

REVIEW OF PENNSYLVANIA FOR NEWS READERS

Happenings of the Week in the Capitol Building and Throughout the State Reported for Our Readers in Fulton County and Elsewhere.

GOVERNOR NAMES CANAL COMMISSION

Five to Plan for Waterway From Lake Erie to Ohio River.

FAIRS TO BE HELD IN STATE

"Antis" Accept Offer of Suffragists To Debate—Instruction Camp For N. G. P. Officers Dropped. Street Car Tariffs.

(Harrisburg Correspondence.)

Harrisburg.—Announcement was made here of appointment by Governor Tener of the Lake Erie & Ohio River Canal Commission, authorized by the last Legislature. The purpose of the board is to take up the preliminary work for the construction, if feasible, of a ship canal from Pittsburgh to Lake Erie, through the Beaver and Mahoning Valleys. The members of the board were named as follows: President, ex-Mayor W. A. Magee, Pittsburgh; A. S. McSwigan, Pittsburgh; Colonel Thomas W. Symons, formerly of Pittsburgh and now at Washington; Tom P. Sloan, Lock No. Four, Washington county, and James A. Chambers, Pittsburgh. It was stated that ex-Mayor Magee was chosen a member of the board and its president because he was one of the originators of the project and was instrumental in the preparation and assisted in having the bill passed by the Legislature. The first duty of the board will be to have a survey made, \$150,000 having been appropriated by the State for this work. The board has jurisdiction over the entire work and has authority to appoint a secretary, a treasurer, a chief engineer and such other assistants as may be necessary. It is to make a report to the Governor each year of the progress made. Each member is to furnish bond in the sum of \$25,000 for the faithful performance of his duty. The president will receive a salary of \$5,000 a year and each member \$4,000 a year. The appointments take effect at once.

Candidates Begin Filing Expense Lists.

Ten counties have filed their official returns of the primary election at the State Department and the figures are being tabulated.

Of nine candidates for State nominations who have filed expense accounts at the Capitol only one shows expenditure of over fifty dollars. This one was Harry Watson, Greenville, candidate for Congress-at-Large on the Washington party ticket. He spent \$528, of which \$500 went to the State Committee.

Those filing affidavits of expenditure of less than fifty dollars were M. H. Stevenson, Willard E. Ritter and F. W. Whiteside, candidates for gubernatorial nominations; Percy F. Smith for Lieutenant-governor; Fred E. Lewis and W. N. McNair for Secretary of Internal Affairs; S. Harper Smith, Congress-at-Large and A. M. Fuller, Superior Court.

71 Fairs To Be Held in State.

Announcement that seventy-one county fairs, horse and cattle shows or agricultural and horticultural exhibitions would be held in fifty counties of the State was made by the Pennsylvania Department of Agriculture. The dates run from the Hagerstown Horse and Cattle Show in Cumberland county, June 17 and 18, to the exhibition in Horticultural Hall, Philadelphia, November 3 to 6. The report shows that the attendance at the fairs last year was 1,776,600. The amount paid by the State to encourage fairs last year was \$45,833.62, against \$35,563.22 1912. Premiums paid last year aggregated \$157,961.77. The offerings in premiums for this year are \$192,099.

Discuss Street Car Tariffs.

Ways and means to obtain a uniform system of making reports and tariffs were discussed with Chief Wilson, of the Bureau of Tariffs of the Public Service Commission by a committee of the Pennsylvania Street Railway Association. The committee is headed by Gordon Campbell, of York, and was named at the recent meeting of the association to co-operate with the State authorities. C. L. S. Tingley, president, and H. M. Stine, secretary of the association, and a number of officials from companies in Philadelphia, Pittsburgh and Scranton were with the committee.

"Antis" Accept Offer To Debate.

Miss Lucy Price, Anti-Woman Suffrage Association leader in this part of the State, invaded the headquarters of the suffragists and announced that she would accept the challenge to debate the question of suffrage. Mrs. Frank M. Rossing, of Pittsburgh, president of the association, promptly accepted the challenge, and a date will be arranged later. Probably it will take place in one of the local theatres.

