

positive that the crash came in clear weather. McWilliams, the marine operator at Father Point, declared that the weather was fair at the time of the accident, and added that he had talked with others who were as positive as he.

### CAPTAIN'S STORY BLAMES COLLIER

#### Charges Storstad Ran Into Empress While Liner Was Motionless.

### EVERYTHING DONE FOR PASSENGERS

#### Kendall Tells of Own Rescue and Efforts to Save Lives in His Care.

Rimouski, Quebec, May 30.—Captain Henry George Kendall of the Empress of Ireland told his story of the disaster to-day at an inquiry conducted by Coroner Pinault here. He declared that he had taken all possible precautions against a collision.

His ship had been stopped, he maintained, and he gave the requisite signals when the Danish collier Storstad was still two miles away, but the collier kept on through the fog which settled down soon after the two vessels sighted each other. The Empress was struck while she was virtually motionless.

Then, despite his plea to the master of the collier that he run his engines full speed ahead to keep the hole in the liner's side plugged with the Storstad's bow, said Captain Kendall, the Danish vessel backed away.

Captain Kendall took up his story of the disaster from the point at which the Empress of Ireland, bound from Quebec for Liverpool, had dropped her pilot Thursday night at Father Point.

#### Change of Signals Confusing.

The Empress, keeping her course on the south side of the channel, dropped her pilot at Father Point, and proceeded toward midstream, meanwhile sounding her fog signals. Until the pilot shut off her vision both masters had been blowing the signals of fair weather. The fog changed all this, and the blasts used in thick weather became confusing, a condition largely responsible for the crash.

Representatives of the Storstad insisted that from what could be learned to-night without actual conference with Captain Anderson the Empress sought to run across the bows of the collier. The Canadian Pacific officials do not admit the responsibility for the disaster and Captain Elliott of the marine department says that investigation will show that the Empress was not on the wrong course.

"It has been said," explained Captain Elliott, "that the Storstad backed away immediately after she hit the Empress and that for this reason the Empress was permitted to fill with water more quickly than otherwise would have happened and sank before the passengers could be rescued. As a fact, the prow of the Storstad was torn away from the Empress by the momentum of the two ships.

"That fact is shown by the manner in which the bow of the Storstad was buckled and twisted and her anchors driven through her own plates. The Storstad stayed close to the Empress as long as she could.

"You see, the great difficulty lies in the signals. Signals blown during a fog may easily be mistaken, and there seems to be the real trouble that caused the disaster."

Cox Edwards, the first survivor to die from exposure, succumbed this evening. Both the sick and injured at Rimouski and the three survivors in the local hospitals are in good hands. The Canadian Pacific sent to Rimouski by special train five doctors and a number of nurses with surgical appliances, bandages and medicine.

Photographs of the dead were taken by railway photographers at Rimouski in the course of the day to aid in the work of identification, which, it is expected, will in many cases be difficult.

### IRVINGS PLAYED PARTS TO THE END

#### Actor Calm as He Failed to Save Frantic Wife, and They Found Death Together.

Quebec, May 30.—Laurence Irving's death was as dramatic as his life work. F. E. Abbott, of Toronto, was the last man to see the famous actor alive. He played his part as if the sinking of the Empress were a third-act climax, according to Mr. Abbott.

"I met him first in the passageway," he said, "and he asked 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 lifebelt the boat suddenly lurched, and he was thrown against the door of his cabin. His face was bruised, and Mrs. Irving became frantic. 'Keep cool,' he warned her, but she persisted in holding her arms around him. He forced the lifebelt over her and pushed her out of the door, lifted her and carried her upstairs. I asked if I could help, and Irving said: 'Look after yourself first, old man, but God bless you, all the same.'"

Mr. Abbott said he left the two players and dived overboard. He caught hold of a piece of timber and then looked around. Irving by this time was on the deck. He kissed his wife as the liner plunged beneath the St. Lawrence. Clashed in each other's arms is the picture Mr. Abbott retains of them in his mind.

### THINKS PARENTS SAVED

#### Orphaned Grace Hannagan Heeded Order to "Grab."

Montreal, May 30.—The child, Grace Hannagan, whose parents perished, thinks they are coming on a later train. "I went down deep," she said to-day, "when I hung onto a black rope. When I came up after a long time I looked around and saw a light in front of me. Then when I looked a second time I saw my mamma and papa. They were swimming. They are not on the train now, they are coming on the next one."

