

1032 PEOPLE WENT DOWN WITH LINER

Only 355 Aboard the Empress Of Ireland Were Saved

RECOVERY OF DEAD STILL IN PROGRESS

Stories Of Heroism and of Self Sacrifice Told By Survivors

Quebec, May 30.—More than 1,000 persons lost their lives when the Canadian Pacific steamship Empress of Ireland sank in the St. Lawrence early Friday after a collision with the Danish collier Storstad. Figures compiled by the Canadian Pacific Railway company and made public today indicated that 1,032 persons in all had perished. Their list follows:

Saved: First class passengers 18; second and third class passengers 131; crew 206; total 355.

The number of passengers carried by the Empress of Ireland: First class 87; second class 153; third class 715; crew 43; total 1,387.

With the survivors safe in Quebec, where they were being given every possible care, attention again turned today to Rimouski, where efforts to recover the bodies of victims are in progress. Early today the number of bodies landed there passed the three hundred mark.

The dead were piled in tiers, making it possible to closely scrutinize the bodies for identification. Few have so far been recognized. There appear to be many foreigners among the dead, judging from passports found on the bodies.

Heartrending Sight

Women and children are plentifully represented in the grim pile, among them one mother with her child pressed closely to her breast.

Those who witnessed the scene at Rimouski, where the sad harvest of the rescue ships was laid on the piers, said the sight was heartrending. Many of them stared heavenward with wide open eyes; some with horror in their and others with an air of puzzled surprise.

There was little attempt to cover the corpses and for the most part they lay practically as they had been taken out of the water, some half dressed and others nearly naked.

The tender Lady Gray has been designated as a funeral ship and is expected to reach Quebec late today with the bodies of the dead so far recovered. An army of carpenters and undertakers worked all last night and today converting one of the large freight sheds on the harbor front into a temporary morgue.

newspaper men were refused admission to board. It was learned however, that she had saved many of the Empress' passengers.

Stories of Disaster.

Stories of the disaster brought to Quebec by survivors gave vivid details of the most terrible tragedy in the annals of the St. Lawrence. Some compared it to the sinking of the Titanic but, pointed out that in the case of the Titanic there was time to prepare for death while with those who perished on the Empress there was little time for reflection or prayer.

From accounts of the saved it seems that soon after the ship ramed she careened until her deck stood at right angles to the water. She slid slowly into the water and it was only possible to launch five boats in the brief interval before she finally sank.

Praise Captain.

Captain Kendall was on the bridge when the collision occurred. When the steamer sank he was washed away, later to be picked up by one of the boats apparently to his great regret. Thus far he has vouchsafed no public statement except to say that he would have preferred to go down with his ship. Passengers speak in his praise and declare he did his full duty.

Chief officer Steed, it is stated, was killed by a boat falling on him while working to help the passengers escape.

How Irvings Died.

Laurence Irving, author and actor and son of Sir Henry Irving, according to survivors, died while trying to save his wife, Mr. and Mrs. Irving were last seen on deck embracing one another as if in farewell. They went down with the ship, locked in each other's arms.

F. E. Abbott, of Toronto, was the last man to see Mr. Irving alive.

"I met him first in the passageway," he said, and he said sadly: "Is the boat going down?" I said it looked like it. "Dearie, Irving then said to his wife, 'hurry. There is no time to lose.'"

Comforted Wife.

"Mrs. Irving began to cry and as the actor reached for a life-belt the boat suddenly lurched and he was thrown against the door of his cabin. His face was bloody and Mrs. Irving became frantic.

"Keep cool," he warned her, but she persisted in holding her arms around him. He forced the life belt over her, pushed her out of the door and practically carried her upstairs. I asked if I could help and Irving said, "Look after yourself old man, but God bless you all the same."

Abbott got on deck and dived overboard. He caught hold of a piece of timber and as he floated saw Irving on deck kissing his wife as the ship went down.

Seton-Karr Hero.

M. D. A. Darling a survivor here, was saved by the life belt that might have saved Sir Henry Seton-Karr. "My cabin was opposite Sir Henry's," said Darling today, "and when I opened my door we bumped into each other in the passageway. He had a life belt and he offered it to me. I refused it but he said: 'Go on, man, take it, and I will get another.' I told him to save himself but he got angry and actually forced the belt over me. He then hurried me along the corridor to the door. Apparently he went back for another belt but moment or two after he had left me the ship went down. I was picked up."

