# Summary of Most Important News Events

### Washington

President Wilson expressed himself sely on business conditions. He told a callers at the White House in schington he does not believe the schington he does not believe the schington he does not believe the schington he will be schington he will

. . .

Secretary Bryan of Washington in-structed Minister McMillin at Lima. Peru to recognize the government of Col. Oscar Benavides. In February this government recognized the pro-visional government.

visional government.

The present at Washington was requested to limit his trust program at the present session of congress to the present session of the National Vehicle and Implement Association of Manufacturers. President Wilson refused the request of his tisture, but said he was in sympathy with their purposes.

### Domestic

Detective Abel, after a tilt with Prosecutor Meyers at Newcastle, Ind., etithdrew from the Winters' case, devithdrew from the Winters' case, devithdrew from the Winters' case, devited and the seventh of the Winters' case, the second of the Winters' case, the work of the Winters' case, which he declared warneted the filing of murder charges livest against Mrs. Winters and Cooperated the Winters and Cooperated the Winters' case, but the work of the Winters' case, but the work of the Winters' case, and with the Winters' case, which was been renominated by the Republic and with the Winters' case, which was been renominated for growers of the senate Congressman faurice Connolly of Dubaque won the Democratic senatorial monitation. Winters' case, we will be with the Winters' case, which was a senated to the work of the Winters' case, which was a winter with the winters' case, which was a winter with the winters' case, and with the work of the work

withdrawal order by which Will-h H. Tatt, while president, in 1909 mpted from entry government lands California variously estimated in as-california variously estimated in the california variously of the california to such that the california of the california california of the United tee district court of San Franciaco.

I is. Biggar, for many years foreign manager of the United States Express company, who has been abroad closing space of the constant of the co

teceipt of a telegram at Newcastle, i, from Finlay, O., groused hope of Catherine Winters, who has been sting since March 29, 1912, has n found and three a shadow of un-tainty over the proceedings against father and atepuncher, who were ested Saturday in connection with

rance and stepmother, who were seeded Saturday in connection with disappearance. As were wind and electrical storm, embling a cyclone, struck Milwarman accors of buildings in West Aliand Waswatona, demoliabing ees, barns and other buildings on late fair grounds, crippled and late fair grounds, crippled and may run to \$500,000. The dammar run to \$500,000. Forty-dive years at hard labor in low was the maximum of a seatence, note with the seatence, note with the seatence, note of the seatence, as whose record, according to the country of the seatence, whose record, according to the country of the seatence, whose record, according to the country of the seatence, as whose record, according to the seatence, as whose record, according to the country of the seatence of the country of the seatence of the seatenc

John R. De Saulies has resigned as United States minister to Uruguay.

Negotiations between vectors rati-rated and the second of the second of the and fremen for new water endedues were broken off at Chicago. Employ-ers and employee conceded that unless something unexpected develops at-tempts to adjust their differences ami-cably were useless.

Theodore Roosevelt as preaddent was ready to take measure "equivalent to action in time of war," to end the great strike in the anthractic mises in 1992. Mr. Roosevelt so testified before a referce in New York city in the suit of Alexander T. Wales against John P. White, prealdent of the United Mine Workers of America, for fees he alleges are due bim.

Rene Thomas, driving for France and Delage against a field of the pre-miner pilots and fastest of five nations' data points and fastest of the nations' data points speedway to win the international championship. His elapsed time was 8 hours 3 minutes 45 and 95-100 seconds.

Without a dissenting vote the 207 disamblers of the house present at Washington words that he had a way to be a sent and the had a sent and the hadron and farmer organizations from prosecution under the Sherman law or other trust Hitgations as conspiracies in restraint of trade.

Becretary of the Interior Lane In.

Becretary of Lane In . . . . .

Mexican War
A deadlock has been reached in the
Maxican mediation conferences being
held at Niagara Falla, Ont. This was
admitted by Justice Joseph R. Lamar,
one of the American delegates. The
deadlock is said to have been caused
by the resistance of the Fluoria and
by the resistance of the Fluoria content of the Control of the Control
to the Admission of a representative of
General Carranza to the conferences
without the constitutionalist chief having agreed to an armistice.

The German steamers Bayaria and Ypiranga, which landed big cargoes of arman suntitions consigned to General Landert at Puerto Mexico, were allowed to leave Verg Cruz after the American authorities had imposed fines aggregating \$200,000.