Instruction Camp Dropped.

Adjutant General Thomas J. Stewart announced that the proposed camp of instruction at Mount Gretna for infantry, engineer and departmental officers of the National Guard, scheduled for June 7 to 11, had been cancelled. The Adjutant General stated that the reasons were insufficiency of available funds and inability of the War Department to detail the necessary officers to act as instructors.

KEYSTONE STATE IN SHORT ORDER

Latest News Happenings Gathered From Here and There.

TOLD IN SHORT PARAGRAPHS

Frank Wisner in the Cameron Mine. Bethlehem Steel Company Railroad Conductor Terribly Burned.

John Reilly, of Palo Alto, fell and injured his knee. He may be crippled for life.

The annual Sunday school convention of Port Carbon district will be held in the Methodist Church, June 3.

Nearly fifty boys in ten townships of Chester county are now enrolled in the boys' corn clubs.

Borough council, of Tamaqua, has decided to build a \$14,000 hose house for the Citizens' Fire Company.

Edwin Monford, of York, was fined \$100 by Major John R. Lafean for operating his automobile recklessly while intoxicated.

The executive committee of the Shamokin High School Association, decided to hold the 1914 class reunion at Edgewood Park, July 1.

Rev. A. Menverse, rector of the Church of Our Lady, Mt. Carmel, left for Holland, to visit his invalid sister, and to recuperate.

James Thomas, twelve years old, of Port Carbon, was knocked unconscious when struck on the head by a stone from a sling shot. His condition is serious.

The last concert of the sixth season of the Perkiomen Symphony Orchestra was rendered in the Perkiomen Seminary gymnasium, under the direction of Prof. David E. Croll.

John Hunsicker, a Bethlehem Steel Company railroad conductor, was terribly burned when in uncoupling cars hot slag, which one of them contained, was spilled over him.

Frank Wisner, sixteen years old, while in the Cameron mine, Shamokin, thrust his head over the top of a wagon and was killed when a timber from a chute struck him.

Raymond Sifagoss, fifteen years old, tried to run across the tracks of the Lehigh Valley Railroad at Easton. He was caught between two cars and crushed to death.

Blood poisoning which developed from a wound which Mrs. Samuel Parry, Mt. Carmel, received when she stepped on a garden rake, caused her death.

David Weller, eleven years old, of Downingtown, is in the hospital at West Chester with a fractured skull. He was hit by a baseball bat while at play.

A movement to consolidate Litz and Warwick has been started, and Elmer Eby was chosen chairman, and Frank Schner, secretary, of a committee to work for the proposition.

Rev. Cleveland Frame, pastor of the First Presbyterian Church in Malvern, preached the baccalaureate sermon to the graduating class of the Malvern High School, in the First Baptist Church.

Mrs. Mary Linden, eighty-four years old, of Louisville, Ky., died as the result of a shock from a fall down a flight of stairs. Mrs. Linden was visiting her daughter, Mrs. Joseph Heiken, at Pottsville.

The Parent-Teachers' Association, of Frackville, elected these officers: President, J. Howard Buck; vice-president, Mrs. J. K. Berk; secretary, T. M. Reed; treasurer, Mrs. J. C. McGinnis.

Ground has been broken at the coal shipping yard of the Reading Railway Company, between Mill Creek and St. Clair, for the erection of a steel water reservoir or standpipe, to be 105 feet high.

While on the way to a fire at the Penn Central gas plant, Lewistown, Jesse Estep was thrown from the Henderson auto truck, which was wrecked in making a turn at a street corner. Estep's collarbone was broken.

Frank O'Mlene, a contract miner, prominent in fraternal societies and an athlete, was crushed to death by a fall of coal, and Joseph Wychan narrowly escaped a similar fate at Shenandoah City Colliery. O'Mlene leaves a bride of two months, who is in a critical condition from the shock.

