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PHONE 127

**AWFUL DISASTER ON THE**

**GULF OF ST. LAWRENCE**

(Continued from page 2)  
self up and pulled her girl into her arms. Mrs. O'Hara was like all others too tired and worn to remember much of the details of the affair, but her recollection of the meetings with her only child were vivid.

**JUMPED INTO THE SEA.**

Standing behind Mrs. O'Hara and child and two or three other women survivors was Clayton R. Burt, factory manager for the Russell Motor Car Co., Toronto. Burt in his overcoat and pajamas would not speak of his own experiences except to say that he was awakened by the sound of breaking dishes and that he rushed on deck. Five minutes more and the steamer listed and went down, Burt jumping into the sea with all the others. Burt swam for a mile during which he said he must have encountered 100 dead bodies. To Burt this was the most horrible experience of the whole night, and the one which is staying with him. Burt was one of the few who reached shore.

Fergus Duncan, of London, England. Modest in bearing Mr. Duncan describes the events of the night from the moment he heard the first whistle.

"I was awakened," said Mr. Duncan, "by three whistles which meant that the Empress of Ireland saw some other steamer which turned out to be the Storstad. This meant that Capt. Kendall was keeping his course. Then there were more bells, and the signal to go full speed astern. The engines responded instantly and then the crash came, the Storstad striking the Empress amidships. The impact did not seem serious to Captain Kendall or the commander of the Storstad, but it was sufficient to leave quite a space between them.

**LAUNCHED A BOAT**

"The Empress launched a boat to see what the damage was and almost at the same moment the Empress listed to one side. Before there was time for warning the passengers not on deck, the Empress lurched again and went down. Captain Kendall was the last to leave the ship, being swept off the bridge in the swell which engulfed the vessel. Purser A. B. McDonald, who was also on the bridge was swept to his death and was not seen again."

Mr. Duncan according to other survivors, was cool and collected throughout the awful few minutes which preceded the sinking of the ship.

"Everybody acted like men," said Mr. Duncan proudly in detailing the conduct of officers, crew and passengers.

**WOMEN FIRST.**

When they got on deck, declared Mr. Duncan, they set about to see that the women had life-belts. He saw men standing back ready to face their doom after they handed over a life-belt or preserver to woman or child.

"I had a life-belt in my cabin," said Mr. Duncan, but of course could not keep it. After we slipped overboard I met a man with two, otherwise I would not be here tonight to tell this story."

"As the steamer listed everybody rushed to the opposite railing and clung on for their lives. As she lurched again we climbed over, and then the liner was over on her side. All we did was to walk over the plates and leap into the water."

**A MAD STRUGGLE**

It was an awful picture Duncan gave in describing what took place after the boat went down and hundreds were struggling in death grips in the water. Women and children were screaming and praying in a mad struggle against death in the waters of the St. Lawrence.

"From the first it was every man for himself, and men, women and children made the most of it. Nobody could do more than the male passengers and crew than was done for the women."

**COULDN'T BE LAUNCHED**

"What about the lifeboats," asked a reporter.

"The way the steamer listed and went down made it absolutely impossible for them to be launched properly. Several were hurt in trying to get the boats free of the davits and the side of the ship."

Mr. Duncan then described being dragged into the lifeboat of the Storstad and taken to the landing stage at

Rimouski with other survivors. Just here Mr. Duncan put in a good word for the crew of the Storstad who worked hard and long in the rescue and had it not been for them there would not be today 400 survivors of the loss of the Empress.

**DIED IN BOATS**

Mr. Duncan's account of the horrifying spectacle of seeing men and women dying in the lifeboats from exposure shocked the listeners who crowded about him in the evening.

"There was some fear," explained Mr. Duncan, "and it was cold too. We were going very slowly when the first whistle gave the warning of danger. Weather conditions were favorable after the disaster," said Mr. Duncan, who described the early dawn and the fine warm sun which came up at the same time. "That sun saved many a life."

