

**This Baking Powder Keeps Its Strength**

The large can of K.C. lasts longer than 25 cents worth of other baking powders but no matter how long it takes to get to the bottom the last spoonful is just as good as the first. K.C. makes the finest, lightest biscuits, cakes and pastry you ever ate, and it is guaranteed pure and wholesome.

For goodness sake, use K.C.

## Schell-Demple Furn. Co.

613-615 Main

**85 Cents**

One of the good values we are offering in Porch Furniture. This all hard wood strong, comfortable Settee is 3 ft. 6 in. long, can be folded, finished with oil and lead paint, colors red or green.

## HARD STUDY-EYE-STRAIN



**OUR GLASSES BRING RELIEF**

**RENAUD**  
Registered Optometrist

**WM. BLAND**  
the Up-to-date  
**HORSESHOER**

is now located at his new place of business, 16 South Ninth street. Nothing but first-class work, and all work guaranteed.

Phone 918

**MEDIATION WILL SMOOTH THE PATH**  
(Continued from page 1.)

don, telling of the execution of thirty-three federal officers by the rebels were confirmed in an official bulletin given the United Press correspondent by the constitutional officials at Juarez while fighting around Saltillo was in progress.

**Rebel Messenger Arrives.**  
(By Fred S. Ferguson, United Press Staff Correspondent.)

NIAGARA FALLS, Ont., May 25.—The exact position of General Carranza on Mexican mediation was to be presented to the A. B. C. mediators late this afternoon. Juan Urquidi of the constitutionalists' junta in Washington arrived here today with a message from the rebel chief.

Urquidi declared that he came here only as a "messenger." He insisted the document he carried made no suggestions or proposals but set forth the position of Carranza as to the general mediation proceedings. Urquidi is sold on the money-back guarantee.

He declared the "first class" had always maintained that commissioners should have no bearing upon the internal affairs of Mexico but declared it should not be taken that this was the position set forth in the document to be submitted to the mediators. He would not state the contents of his message. Urquidi declared he did not come with any intention of participating in "conversations" between the mediators and commissioners or Mexicans. As soon as his message is delivered he said he would return to Washington. He declined to discuss any question that Carranza might take in the matter of the establishment of a provisional government after the abdication of General Huerta, saying he could only cite the declaration of the constitutionalist chief on the occasion of his refusal to participate in the peace negotiations here. The fact that Carranza had seen it is communicated with the mediators, however, led to the belief that important developments might be expected. The manner of establishing and the character of the provisional government to be set up in Mexico, is now the real keynote of negotiations. The past twenty-four hours has been a period of inaction as far as the Americans are concerned. Nothing has been heard from Washington to that length of time up to now, today. Members of the Mexican delegation, however, received long messages from Mexico City, but outside of a short visit of Ambassador Tolson to the American headquarters yesterday, Justice Lamar and Fred Lathman had not been in communication with the mediators as to any point these messages may have cleared up.

**Passenger Steamer Up.**  
(United Press Leased Wire Service.)

ST. RÉMY, Ill., May 26.—Passengers aboard the California Limited of the Santa Fe lines were bound, received a shaking up early today when the engine was derailed near Chillicothe, Ill., but no one was injured. The locomotive ran along the ties for several rods but did not overturn.

**Mason—Do you think it's unlucky to have 13 at table?" Brown—"Not if the thirteenth is paying for the dinner."**

**FRECKLES**  
(Continued from page 1.)

This prescription for the removal of freckles was written by a prominent physician and is usually so successful in removing freckles and giving a clear, beautiful complexion that it is sold by druggists under guarantee to refund the money if it fails.

Don't hide your freckles under a veil; get an ounce of ointment and remove them. Even the first few applications should show a wonderful improvement, some of the lighter freckles vanishing entirely.

Be sure to ask the druggist for the double strength ointment. It is this that is guaranteed pure and wholesome.

## CLAVES IN WAVES FOR SURVIVORS

(Continued from page 1.)

the Starboard suddenly leaked through the ports and cracked, how no one knows.

Severely loaded and lying low in the water, the Starboard was apparently sheared through the side of the ship, leaving a great hole in her side. The known fact that the liner went down in just nineteen minutes is taken as indicating that the sailor's spirit could not have been relaxed. Safety compartments in the Empress would surely have prevented her loss had the collision been other than severe.

Radio wireless on the government boat Boreas and the Lady Evelyn and the crippled condition of the Starboard have prevented receipt of anything like a complete story of the disaster. Decompression of the land telephone lines along this part of the St. Lawrence has also delayed news from Montreal.

