

### Strengthen Your Lungs Is Timely Advice

when consumption claims over 350 daily in the United States. Neglected colds, overwork, confining duties and chronic disorders exert the weakening influence which allows tubercular germs the mastery.

The greatest treatment that science affords is courage, rest, sunshine and Scott's Emulsion.

Scott's Emulsion contains pure cod liver oil to clarify and enrich the blood, strengthen the lungs, rebuild wasted tissue and fortify the resistive forces to throw off disease germs.

Strengthen YOUR lungs with Scott's Emulsion—its benefits are too important to neglect.

Physicians everywhere proclaim its worth and warn against alcoholic substitutes.



## STEAMER MONROE

(Continued from Page One.)

engers were asleep in their staterooms, except for those kept awake by the siren, which blared its warning through the dense mist.

On Board the Nantucket. Bound for Norfolk from Boston, the Nantucket presented a similar condition. On her decks there were only one her bridge was Captain Berry. On the bridge of the Monroe was Captain Johnson.

Thus, with the dense fog shutting them in; their passengers asleep in their staterooms and most of their crews below decks, the two steamers had drawn together during the night, until the crash.

Mad Rush to Decks. The shock of the collision galvanized into instant activity the two sleeping ships. From their sleep passengers and crews were awakened and rushed to the decks, groping their way through a wall of fog that brought panic and despair to men and women. They could not see where to grope their way to boats that were useless.

Ten minutes from the time when the Monroe and the Nantucket collided, and the Old Dominion liner collided, the Monroe had disappeared beneath the waves. There had not been time to launch life boats; not time enough even to bring a semblance of order out of disorder, although the captain and his officers, in that brief space between the crunch of steel and the cool heads and started their well-ordered routine for lowering the boats.

The Work of Rescue. On board the Nantucket no time was lost in the work of rescue. The Merchants and Miners' boat staggered like a living thing from the gaping hole in her bow. Uncertain as to the fate of his own ship, Captain Berry ordered his life boats. Manned by men undaunted, in the swirling mist that shut them from the view of their ship as soon as they had touched the water, these little craft began a task that seemed almost hopeless, that of picking up, generally one at a time, the Monroe's people.

The Nantucket's searchlight played in every direction, and by this means many of those saved were located; others shouted to attract the attention of the rescue boats.

Many Suffer From Exposure. The shock—ten minutes from sleep to struggle in the cold sea—and the exposure proved a grave trial to many of those saved. Wireless messages report a number in serious condition. And as the rescue could pick up no more forms in the water and the shouts of the crews in the Nantucket's small boats brought no answering shouts from the sea. Then the gaping prow was turned south, for Norfolk.

Conveyed by the Old Dominion liner Hamilton at 7 o'clock this morning the Nantucket is proceeding slowly for this port. The Omdagga is expected to reach them at about 8 o'clock, and it is hoped that the ships will reach port this afternoon.

Loss Over Million Dollars. The Monroe is the first steamer lost by the Old Dominion line during the half a century it has been in operation. The steamer was valued at approximately \$1,000,000 and her cargo as much more, making the total loss, exclusive of lives, about \$1,000,000.

Captain Johnson Saved. Captain E. E. Johnson, commanding the Monroe, was among those picked up from the water by one of the Nantucket's crew. Captain Johnson, aboard the Nantucket, now being conveyed in, began as quickly as possible to make up a list of the Monroe's rescued, and this being sent by wireless to Norfolk.

Great difficulty was had in getting information of the disaster. The wireless report of the accident was sent out and brought many calls from all quarters for information and so confusing was the condition that it was with the greatest difficulty that the wireless operator from the Nantucket was able to give official reports.

The Two Ships. The Monroe was commanded by Captain Johnson; was of 4,704 gross and 2,896 net tonnage; 345.9 feet long, 46.2 beam and carried a crew of 84 men. She was built in 1903 at Newport News.

The Nantucket, commanded by Captain Berry, is of 2,599 gross and 1,767 net tonnage, 274 feet long, 42 feet beam and carries a crew of 40 men. She was built in 1899 at Wilmington, Del.

