

RAMMED REPUBLIC FINALLY GOES DOWN

Only Six Lives Lost. Her Passengers Having Been Taken Off Hours Before by Baltic.

REMARKABLE OCEAN MISHAPS

Seven Great Ocean Liners Figure in One Way or Another in This Tragedy of the Sea.

New York, Jan. 24.—The palatial ocean steamship Republic of the White Star line, which was in collision with the Italian liner Florida, early Saturday morning, off Nantucket, Mass., went down at 8:20 o'clock tonight.

No one was lost. Her passengers, taken off many hours before, are on the steamship Baltic, which was off Sandy Hook at a late hour, making for this port.

The Republic was in tow of the revenue cutter Gretham and the derelict steamer Seneca, proceeding to New York, when she sank. On board her was Capt. Sealby, with a volunteer detail of the crew. The ship had towed a short distance when she began to settle rapidly. Seeing no hope of saving the ship, Capt. Sealby gave the order to abandon the ship and the crew was taken off by the Gretham, which was towing the derelict liner and cast loose from the Republic.

The Gretham and the Seneca then headed for the Massachusetts coast and landed Capt. Sealby and his crew at Gray Head, Mass., or Newport, R. I. As to the exact point of landing, wireless advice differs.

The point where the Republic went down is described in brief wireless messages received here tonight as off No Man's Land, a small island south of Martha's Vineyard, off the Massachusetts coast.

DRAMA OF THE SEA.

The drama of the sea, which for more than 24 hours has held the attention of the world and which has not been without tragic features, ran through its last sensational scenes with the coming of Sunday's dawn and tonight is nearing a fortunate, if not happy, ending.

The ramming of the White Star Republic early Saturday morning by the Italian liner Florida off Nantucket, Mass., has been followed by a series of events constituting one of the most remarkable ocean mishaps on record. Not less than seven ocean liners, the Baltic, New York, Furnessia, La Lorraine and Lucania and the two crippled ships, Florida and Republic, are figuring in the stirring story. The 45 passengers and some members of the crew of the Republic have undergone two transfers on the open sea, first to the crippled Florida on Saturday morning and again early today to the more commodious Baltic, which is bringing also the 90 and more passengers from the disabled Florida.

With this great human cargo of rescued persons besides her own list of 20 passengers, the Baltic will arrive off Sandy Hook about 11 o'clock tonight. The Florida, her bow bent from the terrible impact with the Republic, is slowly steering under her own steam for this port, conveyed by the American liner New York.

TWO LIVES LOST.

Until an early hour today it was believed no one was killed or injured, but shortly after midnight the wireless telegraph, that mysterious force which had apprised the world of the Republic's distress, flashed the news that two passengers on the Republic had been killed and two others injured. Late in the day another wireless message told of four deaths on board the Florida, eight of members of the crew or steerage passengers. The identity of these was not made clear.

The message from Capt. Ransom of the Baltic to the White Star company in this city gave the names of the dead passengers as Mrs. Eugene Lynch of Boston and W. J. Mooney, a banker of Langdon, N. D.

The injured were Mrs. M. M. Murphy, wife of the financial agent of the United Central Life Insurance company of Grand Forks, N. D., and Eugene Lynch of Boston.

How the passengers of the Republic were killed or the nature of the injuries to Mrs. Murphy and Mrs. Lynch is not known by officials of the White Star line, who have communicated with relatives of the dead and injured. Mr. Mooney and his wife were bound with Mr. and Mrs. Murphy, on a pleasure trip from the west to the Mediterranean and occupied staterooms on the port side. Mr. and Mrs. Lynch occupied an adjoining stateroom. The company cannot understand how the passengers were killed or injured in that part of the Republic, which, it is understood, was struck by the Florida. Anxious friends and relatives, besieged by the White Star offices with inquiries as to passengers on the Republic. Other than the brief wireless messages of Capt. Ransom of the Baltic, which were made public, no news was received.

The bodies of the dead and injured are on the Baltic. The steamer Putnam has been chartered by the company and will go along with the Baltic, with the rescued quarantined Monday, as she is not expected to come up the bay tonight.