Harry Hill, a conductor on the Marcus Hook division of the Southern Pennsylvania Traction Company's lines, was slashed on the face by an unidentified colored man, at Third and Market streets, Chester. Hill had asked the man, who escaped, for his fare. The passengers of the car were greatly excited.

MINERS OBJECT TO OPEN EXAMINATION

Would Bar All Save Those Who Cut Coal From Foreman's Hands.

RAILROAD Y. M. C. A. BURNED

Saves Baby By 400-Foot Slide Down Mine Cable—Robs Shrine in Reading Church—Boy Kills Farmer Accidentally.

Saves Baby By 400-Foot Slide.
Irwin.—"Tim" McDonough, after sliding down a 400-foot cable in a mine shaft in saving the life of Tony Andy, two years old, who had toddled over the brink, is at his home here suffering from twelve broken ribs, a broken ankle and contusions. McDonough rescued the child and the physician attending him says he has a good chance to recover. McDonough was surrounded by about twenty children whom he had promised to take into the mine. Tony Andy wriggled through the crowd to the shaft for a "look" down the hole. He lost his balance and as he fell McDonough grabbed him. As he did so he became over-balanced and plunged into the shaft, one hand clutching the child, the other grasping for the cable. McDonough managed to grab the cable, but the friction burned his hands so that he was forced to let go for an instant and in his further descent he bumped a timber with his shoulder, but he held onto the baby. Finally he was able to wrap a leg about the cable and down he slid until he struck the cage at the bottom. He scrambled out of the cage with his burden, who was unharmed, and then collapsed. The baby hasn't a scratch.

Object To Open Examination.

Pottsville.—Leading miners held a conference with attorneys here preparatory to bringing injunction proceedings against the State Mining Department for permitting any class of mine employees to take the examination for mine foreman's certificates. Miners say they believe it will increase the danger of coal mining if carpenters, loaders, drivers and other classes of men employed about the mines are allowed to become foremen. The law of 1901 requires that none but miners having five years' practical experience shall be permitted to take the examination, but the Attorney General construes the word "miners" to mean all engaged about the mines in any respect whatsoever. This is the dictionary definition of the word, but in the coal region nobody considers himself a miner except the men actually cutting coal, and this interpretation of the law was always followed heretofore.

Railroad Y. M. C. A. Burns.

Altoona.—The Pennsylvania Railroad Y. M. C. A. building, at Bellwood, seven miles east of here, was virtually destroyed by fire, which started from a cigarette or a spark from a passing locomotive. The building was owned by the Pennsylvania Railroad. The loss is \$5,000, partially insured. Few furnishings or books were saved.

Storm Wrecks Breaker.

Shamokin.—Lightning wrecked the top of the Scott shaft breaker, and caused the Richards & Hickory Ridge Collieries to suspend operations. Workmen narrowly escaped death. The plants are owned by the Susquehanna Coal Company. Thousands of dollars damages was caused by the wreck of the power plant.

Lone Graduate Hears Sermon.

Harrisburg.—Roy Hemp, sixteen years old, comprised the graduating class of the Samp Hill School and heard a baccalaureate sermon all by himself. The sermon was preached by Rev. E. D. Weigle and was heard by a large audience, the graduate sitting in a front pew.

Boy Kills Farmer Accidentally.

Reading.—Frank Kramer, six years old, employed on the Huyett farm along the Wyoming road, accidentally shot and killed with a rifle by Charles Berg, son of the tenant of the farm. The boy had gone into the woods to shoot snakes.

Pottsville Tax Levy Fixed.

Pottsville.—The City Council has named as part of the budget for the new fiscal year appropriations totalling \$87,000. Nine mills was the tax levied, divided 7½ mills for general purposes and 1½ mills for the sinking fund. The City Treasurer, by ordinance, was made collector of taxes.