"I went down some more times, and then I went up a board to men and yelled to 'grab.' Then the man helped me to get in his boat by holding the board under my arms."

#### Blames the Collier.

"What was the cause of the collision?" asked the coroner.

"The Storstad running into the Empress, which was stopped," answered Kendall.

Captain Kendall, in answer to a question by a juror, said that when he shouted to the Storstad's captain to stand fast he received no answer. It was impossible for him not to have been heard, he added.

"I shouted five times; I also shouted 'keep ahead,'" said Captain Kendall, "and if he did not hear that he should have done it, as a seaman should have known that."

"There was wind?"

"It was quite still."

"When he backed away I shouted to him to stand by. I did not hear any explosion, but when a ship goes down like that there is bound to be a great deal of air and the air pressure causes that."

"How many boats were there on the Empress?"

"Between thirty and forty. There were boats for everybody. She had boats for over 2,000 people."

"There was no panic. I had full control of the crew, but they fought to the end. There was no panic among the passengers or crew. Everybody behaved splendidly. About four boats were launched; these were the four of which I loosened the grips. As the ship sank and the water rose these boats floated away. The people who were saved were saved by the Empress's boat and by the wreckage."

"The Storstad had three or four of his boats, and he pulled around and took people off the wreckage. He did not get many. I passed a couple of his boats and he only had three persons in them."

Chief Engineer Sampson, who remained in the engine room until the fires were drowned and the lights were extinguished, was too ill to appear, and his testimony was taken at his bedside.

#### Stayed While Steam Lasted.

"I was in the engine room until the lights went out and there was no more steam," he said. "I had great difficulty in reaching the decks, owing to the great list of the ship. No sooner had I got on deck when the boats of the port side which had broken loose swept down on top of us and carried us under water. When I came to the surface I found myself under a lifeboat and entangled in wreckage. I was finally pulled into one of the boats, and could see the collier about a mile and a half away."

"Immediately before the collision we went full speed astern and then stopped. Then I got the order full speed ahead, but had only started the engines when the crash came. We then kept her full speed ahead to try to reach the shore, as long as we had steam. Owing to the steam falling up, and then the lights also, we could keep the engines going for only a few moments."

"There was no explosion of any kind. I saw no reason why the collier did not keep much closer than she did, as, if she had, there would have been many lives saved. I am also of the opinion that had she stuck to us we should have reached the shore."

William James, wireless operator at Father Point, told of being awakened by his assistant at 1:35 a. m. by the news that the Empress had been in collision with another ship. He then took charge and forwarded the word to the Lady Evelyn and the Eureka. The Empress gave no reply further than to say that she was twenty miles from Rimouski.

Captain Belanger of the Eureka told of the trip he had made to the scene of the wreck. He was not sure on his first trip of the exact position where she had sunk. On the second, however, he could tell from the boiling up from beneath of the muddy and discolored water where the wrecked vessel lay. He told of gathering what bodies he could find.

After a moment's deliberation by the jury it was decided to adjourn the inquest for one week. In the meantime Coroner Pinault will consult with the District Attorney with the purpose of determining what may be done toward securing the evidence of the captain and crew of the Storstad, which arrived at Quebec to-day and proceeded to Montreal to land her cargo.

At 5 o'clock this afternoon the Canadian government steamer Lady Grey, with ensigns half-masted, left here for Quebec bearing 175 bodies in coffins. No other bodies have been found, and it is believed that the greater number of those lost were imprisoned inside the hull of the Empress.

### LIST OF RESCUED INCREASED BY 21

#### Work of Picking Up Bodies Pro- ceeds Slowly and Few Identifi- cations Are Made.

Additions to the list of survivors of the Empress of Ireland disaster were announced yesterday as follows:

#### Rescued.

BARBOUR, Lawrence L. (This name does not appear in previous lists, which, however, contain three Barbours.)  
BOCH, Edith, Rochester, Minn.  
CASH, J. Harwood, Nottingham, England.  
CASH, Mrs. J. Harwood.  
COOK, Mrs. G. E., Salvationist. (Name not previously mentioned.)  
COX, Edward, Yokohama.  
CULLEN, R. W. (Name not on any list.)  
DARLING, M. D. A.  
FOWLER, —, Salvationist. (Name not previously mentioned.)  
FREEMAN, H., West Allis, Wis.  
FREEMAN, Mrs. A.  
HUNT, Dr. (Name not previously mentioned.)  
KRUSE, Herman, Rochester, Minn.  
LAWLER, Philip, Brantford, Ont.  
LAWLER, Herbert (son of Philip), Brantford, Ont.  
MULLINS, Mrs. A. E., London.  
SCHONGATT, Miss, Montreal.  
SMART, Thomas.  
THOMPSON, Miss, New Zealand.  
WAKFIELD, A. J., Liverpool.  
WILMOT, Miss, Salvationist, Winnipeg.