Full news of the disaster came from a wireless station along the New England coast line. The story, though in brief but potent messages, told how the passengers of the Republic and Florida spent many anxious and uncomfortable hours, looking for the wreck and not until 5 o'clock this morning, when all were safe on the Baltic, did they have a feeling of security.

TRANSFER OF PASSENGERS.

After the transfer of the passengers

Gas on the Stomach

The Experience of a Minneapolis Women in Finding a Remedy for Indigestion.

The symptoms of stomach trouble vary. Some victims have a ravenous appetite, some loathe the sight of food. Often there is a burning sensation in the stomach and a feeling as if weight on the chest. Sometimes the gas presses on the heart and leads the sufferer to think he has heart disease. Sick headache is a frequent and distressing symptom. The tonic treatment for stomach trouble is a comparatively new idea but it is sound in principle and shows satisfactory results in cases where other treatment had failed.

Mrs. J. S. Wilder, a saleslady, of No. 338 Ninth street, S. E., Minneapolis, Minn., found no relief from stomach trouble until she tried Dr. Williams' Pink Pills. She is speaking of her case, Mrs. Wilder says:

"About four years ago I was suffering with stomach trouble, which was brought on by irregular and hurried eating. I was confined to my bed for three days at the time with headaches due to biliousness. My stomach felt as though there was a lump in it and the gas on my stomach gave me awful distress. I had severe pains in my back, my complexion was sallow and I was nervous and irritable. It made me short of breath to go up stairs. In the morning there would be a brown coat on my tongue.

"The doctor gave me only temporary relief and after I had been sick for a year I tried Dr. Williams' Pink Pills upon the advice of a friend. The little worked wonders for me. They helped me after a fair trial and then made a rapid cure. I can eat a hearty meal now without distress and can work every day. I always praise Dr. Williams' Pink Pills and shall never be without them."

Sufferers from dyspepsia in any form, who have found their condition unrelieved or actually growing worse while using ordinary remedies, would do well to try Dr. Williams' Pink Pills. They are sold by all druggists or direct by mail, postpaid, on receipt of price, 50c per box; six boxes \$2.50. A diet book will be sent free, on application, to the Dr. Williams' Medicine Company, Schenectady, N. Y.

from the Republic to the Florida, which had no accommodations for the 400 and more additions to her already heavy list, Capt. Voltolin of the Italian ship gave orders to stand by until further help arrived. An examination of the Florida showed that her cut-water and bow had been crumpled as if she had crashed into a stone wall and her two forward compartments were filled with water.

The Florida, however, showed no signs of sinking, though she was slightly down at the head. It was deemed best, therefore, at a late hour, to transfer not only the Republic's passengers, but all those on board the Florida as well. Capt. Voltolin believed his progress to New York would be slow and there were insufficient accommodations and supplies for so many passengers.

Shortly before midnight the transfer of the passengers from the Republic to the Baltic began. Fortunately the sea was as placid as a lake. Meanwhile the Republic drifted away in the muck and was lost to sight. Those on board the Baltic and Florida, Capt. Sealby and a boat's crew drifted alongside the Republic in a gig and were keeping watch over the disabled liner when she became enveloped in fog at 10 o'clock last night and was lost to the view of the Baltic.

All night the transfer of passengers to the Baltic was in progress. Early today the transfer, including the Florida's steerage passengers, was completed and Capt. Ransom of the Baltic sent a wireless message to New York that he was going in search of the Republic. As the morning advanced the fog lifted and the disabled steamship was picked up. The gored liner seemed to be floating eastward and Capt. Sealby and his boat crew, who had remained alongside all night, went aboard. The wireless operator, who had stuck to his ship until ordered off by the captain, obtained some new storage tanks and also returned to the disabled liner.

Meanwhile a fleet of salvage tugs had arrived at the scene and the American liner New York had taken a position near the Florida, while the Anchor liner Furnessia, which had come up during the night, stood ready to render assistance.

