



A B C ENVOYS WILL IGNORE HUERTA FOES

Decision Reached to Go Ahead with Two-Party Agreement.

ONLY ACTION OF U. S. NOW CAN STOP PLAN

Bad Faith Suspected at Niagara Falls on Part of the Rebels.

WOULD PARLEY FOR DELAY TO AID VILLA

Approval of Peace Scheme Features Expected from Mexico City To-day.

Mexico City, May 31.—It is understood here that Mexico has cabled to the conference at Niagara Falls a proposal which, it is thought, should be acceptable and which, if accepted, will settle the entire question.

Niagara Falls, Ont., May 31.—Upon the Washington government depends whether the mediators will receive representatives of the Mexican Constitutionalists. The South American envoys, it became known to-night, have practically resolved to go ahead with their plans for a two-party agreement between the United States and the Huerta government and for the time being ignore the question of Constitutional representation.

The only thing that might disturb such a course would be a direct intimation from the United States that it would withhold approval of the plans already outlined for a new provisional government unless disposition was promptly made of the subject of Constitutional participation. The Mexican delegates have had no conversations with the mediators on this point. Each side here is waiting on the other to make the first move. The Huerta delegates expect to receive tomorrow General Higuera's approval of the essentials of the peace plan, together with his opinion on some of the names suggested for the new government. The American delegates received much information along this line to-day from Washington, but no intimation as to how far they should press the subject of Constitutional representation.

May Delay Agreement. There is to be a conference at 11 o'clock to-morrow, at which the attitude of both the mediators and the American delegates toward Constitutional participation may be more fully defined. The American delegates consent to go ahead with their earlier work on the peace plan; the mediators will continue their efforts toward an agreement on a protocol. Eventually it is their purpose to answer General Carranza's latest communication, but a change in their attitude toward the Constitutionalists may result from an insistence on the part of the American delegates that no agreement can be signed until the third element in the controversy gets an opportunity to express its views.

The American delegates are firm in their conviction that some way should be found by which the Constitutionalists would be represented here. They are prepared to argue the point further with the mediators, but are awaiting definite instructions from Washington. The feeling is becoming general that the Washington government will be justified in insisting upon broadening the mediation proceedings to include all strong political forces if this course is necessary to complete pacification of Mexico. The argument heard here is along this line.

Apparently the United States was willing to go into the mediation conferences on the chance that a course would be shaped to bring the Constitu-

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This Morning's News.

Table with 2 columns: Category and Page Number. Includes LOCAL, GENERAL, MISCELLANEOUS, and SHIPPING sections.

FELL OFF 2 TRAINS: LIVES

Johnson Tripled from Lackawanna to Erie to Ground.

If John Johnson survives his injuries he will enjoy the distinction of having fallen from two trains in one accident. Johnson is twenty-one years old, and his home is at 146 Mill st., Paterson.

He started in yesterday on a milk train on the Lackawanna Railroad. He fell from the train as it was entering the west end of the tunnel at Jersey City, where it is elevated above the tracks of the Erie Railroad. In his descent he landed on top of one of the cars of an Erie freight train and bounded off to the ground.

BOY DOWN SUBWAY SHAFT

Drops 65 Feet, and Is Dying in Harlem Hospital.

John Menzies, ten years old, of 121 East 126th st., was accompanying his father, Duncan Menzies, and his mother on their Sunday afternoon walk yesterday, when he noticed the small shed which covers the shaft leading to the subway excavation for the new Lexington av. tunnel at 125th st. He opened the door, stepped over the sill and dropped sixty-five feet to the floor of the subway. His skull was fractured and it is said he will probably die.

His parents, who were helpless to reach the boy, called a policeman for assistance. The boy was unconscious when taken to Harlem Hospital. Dr. Roach held out little hope for his recovery.

2 FLEE MOB WHEN AUTO KILLS GIRL

Crowd Storms Undertaker's Shop, Where Man and Son Take Refuge.

William Necker, an undertaker, and his son of the same name escaped death by the narrowest of margins yesterday afternoon when their automobile killed an eleven-year-old Italian girl in First av., between 107th and 108th sts. Captain Bolan, of the East 104th st. station, had to lead all his reserves to the scene with drawn revolvers before he could rescue the Neckers.

This was the most spectacular disaster of the usual number of Sunday auto accidents. The Necker accident brought out a crowd of excited men and women, and father and son abandoned their machine and ran into the undertaking shop of Dominick Scocazzo, 2074 First av. In response to their urgent appeals, he barred the door after them. They fled to the rear of the shop, while every minute the mob increased.

