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COMPARES LATE SINKING WITH THE TITANIC.

Survivors Give Details of the Most Terrible Tragedy in the Annals of the St. Lawrence.

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 1,632 persons in all had perished. They list follows:

Saved: First class passengers, 10; second and third class passengers, 131; crew, 20; total, 355.

The number of passengers carried by the Empress of Ireland: First class 87; second class, 153; third class, 715; crew, 422; total, 1,377.

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 200 mark.

DEAD PILED IN TIERS.

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.

Women and children are plentifully represented in the grim pile, among them 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 heart-rending. Many of them stared heavenward with wide open eyes; some with horror in them 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 Grey has been designated as a funeral ship and is expected to reach Quebec today with the bodies of the dead so far removed. An army of carpenters and undertakers worked all night and today converting one of the large freight sheds of the harbor front into a temporary morgue.

COMPARED TO TITANIC.

The collier Storstad, which rammed the ill-fated liner, arrived here shortly after one o'clock this morning accompanied by the wrecking steamer Strathcona and anchored in mid-stream. A press boat went out but newspaper men were refused permission to board. It was learned, however, that she had saved many of the Empress' passengers.

The Storstad is badly damaged, having a hole some 15 feet square in her bow. She is waiting for orders to go to Montreal.

Stories of the disaster brought to Quebec by survivors have vivid details of the most terrific 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.

PRAISE FOR THE CAPTAIN.

From the accounts of the saved it seems that soon after the ship was rammed 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.

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.

IRVING DIED LIKE A HERO.

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 others' 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 calmly, '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.'"

"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 up stairs. I asked if I could help and Irving said: 'Look after yourself first, 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.

"O, GOD, THY WILL BE DONE."

M. D. A. Darling, a survivor here, was saved by a 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 passage way. 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 a moment or two after he had left me the ship went down. I was picked up."

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 he would stand by his wife and children and sank with the words, "O, God, Thy will be done," on his lips.

THE MOTHER WAS LOST.

One of the touching sights on the survivors' train was that presented by Phillip Lawler. With his wife and son he had left his home in Brantford, Ontario, where they had lived for the last seven years, to visit their old home, Keighly, Yorkshire, England. The mother went down with the ship, while the father, after a desperate struggle, managed to save his son, Herbert, and himself. He was injured when the explosion occurred and with his head swathed in bandages and bowed with grief, he sat a disconsolate figure at his son's side. Only 22 women and two children of the many aboard appear to have been saved.

One little girl, Helen O'Hara, swam until she was picked up, as also did Miss Thompson, from New Zealand. Mrs. Greenaway, a bride of a week, was separated from her husband and thought she had lost him, but the two had a happy reunion later at Rimouski.

Probably the chief cause of confusion on the steamer after the impact was the fact that the water, rushing into the engine room and flooding the dynamo, threw the ship into complete darkness. The struggle of the terrified passengers to escape can be imagined.

One of the first steps taken at Rimouski this morning was the establishment of a regular beach patrol to prevent looting by beach combers.

SURVIVORS GIVE DETAILS.

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 had perished.

The survivors included: Messrs. McIntyre, Measures, Greenaway, Staff Captain McAmmond, Liuet, Kieth, James Johnstone, Mr. and Mrs. Atwell, E. Green, Captain Spooner, little Grace Hannagan, Miss Bales, all of Toronto; Miss Cook and band sergeant Fowler and Miss Wilnot, 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 little baby in her arms and a little child following her. The girl begged me to put a life belt on her, so I stopped long enough to do this."

By this 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. Fowler jumped.

"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 residence survivors 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.

"T'WAS A NICE NIGHT.

"I was sitting out on the upper deck," he said, "and when the captain walked past about half past one a. m. and said 'It is a nice night but it looks to me as though a fog is coming. You never know how soon a fog will drop on you at 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, don't be excited." When a boat dropped sideways into the water the captain seemed to realize that the liner was lost, for he shouted, "Hurry up there 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 that 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 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 is 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."

SAW STORSTAD TWO MILES OFF.

Rimouski, May 30.—Captain H. C. Kendall, of the Empress of Ireland, in testifying at the inquest into the disaster here today, said he saw the Storstad two miles away before the fog obliterated her from view. He immediately stopped his ship and rang for full speed astern. At the same time Captain Kendall said he blew three short blasts on his whistle, meaning "I am going full speed astern." Captain Kendall added that the Storstad's whistle answered with long blasts on his whistle, meaning "My ship was under way but stopped one long blast. Soon he blew two and has no way upon her." This whistle signal was also answered by the Storstad. Two minutes later, the captain said, the Storstad's starboard and port light loomed out of the fog. The Storstad was a ship's length away. Captain Kendall said he shouted through his megaphone at the Storstad to back water and at the same time had his vessel go full speed ahead to try to avert a collision."

The Republican party has its Penrose, and the Democratic party will soon have its Roger Sullivan.—The Greensboro News.

Thought of those Gearman guns may give Villa pause.—Greensboro News.

They take politics seriously in the Third and the Tenth.—Greensboro News.