Shortly before 10 o'clock Capt. Ransom received a wireless from his company's officials to bring the Baltic and the rescued passengers to this port, with the Republic to the Republic. Within a few minutes of the order the Baltic was headed away to the westward for this port.

The French liner La Lorraine, the first of the many ships that participated in this stirring sea incident, arrived in port today. She was 120 miles from the scene when her officers were informed of the Republic's plight by the Marconi operation at Scitonsnet, Mass., early Saturday.

"O-MINUS LETTERS, C-Q-D." "C-Q-D," the ominous letters of the international sea code, indicating distress, had aroused the sleepy operator early, followed by the latitude and a few minutes later came these words:

"Republic wrecked; wants assistance." followed by the latitude and longitude of the ship in distress.

"Tell them I am coming," responded Capt. Tournier when he was informed of the call, and for the next six hours he sent his ship tearing through the fog at the dangerous speed of 20 knots, which brought her to the scene shortly after the hour of noon. Then, and until tonight, the La Lorraine scanned slowly about in the mist, searching for the waterlogged Republic, whose ship bell could be heard, so near was the French steamer to the object of her quest. All this time La Lorraine was in close

MR. PINKHAM'S CURES

Added to the Long List due to This Famous Remedy.

Camden, N. J.—"It is with pleasure that I add my testimonial to your already long list—hoping that it may induce others to avail themselves of this valuable medicine. Lydia E. Pinkham's Vegetable Compound. I suffered from terrible headaches, pain in my back and right side, was tired and nervous, and so weak I could hardly stand. Lydia E. Pinkham's Vegetable Compound restored me to health and made me feel like a new person, and it shall always have my praise."

—Mrs. W. P. VALENTINE, 902 Lincoln Avenue, Camden, N. J.

Gardiner, Me.—"I was a great sufferer from a female disease. The doctor said I would have to go to the hospital for an operation, but Lydia E. Pinkham's Vegetable Compound completely cured me in three months."

—Mrs. S. A. WILLIAMS, R. F. D. No. 14, Box 39, Gardiner, Me.

Because your case is a difficult one, doctors having done you no good, do not continue to suffer without giving Lydia E. Pinkham's Vegetable Compound a trial. It surely has cured many cases of female trouble, such as inflammation, ulceration, displacements, fibroid tumors, irregularities, periodic pains, backache, that bearing-down feeling, indigestion, dizziness, and nervous prostration. It costs but a trifle to try it, and the result is worth millions to many suffering women.

wireless touch with the White Star liner Baltic, which had also hastened to the aid of her sister ship. Finally, as night was falling, the Baltic flashed a message which told those on La Lorraine that the endangered passengers of the stricken ship were safe. On application to the Dr. Williams' Medicine Company, Schenectady, N. Y.

ON THE BRIDGE ALL NIGHT. "I had been on the bridge nearly all Friday night," said the captain, "because of the heavy fog. At 7 o'clock in the morning, or a little before, I was handed the first wireless message telling me of the Republic's distress. 'Tell them I am coming,' I said to the operator, and then took my position as well as the fog would let me. I found that I was 120 miles from where the Republic had been rammed and started at once, full speed, for the scene."

Towards 11 in the afternoon we reached the vicinity of the wreck as known to us by the bearings—latitude 40.17, longitude 70 west—given us by the operator at Scitonsnet, but the fog was so dense that nothing could be seen. We steamed in all directions—north, south, east and west. Meanwhile we had come very close to the Baltic, which we never actually saw, so thick was the fog.

"All this time I was constantly exchanging messages with her and I could hear not only her bell, but also another bell, which I took to be the Republic's. I stayed in the vicinity for six hours and then the Baltic sent me word that all the passengers were safe aboard the Florida bound for New York and asked me to follow her, as she was in need of a convoy."

"This I tried to do as well as I could," having only the Florida's whistle blast to guide me. At about 6:30 o'clock I heard four blasts, which was the Florida's signal. I was going at slow speed and I steered in the direction from which the whistle came. I could not, however, locate the Florida in the fog and I never heard from her again. I then stood in for New York.