James O'Connell Saved. Washington, Jan. 30.—James O'Connell, vice president of the American Federation of Labor and a member of the new federal industrial relations commission, was a passenger

G. Williamson.  
Harry Ebber.  
Adam McCoy.  
C. Smith.  
Adolph Hamburger.  
James O'Connell.  
R. Hannagan.  
The Crew (Deck Department).  
E. E. Johnson, captain.  
G. E. Horsley, first officer.  
J. C. Naskalsion.  
L. E. Russell.  
Ernest Ward.  
C. Neilson.  
R. Letheridge.  
M. R. Aderson.  
B. Mayleand.  
W. J. Essen.  
Olaf Olsen.  
S. Christensen.  
Cosmo Franklich.  
Crew—(Engineer's Department.)  
John Perkins, chief engineer.  
William Spruell.  
O. Perkins.  
C. Sutton.  
C. Dowe.  
R. Scarborough.  
W. C. Ordrey.  
C. Pritchett.  
A. Wooden.  
W. Mills.  
O. Robinson.  
W. Clarke.  
E. Martin.  
P. Nichols.  
L. King.  
E. Davis.  
W. Carter.  
C. Fentress.  
W. Selby.  
William Carter.  
T. Sturgis.

Crew (Steward's Department.)  
W. Sullivan, steward.  
C. Palsion.  
E. A. Richardson.  
William Wade.  
A. P. Hill.  
S. Charles.  
Theodore Samuels.  
T. K. Williams.  
G. H. Hock.  
Paul Smith.  
A. C. Cooper.  
E. Hart.  
W. J. Payne.  
John Power.  
St. Young.  
George Hendrickson.  
George Kane Wick.  
George Williams.  
Enoch Evans.  
Henry Iles.  
Samuel A. Berry.

List of the Dead. The following is a list of the passengers who perished on the Monroe: Bolton, Mrs. W. L., Newark, N. J. Clausen, W. C., Milwaukee, Wis. Curtis, Lieut. L. B., U. S. A. Edward, J.; United States Navy. Gorman, Ed.; Philadelphia. Gibson, Mrs. D.; New York. Haskell, J.; Cortlandt, N. Y. Haviland, Miss; Macaria Theatrical Company. Ingram, W. H.; Sumter, S. C. Jolleff, Mr.; Macaria Theatrical Company. Lewis, Mr.; Macaria Theatrical Company.

Kvons, E. P.; New York. Marlow, Mr.; Macaria Theatrical Company. Okakamoto, J.; Japanese. Poole, C. W. and wife, Gray, Va. Ray, J. F. and wife; New York. Seville, Miss; Macaria Theatrical Company. Snyder, Miss; New York. Vernon, Mr.; Macaria Theatrical Company. Wagner, O.; United States Marine Corps. Williamson, G.; New York. Mrs. Thomas R. Harrington; died after rescue.

Captain Johnson Saved. Captain E. E. Johnson, commanding the Monroe, was among those picked up from the water by one of the Nantucket's crew. Captain Johnson, aboard the Nantucket, now being conveyed in, began as quickly as possible to make up a list of the Monroe's rescued, and this being sent by wireless to Norfolk.

Great difficulty was had in getting information of the disaster. The wireless report of the accident was sent out and brought many calls from all quarters for information and so confusing was the condition that it was with the greatest difficulty that the wireless operator from the Nantucket was able to give official reports.

The Two Ships. The Monroe was commanded by Captain Johnson; was of 4,704 gross and 2,896 net tonnage; 345.9 feet long, 46.2 beam and carried a crew of 84 men. She was built in 1903 at Newport News.

The Nantucket, commanded by Captain Berry, is of 2,599 gross and 1,767 net tonnage, 274 feet long, 42 feet beam and carries a crew of 40 men. She was built in 1899 at Wilmington, Del.

James O'Connell Saved. Washington, Jan. 30.—James O'Connell, vice president of the American Federation of Labor and a member of the new federal industrial relations commission, was a passenger

### PROGRAM OF CLEVER ACTS AT PIEDMONT. LAST OF THE WEEK

Anita Bartling, European novelty lady juggler; Billy Barton, character musician; Irene and Walter Henny, a comedy-music duo, and the flying Hennys, who style themselves "kings of the air," are the four acts at the Piedmont for the last half of the week that make the program a very interesting one. The audiences, matinee and night yesterday, accorded the Henny duo the palm for the best act.

While Irene plays the accompaniment on the piano, Walter seats himself in a chair and induces some wonderfully weird and melodious tones, of the Asiatic-minor type, from a guitar by picking it mandolin-style and fingering it up and down the neck banjo-style. Both ragtime and more serious melodies were produced in this way, to the apparent immense satisfaction of the audience. The dancing of the pair is no less clever than their playing and they introduced one or two novelty steps that no one else has produced on the Piedmont stage.

