

CANADIAN  
PACIFICHOMESEEKERS  
EXCURSION

## ROUND TRIP TICKETS

SECOND CLASS

ON SALE EVERY WEDNESDAY

March to October, inclusive.

TICKETS GOOD FOR TWO MONTHS

From:—Woodstock.

To Winnipeg, - -	\$45.00
" Brandon, - - -	46.50
" Regina, - - -	48.75
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And Other Points.

W. B. HOWARD, D. P. A., C. F. J., ST. JOHN, N.B.

## Examinations For Teachers' Licenses.

Fredericton, May 27.—The final examinations for third class teachers' licenses are going on at the Provincial Normal School, with 22 candidates writing. The candidates include two young men and two Sisters of Charity from Edmundston. These examinations are the first of those marking the closing of the year at the Normal School.

The final closing examinations at the Institute will take place on Friday, June 5th, with the usual public ceremonies and presentations of medals and prizes.

## EXAMINERS BEGAN ON

## BOOKS OF J. P. MORGAN

New York, May 28.—Examiners on the books of J. Pierpont Morgan & Co., seeking data for further investigation into Morgan's alleged connection with the "wrecking" of the Interstate Commerce Commission, four in number, today began the New Haven Railroad.

Forest fires raging in the vicinity of South Bay and Wolford are said to be spreading, but as yet no buildings are in danger. Dark clouds of smoke obscured the sun in the city on Wednesday.

## Overwork and Worry

## A Fruitful Source of Broken Down Constitutions.

A little worry does a great deal of harm. Overwork and worry gives rise to headaches, nervousness, sleeplessness, weak back, lack of interest in your work, indigestion and sometimes a complete breakdown of the nervous system, leading to paralysis. If these are your symptoms you need a tonic. And the only way to tone up the nerves is through the blood. Dr. Williams' Pink Pills for Pale People are a direct nerve tonic because they make new rich, red blood, which feeds the nerves and strengthens every organ in the body. Under the tonic influence of these Pills nervousness and all the other evils of worry and overwork quickly disappear. They restore the digestion and enable the body to take full advantage from the food eaten.

Mrs. J. C. Chapman, Omeme, Ont., says: "I became completely rundown and my nervous system shattered from overwork and worry. I always felt tired and exhausted and slept badly at night. I tried several medicines but did not find the hoped for relief. Then I decided to try Dr. Williams' Pink Pills. I took them regularly for several months and they restored me to perfect health, and I have since been well and strong. I can recommend these Pills to any afflicted with nervousness or a broken constitution as I feel sure they will affect a cure."

These Pills are sold by all medicine dealers or will be sent by mail at 50 cents a box or six boxes for \$2.50 by writing The Dr. Williams' Medicine Co., Brockville, Ont.

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Sir Thomas Shaughnessy, in an official statement say:

"From the facts, as we have them it is apparent that about 2 o'clock Friday morning the Empress of Ireland, when off Rimouski and stopped in a dense fog, was rammed on the port side by the Norwegian collier Storstad in such a manner as to tear the ship from the middle to the stern, thus making her water-tight bulk-heads with which she was provided, useless.

"The vessel settled down in fourteen minutes. The accident occurred at a time when the passengers were in bed, and the interval before the steamship went down was not sufficient to enable the officers to rouse the passengers, and get them into the boats, of which there were sufficient to accommodate a very much larger number of people than those on board, including passengers and crew." Sir Thomas, concluding, expressed the heartfelt sympathy of all in the company with the afflicted.

It was a pitiable sight when the ferry steamer Polaris moored at the breakwater on the Quebec side at 8:30 to-night and the 396 men and women saved from the Empress trooped falteringly down the class passengers and the crew were made comfortable on the Allan liner Albatross, lying in an adjoining berth at the breakwater, and the first class and injured passengers were transferred in automobiles and other vehicles to the Chateau Frontenac, where a full staff of doctors and nurses immediately took charge of the injured.

Stories of the frightful panic which broke out in the darkness as the ship listed and her lights went out; of the futile effort of the crew to lower the boats, and of the desperate struggle in the water after the ship gave the last plunge, are told by the survivors.

Special praise was given by passengers to the heroic work of Dr. J. F. Grant, of Victoria, B. C., ship's surgeon on the Empress. There was also repeated mention of the open hearted hospitality of the French-Canadian people of Rimouski, who deprived themselves of the comfort of their homes in order that they might give every help to the shipwrecked passengers.