The Mexican peace agreement proposed by the A.-B.-C. mediators does not prevent either General Huerta or General-Sarranza, the constitutionalist leader, from being a candidate for president at the election which is to be called by the combinsion provided in the pact, it was learned at Washlogton.

It is understood at Washington that a representative of the constitutional-ists, whose name is not disclosed, is on his way to Niagara Falls. It is be-lieved his presence may have an im-portant bearing on the last days of the peace conference.

The arms landed from the Hamburg-American liner Ypiranga were pur-chased in the United States, according to authoritative information received at Vera Cruz. They were first shipped from New York consigned to Odessa, whence they were sent to Hamburg, placed on the Ypiranga and brought to Mexico.

placed on the Ypiranga and brought to Mexico.

Mexico City reported that Jose Maria Losano, former ministee of communi-cations in Huerta's cabinet, and Querido Moheo, former to be holding the portfolio of commerce and indu-ting the portfolio of commerce and indu-try, are missing. Some circles in the capital credit rumors that the two min-isters have been shot to death.

## Foreign

Foreign
The collier Storstad, which caused the sinking of the liner Empress of Ireland in the St. Lawrence river and cost 900 lives, was selied by admirally court officers when it docked at Montreal. The seiture was made on behalf of the Canadian Pacific railroad, owners of the sunken liner, on a writclaiming \$2,000,000 damages. The master of the Storstad denies the charge that he was responsible for the disaster.

Rimonski, Que, having done all that was possible for the living from the Empress of Ireland crash, is now receiving the dead. More than thirty bodies rever for the St. Law-rever for the St. Law-rever for the St. Law-rever for alternation to Quebec. The Lady Erelyn left Rimonski with about three hundred bodies.

The most severe earthquake ever recorded on Australian selamographs was registered at the Riverview government observatory at Sydney, N. S. W. The tremors lasted three hours and the disturbance is believed to have occurred in the neighborhood of Friendly islands in the South Facilic.

### Personal

Seven persons were dead and many homeless in different parts of Texas as a result of floods.

John N. Anhat, the former Michigan attorney, convicted of offering a bribe to Superintendent Russell of Mattachen for the release of Harry K. Thaw, must-serve his sentence in Sing Sing, according to the unanimous opinion of the appellate division at New York.

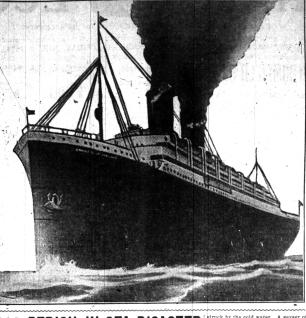
Harry Bunkstrom, an aeronau plunged 2,000 feet to death while a tempting a balloon ascension and par-chute drop at Elitch's gardens, a De-

tempting a tellich o gas-chute drop at Ellich o gas-ver amusement park

Sir Frederick Bard Black of Frank-lin, Pa, was nomitated for warden of the grand commandery. Knights Team plar of Pennsylvania.

Sectived in St. Louis tha

# LOST OCEAN LINER EMPRESS OF IRELAND



# 969 PERISH IN SEA DISASTER

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

Rimonaki Que, May 31.—Nine hundred and sixty-nine persons lost their
lives Friday morning when the great
Canadian Pacific twin serew liner Empress of Ireland was rammed andiships in a thick fog off Father Point
in the St. Lawrence and sust by the
Norweigian collier Storstad.
Four hundred and eighteen survivers
were picked up from floating
wreckage and two lifsboats.
And only 12 of the savenus survivers
the borror of this wreck grows with
the telling.

Wetere Quickly, Equiff Chip.

Wetere Quickly, Equiff Chip.

### Waters Quickly Engulf Ship.

Waters Quickly Engulf Ship.

The doomed ones had little time even to pray. They were engulfed by the ourushing waters that swallowed he big ship inside of inheiest minimum of the press. The wind water is the press, sticking to their posts to the last, had time only to send a few "S. S." calls for help when the rising waters elleneed their instruments. That silence told the rescuers miles away more potently than a bugle that doom had overtaken the skip. Only six hours before this factories of the state of th

### Survivors Tell of Fog.

Survivors Tell of Fog.

It was foggy, according to survivors, when the Empress of Ireland, a steelthem to the survivors, when the Empress of Ireland, a steelthem eight thousand tons, left Montend at 4:20 Thursday afteration in
command of H. G. Kendall of the
Koyal Naval Reserve, one of the most
akilled of transatiantic 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 saide
merry "lino Vorage" as he went down
their ladder to his waiting boat.
The darkness at this time was intense and the ship under the slowest
apped possible with steerageway held
her course. Her dacks were deserted.
The passaggers had all sought their
berths with no thought of impending
dath.