#### Identified Dead.

ANDERSON, A. B., London.  
FLACK, Mrs. P., Gravenhurst, Ontario.  
GALLACHER, Mrs., Winnipeg.  
TAYLOR, — (There is a J. T. Taylor among first cabin missing.)

#### Another Ship in Distress Near Father Point, Quebec

(By Telegraph to The Tribune.)  
Quebec, May 30.—The Black Diamond steamship Glendene is ashore five miles east of Father Point, and while not in a dangerous position is asking for help of the Canadian government ship Lady Grey.

### SURVIVORS TELL HOW SHIP SANK

#### Captain Shouted Through Megaphone "Women and Children First!"

### SCREAMS OF ANGUISH DROWN HIS WORDS

#### One Man Tells How Bodies of Others Bumped Him While Under Water.

(From a Staff Correspondent of The Tribune.)  
Quebec, May 30.—Survivors of the Empress of Ireland, still dazed by their escape from death, told something to-day of their experience in the fourteen minutes between the time the liner was struck by the Storstad and, shattered by collision and explosion, sank in the St. Lawrence east of Father Point.

In the Chateau Frontenac, the Seaman's Mission, the hospitals and on ships where they are being nursed, they spoke of their dangers. There were stories of self-sacrifice, where men died that women might live, of battles in the water, of lifeboats falling on struggling men and women.

While many of the crew were saved, a great number in comparison to the number of passengers who were drowned, there is no accusation against members of the crew. The decision of the surviving passengers is that the boat sank so quickly after the collision that there was no time for the crew to do rescue work, for those on deck were tumbled into the water when the vessel turned on her starboard side.

#### Couple Swam to Safety.

Mr. and Mrs. Henry Freeman, of Wisconsin, at the Frontenac, told of their dash for safety. In the dark they struggled with the companionway. The boat keeled, and, determined to die together, they jumped into the water. They were separated, but both could swim.

"In the rush of water following the sinking of the ship," said Mrs. Freeman, "we were both dragged down. Just before the collision I had a premonition that something dreadful was going to happen. I lay there thinking of it and then I heard the whistles going and the men running on deck."

Charles Spencer, a bell boy on the Empress, told how Captain Kendall saved him. "When the crash came," he said, "I ran down into the steerage to wake up the boys there and get them to go to the bulkheads and turn them. I did not have much time because when I reached there the water was two feet deep and I could hardly get through it. After I woke up the boys below I ran up to the boat deck where the men were trying to put the lifeboats overboard."

#### Captain Saved Two Boys.

"One of the funnels toppled into the water and almost fell on a lifeboat. When the boat made a final lurch I dived into the water. Captain Kendall was near me. He helped me alone. Harry Baker was near us and the captain took him, too."

J. H. Price, who recently was awarded a medal for gallantry for jumping into the water from the Devonian to save a Volturino passenger, told this story:

"I saw the Storstad bearing down on our starboard. I could see her masthead lights then, but neither of her side lights. Her course was somewhat across ours, and I heard our bridge signal them to starboard their helm. He did the same, with our engines running full speed astern, and stopped our headway."

"Then I saw the Storstad sheer away and her starboard light showed. But she kept coming on, and it was clear she was going to hit us. She struck us just about at the starboard gangway."

"As the crash came I heard an order from the bridge, 'All hands.' I dropped the sea ladder and ran up to the bridge to clear the emergency boat, which had been swung overboard, ready for lowering. That was the only boat, I think, that really got launched from the Empress, and there was no one there to get into it."

#### Everything Collapsed.

"Terrible confusion followed. Everything gave way. I saw two or three men carried overboard as great winches broke their lashings and lurched into the sea. People were scrambling up from below and trying to get on the port side to keep away from the water. I saw a spar in the water and made a dive for it. The spar and I were carried under the water."