Rees Helping.

Commissioner Rees, of the Salvation army, stood on the deck of the doomed vessel trying to persuade the people to keep cool and lending a helping hand to many. When the ship was almost under water one of his men shouted to him to jump for his life. He replied that he would stand by his wife and children and sink with the words "O, God, Thy will be done," on his lips.

One of the touching sights on the survivors' train was that presented by the Empress of Ireland.

SHIP DISASTER DETAILS GIVEN

Survivor Stopped to Put Life-Belt on Girl With Baby And Leading Little Child.

FOUGHT WITH MAN WHILE UNDER WATER

Another Tells of The Gallant Behavior of Captain Kendall in Trying to Save His Passengers.

Montreal, May 30.—Exhausted survivors of the Empress of Ireland disaster, wearing misfit clothing supplied by the people of Rimouski, arrived in Montreal today. In the party was a remnant of the Salvation army band, more than a hundred of whom perished. The survivors included:

Messrs. McIntyre, Meunier, Greenaway, Staff Captain McAmmond, Lieutenant Keith, James Johnston, Major and Mrs. Atwell E. Green, Captain Spooner, Little Grace Hannagan, Miss Bales, all of Toronto; Miss Cook and Band Sergeant Fowler and Miss Wilmont of Winnipeg.

"I was looking through the port hole in my cabin amidships," said Band Sergeant Fowler, "when I saw a big black shape loom up out of the darkness. It seemed only a few feet away."

"Then came the jolt it could not be called a crash because it was more of a grinding sensation. Before I realized what had happened my cabin began to fill with water. I rushed up the main companionway. I saw a girl with a baby in her arms and a little child following her. The girl asked me to put a life-belt on her so I stopped long enough to do this."

By the time Fowler had reached the deck, he said, the ship was listing badly and the passengers had to cling to the rail to keep from going over the side.

"I went down and down until I thought my lungs would burst," he said. "Bodies bumped into me. Once a man threw his arms around me and I had to fight to break his grip. I swam several hundred feet and was almost exhausted when a boat picked me up." Among resident survivors not in the Salvation army who arrived here was Thomas Smart, who says he believes he was the last man to speak to Captain Kendall before the collision.

"I was sitting out on the upper deck," he said, "when the captain walked past about half past 1 o'clock and said: 'It is a nice night but it looks to me as though a fog is coming. You never know how a fog will drop on this part of the river.'"

When the crash came Smart says he saw Captain Kendall on the bridge. He was holding onto the rail, shouting orders to the crew, leaning over and waving his hands. He heard him say: "Keep your heads there, and don't get excited." When a boat dropped sideways into the water the captain seemed to realize that the liner was lost, for he shouted: "Hurry up, everybody!"

There is not a minute to lose. Get the stewards through the corridors. If there are doors locked break them in. Get the people out and don't forget the women and children must come first."

"He spoke through a megaphone," said Smart, "but there was so much screaming and moaning that his voice was drowned. But he stuck to his post to the very last."

"When I got on to the Lady Evelyn I saw him stretched out there and they were giving him brandy. When he was able to speak he looked around and asked: 'Where's the ship?' A passenger told him the boat had gone. On hearing this Captain Kendall buried his face in a piece of tarpaulin and cried as though his heart would break."

Col. Aviret Dead.

Cumberland, Md., May 29.—Colonel John W. Aviret, editor of the Cumberland Evening Times, died suddenly today from heart trouble. He was 51 years old and a native of North Carolina, being the son of Rev. James Battle Aviret, the first commissioned chaplain of the confederate army. He spent his early life at Winchester, Va., where the body probably will be buried.

Cancel Trips

London, May 30.—A number of passengers who had booked berths on trans-Atlantic steamers sailing today cancelled their trip at the last moment as the result of the accident to the Empress of Ireland.

BRITISH PUBLIC MOURNING LOSS

Crowds Besiege Offices of the Steamship Company For News of Friends and Relatives.

MANY MESSAGES OF SYMPATHY ARE SENT

Lord Mayor of London Will Open Fund For Relief of Widows and Orphans Of Victims.

London, May 30.—The British public, went home last night believing the greater part of the passengers on board the Empress of Ireland had survived was shocked this morning to learn that the loss of life exceeded 1000 and that many of the victims were from the United Kingdom.

Great crowds besieged the London and Liverpool offices of the company and anxiously scanned the lists of rescued.