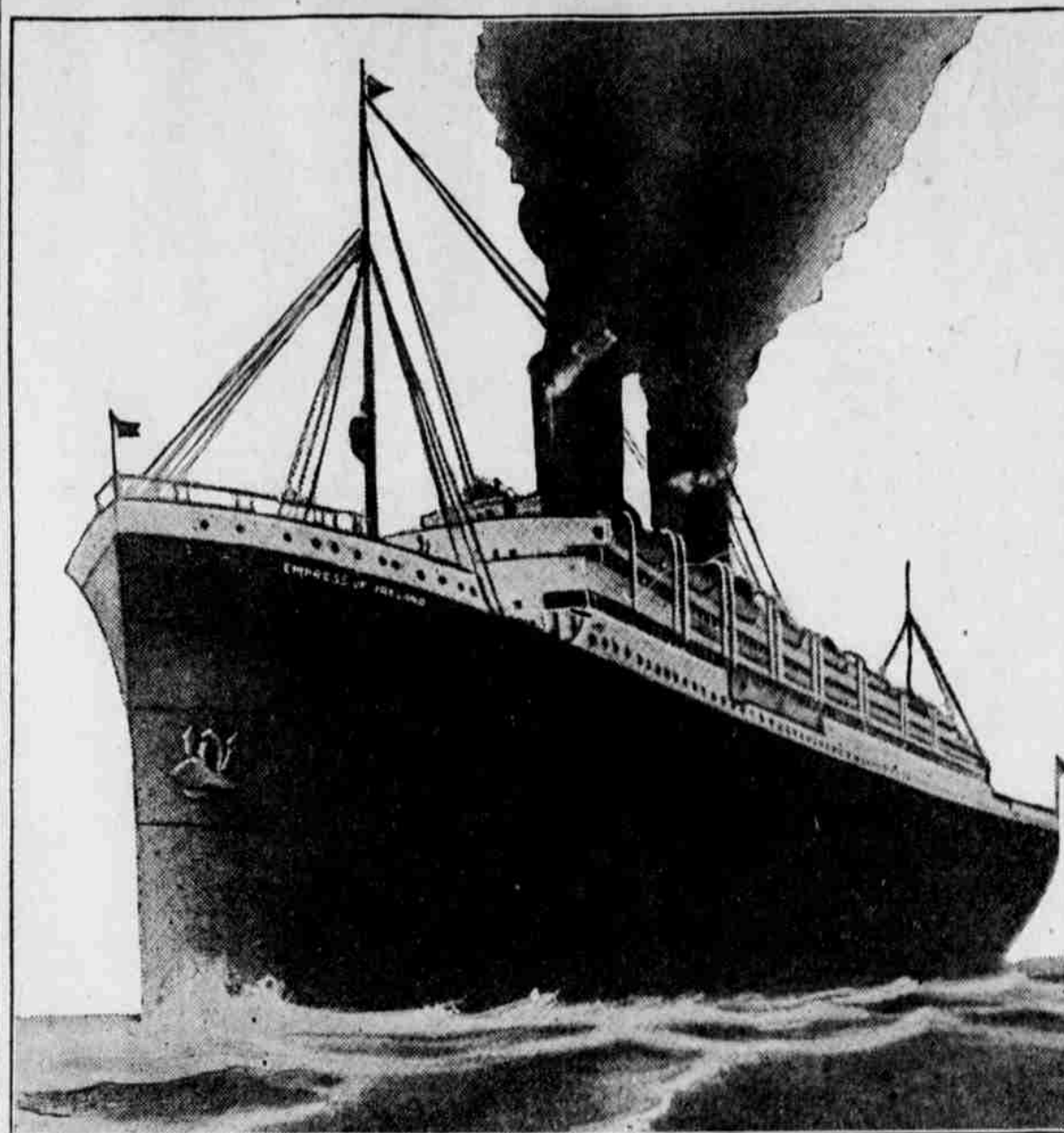
Robs Shrine in Reading Church.