The passaggers in all sought their death.

Out of the darkness, on the port side, soon after 2.30 in the morning there loomed the little Norwegian coller, not half the size of the Empress. but the size of the Empress to the size of the Empress of the size of the Empress and the size of the Empress and the size of the Empress are size of the size of the Empress and the size of the size of

Quick orders trumpted on both vessels were heard. But they came all the selse were heard. But they came all the ship floated. There was no time to observe the Strikes Ship Amidships.

The steel-pointed prov of the Storstad struck the liner amidships and then forged aft, rippting and tearing its way through the floates of the structure of the st

that rent the water poured with the force of a Ningara.

The bow of the Storstad smashed its way through berths on that side of the ship, killing passengers sleeping in their berths and grinding bodies to pieces.

their berths and grimoing oouies to pieces. Reaching the stern of the big lifer. Reaching the stern of the big lifer. He Storstad staggered off in the dark-ness, her bow crumpled by the impact. Her commander was ready a few min-utes later, when he found his show would foat, to ald the crippled and shape the stern of the stern of the stern to late the stage of the stern of the stage of the later of the stage of the stage of the stage of the later of the stage of the s

would noat, to aid the crippied and to save the majority of those on board.

The Enrife to Sottom.

The Enrife to Sottom.

The Enrife to Sottom.

The Enrife to Sottom.

The Enrife to Sottom of the sound of the sound beam and the sound beam and the sound beam and the sound the side of four minutes.

There was no time a chance for the belipies ones in the after cabins are attacerous of the light. With her port attacerous of the light. With her port attacerous of the light with the port attacerous of the light with the port and the Empress of Ireland, and the Empress of Ireland and the Empress of Ireland, and the Empress of Ireland, and the Empress of Ireland, and the Storstad struck.

Receiling from the bits the bit profit.

From the forward cabins, however, men and women in night attire stumbled along the corridors and up the tompanion way to the promeanded deet—the deck below, the one on which 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 isalanting at a degree that made it almost impossible to stand even clinique in railings, except the collet, fell over one another in that last struggle for life on board the domed Empress of Ireland.

Frenied mothers leaped overboard with their bables in their arms. Others knett on deck and tried to pays in the women the life boats.

Above the din of the struggle on the great promenade deck could be heard. Above the din of the struggle on the great promenade deck could be heard for the life boats.

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Above the din of the struggle on the great promenade deck could be heard for the life boats.

The work of rescue still was going with one hand to life boats.

Men and women were clinging to get away to have rein induced the profit of the survivors were induced. Some the sinking ship and some broke their less than the struggle on the great promenade deck could be heard for the struggle on the great promenade deck could be heard and the profit of the profit of the survivors were induced. Some the sinking s

or arms in trying to reach the life habouts. Above the din of the struggle on the great promenade deek could be heard Captain Kendall shouting commands for the launching of the lifeboarts. Switch the structure of the lifeboarts of the launching the life habout the significant of the lifeboarts of the life habout the significant of the life habout t

ance to save themselves. Hund-them must have been dumped their berths and slammed aga Kendall Blames Collier.

Rendail Stames Collier,
Rimousal, Que, June 1.—Qapt. Haryr G. Kendail of the Empress of Ireland blames the commander, of the
collier Storstad for the sinking of the
liner. Before the coroner's jury Sakurday he told how the Empress
dropped its pilot Thurday night at
Pather Point, near which the disaster
occurred.

Father rotts, near when her coccurred.

"We then proceeded full speed," continued Capt. Kendall. After passing Rock point gas buoy I sighted the steamer Storstad, it then being clear. "The Storstad was then about one point, twelve degrees, on my starboard bow. At that time I saw a slight fog bank coming gradually from the land and knew it was going to pass between the Storstad and mpself. The Storstad was about two miles away at that time.

Blows Whistle as Warning.

"Then the fog came and the Stor-stad's lights disappeared. I rang full speed astern on my engines and

The the log came and the store and the store and all gate disappeared. I rang full stoped my ship.

"At the same time I blue three short blasts on the steamer's whistle.

"At the same time I blue three short blasts on the steamer's whistle, meaning (I am going rall speed astern.) The Storstad answered with the whistle, giving me one prolonged blast.

