-
don the idea.

The landing of ammunition for the
federal government by the German
vessels may result in the Germans in
rebel territory being driven out and
their property confiscated, the revolu-
tionists declare.

Japanese in rebel territory, too, may
be expelled from Mexico by Villa and
Carranza as a result of the sending of
ammunition from Japan to President
Huerta.

German Steamers Heavily Assessed

The Hamburg American line steam-
ers Ypiranga and Bavaria did not sail
from Vera Cruz, Mex., Sunday as ex-
pected owing to the refusal of the
American port authorities to accept a
bond which would cover the fines
imposed on the two vessels for land-
ing arms at Puerto Mexico for the
Huerta administration.

The lines imposed on the vessels
amount to over a million pesos. The
amount assessed against the Ypiranga
is \$34,625 pesos. The captains of the
two vessels were anxious to get away
and the agents were insistent that the
bond be accepted, but the authorities
declared that this could not be done
on Sunday.

ENGINE DERAILED; 5 DEAD

Trainmen Killed on Way to Work.
Two Perhaps Fatally Hurt.

Five trainmen were killed and two
perhaps fatally injured when a pas-
senger locomotive on the Connellsville
division of the Baltimore and Ohio
railroad was derailed at Cooks Mills,
east of Connellsville, Pa. The locomotive
was running light.

The dead are: Harry Hughes of
Pittsburg, engineer of locomotive;
C. C. Eyster, Connellsville, flagman;
H. S. Lloyd, Connellsville, flagman;
G. W. Dean, Cumberland, brakeman;
Ted Riser, Cumberland, engineer.

Probably fatally injured: J. J.
Romesburg, Connellsville, brakeman;
Eugene Miller, Cumberland, freeman.

An extra freight crew had boarded
the engine to ride down the line in
order to relieve a crew whose work-
ing time had expired. In some un-
known manner the engine jumped
from the rails and the men were
scalded.

Steps From Car to Death.

Grover A. Miller, aged twenty-five,
stepped from a trolley car in Altoona,
Pa., and was hit by an automobile re-
ceiving injuries which caused his
death within half an hour.

HEAT IN CHURCH KILLS GIRL

Falls Over Dead Just as Pastor Starts
His Sermon.

Miss Sue Melkrantz, aged twenty-
three, one of the most popular young
women in the village of Hopewell,
near Uniontown, Pa., was stricken by
the heat and died instantly in the
Hopewell church just as Rev. W. A.