A graphic description of the scene on the Empress after the collision was given in the Quebec Chronicle by Dr. J. F. Grant, surgeon on the Empress, who said: "I was in my cabin and heard nothing until the boat listed so badly that I tumbled out of my berth and rolled under it. I concluded that something had gone wrong and tried to turn on the light but there was no power. I tried to find the door bolt, but the list was so strong that it took me considerable time to open the door. When I reached the alleyway it was so steep, due to the way the ship was canted, that my efforts to climb up were rendered impossible by the carpet. I then scrambled up and stuck my head through a port-hole, but I was unable to get my shoulders through. At that time the ship was lying most flat in the water on her starboard side, and a passenger who was standing on the plate in the side of the ship finally managed to pull me through the port hole. About 100 passengers were standing on the side of the ship at

the time, and a moment after I had joined them the ship took another list and plunged to the bottom.

"I next found myself in the water and swam towards the lights of the steamer Storstad, and when nearly exhausted from the struggle and the exposure, I was picked up by a lifeboat which went on to the scene of the disaster and was loaded with survivors who were pulled out of the water and taken on board the Storstad. Then we were heated and wrapped in blankets, and I was provided with the clothes which I now wear and which enabled me to do what I could to help the survivors, some of whom were in such an exhausted condition that they died."

Other details given by Dr. Grant were these:

"We left Quebec on May 27, at 4:30 p. m., and had an uneventful trip during the evening. During the early morning a few dropped around us, and we proceeded slowly. At 1:30 a. m. we put the pilot off at Father Point and at 1:52 the collier Storstad rammed the Empress of Ireland. The vessel's lights had been sighted by the watch, who reported to Captain Kendall, who was on the bridge. The captain signalled with three blasts of the whistle, 'I am continuing my course.' The collier answered but when the reply was 'I have not learned.' Then Captain Kendall sounded the whistle twice, saying 'I am stopping.'

"The lights of the collier could be seen approaching. The captain of the Empress signalled the engine room to reverse the steam full astern, but the big liner could not avoid the small ship. She was rammed amidships, in the engine room on the starboard side. The plates were ripped open to an enormous length.

"The collier backed off, about a mile. In a few moments the Empress began to list to one side. She made an attempt to right herself, and then canted over, still farther to starboard, as the water forced its way in through the gap in her side. She lurched farther and was doomed.

"An attempt was made to lower the boats on the starboard side. The first one was thrown clear, and the sailor in it was thrown out. A boat was overturned. Then some of the port boats were flung across the deck by the list of the vessel, and several people were killed. They were crushed to death against the rail. I believe that the chief officer, Mr. Stede, lost his life when these boats catapulted their way through the crowd.

"There was no disorder among the crowd. The captain and other officers remained on the bridge until the vessel sank. It was just seventeen minutes from the time she was rammed until she sank below the surface. Comparatively only a few were able to obtain life belts and probably all were forced in that night attire into the icy water.

"Several hundred clung to the ship until she sank, holding to the rail until the vessel canted over so far that it was necessary to climb the rail and stand on the plates of the side. Then, as she keeled over further, would slide down into the water as though they were walking down a sandy beach into the water to bathe.

"Then there were several hundred souls swimming around in the water, screaming for help, shrieking as they felt themselves being carried under,

and uttering strange, weird moans of terror, undisguised.

"The lifeboats of the Storstad were launched and came to the rescue. Not one went back that was not well loaded. About five of the Empress boats got away.

"The catastrophe was so sudden that scores never left their bunks. They were caught there like rats in a trap. Added to this was the fact that the passengers had been on the ship only a day, and were not familiar with their surroundings.

"In the confusion and semi-panic many could not find their way to the decks, and only a few knew how to reach the boat deck. This was largely responsible for the terrible toll of death.

"Four women perished after they reached the Storstad. In each case I was called, and the unfortunates died before anything could be done. The last spark of energy had been exhausted. One other woman died just as she was being taken ashore.

Lawrence Irving, the famous actor, and son of the late Sir Henry Irving, went down to his death, according to one of the survivors, as he was trying to help his wife, Mabel Hackney, over the starboard rail. The vessel gave a last lurch before she settled and as the deck tilted to a perpendicular angle, Mr. and Mrs. Irving slipped back against the cabin and the water rolled up and grasped them.

QUEBEC, May 30.—When the collier Storstad rammed the Empress of Ireland amidships, and sank her in fifteen minutes, a situation was created that tied the hands of the captain and the crew, and to a great extent left them helpless to aid the hundreds of passengers. They even had but little chance to help themselves. That was why confusion reigned and that is why over a thousand, who were on board the liner, went down with her.

The outstanding feature of the statements made by almost everyone of the survivors was that there was no time to think or act. The passengers had been on the liner but a few hours, they were not familiar with its plan, they did not know where to find the lifebelts and in the darkness they groped about their cabins. In the darkness, too, they became confused in the maze of corridors, many never reaching the lifeboats, and those who did discover the boat deck found, to their dismay, that it was impossible to launch more than five lifeboats.

The boat listed so suddenly that those boats on the port side could not be swung out to clear the hull, while some of those on the starboard side swung out too far and were overturned.

QUEBEC, May 29.—This is the story told by Clinton R. Burr, of the Russell Motor Car Company, of Toronto.