There were many pitiable scenes when women and men who had waited many hours in the hope of hearing that friends or relatives were safe finally turned away in despair.

King George early in the morning sent a messenger to the European manager of the Canadian Pacific, expressing sorrow and regret at the disaster. Later he cabled to the Duke of Connaught, governor-general of Canada.

"I am deeply grieved over the awful disaster to the Empress of Ireland in which many Canadians lost their lives. Queen Mary and I both assure you of our heartfelt sympathy with those who mourn for the loss of relatives and friends."

To Sir Thomas Shaughnessy, resident of the Canadian Pacific railway, his majesty cabled: "In the appalling disaster which has befallen your company by loss of the Empress of Ireland in which so many perished, I offer you my sincere sympathy."

The king received this morning the following telegram from Raymond Poincare, president of France: "It is with profound emotion that I learn of the terrible catastrophe in connection with the Empress of Ireland which will plunge so many families into mourning. From my heart I tender to your majesty the sincere regrets and keen sympathy with the relatives and friends of those who died on the Empress."

John Burns, president of the local government board, was one of the first callers at the London offices of the company to ask for the latest news.

The Lord Mayor of London, upon learning of the extent of the disaster, decided to open a fund toward relief of the widows and orphans of those who had been lost.

30 CARS IN BIG INDIANAPOLIS RACE

United States, Great Britain, France, Germany, Italy, Belgium Represented.

Indianapolis, Ind., May 30.—The first hundred miles of the annual 500-mile automobile race here today was completed by the leader, Thomas, in 1:09:35, or at the rate of more than 87 miles an hour. Thomas was closely followed by Dury and Bragg in the order named.

Indianapolis, May 30.—Thirty cars, representing six nations, United States, Great Britain, France, Germany, Italy, and Belgium, today battled for cash prizes totalling \$50,000 at the Indianapolis motor speedway in the fourth annual 500 mile automobile race. The day was clear and cooler.

RANKS OF LEADERS ARE YET UNBROKEN

REBELS ISSUE VEXES ENVOYS

Must Decide Whether or Not They Will Admit the Constitutionalists to Peace Conference.

DELEGATES OF HUERTA WILL NOT OBJECT

American Delegates Seem to Favor Rebel Representation—Optimism in Washington.

Niagara Falls, Ont., May 30.—The South American mediators were confronted with the vexing problem of whether or not they will permit constitutionalist representatives to enter the conferences here. The issue has been raised through the sending of a note from General Carranza by a special messenger, Juan F. Urquidil, in which the constitutionalist leader expresses surprise that the mediators proceeded with the negotiations without reply to his telegram asking what points would be discussed in the mediation.

On the subject of constitutionalist representation the Huerta delegates have decided among themselves that they will abide by any decision the mediators may make.

The mediators today reiterated that the course of the mediation proceedings would not be disturbed by the new representations. There was every reason to believe, however, that the American delegates, who are thought to have interceded to obtain an audience for Urquidil yesterday, might pursue the matter further so as to bring about constitutionalist representation in the conference. The view of the American delegates is that it would be far more satisfactory to deal with the various factions before any agreement is signed.

Meanwhile the Huerta and American delegates today still were awaiting word from their respective governments before giving final approval of the tentative plan before them.

According to this plan, it was said today, the provisional government which would succeed the Huerta regime, consisting of a provisional president and four cabinet ministers, would hold office until 1916 when the term of Madero expires and a regular presidential election takes place. The object of this is to give the new administration a year or more in which to pacify the country, prepare it for a popular election and make a beginning on land and educational reforms.

Still More Hopeful.

Washington, May 30.—The mediators' statements that the receipt of the Carranza communication "did not disturb the course of the negotiations" was received here in an optimistic vein and administration leaders were more hopeful than ever that mediation ultimately would be directed to a solution of all of Mexico's ills.

ARE ORDERED TO ASHEVILLE CAMP

Troop K, Cavalry, and Coast Artillery Band to Come Here at Once.

Washington, May 30.—With the approach of the date set for opening of the students' military camps, July 5, war department officials are making preparations to assure success of the project. Orders were issued today for troop K of the fifth cavalry, now at Fort Myer, to proceed to the camp at Asheville, N. C., as a part of the plan to bring the regular troops and the college students in close relations. The coast artillery band at Charleston, S. C., has also been ordered to the Asheville camp.