Mob Fails Policeman. Patrolman McNamara, of the East 104th st. station, found himself unable to get through the throng to the door of the shop, so he sent in a call for the reserves and also for an ambulance from Reception Hospital.

Because of the report turned in by McNamara, Captain Bolan took personal charge of the situation. When he arrived at the scene of the disorder he found several hundred frenzied persons in the street in front of the haven sought by the automobilists, while others were guarding the body of Theresa Martucci, of 337 East 108th st., who had been thrown several feet by the auto.

Not even the sight of uniforms would turn the mob from its purpose, and only when Captain Bolan ordered his men to show their revolvers did the crowd fall back. Quickly the door of the undertaking shop was unlocked, a run was made to the machine and the captain and the men he had saved rushed around to the station.

There, Captain Bolan heard the story of the killing of the girl, and decided that in her play she had run in front of the car so suddenly that young Necker, at the wheel, had been unable to avoid striking her.

Several members of the mob followed the car to the station, and their threats were still ringing in the ears of the two undertakers as they turned the corner and started for Union Hill.

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POLICE SEEK TRACE OF H. W. DOREMUS

Business Man Missing After Leaving Montclair Home for Short Stroll.

Harry W. Doremus, a New York advertising man, with an office at 50 Pine st., left his summer home at 15 "The Crescent," Montclair, N. J., for his customary Sunday afternoon walk. He had not been seen nor heard from up to 2 o'clock this morning. His family, much alarmed, are searching for him, and the New York police were notified.

Mr. Doremus had no business worries. His actions during the day were perfectly normal. When he left home he wore a blue serge suit, tan shoes and Bangkok style straw hat. He weighs about 200 pounds and is fifty years old. Although the Doremus home in Montclair is in the heart of the residence section, no member of the family could find any one who had met Mr. Doremus after he left his home. He seemed to have suddenly dropped from sight. His friends hope that any one seeing him will notify the Montclair police at once.

HERE WITH BRITISH POLO TEAM.



The Duke of Penaranda and Lord Wimborne, who backs the challengers, aboard the Carmania.

ENGLISH POLO TEAM HERE FOR BIG MATCH

Lord Wimborne and His Men Arrive on Carmania, All in Fine Fettle.

The English polo players who will compete with the American team for international supremacy and the coveted silver cup, held at present in this country, which goes with the victory arrived here yesterday on the Cunard liner Carmania.

The English delegation consisted of five players, Lord Wimborne, who organized the team, and the Duke of Penaranda, a member of the Spanish nobility who has affiliated himself with the Englishmen. Lady Wimborne, Mrs. Barrett and Mrs. Traill, the last two being wives of members of the team, also arrived.

The Englishmen seemed more intent upon asking questions concerning the American team than about answering any regarding themselves. The condition of their ponies, already on Long Island, was also a source of anxiety to them. Men on English Team. The players who will take part in the matches, the first of which is to be held at Meadow Brook June 9, are Major F. W. Barrett, Captain Leslie St. C. Cheape, Captain H. A. Tompkinson, Captain Vivian N. Lockett and John Traill. The British line-up, according to an unofficial statement by Captain Cheape, will be as follows: Tompkinson, No. 1; Cheape, No. 2; Barrett, No. 3; and Traill, back.

Lord Wimborne, the spokesman of the party, would make no comment regarding the possible success of his team. "Of course, we hope to win," he said, "and our players, I believe, will acquit themselves creditably. Polo is too uncertain a game for predictions, and I, as well as the other members of the team, do not care to say anything as to the outcome of the contest."

"We are anxious to begin practice as soon as possible, and the present arrangement is for us to have three practice games this week, the first to take place Tuesday. All the preliminary games, I understand, will be played at Piping Rock."

The poloists, brought here by Lord Wimborne, looked lean and sinewy as they paced the decks of the Carmania. Two of their number played in the matches last year, when the American team triumphed after what were termed the most thrilling polo matches ever seen in this country. They are Captain Cheape and Captain Lockett, the substitute. Traill, who will probably be seen in the position of back, has a reputation that reached this country in advance of him. He is an Irishman, who has played considerably in South America. He is said to be the fastest man on the English team. "I am satisfied that we have brought the best team available under the circumstances," Lord Wimborne declared. The fact that the members were got together by him at practically the last moment, when there was talk of postponing the international matches until

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TARRYTOWN CLUBS ROUT I. W. W. BAND

Baffled Agitators Retreat, Leaving Their Mates Prisoners.