Reading.—Posing as a worshipper on bonded knippers for a while in order to avoid suspicion, a sneak thief entered St. Paul's Roman Catholic Church, remained until he was alone, then burst open the shrine of St. Anthony and robbed it of its contents.

Ball Players Collide, One Hurt.

Marietta.—While playing baseball Harvey Penwell and George Eater collided in center field, when both ran after a long "fly" in a contest with Red Lion. Penwell was so badly injured internally that he was carried from the field unconscious.

LOST OCEAN LINER EMPRESS OF IRELAND



964 PERISH IN SEA DISASTER

Great Liner Goes to Bottom at Mouth of St. Lawrence River Following a Collision With a Collier.

Rimouski, Que., May 31.—Nine hundred and sixty-four persons lost their lives Friday morning when the great Canadian Pacific twin screw liner Empress of Ireland was rammed amidships in the St. Lawrence and sunk by the Norwegian collier Storstad.

Four hundred and three survivors were picked up from floating wreckage and two lifeboats.

And only 12 of the saved are women. Gathered piecemeal from survivors the horror of this wreck grows with the telling.

Waters Quickly Engulf Ship.

The doomed ones had little time even to pray. They were engulfed by the onrushing waters that swallowed the big ship inside of nineteen minutes from the time she was struck.

The wireless operators on the Empress, sticking to their posts to the last, had time only to send a few "S. O. S." calls for help when the rising waters silenced their instruments. That silence told the rescuers miles away more portentously than a bugle that doom had overtaken the ship.

Only six hours before this fateful collision the passengers sang as a good-night hymn "God Be With You Till We Meet Again," played by the Salvation Army band on board.

The members of that band and most of the 165 Salvationists were among the lost.

Survivors Tell of Fog.

It was foggy, according to survivors, when the Empress of Ireland, a steel-hulled, steel-bulkheaded ship of more than eight thousand tons, left Montreal at 4:30 Thursday afternoon in command of H. G. Kendall of the Royal Naval Reserve, one of the most skilled of transatlantic navigators.

Forest fires also obscured the atmosphere and the big ship, in charge of a pilot, proceeded slowly on her way to sea. At midnight the pilot aide left near Father Point, shouting a merry "Eon Voyage" as he went down their ladder to his waiting boat.

The darkness at this time was intense and the ship under the slowest speed possible with steeringway held her course. Her decks were deserted. The passengers had all sought their berths with no thought of impending death.

Out of the darkness, on the port side, soon after 2:30 in the morning there loomed the little Norwegian collier, not half the size of the Empress, but fated to be her destroyer.

Not until the collier was almost abreast of the big liner was the danger known on either ship. The fog had blotted out the lights as well as the port and starboard lights of both ships.

Quick orders trumpeted on both vessels were heard. But they came all too late.

Strikes Ship Amidship.

The steel-pointed prow of the Storstad struck the liner amidships and then forged aft, ripping and tearing its way through the Empress of Ireland. Clear to the stern of the Empress of Ireland was this great steel shaving cut from her side, from the top of the

explosion that almost rent the ship in twain.

It was the explosion of the boilers struck by the cold water. A geyser of water shot upward from the midship section, mingled with fragments of wreckage, that showered down upon the passengers still clinging to the rails forward and upon those struggling in the water.

The explosion destroyed the last hope of the ship's floating until succor could arrive, for the shock had smashed the forward steel bulkhead walls that had up to then shut out the torrents invading the after part. The water rushed forward and the Empress of Ireland went swiftly to her doom, carrying down with her hundreds of passengers who stood on her slanting deck, their arms stretched upward and their last cries choked in the engulfing waters.

One of the survivors, relating that last tragic scene on the decks of the liner, said:

"I was asleep like most of the passengers when the collision came. There was a sickening crunching of wood and steel and then a grinding, ripping sound as the Storstad smashed her way along the port side of our ship."

"I knew that we had been struck and I rushed to the staterooms of some friends and shouted to them to get up, as the ship was sinking. Stateroom doors flew open all along the corridor and men and women began to rush for the grand companionway forward. Those aft must have been drowned in their berths."