Cadet Appointments

Washington, May 30.—Senator White of Alabama today announced the appointment of Myron Dillon, Birmingham, and Eric M. Grimsley, Fayette, midshipmen at the Naval Academy, and Horace Harding, Tuscaloosa, and Julian K. Miller, Montgomery cadets at the military academy.

Minority Delegations Also Stand Firm at Convention

RUMOR OF BREAKS IS NOT CONFIRMED

The 143rd Ballot Fails to Show Fractional Change From First

Waynesville, May 30.—At noon today there is not even the hint of a break in any of the forces that are supporting the five congressional candidates before the tenth district convention. No shifts yet recorded in the balloting have been significant. The Gunder and Reynolds forces are standing like a rock wall and there will apparently have to be a break in minority ranks before there is a nomination. There have been rumors of negotiations pending, but leaders deny that such is the case. There are rumors on the other hand that the minority forces are determined to stick to the end.

Circumstances seem to give these rumors foundation. Both Gunder and Reynolds leaders believe they will win eventually, they say, but refuse to predict when the break is coming.

The convention is serene, not a discordant note having been sounded. The delegates are sweetening but good natured. It is like a gigantic game of poker wherein bluffing is barred. A hundred and forty-three ballots have been cast with no change from the first.

The convention re-opened at 10 o'clock this morning with the hundred and twenty-first ballot and there was no change in the first five ballots from the first ballot cast yesterday.

After the one hundred and thirtieth with no change, Dr. H. B. Weaver suggested that the leaders confer and in concord and harmony effect a compromise. W. J. Cooke objected that every democrat on the floor is a leader and therefore should participate in all conferences. He moved to proceed with the balloting and was upheld. There were no changes in the 131st, 132nd, and 133rd. No conferences were in evidence.

Following the 134th ballot, the Henderson county delegations suggested the appointment of a committee to draft resolutions expressing the deep sorrow caused by the death of Hon. W. T. Crawford, not only to his family and friends but to the district, the state and the democracy of the entire south. R. M. Oates of Henderson, R. D. Glimmer of Haywood, and W. J. Cooke of Buncombe were named as the committee. There were no changes through the 140th ballot.

Waynesville, May 30.—The monotony of the convention was broken shortly after noon when a handsome layer cake, baked by Mrs. B. F. Smathers, 60 years old yesterday, was auctioned off by Chairman Adams for the ladies of the Methodist church. The bidding was fast and furious and the Reynolds delegation of Buncombe got it at \$60. It will be presented to the nominee. Beginning with 144th, J. Frank Ray received the full vote of Macon for three ballots. The vote then reverted. There were no other changes.

Yesterday's Balloting.

Nominations of candidates and second rounds were concluded by 4:14 o'clock. Mr. Gunder was nominated by R. R. Williams, seconded by W. S. Breesee; Mr. Reynolds was nominated by Marcus Erwin, seconded by Capt. W. T. R. Bell; Judge Merrimon by Gen. Theodore Davidson, seconded by A. Hall Johnson; Mr. Moore by T. A. Cox, no second; Mr. Harrison by J. Frank Ray, seconded by Thad Bryson. There was frequent and unreserved applause as the speeches were made. Reynolds delegates leading in the volume of noise. Seconding speeches were limited to one for each candidate and to five minutes each. Credentials from the various counties were then presented.

The certified vote from the various counties as submitted by the delegations was as follows:

Gunder, 145,696;	Harrison, 13,111;
Merrimon, 16,543;	Moore, 14,673;
Reynolds, 141,035.	

Before the first ballot was cast there was argument as to the number of decimals to be included. It was finally ruled that the plan or organization calls only for hundredths and the first ballot resulted as follows: Gunder, 145.63; Harrison 13.11; Merrimon 17.7; Moore, 14.17; Reynolds 141.77.

The vote required for nomination is 156 and a fraction.


Balloting is Begun.

In the second and third ballots, there were no changes. In the fourth Polk changed, the Merrimon and Moore strength going to Reynolds by proxy. The chair ruled that such a change could not be made without delegates present. Proxies were permanently ruled out. There was a change in Transylvania vote, Gunder and Reynolds getting the Harrison and Moore strength, Gunder 7.45, Reynolds 4.87. In the fifth Macon tried to go solid for Harrison, but Reynolds forces objected and vote was unchanged. There were no changes in the sixth, seventh, eighth or ninth.

(Continued on Page Eleven.)

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