If the President didn't have so much help, what a good President he would be!—Greensboro News.

Wonder if the G. A. R. really thinks any more of itself for having acted the baby?—Greensboro News.

N & W Norfolk & Western
By

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6:50 A. M. daily for Roanoke and intermediate stations. Connect with Main Line trains North, East and West with Pullman Sleeper, Dining Cars.

2:10 P. M. daily for Martinsville, Roanoke, the North and East. Pullman Steel Electric Lighted Sleeper Winston-Salem to Harrisburg, Philadelphia, New York.

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4:15 P. M. daily for Roanoke and local stations.

Trains arrive Winston-Salem 11:00 A. M., 1:10 P. M., 9:35 P. M.

Trains leave Durham for Roxboro, South Boston and Lynchburg, 6:45 a. m., daily, and 5:30 p. m., daily except Sunday.

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CHURCH DIRECTORY

HOCUTT MEMORIAL BAPTIST CHURCH,
Adams Avenue and Hall St.
Rev. Jas. W. Rose, Pastor.
Preaching every fourth Sunday at 11 a. m. and 7 p. m.
Sunday School every Sunday at 9:30 a. m.
Prayer Meeting Wednesday, 7:30 p. m.
Ladies' Aid Society first Sunday at noon.

EPISCOPAL
The Church of The Holy Comforter.
The Rev. John Benners Gibbie, Rector.
Services:
Every Sunday, 11:00 a. m., and 8:00 p. m.
Holy Communion: First Sunday, 11 a. m. Third Sunday, 7:30 a. m. Holy and Saints' Days, 10:00 a. m. Sunday School, 9:30 a. m.

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Corner Church and Davis Streets.
Rev. A. B. Kendall, Pastor.
Services every Sunday, 11:00 a. m., 8 p. m.
Sundays, 9:45 a. m. John R. Foster, Superintendent.
Christian Workers Services Sunday evenings 7:45.
Mid-Week Prayer Service, every Wednesday, 7:30 p. m.
Ladies' Aid and Missionary Society meets on Monday, the second Sunday in each month.

A cordial invitation extended to all.
A Church Home for visitors and strangers.

REFORMED CHURCH.
Corner Front and Anderson Streets.
Pastor.
Sunday School every Sabbath, 9:45 a. m.
Preaching every Second and Fourth Sabbath, 11:00 a. m., and 7:30 p. m. Mid-Week Service every Thursday, 7:30 p. m.
A cordial welcome to all.
Parsonage second door from church.

PRESBYTERIAN CHURCH.
Rev. Donald McIver Pastor.
Services every Sunday at 11:00 a. m. and 7:30 p. m.
Sunday School at 9:45 a. m. B. E. Sellers, Superintendent.
Prayer Meeting, Wednesday at 7:30 p. m.
The public is cordially invited to all services.

BAPTIST CHURCH.
Rev. Martin W. Buck, Pastor.
Sunday Worship, 11:00 a. m., and 7:30 p. m.
Sunday School at 9:30 a. m. J. L. Scott, Superintendent.
Praise and Prayer Services, Wednesday, at 7:30 p. m.
Christian Culture Class, Saturday at 8:00 p. m.
Church Conference, Wednesday before first Sunday of each month, 7:30 p. m.
Observance of Lord's Supper, first Sunday in each month.
Woman's Union, first Monday of each month, 3:30 p. m.

THE METHODIST / PROTESTANT CHURCH.
East Davis Street.
Rev. George L. Curry, Pastor.
Services:
Morning, 11:00 Evening, 7:30
Prayer Meeting, Wednesday evenings.
Ladies' Aid and Missionary Societies every Monday afternoon after first Sunday in each month.
Sunday School, 9:30 a. m. J. G. Rogers, Superintendent.
Good Baraca and Philathea Classes.
You are invited to attend all these services.

M. E. CHURCH, SOUTH. FRONT STREET.
Rev. D. H. Tuttle, Pastor.
Preaching every Sunday morning and evening.
Sunday School, 9:30 a. m. W. E. Sharpe, Superintendent.
Prayer Service, Wednesday evening at 7:30 o'clock.
Epworth League, 7:00 o'clock every Sunday evening.

M. E. CHURCH, SOUTH. WEBB AVENUE.
Rev. Oblette, Pastor.
Preaching every first Sunday at 11:00 a. m., and 7:30 p. m. Second Sunday at 7:30 p. m.
Sunday School every Sunday at 10 H. F. Moore, Superintendent.
Everybody welcome.

MACEDONIA LUTHERAN CHURCH.
Front Street.
Rev. T. S. Brown, Pastor.
Morning Services at 11:00 a. m. No services on third Sundays.
Sunday School 9:45 a. m. Prof. J. B. Robertson, Superintendent.
Teachers' Meeting Wednesday, 7:30 p. m. (Pastor's Study).
Woman's Missionary Society, first Thursday in every month at 3:30 p. m.
L. C. B. Society, second Thursday in every month at 3:30 p. m.
Luther League, second and fourth Sundays at 3:00 p. m.
Vespers at 8:30 p. m.

POOR P