"Practically every leading officer of the Salvation Army in Canada," he said, "is gone, save four or five who are left. Commissioner Rees and his wife and three children went down and only three of his family survive. And out of our Salvation party of nearly 150 on board, probably less than twenty were saved."

"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 port-holes of the lower decks before the passengers realized their danger at all. I was aroused from my sleep by the impact and looked at my watch. Then I awakened the others in the cabin with myself."

**HOW HE WAS RESCUED**

"I could then hear plainly the rush of water, and felt sure that something serious had happened. I also heard the running of the machinery of the boat. It quite evidently did not stop immediately after the crash, but continued until the explosion. I at once grabbed a lifebelt and went out to the deck. There no lifebelts were to be found and there was quite a number of people on the deck, apparently unable to determine what to do. They had no belts on, and I gave mine to Mrs. Ford, 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 I was pulled into a lifeboat of the collier. I saw the collier standing not far from where the Empress foundered. Then I saw her all lit up and light flashed from the darkness over the comparatively calm river from all the port holes. There was a red light visible on the coal steamer."

"When I was taken on board the ship, I saw many men rescued and practically unclothed. I was almost in a state of nakedness myself and the rest of those on board was shivering and in a bad state from the chilly water of the river and the morning air."

**EXPLOSION AT LAST**

"As I swam through the icy waters I saw the explosion caused by the water reaching the boilers of the sinking ship. I was then swimming on my back and saw plainly the burst of steam that spread to all parts of the vessel. The noise was a dull sound and it was the beginning of the end for shortly after the sudden and quick listing of the liner was followed by the final turning over."

"The weather was practically calm and there was plenty of light on the water when I came out from my cabin. When I got on deck I saw no fog. I thought at first that 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

**IF YOUR CHILD IS CROSS, FEVERISH, CONSTIPATED**

Look Mother! If tongue is coated, cleanse little bowels with "California Syrup of Figs."

Mother can rest easy after giving "California Syrup of Figs," because in a few hours all the clogged-up waste, sour bile and fermenting food gently moves out of the bowels, and you have a well, playful child again. Sick children needn't be coaxed to take this harmless "fruit laxative." Millions of mothers keep it handy because they know its action on the stomach, liver and bowels is prompt and sure.

Ask your druggist for a 50-cent bottle of "California Syrup of Figs," which contains directions for babies, children of all ages and for grown-ups.

**struck."**

Chief Steward Gaede told me tonight the story of the greatest marine tragedy in the history of Canada. His own action throughout was heroic. He refused to leave the ship, and ran to the support of Captain Kendall on the bridge, together with the purser, A. B. MacDonald. The three officers were the last living people on the Empress and went down with her. Later Captain Kendall and Gaede were rescued, but the purser followed the ship to death. When the relief train arrived at Quebec tonight, Mr. Gaede was still suffering severely from his narrow escape and had to be assisted on the ferry by two friends.

"I had been trying to help some passengers into life belts," said Gaede, "when I saw Captain Kendall on the bridge. The ship was then plunging as though she might go down any time. I ran to the bridge to help Captain Kendall, and Purser MacDonald came along at the same time."

**TERRIBLE CONFUSION**

"The sea all around was full of people, some swimming, some drowning and the confusion was terrible. Then came a big tilt which swept all the people off the deck and a moment later the whole ship went down. We were pulled down by the suction and I hardly know what happened then. After a while I came to the surface and swam for a while. I must have become unconscious. The next thing I knew I was trying to get in a life boat. I found later that Captain Kendall had also been rescued but poor MacDonald went to his death."

"As to the conduct of the crew, Gaede said it was admirable. No one had got away in the boats because the disaster was so sudden that they could not be launched."