### Passenger Passengers.

MONTREAL, May 26.—Among the more prominent passengers on the Empress of Ireland were Sir Henry Birrell, London, and Lawrence Irving, who is a son of Sir Henry Irving, the noted actor. It is not known whether they are among the saved or lost.

### At Company's Office.

LONDON, May 26.—The offices of the Canadian Pacific Railway Co. here today were besieged by crowds of weeping men and women, relatives and friends of the crew of the Empress of Ireland, reported safe with 360 of Father Point. Most of the officers and men of the Empress of Ireland lived here. Officials of the company this afternoon claimed to have no information regarding the officer and number saved. Later, the officials announced many passengers of the Empress of Ireland were buried safely at Montreal.

### 400 Were Saved.

MONTREAL, Que., May 26.—The French newspaper La Presse today received the following dispatch from Montreal: "The Lady Evelyn and the Boreas sailed here this morning with 400 passengers. Both companies reported that all passengers were in the life boats of the Lady Evelyn, Boreas and Empress of Ireland. As soon as the passengers are discharged, both steamers will sail for the scene of the wreck to pick up passengers."

The Canadian Pacific offices have received a similar message. The dispatches do not in any way agree with previous assurances in the matter of loss of life. It was indeterminate from the message's wording whether it meant that all the passengers of the Empress were in the life boats or only all the passengers who were able to make the boats.

### Starvation Grows Worse.

PATRICK POINT, May 26.—With how badly wounded in where she collided with the Empress, the Starboard passed the point, bound upstream, shortly after daylight. The roller wirelessed as she passed that she was taking survivors and dead bodies to port. Names of the dead or the numbers of those lost and saved were not given. The Starboard's wireless said:

"We are compelled to proceed slowly on account of damages sustained in the collision. The Empress of Ireland was so badly damaged that she sank in about nineteen minutes. A big hole was cut under her water line."

### 570 Reported Lost.

MONTREAL, May 26.—The best figures available from official sources at 10 o'clock indicate that 570 persons lost their lives when the Empress of Ireland sank early today.

The latest report estimates the number of rescued at 300.

Wireless messages from John McWilliams, the Marconi wireless operator at Father Point estimate the loss at 1,000, but careful checking up of official figures with the most reliable reports at 10 a. m. indicated that 570 was a more nearly accurate figure.

### Report Over 1,000.

OTTAWA, Ont., May 26.—More than 1,000 lives were lost when the steamer Empress of Ireland was sunk, according to reports to the government by federal officers near the scene of the wreck. No definite figures were given.

### Illinois Elks Elect Officers

P. B. Zimmerman, a traveling man of Joplin, Mo., writes: "Twelve years ago I was a great sufferer from stomach trouble. I tried nearly every medicine I could hear of, among them I used fifteen bottles of one popular preparation, but never found anything that did me any permanent good until I took Chamberlain's Stomach and Liver Tablets, which effected a permanent cure. It has now been five years since I took these tablets, and I have had no more stomach trouble during that time. I have recommended Chamberlain's Tablets to a great many sufferers with stomach trouble, and traveling salesmen, and have met many of the boys on the road that are afflicted with disorders of the stomach as they have to put up with all kinds of bad cooked grub at the different country hotels, which is one cause of this dreadful disease."

one of the disaster and Father Point, some reports were current that the Starboard had driven another of the Empress of Ireland's ports astern, but these were denied. When the freighter passed, Father Point, who stayed for a pilot, No word was then sent ashore that she had survivors aboard although it was said she carried a number of dead.

In all 1,000 persons were aboard the Empress when the crash came in the fog and darkness of the early morning. Of these, 300 are known to have been rescued by the government steamer Boreas and Lady Evelyn which answered the sinking liner's wireless call to Father Point to "have our ship." The survivors have been landed at Montreal.

More than twenty of the passengers and crew who escaped death when the ship cracked, or when the liner sank, perished from exposure after being picked up by the rescuing ship. The temperature was 36 and those who died on the rocks or wreckage on the still St. Lawrence suffered terribly before help came. Meager details of the crash and of the names of survivors showed that probably less than a score of women survive the catastrophe.

When the nose of the heavily laden Starboard cracked through the side of the big liner, many first cabin passengers were killed in their berths. Many others were so impressed by the enormous thickness that they could not reach the deck and sank in ten minutes. Dozens of these went down with her. They or most of them, now lie in the sunken liner in 15 fathoms of water.

Both the Starboard and Lady Evelyn, after discharging their cargoes of the rescued at Montreal, returned this afternoon to the spot where the Empress of Ireland went down. They wirelessed that the Lady Evelyn had picked up seventeen bodies of passengers floating where the crash occurred. Both vessels remained at the spot until nightfall, saving what bodies they may from being carried out to sea.