"The surface of the water when I came up was all covered with people, dead and alive, some struggling and some bobbing in the water. The only light came from the flare of some of the automatic life buoys which got free when the ship sank. They sort of made a creepy light over it all. It was like bugs on a pool."

By a strange coincidence beside him at the Seaman's Institute sat a survivor of the Volturino, at whose burning Price had so gallantly aided in the rescue work. This man was John Cole, a first class pantryman. He had served in the same capacity on the Volturino. He lost a brother and a brother-in-law in the present disaster.

Thomas Williams, chief steward, second class, just escaped being crushed by the bow of the collier. "I was asleep in my bunk," he said, "when the collision occurred. I ran to the deck as quickly as I could get hold of some clothes, but when I reached there it had keeled over so far that I could not keep on my feet. I could not stand and had to dive off."

#### Says Only Swimmers Lived.

The Rev. James Walllet, an Episcopal pastor of West Cliff-on-the-Sea, England, said that only the persons who could swim were saved. He had a remarkable escape, for he is nearsighted, and without his glasses could see nothing.

"Only the strong swimmers were saved," he said, "we were all asleep. I heard the warning hoots of the vessel and then came the crash. I thought it was an iceberg we had hit, it was so crushing and so sudden. It did not seem so much that the ship was sinking as that the ocean was rising up over the ship. Ten minutes afterward the ship was in the drink. As she went over I jumped. I was pulled down an unmeasurable distance. I struck against objects all the way down and all the way up. I came up in a whirlpool of arms and legs and heads. We were all tangled."

H. R. O'Hara died that his wife and child might live. Mrs. O'Hara was found afterward hysterically clinging to the keel of an overturned boat. She and the child were sent to friends in Toronto to-day.

#### Slept Through Crash.

Arthur Ferraday, chief steward of the third class, sat in the little Seaman's Mission. One arm was bandaged and an injured leg was helpless.

"The crash did not wake me," he said. "One of the mates pulled me from my bunk in the glory hole and told me the ship was sinking. A lot of us tried to put No. 12 boat on the port deck, but could not do it because the vessel had such a list to it. Then we went to No. 11 on the starboard side. We got that off and it reached the water safely. Then we ran to No. 10, on the port side. The officers were with us helping to get the boat over. We tried another boat on the port side, and as the ship rolled it filled with women. There was no panic. It all happened so quick that no one had a chance to be frightened. They had no chance to get to the upper decks. Many of the people were killed by the rafts sliding down the deck of the vessel. They were loose on decks and crashed into the people and mashed them against stanchions or swept them overboard."

Had the Empress kept afloat an hour it is believed that all would have been saved. The terrific flood that raced through her gaping side drove back to death a horde of half-naked passengers.

"The men helped the women all they could," said a survivor, "but the whole thing happened so quickly that it was impossible to do very much."

### WOMAN LOST \$20,000, but Is Pleased with Firemen's Work.

Mrs. Ida B. Stuart, whose country home at Sea Cliff, Long Island, was burned yesterday with a loss of \$20,000, was so pleased with the work of volunteer firemen in saving much of the furniture, valuables and many pictures that she gave to the department a 70-horsepower automobile for use in getting quickly to future fires.

Mrs. Stuart's home, which was eight years old, occupied a site on Carpenter av., South Sea Cliff, in the fashionable section.

### BARRER HERE; ENDS LIFE

#### Norwegian, About To Be De- ported, Commits Suicide.

Dependent because he was not admitted to the country and facing deportation on the steamer Caledonia, on which he came here, Guthern Jorjenson, a Norwegian of about fifty years of age, committed suicide yesterday by cutting his throat.

Jorjenson was in a stateroom of the steamer, which sailed yesterday. A few hours before the time for departure his body was found by a steward. The knife or razor with which he ended his life was not found, the man probably having thrown it out a port hole. The body was taken to the morgue.

### REBELS WILL SIFT A B C PEACE PLAN

#### Carranza Cabinet to Review Programme Proposed for Mexico.

General Carranza has started for Saltillo to establish a Cabinet and issue decrees relative to questions discussed by the mediators, according to a telegram received from Carranza yesterday by Francisco Urquidí, Constitutional Consul General in New York.

The issuing of these decrees by Carranza, Urquidí believes, will mark the first step in the rebels' consideration of the acceptance of the programme for Mexican government that the mediators are arranging.

