

KENOSHA MAN'S HOME BOMBED

Twenty-First Bombing Is Recorded In Mill Strike Connection

Lake Geneva, Wisc., Nov. 15—(U.P.)—The home of Roger Kimball, vice-president of the Allen Hosiery company, was bombed here last night, marking the twenty-first bombing in the strike of knitters at the Hosiery Mills in Kenosha, Wisc.

Several thousand dollars in damage was done to the home by the explosion and fire that followed, Kimball estimated.

The Kimball home was one of the show places in the wealthy colony three miles across the lake from here.

The Kenosha chamber of commerce has asked a grand jury investigation of the trouble at the mills and a decision is scheduled Tuesday.

No one was in the Kimball at the time of the explosion.

"Your Mbk. SHRDLU f E E

First word of last night's bombing was received in an anonymous telephone call to Kimball.

"Your Lake Geneva home has been bombed", a voice said when Kimball answered the phone and then the connection was cut.

Kimball said he had received a score or more threats by mail and telephone since the strike started.

ENGINE ROOM SCENES TOLD TO REPORTERS

(CONTINUED FROM PAGE ONE)

board.

In the afternoon the crew working the forward starboard furnace went to the chief engineer. The conversation was quited by Dotten.

"We're being flooded, sir," one of them said.

"Go back to your posts. We'll use the pumps."

The men went back. They continued to pour fuel into the furnace mouths. The water rose gradually. Soon it was above their hips and when finally it reached the furnace doors, the firemen raked the fires and then hurried away.

They said they could hear a hiss and they knew the sea had extinguished the forward starboard furnace.

The ship listed more sharply Sunday night and water swished about the ankles of the half-naked firemen in the other engine room compartments.

Early Monday morning the water had risen to the knees. One of the head firemen was delegated to see the chief engineer.

"The boys are kinda worried," the fireman said.

"Back to your post! We'll pump you clean," the chief engineer was quoted as saying.

By 10 a. m., Monday the "black gang" was working in water up to their chests. Life-lines were rigged up and coal was passed in small bulk sacks over the heads of relays of trimmers.

The Vestris seemed to be listing almost 30 degrees. Again the head fireman walked to the chief engineer who was giving a hand at the pumps.

"We can't work any more. Why doesn't Captain Carey order us on deck?" Dotten said the firemen asked.

"Get back to your post! Don't you see me manning a pump myself!" the chief engineer answered, Dotten and another fireman reported.

The firemen returned and started to explain the situation when the ship rolled, seemingly on its side.

Then the "black gang" ran to the ladders leading above. On deck it was every man for himself, according to members of the engine room crew. They put off in lifeboats without awaiting orders from the captain or the engineer whom they left below. A few minutes later the Vestris submerged.

The survivors brought in by the Myriam told today of the list of the 10,000 ton ship, of the great waves in which she rolled, of the mad confusion after the order of "to the lifeboats" had been shouted, of the scramble among those in the water to get into boats, of the inrush of sea into the hold and engine room and of the final lurch that took down the Vestris and its captain, William J. Carey.

No one tried to explain the cause of the accident, but some would not talk until they could face the board of inquiry. Some of the seamen blamed the captain for not ordering an earlier S. O. S.

Most of the officers who came aboard the Myriam would say nothing. Watson, the second mate, was taken immediately to a hospital as he had several fractured ribs. He was described as a hero by one of the passengers, Mrs. C. S. Slaughter of Chicago.

It became more apparent today that Captain Carey voluntarily chose to go to his death with his ship rather than attempt to save himself. T. R. Edwards, a steward, told of his last glimpse of Carey.

"Just before leaving," he said, "I saw the captain and second mate Watson standing on the bridge. They were gripping hands as if saying goodbye. Just as the Vestris started to sink, Watson jumped into the water, I never saw the captain again."

Mrs. Slaughter, who became separ-

Lindy Rests While Hunting



Colonel Charles Lindbergh, America's Lone Eagle, is shown in the above exclusive photo resting during his hunting excursion into Mexico. The group, photographed at the

Hacienda de Terrenates in the state of Chihuahua, consists of Lindy, Lieutenant Colonel Roberto Pierro (extreme right) and their guides.

ated from her husband when she jumped into the water, said she was just about exhausted when Watson swam alongside and held her up in his life boat No. 11 saved them. She learned on her arrival that Slaughter also was rescued.

"I was never worried until we started to get into the lifeboats on the starboard side," she said. "My husband and I got into one boat that was being lowered. It would not lower and we transferred to another boat which also stuck. Then the Vestris started to turn on its side. I jumped from the deck, but must have fallen into the water."

"All night long I lay in the bottom of the life boat and could hear the screams of men and women in the water. Some of the men whistled or put

on deck, but did not get away until the ship was going down.

"There was a port door, 7 by 7 open when we left New York Saturday," he said. "It was four feet above the water line. When we struck the storm the water poured in. The coal compartment was flooded and from 4 to 8 a. m. Sunday we could not reach our coal supply.

"After that we were able to get a little wet coal. Monday morning the water started filling the boiler room. By mid-morning the water was waist high. By noon the water was up to our chins and we had to pass the wet coal overhead. Our starboard furnace was flooded out. When the boat listed to 40 degrees we all ran on deck even though there had been no orders for us to go to lifeboats or put on life belts. We had heard the passengers leaving in life boats. We all got into boats and got away."

Evans Hampden, a fireman, told of the last hours in the engine room and he said the men were forced to work in water that at times was up to their chins. He said the men pleaded to be allowed to go upon

should have been puttied as well.

"The boatswain, after he discovered that he could not close this door because the bolts stuck, were rusty, and had not been greased, gave it up and all he did was to move some empty boxes away from the door, which seemed a silly thing to do.

"The stoke hole began to flood with water, and finally the chief engineer himself manned the pump with a couple of assistants but tons of water kept coming through that coal port."

The Myriam did not put clear into port but was met at Sandy Hook by the tug W. F. Balzell. Two department of justice agents were aboard the tug accompanied by officials of the Lamport and Holt lines.

The tug was unable to get alongside the Myriam at Sandy Hook and the two vessels proceeded to Gravesend Bay where at 11:40 p. m. Wednesday the transfer of the refugees was started.

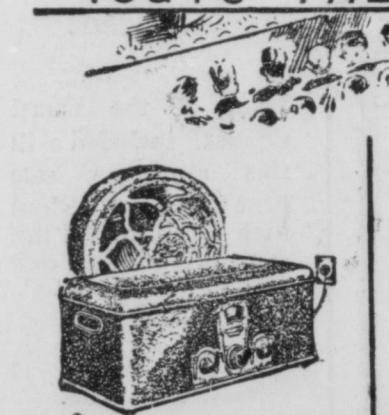
After the Myriam had discharged its refugees at Gravesend Bay the tanker turned about and started back to France, her rescue mission.

The first group of bodies arrived

here last night aboard the coast guard

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