### An Official Report.

MONTREAL, May 26.—A statement issued this afternoon by Sir Thomas Shaughnessy, president of the Canadian Pacific indicated that the company now believes the greater part of the people aboard the Empress of Ireland have been lost. The statement was as follows:

"The catastrophe, because of the great loss of life, is the most serious in the history of the St. Lawrence route."

"Owing to the distance to the nearest telegraph or telephone station from the scene of the wreck, there is unavoidable delay in securing official details but we expect a report from Captain Headill in the course of the afternoon."

"From the facts as we have them, it is apparent that about 2 o'clock this morning the Empress of Ireland when she collided with the Starboard, was rammed on the port side by the Norwegian liner Starboard in such a manner as to tear the ship from middle to stern, thus making the 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 Starboard 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.

"That such an accident should be possible in the river St. Lawrence is a record of the class of the Empress of Ireland and with every possible precaution taken by the owners to insure the safety of the passengers and the vessel, is deplorable. The saddest feature of the disaster is, of course, the great loss of life and the heartless sympathy of everybody connected with the company goes out to the relatives and friends of all those who met death on the ill-fated steamer."

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### Pessimistic Reflection.

In our pessimistic moments we are prone to reflect that, no matter what time of year it is, the pines always seem to be made from last year's apples. —Milwaukee Journal.

### A Traveling Man Cured

P. B. Zimmerman, a traveling man of Joplin, Mo., writes: "Twelve years ago I was a great sufferer from stomach trouble. I tried nearly every medicine I could hear of, among them I used fifteen bottles of one popular preparation, but never found anything that did me any permanent good until I took Chamberlain's Stomach and Liver Tablets, which effected a permanent cure. It has now been five years since I took these tablets, and I have had no more stomach trouble during that time. I have recommended Chamberlain's Tablets to a great many sufferers with stomach trouble, and traveling salesmen,

and have met many of the boys on the road that are afflicted with disorders of the stomach as they have to put up with all kinds of bad cooked grub at the different country hotels, which is one cause of this dreadful disease."

### Tragedy Wiped.

Hiram—Haw! Haw! Haw! I sinned one of them city fellas that put the lightning-rods on my house.

Slim—Te did? How did you do it?

Hiram—Why, when I made out the check to pay him, I just signed my name without specifying the amount. I'll bet there will be somebody pretty mad when he goes to cash it.—Lippincott.

With her bows stowed in and down hard to the head, the Starboard this afternoon was making her way slowly upward toward Quebec from the

water, and have met many of the boys on the road that are afflicted with disorders of the stomach as they have to put up with all kinds of bad cooked grub at the different country hotels, which is one cause of this dreadful disease."

### Breakfast Fruits and Vegetables

## BREAKFAST

### Fruits and Vegetables

Strawberries, 2 lb.	25c
Oranges, per dozen	25c and 35c
Lemons, per dozen	25c
Pineapples, 1lb., 50c and	50c
C. W. & Special, 2 lbs.	\$1.00

### Bananas 10c doz.

### Radicchio, Onions,

### New pot, Lettuce,

### Epinach, Cauliflower,

### Asparagus, String beans,

### Turnips, Beets,

### Tomatoes, Cucumbers,

### SUGAR

Sugar is sure to be higher as the season advances. Call us at once before a change in price.

### WAGONS LEAVE

### 8 A.M. 2 P.M. 10 A.M. 4 P.M.

### Consumers Wholesale Supply Co.

PHONE US-770-551

OPEN ALL DAY  
AND EVENING

## LATEST MARKET QUOTATIONS

United Press Association Telegraph Market Report Over City  
Leased Wire.

### Grain Markets.

[United Press Leased Wire Service.]

CHICAGO, May 26.—Wheat traders were under great strain today because May contracts were to be closed out this afternoon, tomorrow being Memorial day, but the rumored heavy sale of shorts by the Armour group who were reported to have a corner, had not materialized early in the afternoon. Instead of May wheat jumping over the dollar mark as was predicted, the price moved up only a shade at the start and then dropped back to 94¢ and there was little excitement. Deferred months started stronger on account of higher Liverpool prices, but slumped to a fraction under last night's closing price and absence of demand.

May corn started steady but gained 4¢ while shorts were bidding in the forward. The other months advanced a fraction. May oats was 9¢ easier today but the deferred months closed higher.

Provisions were steady to a shade easier in a quiet market.

### Daily Range of Prices.

CHICAGO, Ill., May 26—

Open High Low Close

### WHEAT

May 94¢ 94¢ 94¢ 94¢

July 95¢ 95¢ 95¢ 95¢

Sep. 96¢ 96¢ 96¢ 96¢

### CORN