"The Florida may have been anywhere from one to 11 miles away when I heard the whistle—I had no means of knowing, as she carried no wireless."

The only message received direct from the Republic by La Lorraine came shortly after the latter ship started for the scene of the collision. It came at 9:30 a. m., in response to a query. "Please tell us if you are in the fog and your exact position. The answer was, 'Position, latitude 40.17, longitude, 70 west. We are in fog.'"

After this La Lorraine repeatedly sent messages to the Republic, telling the distressed ship to remain where it was, the lessening distance between the searching vessel and the searching vessel.

At 12:45 as she groped through the fog, perhaps almost rubbing sides with the ship she had come in search of to aid, the Republic flashed to the Republic:

"Tell your captain we can hear his bell and are steering straight toward it. Also request him to make as much noise as possible to direct our steering, because the fog is so thick."

The final message which released La Lorraine from her fruitless search and sent her into port came from the Baltic at 4:40 p. m. It read:

"Republic says to steer for the Florida. She is proceeding to New York with passengers, and she must have some one to stand by. She is blowing four blasts."

Early in the morning, as she started on her 120-mile dash, La Lorraine repeated the Scitonsnet operator's distress flash to the Lucania of the Canadian line.

If the Lucania replied, La Lorraine failed to receive the answer.

HAMMERSTEN HAS MIXUP WITH REPORTERS

New York, Jan. 24.—Physical encounters between newspaper reporters and Oscar Hammerstein, manager of the Manhattan Opera House, which began last night in the lobby of the Knickerbocker hotel, were continued today on the steps of the Jefferson Market police court and in the courtroom itself, where the two reporters had been summoned for a hearing on Mr. Hammerstein's complaint.

The hearing was postponed for a week and the representatives of both factions were arraigned for fighting in and about the courtroom. They were discharged on this complaint as the magistrate said no damage had been done.

JAPAN'S ATTITUDE CLEARLY DEFINED

Aspirations Are for Peace and Desires to Continue Unimpaired Friendship.

EMIGRATION OF LABORERS.

Count Komura Says His Government Is Doing Its Utmost to Work in Harmony With the American.

Washington, Jan. 24.—Marquis Komura, prime minister of Japan, and Count Komura, minister of foreign affairs, recently explained at Tokyo to Francis B. Loomis, commissioner general to the Japanese exposition, in a series of interviews of uncommon interest and of political importance the attitude and position of the Japanese government in respect to the main questions at issue between Japan and the United States.

"I was deeply and agreeably impressed," said Mr. Loomis tonight, "with the direct, explicit and what seemed to me the satisfactory statement of Count Komura, minister of foreign affairs, respecting the United States. His utterances were frank, clear and cordial. Count Komura said that Japan's attitude toward the United States, and that so far as the United States was concerned, his government most heartily desired to preserve unimpaired and unbroken the historic friendship between Japan and the United States. He said the people of Japan had long felt that the United States had been not only a kindly friend to Japan, but a very dependable and helpful one, and that his government earnestly desired this amicable relationship to continue and would loyally endeavor to do its utmost to maintain it. He declared the actions of his government had borne out its words and promises."

MATTER OF EMIGRATION. "In the matter of the emigration of Japanese laborers," said Count Komura, "we are doing our utmost to work in harmony with the government of the United States and to meet its wishes. We are energetic in discouraging emigration to the United States and elsewhere except Korea, Formosa and parts of Manchuria. It is the definite policy of the government of Japan to concentrate its surplus population—that which is disposed to emigrate—in these parts of the orient which I have mentioned. There is opportunity for a very large number of our people in Korea. They can be of great assistance in modernizing the developing of that country and can add vastly to its productivity, and at the same time better their own condition."

"We desire to concentrate our people in the orient and to consolidate our interests in this part of the world. We are doing our best to carry out this policy, but a government policy cannot always be made fully operative in a day or a year. We have tried. We must have sufficient time to study the whole question and to work out the solution of the problem. I think there will be little complaint concerning the emigration of Japanese laborers in the future on the part of any one in America."