"This step is the beginning of organized government in the Constitutionalists' territory," said Mr. Urquidí. "The first phase of the revolution is ended. First it was government by force; now it is government by decree of Carranza and the Cabinet; the next step will be the election of a Congress to either ratify or dismiss the decrees."

"No one knows what the Carranza government will do with the land question. The establishing of a Cabinet by General Carranza is a step toward civil organization, a step preparing for recognition and a step advancing systematic government, so as to be ready for government in Mexico City."

Commercially the Constitutionalists in New York are making great headway. The Ward liner Antilla leaves to-morrow for Tampico with a full cargo that will pay many thousands in duty to the rebels who hold the port.

Charges for making the manifests of the cargo here by Urquidí and his assistants have amounted to several thousand dollars, bringing the rebel consulate to a solid basis in money matters. Most of the cargo carried by the Antilla consists of medicine, hardware and provisions. It was denied that any ammunition for the Constitutionalists was on board.

Carranza, it developed yesterday, had been fully informed of what is being published in New York papers about Mexico. A brief synopsis of news and editorial comment, whether favorable or not, is telegraphed to him every night by Urquidí. Lengthy excerpts from statements by Cabinet members and from editorials are sent by letter in manifold to Carranza, Villa, Obregon and Gonzales.

Much money is being spent by the Constitutionalists in a propaganda here. Yesterday Modesto C. Holland, a young Mexican civil engineer, who had charge of the water supply of Mexico City under Madero, toured the city with Superintendent of Streets A. F. Guether, getting ideas on sanitation for Mexico. He will also visit Boston, Philadelphia, Chicago and Washington.

### SETON-KARR A HERO

#### Naturalist Gave Life Belt to Man Who Was Saved.

Quebec, May 30.—M. D. A. Darling was saved by a life belt that might have saved Sir Henry Seton-Karr.

"My cabin was opposite Sir Henry's," said Darling to-day, "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 along the corridor to the door. A moment or two later the ship went down."

### KING AND QUEEN SEND SYMPATHY

#### London Shocked by the Disaster and Many Cancel Passage.

London, May 30.—London, which went to bed last night confident that the loss of life in the sinking of the Empress of Ireland had been small, awakened this morning with a shock.

King George sent his personal messenger to the European manager of the Canadian Pacific with expressions of sorrow and regret and cabled at once to the Duke of Connaught, Governor General of Canada, and to Sir Thomas Shaughnessy, president of the railroad. Queen Mary joined with the King in messages of sympathy.

The Lord Mayor of London decided to open a fund for the relief of the widows and orphans as well as the dependents of those of the passengers and crew who had been lost.

Great crowds besieged the London and Liverpool offices of the company and anxiously scanned the lists of the rescued. A number of passengers who had booked passage on transatlantic steamers sailing to-day cancelled their trips at the last moment as the result of the accident to the Empress.

The King received this morning the following telegram from Raymond Poincaré, President of the French Republic:

"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 sincerest regrets and keen sympathy of the French people."

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### NEAR STARVATION BECAUSE OF SIEGE

#### Consuls in Mazatlan Appeal to American Fleet Commander to Help Inhabitants.

On Board U. S. S. California, Mazatlan, Mexico, May 29. via wireless to San Diego, Cal., May 29.—The protracted siege of this port by General Obregon, Constitutional commander, has reduced the quantity of provisions in the city to a minimum, and prices have gone up accordingly, with the result of intense suffering to the poor.

The French Consul at Mazatlan, speaking for the other consuls, has appealed to Rear Admiral Howard, of the American fleet, for the alleviation of conditions in the city. He recommended that steps be taken to relieve the starvation which is menacing the people. He also asked that a stop be put to the killing of non-combatants.

Government officials at Acapulco have apologized to the American naval commander for unfriendly incidents that have occurred there. Among these was the difficulty experienced by the Pacific Mail liner San Juan in getting her clearance.

The Federal gunboat Guerrero has sailed from Salina Cruz northward and the Chattanooga is accompanying her. Officers of the cruiser Albany, who landed through the surf at Aristo to-day to investigate the case of T. J. Smith, an American under arrest at Tonala, found him confined in jail, but being well treated.

Smith was arrested for killing three rurales on May 5. He told the officers of the Albany that he shot in self-defense.

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Distinctive Summer styles made up from reserve stocks of finest imported materials—models but recently brought from Paris, embodying all the mid-season features.