Billy Barron, as a character musician, was also very warmly endorsed, following several selections on a one-string violin and then on the saxophone. On the latter instrument he is a master. Anita Bartling is a top-notch in that rare role—a lady juggler. As a sample of her skill, she kept seven balls in the air at once and did other equally clever stunts. The flying Hennys are a pair of daring trapeze performers and received a warm applause. The absence of the slightest suggestion of coarseness and the unusual cleverness shown in all the acts makes the program a most interesting one.

on the Monroe. He was among the survivors.

Edward P. Lyons. Richmond, Va., Jan. 30.—Edward P. Lyons, lost with the steamer Monroe, was for six years manager of the Colonial theatre here, and had only recently resigned the management of the Lyric theatre to take charge of the Bijou theatre at Savannah, Ga. He was born in Albany, N. Y. Formerly he was a newspaper sporting expert in New York.

Mrs. W. L. Bolton. Norfolk, Va., Jan. 30.—Mrs. W. L. Bolton of Newark, N. J., among those lost on the Monroe was returning home after a visit of a week to her sister, Mrs. Smith B. Staunfield of Norfolk. Mrs. Bolton was about 30 years of age and the wife of J. F. Bolton of Newark.

E. P. Lyons, the former Richmond, Va., man among the lost, was on his way to New York from Savannah, Ga., at which latter place he had been the recent manager of a theatre. Tug Apollo Off to Meet Nantucket. Norfolk, Va., Jan. 30.—The Merchants and Miners tug Apollo left Norfolk shortly before noon to meet the steamer Nantucket, bringing in the Monroe's rescued. Aboard the Apollo are two doctors sent to attend the injured among the rescued. A local United States steamboat inspector also proceeded on the Apollo. At noon the Nantucket under convoy of the steamer Hamilton was passing Cape Moree inward bound.

The First Loss of Life. Washington, Jan. 30.—"This is the first time in the history of the Old Dominion line that the life of a passenger has been lost at sea," said H. B. Walker, president and general manager of the company today. "The line was organized in 1867. Seven steamers have been in operation for several years. The Monroe was the staunchest of the lot. She went into service in 1903. There was life saving equipment aboard for nearly double the number of persons she carried on this trip."

Mr. Walker said Captain Johnson of the lost steamer had been ordered to start for New York as soon as he landed.

CULLOM LEFT LARGE ESTATE. Washington, Jan. 30.—Instead of dying a poor man as his friends believed him to have been, the late Senator Shelby M. Cullom of Illinois left an estate valued at more than \$100,000, it was learned here today. The estate, outside of personal and household effects, comprises stocks worth more than \$100,000.

AN IDEAL WOMAN'S LAXATIVE. Who wants to take salts, or castor oil, when there is nothing better than Dr. King's New Life Pills for all bowel troubles. They act gently and naturally on the stomach and liver, stimulate and regulate your bowels, and tone up the entire system. Price 25c. At all Druggists, H. E. Bucklen & Co., Philadelphia or St. Louis.

### PETITIONS ASK THAT COURT ROOM BE PUT IN THE NEW JAIL

An aftermath to the meeting of the county commissioners at the court house yesterday, at which time a committee from the Bar Association entered protest to the proposal to have to remove the criminal court room from the court house to the new county jail, is in evidence today in the shape of a petition, asking the county commissioners to carry out their plan of having a criminal court room in the new jail.

There are several of the petitions out, it is said, slightly differing in wording, but all to the same purport. It is stated that a great many signatures have been secured today. The plans for the new jail, as already stated in The News, call for a room 34 by 49 feet on the ground floor of the building, in which it is proposed to hold the sessions of Mecklenburg superior court. Mr. Cansler, attorney for the county commissioners, stated at the hearing yesterday that the room would be included in the plans for the new jail, but that it will not be finished and equipped for occupancy until the necessary sanction, legally required, is secured from the legislature for holding the sessions of the court in the new building instead of the court house.

The argument of those signing the petition, it is said, as well as the argument of the commissioners, is that the holding of the sessions of the court in the new building will obviate the necessity of hauling prisoners through the streets for trial at the court house, which they hold to be an antiquated and rather barbarous practice, and that it will forever insure against the possibility, in case such a thing should ever be attempted of a mob taking a prisoner from the sheriff while on the way to the court house. The argument of the members of the Bar Association, who opposed the proposition by a vote of 24 to 7 at the last meeting of the association, is that the criminal court room is ample and suited for the holding of court and that the construction of a court room in the new jail would be a useless expenditure.