Heavy, impure blood makes a muddy, pimply complexion, headaches, nausea, indigestion. Thin blood makes you weak, pale, sickly. Burdock Blood Purifiers makes the blood rich, red, pure—restores perfect health.

MATE AND SIX MEN RESCUED FROM THE ROCKS

Victoria, B. C., Jan. 24.—The rescue of the six men left on board the wrecked American schooner Sequel, fast on Seabird rocks, and Mate Swenson, who had remained on the rocks, was effected this morning soon after daylight by the crew of the Canadian Pacific steamer Tees and the Fleetfoot crew from Bamfield, which went to the wrecked steamer Sequel, and all were transferred to the United States.

FOR neuralgia, sciatica, or any pain in the nerves

Sloan's Liniment

has absolutely no equal. It penetrates at once—quiets the nerves and stops the pain.

Dr. J. C. Sloan, of 1109 Ninth St., S. E., Washington, D. C., writes: "I advised a lady who was a great sufferer from neuralgia to try Sloan's Liniment. After one application the pain either lessened or was completely relieved, and she is no longer troubled with it now."

Price 25c, 50c, and \$1.00. Dr. Earl S. Sloan, Boston, Mass. All Druggists keep Sloan's Liniment.

THE GOODYEAR IS 15 PER CENT OVERSIZE

That means longer wear—tire economy. Cuts down the terrible tire expense so common with ordinary tires. They "stay up" with the load.

EXCLUSIVE AGENTS, UTAH AND IDAHO.

Consolidated Wagon and Machine Company

GEO. T. ODELL, General Manager.

FOLEY'S KIDNEY CURE

Will cure any case of Kidney or Bladder Disease not beyond the reach of medicine. No medicine can do more.

FOR SALE BY N. J. HILL DRUG COMPANY, SALT LAKE CITY.

WOMAN'S NIGHTMARE

No woman can be happy without children; it is her nature to love them as much so as it is the beautiful and pure. The ordeal through which the expectant mother must pass is so full of dread that the thought fills her with apprehension. There is no necessity for the reproduction of life to be either very painful or dangerous. The use of Mother's Friend prepares the system for the coming event, and it is passed without any danger. This remedy is applied externally, and has carried thousands of women through the crisis with but little suffering.

Book containing information of value to all expectant mothers mailed free. BRADFIELD'S RESPIRATOR CO.

ARCHBISHOP SWEATMAN DEAD. Toronto, Ont., Jan. 23.—Most Rev. Archibald Sweatman, archbishop of Toronto, metropolitan of the ecclesiastical province of Ontario, and primate of all Canada, died yesterday.

"Dr. Thomas' Electric Oil is the best remedy for that often fatal disease—croup. Has been used with success in our family for eight years."—Mrs. L. Whiteacre, Buffalo, N. Y.

Celluloid Baby Sets

Brush comb, powder box with puff and rattle. A complete outfit for baby's comfort and amusement.

SCHRAMM'S, "WHERE THE CARS STOP" Baby's Own Store

For your pick of a splendid variety of splendid suits. Values up to \$7.00. Both the knickerbocker and the regular jacket-and-pants styles.

MEN'S HEAVY OVERCOATS HALF PRICE

\$10.85 sale of men's suits still on.

Some \$1 and 75c four-in-hands 35c, 3 for \$1

Leyson's for Diamonds

Before the End of This Week Consolidated Wagon & Machine Co. Will Receive Four Carloads

Automobiles

The Famous Vanadium Steel FORD 1909 Patterns

The Strong and Stylish BUICK 1909 Models

If you are contemplating the purchase of a car for any purpose whatsoever, it will pay you to buy from us. We make satisfactory terms.

WE ARE ALSO STATE AGENTS FOR Franklin and Columbus Electric Autos

SAVE TIRE EXPENSE

Buy Goodyear Wrapped Tread Detachable Tires

They are the best tires that can be built—known as the tire that WON'T CREEP—WON'T RIMCUT—WON'T develop mud boils and sand blisters—the "60 second change" tire.

15 Per Cent Larger than Other Tires of the Same Rated Measurements

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