Burr stated that he did not hear the crash as the Empress was rammed. What awakened him was the sound of plates and other articles, as the great ship keeled over. He sprang out of his berth, and rushed out on deck. There was practically no one there, so far as he could see.

Then he rushed back to his cabin, and did what not one in one hundred of those saved managed to accomplish—he put on his shoes, trousers and a coat, over pyjamas, and stowed away in his pockets all his money and valuables.

"I felt all around the cabin for the life belts," he said, relating the experience, "but I was unable to find them. Since then I have learned where they were kept. I looked everywhere else in the dark.

"I went out into the passageway, and there I saw a man passing with three. He dropped one and I picked it up and put it on, and just at the moment Mr. and Mrs. Irving came out and asked what the trouble was.

"I told them that the ship was in great danger, and that they should get life belts quickly.

"Irving ran back to his stateroom and came out with two, put one on himself, and then put the other on Mrs. Irvine. Then he went to the deck.

"By this time the ship was listing I called to them to follow me, and I managed to run up the deck and grasp the rail. Mr. Irving was endeavoring to help Mrs. Irving up the slope. Just then the ship lurched, and I was thrown clear into the rear. The others must have been swept under the ship.

"I swam along towards the light of the collier, and then a girl appeared in the water beside me. She asked me to help her. I saw a suit case floating by.

It was empty and I told the girl to put her arms around my neck, and then, supported by the suit case, we managed to reach the vicinity of the Storstad, and were picked up."

The girl was Miss T. Townsend, of New Zealand. Seen in the special

"MY BACK HAS NEVER  
TROUBLED ME

Since Taking GIN PILLS

Lyons Brook, N.S., Feb. 26th.

"You are perfectly free to use my name in any way to benefit GIN PILLS, for they deserve the highest praise. My back has never troubled me since taking GIN PILLS, and my wife feels much better after taking GIN PILLS for her back. She thinks GIN PILLS will make a complete cure."

JAMES L. NAUSS.

GIN PILLS will always relieve Lame Back, Sciatica in Back and Legs, Rheumatism, Burning and Scalding Urine, Painful Urination, Weak or Strained Kidneys, and always prevent taking cold in the kidneys and bladder. Every box is sold with a positive guarantee to give prompt relief or money refunded. 50c. a box, 6 for \$2.50. Sample free if you write National Drug and Chemical Co. of Canada, Limited, Toronto. 177.

train, she seemed none the worse for her terrible experience. Her aunt, Mrs. Price, is among the missing.

LEVIS, May 30.—A special relief train made up here this morning was rushing to Rimouski to carry medical aid to the survivors and to bring them back to Quebec, when it jumped the track, and was wrecked. Nobody was hurt.

A second train was made up, but it is not yet known whether the line will be clear in time to allow it to pass.

MONTREAL, May 30.—A collision a good deal parallel in its circumstances, but fortunately accompanied by less loss of life, occurred in the midsummer, 1911 when the Empress of Britain collided with, and sent to the bottom a vessel which was also a coal boat for the Dominion Coal Company, as was the Storstad, which figured in yesterday's collision. The accident, as was the Storstad, which figured in off Father Point, in the early morning, and the Helvetia sank a few minutes after the accident. By minutes only, her crew of forty five English seamen were saved by boats from the Empress, before the Helvetia went to the bottom with her 6500 tons of coal, which she was bringing to Montreal from Sydney, N. S. Both boats were coming the same way, and in the official investigation, held shortly after both ships were found to have been responsible for the accident.

QUEBEC, May 30.—Mr. John Black, accountant at the Booth Lumber Mills, Ottawa, is among the survivors. He had a thrilling experience getting off the sinking ship. I was asleep in my cabin," he said, when the shock woke me. I ran up the corridor and met a fleeing steward, who told me there was no danger, but at the same instant the ship listed to port. I pushed my wife to the railing towards a lifeboat, but this was full, but I managed to shove my wife aboard and I floated in the wake, holding fast to the side. Our life boat had scarcely gone a few feet away from the Empress when there was a formidable crash and explosion.

QUEBEC, May 30.—The government steamer Lady Grey, equipped with medical supplies, provisions and a number of doctors from Quebec city is due to arrive at Rimouski at midnight, and will render every possible assistance to the survivors.

Concluded on page 8



## "Safety First"

You hear these words everywhere, and the thought they contain should be heeded particularly by bank depositors.

Since 1832 we have provided the public with a safe place for their money. Our Reserve Fund of \$11,000,000 is now 183% of our Paid-up Capital and we constantly maintain adequate holdings of Cash Assets. We invite Savings Accounts, large and small.

The Bank of  
Nova Scotia

Capital - - - - - \$ 6,000,000  
Surplus - - - - - \$11,000,000  
Total Resources - - - - - \$17,000,000

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