—Mr. W. W. Moore, of 805 North Davidson street, is quite ill. He was operated on Saturday for appendicitis.

### Feel Grouchy?

It is not your fault—it is your liver. No one can be in good spirits when their system is not carrying off the waste products.

### Tutt's Pills

regulate the bile ducts and put you in a good humor with yourself and the world. At your druggist—sugar coated or plain.

### STONE OF MEETING IN REGARD TO TRAINING SCHOOL ENCOURAGING

A meeting of the Presbyterian Council of the city was held last night at the First Presbyterian church to ascertain if there was sentiment here in favor of making a bid for securing the proposed Bible Training School, which the assembly of the Southern Presbyterian Church is to erect in the bounds of the church, was only semi-enthusiastic at first, but as different ones expressed opinion on the matter enthusiasm became more marked.

A committee consisting of Rev. D. H. Rolston, pastor of the First Presbyterian church; Dr. A. J. Crowell and Dr. Thos. W. Lingle, the latter of Davidson was appointed to ascertain more definitely what the scope of the school would be and what the city would have to offer to get it.

Mr. John R. Pharr, president of the council, presided at the meeting. Dr. Crowell stated that he had had some correspondence with a member of the General Assembly's committee relative to the scope of the proposed school and that so far as he had been able to learn the plan was to erect within the bounds of the Southern General Assembly for the training of lay workers, missionaries, and to train nurses and physicians for the home field. As he understood the question it was necessary that the school be placed in a city where there were considerable hospital facilities. Charlotte would be a good place for such a school, if he understood the idea, since it had the hospital facilities.

Mr. Rolston produced the minutes of the last General Assembly of the year before, in which it was stated that a committee had been appointed to consider the establishing of such a school and securing bids for it. At the meeting of the committee at Montreal in July, 1912, no definite action was taken on the matter. The conditions state that the city securing the school must give a site, buildings and equipment and that the city maintain the school for a period of three years without cost to the General Assembly.

Dr. A. A. McGeachy, pastor of the Second Presbyterian church, stated that he did not believe that Charlotte could get the school, even if it made the effort, because the claims of Richmond were more attractive to the committee than any Charlotte could present.

Dr. J. H. Caldwell, president of Queens College, stated that he believed Charlotte stood a good chance to get the school and could offer as good facilities for it as any other place. Mr. C. C. Hook said that he had become interested in the matter and had done a little work in advance. He had an offer of five acres of land, he said, and had an offer of \$500 in cash. This was a decidedly encouraging note and it was voted that the committee be appointed to look further into the proposition. A lettergram was sent last night and an answer is expected at once.

### Children Cry FOR FLETCHER'S CASTORIA

Baseball Decisions. By Associated Press.

Auburn, N. Y., Jan. 30.—The national board of arbitration of the Association of Professional Baseball Leagues, today gave out the following decisions: Claims allowed: George J. Needles against the Georgia-Alabama League. Claims disallowed: P. O. Murphy against Norfolk, Va.; George Johnson against Bristol, Va. Services awarded: Grady Bowen to Americus, Ga. Player Erhard is declared a free agent.

## HOME WANTED BY A BABY!

BY CLARE VICTOR DWIGGINS.



WASN'T IT TOO BAD ABOUT THE YOUNGKUPPLES' HOUSE BURNING DOWN! AND JUST AS WE WERE ABOUT TO BE ADOPTED BY THEM—TOUGH LUCK! RAGS! TOUGH LUCK!

OH, IT DIDN'T BURN THAT WAS A FALSE ALARM!

DON'T YOU KNOW WHAT A FALSE ALARM IS?

NO!

WELL, I'LL TELL YOU. SUPPOSE YOU ARE WALKING ALONG, MINDING YOUR OWN BUSINESS, WAGGING YOUR TAIL, BARKING JUST A WEE TINY BIT AT A CAT NOW AND THEN—

WHEN ALL OF A SUDDEN THE DOG CATCHER DRIVES UP—TURNS AROUND & LOOKS AT YOU, STOPS, GETS OFF THE WAGON, TAKES HIS NET, STARTS TOWARDS YOU ON A RUN—

AND, JUST THEN YOU WAKE UP!

HO! HO! HO! I SEE—I SEE!