**BEHAVED LIKE MEN.**

"The crew did all they could like men," said Gaede, "but there was little they could do. When they were all thrown into the water with the passengers, it was a case of survival of the fittest. If more of the crew survived they were stronger and more injured to cold and hardships."

A young woman from New Zealand on world tour was one of those picked up by the collier which rammed the Empress. She agreed that there was no cowardice on the part of the crew or incompetence in handling the boats. The way the liner careened made it utterly impossible to shove the boats off the davits on the starboard side. Miss Townsend in describing the scene at Rimouski said it was like an Indian camp with all the survivors with shawls over their shoulders.

Details given by Dr. Grant, ship surgeon:—

"We left Quebec on May 7, at 4:30 p. m., and had an uneventful trip during the evening. During the early morning a mist dropped around us and we proceeded slowly. At 1:30 a. m. we put the pilot off at Fair 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 what the reply was I have not learned. Then Captain Kendall sounded the whistle twice, saying 'I am stopping.'"

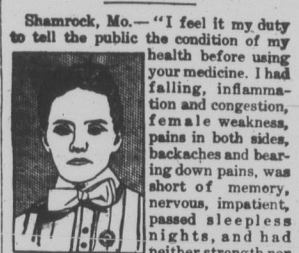
"The lights of the collier could be seen approaching. The captain of the Empress signalled the engineroom to reverse the steam full astern, but the big liner could not avoid the small ship. She was rammed amidships, in the engineroom, on the starboard side. The plates were ripped open to an enormous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

**REMARKABLE CASE of Mrs. HAM**

**Declares Lydia E. Pinkham's Vegetable Compound Saved Her Life and Sanity.**



Shamrock, Mo.—"I feel it my duty to tell the public the condition of my health before using your medicine. I had falling, inflammation and congestion, female weakness, pains in both sides, backaches and bearing down pains, was short of memory, nervous, impatient, passed sleepless nights, and had neither strength nor energy. There was always a fear and dread in my mind, I had cold, nervous, weak spells, hot flashes over my body. I had a place in my right side that was so sore that I could hardly bear the weight of my clothes. I tried medicines and doctors, but they did me little good, and I never expected to get out again. I got Lydia E. Pinkham's Vegetable Compound and Blood Purifier, and I certainly would have been in grave or in an asylum if your medicines had not saved me. But now I can work all day, sleep well at night, eat anything I want, have no hot flashes or weak, nervous spells. All pains, aches, fears and dreads are gone, my house, children and husband are no longer neglected, as I am almost entirely free of the bad symptoms I had before taking your remedies, and all is pleasure and happiness in my home."

Mrs. JOUR HAM, R. F. D. 1, Box 22, Shamrock, Missouri.

If you want special advice write Lydia E. Pinkham Medicine Co., (Confidential) Lynn, Mass.

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 practically all on board were forced in their 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, they 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 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. Etc. Continued on page 9

**WAS A CONFIRMED DYSPPEPTIC**  
Now Finds It a Pleasure to Enjoy Meals

Here is a case which seemed so bad and so hopeless as yours can possibly be. This is the experience of Mr. H. J. Brown, 244 Bathurst St., Toronto, in his own words:

"Gentlemen—I have much pleasure in mentioning to you the benefits received from your Na-Dru-Co Dyspepsia Tablets and can cheerfully recommend them. I simply had confirmed dyspepsia with all its wretched symptoms, and tried about all the advertised cures with no success. You have in Na-Dru-Co Dyspepsia Tablets the best curative agent I could find. It is now such a pleasure to enjoy meals with their consequent nourishment that I want to mention this for the benefit of others."

The fact that a lot of prescriptions or so-called "cures" have failed to help you is no sign that you have got to go on suffering. Try Na-Dru-Co Dyspepsia Tablets and see how quickly this stomach trouble will give you relief and start your stomach working properly. If it doesn't help you, you get your money back, you have at your druggist's. Compounded by the National Drug and Chemical Co. of Canada, Limited, Montreal.