Carried to Bottom.
The Empress of Ireland recoiled almost on her starboard beam ends from the blow of the collier and passengers were flung from their berths against the walls of their staterooms.

Many were stunned and before they had time to recover were carried to the bottom with the ship.

The vast torrents pouring into the great gash on the port side, aft, filled the corridors and flooded every stateroom about the midship section inside of four minutes.

There was never a chance for the helpless ones in the after cabins and staterooms of the liner. With her port side laid open for half its length from the midship section to the stern, a seive had more chance to float than the Empress of Ireland, and the trapped passengers in that after section were doomed from the moment the Storstad struck.

Reeling from the blow the ship began to settle almost immediately as the water rushed into the big rent.

From the forward cabins, however, men and women in night attire, stumbled along the corridors and, at the companion way to the promenade deck—the deck below, the one on which the boats rested.

Swarm to Deck.
Up they swarmed on deck in their night clothing to find the ship heeling away to port and the deck slanting at a degree that made it almost impossible to stand even clinging to railings.

Men and women, shrieking, praying, crying for aid that was fated to arrive too late, fell over one another in that last struggle for life on board the doomed Empress of Ireland.

Frenzied mothers leaped overboard with their babies in their arms. Others knelt on deck and tried to pray in the few moments left to them. Some were flung overboard by the heeling of the sinking ship and some broke their legs or arms in trying to reach the lifeboats.

Above the din of the struggle on the great promenade deck could be heard Captain Kendall shouting commands for the launching of the lifeboats. Several were launched in the 19 minutes that the ship floated.

There was no time to observe the rule "Women first" in this disaster, for those nearest the boats scrambled to places in them.

But even as they were being launched, while the wireless still was calling "S. O. S." there came a terrific

WIRELESS AGAIN PROVES DEATH NEMESIS ON SEA.

Wireless telegraphy, which has been the savior in the hour of gravest danger to thousands of helpless victims in disasters at sea, and which flickered out the sturdy "S. O. S." that brought succor to the Empress of Ireland early today, has again proved itself the Nemesis of death on the ocean.

Statisticians who became busy chalking up and adding the human credit marks that wireless has earned, declared that probably 6,000 persons owe their lives to the fact that a wireless station was near them in some disaster. They declared it has reduced the terrors of ocean travel as nothing else under Providence has.

It came into practical use in 1905. The steamship Republic, threatening 1,500 lives in a head-on collision with the Florida, that year, gave it its first real sea try-out.

The Alaska was the next. In mid-

ocean with not another smokestack in sight, flames burst out. The wireless operator, unmindful of his danger, kept clicking and clicking, and just as the boat was going down, help arrived and the 123 passengers aboard were saved.

Then came the Kentucky in 1910. In the same year 19 were saved in the Koenigen Luise. Death was cheated in the instance of the burning freighter, Templemore, when all on board, 544, were saved.

Following close on this record, the

age, were picked up by the lifeboats and carried on board the rescuing vessels.

Captain Kendall, dazed and unable to give any coherent account of the loss of his ship, was found clinging to a broken spar.

J. W. Langley, rancher, of Canby, B. C., went down with the ship, but held his breath, and, coming to the surface, found a piece of wreckage and clung to it until picked up.

One of the survivors, in explaining the quickness with which the Empress of Ireland went down, said:

"The collier, being only something over 3,000 tons, did not reach up even to the upper or topmost deck of our hull. Her bow cut under the upper deck and took a peeling off the side of our ship that allowed the water to rush into the lower decks. Then the liner heeled over, and even those in the superstructure deck rooms had a chance to save themselves. Hundreds of them must have been dumped out of their berths and slammed against the walls with stunning force."

Scenes on Shore.