"I then looked over the side of my ship into the water and, I saw my ship was stopped. I stopped my engines and blew two long blasts, meaning 'My ship was underway, but stopped and has no way upon her.' He answered has no way upon her.' He answered has no way upon her.' He answered The sound was then about four points upon by starboard bow.

Lights Amper Fram Gloom.

The sound was then about four points upon by starboard bow.

Lights Appear From Gloom.

"It was still forgy. About two minutes afterward I saw his red and green lights. He would then be about one ship's length away from me. I shouted to him through the meraphone to go full speed astern, as I saw that the collision was inevitable; at the same time my helm bard aport, with the object of avoiding, if possible, the shock. Almost at the same time he came right in and cut the Empress down in a line between the funnels.

"I shouted to the Storstad to keep full speed ahead to fill the hole he had made. He then backed away. The ship began to fill and listed over rapidly. When the Storstad struck the Empress I had stopped my engines.

Should Have Heard Call. gling in the water.

The explosion destroyed the last hope of the ship's floating until succor could agrive, 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, were swiftly, to her doors.

water rushed forward and the Empress of Ireland, went swithy 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 aters.
One of the survivors, relating that ist tragic scene on the decks of the ner, said:

liner, said:

"I was asleep like most of the pas-sengers 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.

idly. When the Storstad struck the Empress I had stopped my engines. Should Have Heard Call.

"What was the cause of the collision?" asked the coroner.
"The Storstad running into the Empress of Ireland, which was stopped, answere to a quee. The Storstad running into the Empress of Ireland, which was stopped, answere to a quee. The Storstad's explain to stand, fast he received no answer. It was impossible for him not to have been heard; he added. The storstad's explain to stand, fast he received no answer. It was impossible for him not to have been heard; he added. The should do not have the store of the storstad of the should and the did not hear that he should have heard in the should have heard the should have heard to the should have heard to the should have heard to the should have hown that."
"There was wind?"
"It was quite still. When he backed away I should to him to stand by. I did not hear any explosion, but when a ship goes down like that there is bound to be a great deal of alt, more than the should have the still, Says Andersen. Not His Fault, Says Andersen.

ship.

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

"On deck officers of the ship, par-tially dressed, were rushing about urging passengers to be calm. Sailors under orders were trying to launch the lifeboats.

the air pressure causes that."
Not His Fault, Says Andersen.
Montreal, Que, June 1.—With its
bows crumpled in and twisted around
at an acute angle to port, and with a
gap showing on the port side only a
foot or so above the water line, the
Norwegian collier Storrade, which
limped lato the harbor.
A few minutes later a warrant of
arrest, taken out by the Canadian Pacific railway, was nailed to its mainmant by order of W. Simpson Walker,
K. C., register of the Quebec admirally
become of the control of the colling of the
Capt. Andersen's report, as well as
the reports of other officers, was given
out.
According to the captain and officers, contrary to what has been stated
by the captain of the Empress of Iraland, the Stortad did not back away
after the collisions on a effort to keep
the control of the collision of the collisions of the collisions
to bow in the hole it had dug into
the side of the Empress.
Denies Vessel Moved Away,
The Empress, bowever, according to
the Stortad's officers, headed away e lifeboats. "The darkness was intense and a

the side of the Empress.

the side of the Empress.

Denies Vessel Moved Away.

The Empress, however, according to
the Storstad's officers, headed away
and bent the Storstad's bow over at
an acute angie to port. After that the
Empress was hidden from the fact that
the Storstad kept its whistle blowing.

It could not locate the Empress until
the crise of some of the victims in the
water were heard.

Capt. Andersen denied that he
moved a mile or so away from the Empress after his vessel struck the liner.
The Storstad had not moved, he said.

It was the Empress which had
cancording to the report made by
Capt. Andersen to the owners, immediately the collision occurred, he heard
Capt. Kendall shott, calling on him
not to pull away.

"I won't, "shouted the Storstad's
captain, as loud as he could. After
that the Empress disappeared from
the Storstad's view.

# **HUERTA READY TO QUIT IN MEXICO**

PEACE DELEGATES A HIS WILLINGNESS TO

### WHEN PEACE IS RESTORED

Dictator Has Instructed His Repre-sentatives That He Will Not Stand in the Way of Any Settlement of Mexican Troubles.

