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NO TIME TO CRY "WOMEN FIRST" AND THEY PERRISH.

The Great Liner, Carrying 1,367 People Is Ramm'd Amidships In a Dense Fog, and Before Stewards Can Arouse Sleepers in Early Morning They Find Grave in the icy Waters of the Canadian Stream. Tragedy Happens Within Sight of Land—Help Answers "Save, Oh, Save" Signal But Arrives Too Late.

Rimouski, Que., 29—Sinking in ninety feet of water within 15 minutes after being ramm'd amidships in the Upper Reaches of the St. Lawrence River early today, the Canadian Pacific liner Empress of Ireland carried down with her more than 900 of her passengers and crew. Of the 1,367 persons on board the liner, only 433 are known to have been saved, making the probable death list 914.

Looming up through the river mists as the Empress of Ireland was lying to, waiting for the fog to lift or day to break, the Danish collier Storsted crashed bow on into the side of the big Canadian liner, striking her about midway of her length and ripping her side open clear to the stern.

Die in Sight of Shore.
The crash occurred not far from the shore of Father Point, 150 miles from Quebec, which the Empress of Ireland left yesterday afternoon bound for Liverpool, and ten miles from this point on the St. Lawrence. In reality, therefore, although the liner was heading for the sea and the collier coming in from it, the disaster was not one of the ocean, but of the river. Unlike the Titanic's victims the Empress of Ireland lost their lives within sight of shore in landlocked waters.

Immediately after the ship's crew recovered from the shock of the collision and it was seen that the liner had received a vital blow, a wireless "S. O. S." call was sounded.

Rescue Attempt Fruitless
The hurried appeal was picked up by the government mail tender, Lady Evelyn, here & the Government pilot boat Eureka at Father Point, and both set out to the rescue. So deep was the hurt of the Empress, however and so fast the inrush of waters, that long before either of the rescue boats could reach the scene the liner had gone down. Only floating wreckage and a few life boats and rafts from the steamer, buoying up less than a third of those who had set sail on her, were to be found. The rest had sunk with the liner, had been crushed to the Storsted's past with her, or had been forced from exposure in the ice-chilled waters to loose their hold on bits of wreckage and had drowned.

Injury and Exposure Kills
Only a few persons were picked up by the Storsted, which was badly crippled herself and these were brought here by the Collier, as were those saved by the Eureka and Lady Evelyn. Twenty-two of the rescued died from injury and exposure.

The others, most of whom had jumped into the boats or plunged into the water from the sinking vessel scantily clad, were given such clothing as the town could supply, and later those who could travel were placed on board of train and started for

Quebec. Accounts agree that in the brief space of time—not more than 14 minutes—between the shock of the collision and the sinking of the liner, there was little chance for systematic marshalling of the passengers.

Few Women Saved.
Few women were among the saved, not more than a dozen, the lists make it appear.

"It all happened so quickly we did not really know what was going on and nobody had time to cry 'women first,'" one of the passengers told Captain Bellinger, of the rescue boat Eureka.

"The stewards did not have time to rouse the people from their births," the survivor added. "Those who heard the friends calls of the officers for the passengers to hurry on deck and rushed up, piled into the boats which were rapidly lowered and carried away. Many who waited to dress were drowned.

Explosion Adds to Horror.
The horror of the interval during the time the Empress was fling and the frightened throngs on board her were hurrying every effort to escape before she sank, was added to by an explosion which quickly followed the ripping given the liner by the Storsted's bow. According to one of the rescued the explosion probably caused by the water reaching the boilers, bulged the liner's sides and catapulted persons from her decks out into the sea. The ship's heavy list as water pouring in weighted her on the side she was struck made the work of launching boats increasingly difficult and when she finally took her plunge to the bottom scores still left on her decks were carried down, only a few being able to clear her sides and find support on wreckage.

Captain a Hero.
From all accounts Capt. H. G. Kendall, of the Empress of Ireland, bore himself like a true sailor. He retained such command of the situation, it appears that while the Storsted's stem still hung in the gash it had made in the Empress' side Capt. Kendall begged the master of the collier to keep his propellers going so that the hole might remain plugged. The Storsted, however, dropped back and the Empress filled and foundered. Captain Kendall stood on his bridge as the ship went down. A boat picked him up and he directed its work of saving the others until the craft was loaded. The captain was injured and suffered from the explosion but, his hurts are not dangerous.

When day broke the rescue boats had not returned from the scene of the wreck.

Wireless Saves Many.
People standing on shore at Father Point, scanning the harbor with telescopes, saw the rescue steamers picking up boats in the river and prepared to give help to the survivors. They were sorely in need of aid as most of them had on little clothing and the temperature was near the freezing point. When they had been given attention the work of recovering bodies was undertaken. The rescue steamers themselves had brought in nearly fifty of these and tonight after they had continued their search a total of about 250 bodies had been recovered. One woman and four men still living, but unconscious, were picked up by the steamers during the

day. Few of the bodies had been identified tonight. The wireless is given credit for saving many lives. Responding promptly to the "S. O. S." call, the steamer Eureka was on the spot approximately 20 minutes after the disaster and the Lady Evelyn but little later.

A corrected list of passengers and crew on the Empress of Ireland, issued officially by the Canadian Pacific Railroad gives the total number aboard as 1,367 divided as follows: First cabin passengers 87; second cabin passengers 153; third class passengers 714. Officers and crew 413.

Easy Credit under New Law.

Mr. Frank B. Feetham, a recognized credit authority, is endeavoring to enlist the interest of wholesalers and retailers in the opportunity that will be extended them by the operations of the new banking laws to convert their paper into a guaranteed shape which will be discounted by the Federal Reserve System. New and excellent opportunities for credit seem to be open. It is pointed out by Mr. Feetham that under the present methods of trade wholesale accounts due in 30, 60 or 90 days, or longer, but if in the meantime the wholesaler becomes cramped and wants to borrow money these open accounts are of but little use for his purpose, as the banks will not handle them. Under the new banking law these open accounts may be converted into negotiable paper by a simple process. For example, a bill of lading may be attached to a draft and the retailer required to accept the draft before obtaining the bill of lading. The new law recognizes the accepted draft as commercial paper, and it can be discounted at a local bank. Again, the draft could be placed as collateral for a loan from the bank. This provision of the new law ought to operate to the convenience of the trade and it will be no doubt taken advantage of. This method of doing business has been forced for a long time by British merchants and it has operated to their benefit in developing and extending foreign trade. The retailer who gives the draft has the privilege of renewing it as in the case of present transactions, if he finds he is not going to be able to meet it on maturity, the banking law expressly reserving the right to banks discounting paper with the Federal banks to substitute for paper coming due other paper that is alive. This is a provision of the new system with which the mercantile interest of the country should make itself acquainted.

Establishing Creamery Routes

(From The Lexington Dispatch.)
County Demonstration Agent T. A. Cole believes that he is going to be able to secure three creamery routes in the county within the next few months. One will run out from Thomasville, another from Lexington and the third from Cld. He is doing all that he can to interest the farmers in growing more feed this year so that they can keep more cows and produce more cream. For the present the cream will be shipped to the Guilford County creamery at Greensboro and Davidson County farmers will receive exactly the same treatment at the creamery as the Guilford County farmers receive.

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