Father Point, Que., May 29.—The Empress of Ireland passed and headed her pilot here at 1:30 this morning, said an official of the Canadian Pacific. "There was a haze at the time. At 1:50 a. m. I was awakened by a "S. O. S." ring on my door bell and rushing down, was informed by a Macconi operator that the Empress of Ireland was sinking, having been struck by some vessel. In undress I started to help. No other signal could be got from the doomed vessel. She had no time to give another, as she sank ten minutes after being struck."

"Mr. Whiteside, manager of the Macconi station, rendered effective service by notifying the government steamer Eureka, at Father Point wharf, and the Lady Evelyn at Rimouski wharf."

Help Rushed to Scene.
Capt. J. B. Belanger of the Eureka immediately rushed to the scene and Captain Poullet, with the Lady Evelyn, followed later, his ship being three miles farther away.

"Meanwhile daylight broke and scanning the horizon with a telescope I saw the two government steamers, nine lifeboats and a collier in the vicinity, going here and there. Late the Eureka arrived at Father Point wharf with 32 survivors and several poor drowned bodies, also several of the survivors who had been wounded."

Agent in Narrow Escape.
"The scene on the Eureka was most distressing, the survivors walking around their dead shipmates, stretched out in their last sleep. The Eureka was sent to Rimouski wharf with all on board, and the Canadian Pacific agent, Mr. Webber, who was here, having just got off the ill-fated vessel with the pilot, engaged all the boats he could find and telephoned for all possible medical assistance. As the company's agent here, I advised all the survivors that their cables and telegrams to their families would be paid by the Canadian Pacific railroad."

"The Lady Evelyn passed into Rimouski wharf about 4 a. m. with some more survivors and bodies. Among the survivors was Captain Kendall, commander of the ill-fated ship, who was picked up by a lifeboat from the wreckage after the ship had gone down."

Survivors Almost Naked.
"Most of the survivors were almost naked in the cold morning, with the temperature at 55 degrees and white frost on the ground."

"At 6:10 the Norwegian collier Storstad, coal laden, from Sydney, N. S., for Montreal, came along slowly. When her bow had been smashed by it became known that she was the vessel that had struck the Empress of Ireland the fatal blow. The Storstad was too much damaged to allow her to proceed to Quebec under her own steam, but before proceeding she landed a few survivors and some dead bodies, which were taken off by the steamer Eureka and Lady Evelyn and landed on the Rimouski wharf."

Sing "God Be With You." on Ship.
Montreal, Que., May 30.—When the liner Empress of Ireland steamed away from here Thursday, she carried 140 members of the Salvation Army from the United States and Canada, bound for the world convention in London. To the accompaniment of the army band, they were singing, "God Be With You Till We Meet Again."

This prelude to the accident in the St. Lawrence made the disaster a parallel to the sinking of the Titanic, whose passengers sang, "Nearer My God, to Thee," as the White Star liner went down.

Irving, Actor and Author.
New York, May 31.—Laurence R. Irving, drowned on steamship Empress of Ireland, is an actor, author and manager. He received his education at Marlborough college, College Rollin, Paris, and spent three years in Russia studying for foreign office. His plays are widely known. In 1908 and 1909 he presented sketches of his own authorship in England and America. On May 3, 1910, Mr. Irving addressed the Equal Suffrage league at New York.

Scenes at Liverpool.
Liverpool, May 30.—Pathetic scenes were enacted at the office of the Canadian Pacific railway in this city Friday. Crowds of weeping men and women begged for news of the officers and crew of the Empress of Ireland, the majority of whom were gathered here. When confirmation of the disaster was received several of the women fainted. Friday's scenes were a duplicate of those witnessed at the time the Titanic went to the bottom.

Lexington was caught in a hurry and unprepared. All were saved by the help the "S. O. S." summoned. The Niobe, wrecked off Cape Sable, died in the intermission until the great sea disaster of the Titanic called world attention by the unparalleled summoning of assistance from many different sources.

Some people bear three kinds of trouble—all they ever had, all they have now and all they expect to have.—Edward Everett Hale.