Niagara Falls Ont.—Gen. Huerta is preparing to resign. He Tuesday authorized his representatives at the inediation conference to annunce to the world that "neither mistaken priele nor personal interest" would priele nor personal interest. Would be the world that "neither mistaken priele nor personal interest. Would be the priele nor personal interest. Would be a support of public opinion in Mexico.

The Mexican delegates in their form the mediator that Gen. Hearta's form the mediator that the spirit had actuated them in coming to the mediation conference.

### RULING OF BOARD REVERSED

Supreme Court Finds That Accident Board Erred in P. M. Case.

Lansing, Mich—The supreme court Monday decided against the industrial accident board in the case of Philip Limron vs. the Pere Marquette rali-road. Limron, white employed by the road, suffered the loss of a 'foot and was badly jammed up. The industrial accident board decided that the road should pay him one-half his weekly wage during the time of his fields with the road on-half his weekly wage to '115 weeks for the loss of the foot. Lansing, Mich.-The supreme cour

wage for 115 weeks for the loss of the foot. The supreme court says that the ruling of the industrial accident board is erroneous and ordered that it be set aside and vacated. The court further says that the workness a compensation have speaks in terms of disability and that the road shall pay for either only the court of the co

M. A. C. Draws All Its Fun

M. A. C. Draws All its Funds.
Lansing, Mich.—The M. A. C. withdrew all runds due from the state
runds due from the state
1021. This action was taken in line
with the recent decision of the supreme court, which gave the college
the right to funds to its credit in the
state treasury.
This amount, however, will have-to
tide the college over until July 1,
when \$50,000 in federal funds become
svaliable, and the regular appropriation at the rate of the one-lenth mill
tax.

Back salaries to instructors were
paid at the college.

paid at the college.

Two Brothers Drowned at Lansing,
Lansing, Mich.—Locked in such
others arms as they embraced death
together. Albert and Arthur Leistau,
brothers, drowned in Grand river
Tuesday, after the boat they were
fishing from had sprung a leak and
filled before the the they were
fishing from had sprung a leak and
lied before the they were
fishing from had going a leak and
they were the they were
recovered almost Immediately, and it
was thought for a time that Albert's
life could be saved, but all efforts
were in vain.
Early in the evening the boys, who
worked in local factories, had gone
on the river for a few hours' fishing.

### Grand Rapids P. M. Ousted.

Grand Rapids P. M. Ousted.
Washington—The postoffice department Tuesday ordered the bondsmen
of W. Millard Palmer, postmaster atGrand Rapids, to take over that office.
The bondsmen will designate a successor to Mr. Palmer, but Senator Willlam Alden Shith will not consent to
the confirmation of Charles Hogadone, the confirmation of Charles How who has been named by: Pr Wilson as the administration for postmaster.

### MICHIGAN NEWS IN BRIEF

Hiram Still. a Detroit ship owner and Mason, and for years associated with the Loud interests, was remembered at Saginaw Memorial day by the unveiling of a handsome drighting fountain which his wife has dedicated to him. It stands in Rust park of the him of the hi

Mr. Sill died May 36, 1913.

One of the features of Memorial day at Lansing was the presentation of a \$600 diamond-studded badge to United States Marshal Henry Behrendt by a number of citizens and his friends. Director Raymond Wyer, of the Hackley Art gallery, at Muskegon, head of the exhibit department of the whichigan State Art federation, has been signally honored by an invitation to become judge of exhibits in the fine arts section of the twenty-fourth annual Canadian Haudstrial exposition at 10 to 18.

10 to 18.

Kalamazoo officers will not force
Tony Alvaris to answer to a charge
of stealing flowers from one of the
parks. Alvaris explained that he took
the flowers to put on the grave of
his daughter. He was at once liberated from jail.

# WIRELESS AGAIN PROVES DEATH NEMESIS ON SEA.

Wireless (elegraphy, which has been the savior in the hour of gravest dan-ger to thousands of helplass victims in disasters at see, and which fitch-read out the sturby \*8.0.8" that brought succor to the Empress of Ire-tead the Nemests of death on the ocean.

Statisticians who became busy chalting up and adding the human credit marks that wireless has sarred,

declared that probably 6,000 persons ove their lives to the fact that a wip-less station was near them in some disaster. They declared it has removed the state of the state o

cocan with not another smokestack in sight, fames burst out. The wireless operator, unmiddul of his danger, he kept clicking and clicking, and just rived and the 125 passengers aboard. Then came the Kentucky in 1910. The same year 19 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, 464, were saved.

Following close on this record, the

Darkness Is Intense.