Fifteen agitators were in Tarrytown jail, and Alexander Berkman with his band of fifteen were in full retreat to this city when the village police force breathed a heartfelt sigh of relief after many busy hours last night. And the people of Tarrytown were leg weary from following mobs of agitators about that place.

This is the history of twenty-four of the most riotous hours this Sleepy Hollow country has ever known. After the arrest of Becky Edelson, Arthur Caron, Edward Plunkett, the Cornell graduate, and several others Saturday night, Berkman, David Sullivan and twenty more arrived in Tarrytown yesterday, and immediately started out to continue the fight for "free speech." Berkman's band walked to Fountain Square, and one of the members got a box and started to talk.

Chased by Policeman. He was hustled on his way by the police and offered fight. Policeman Cregier chased him, and when he caught him at Wilder st. the man turned and yelled, "If I had a gun I'd put a bullet in you!" With that Cregier landed on him, cutting his face with his club.

The prisoner was taken to the police station, but on his promise to get out of town he was allowed to go. In the mean time Sullivan and Berkman, who was accompanied by a girl known as Helen of Troy, but who gave her name as Helen Harris, walked around the town and were followed by a crowd of five hundred.

Berkman and Sullivan kept protesting to the police that they had the right to free speech, and they returned to Fountain Square and Berkman tried to talk again.

The police rushed them, and they were driven over into North Tarrytown. Here Berkman got a chair and, counseled by Sullivan, he got out in the road and began to abuse the police. "Fellow citizens," said Berkman, "I know you all admire a man who is fighting for his rights. We are fighting for free speech which the Constitution gives us. I care not what the police say, and what do you? John D. Rockefeller may own this town, but he can't stop free speech."

This was all, as some one told Berkman that a policeman was coming, and he got down quickly. Policeman O'Connell grabbed Berkman and drove him back into Tarrytown, and a riot started.

Riot Over Agitators. The Tarrytown police were waiting, and they started to play football with Berkman, Sullivan, Joe Velloccello and two or three others. Berkman continued to talk, talking backward as he did so. The agitators did not move fast enough, and Policeman Ryan grabbed Velloccello and shook him.

Soldier Drowns While Bathing. Sandy Hook, N. J., May 31.—Lucian Truskalaski, a private in the 12th Coast Artillery, stationed at Fort Hancock while in bathing with two comrades was drowned to-day off the government wharf. His body was recovered by Sandy Hook lifesavers.

DUKE OF PENARANDA WILL PLAY AS BRITON

Leader Says Practice Will Begin at Once—Denies Discard—Wives Accompany Three.

"FREE SPEECH" TALK STARTS STREET RIOT

Police, Threatened, Beat and Arrest Several Invaders—Rockefeller Denounced.

EX-BOSS RELEASED

Kuehnle, of Atlantic City, Freed from State Prison.

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Trenton, N. J., June 1.—Louis Kuehnle, for many years the political leader of Atlantic City, was released from state prison at 1:30 this morning, his sentence of one year, recently commuted by the Court of Pardons, having expired.

Kuehnle was convicted of awarding a contract while a member of the Atlantic City Board of Water Commissioners to a company in which he was an officer. Ested Rightmire, engineer of Atlantic County, was released a few moments later.

SAY RADIUM CURED CANCER

Case in Baltimore Had Been Pronounced Beyond Help.

Baltimore, May 31.—It was announced to-night that radium had effected a complete cure of cancer of the throat, for which A. L. Glass, a prominent railroad official of Gainesville, Fla., came here for treatment two months ago.

Mr. Glass last January experienced an irritation of the throat, which gradually grew worse. After an unsuccessful operation the trouble was pronounced an incurable case of cancer. Radium was applied late in March, and last night Mr. Glass was told that he might return to his home secure in the belief that he was cured.

THREE DIE TO SAVE FOUR IN BOAT LEAP

Young Men Jump Into River That Girl Companions May Live.

Philadelphia, May 31.—Sacrificing their lives in order that four companions, two of them girls, might be saved, three young men, none of whom could swim, leaped into the Delaware River from a sinking rowboat late yesterday afternoon and were drowned. The story of their sacrifice was told to-day by the survivors.

The dead were John Mouchec, Raymond Tinney and John Murphy. The saved are George German, Sarah German, Mary German and John Nevill. All lived in the northeastern section of the city and ranged in age from sixteen to twenty-six years.

Tinney and Sarah German were engaged. Accompanied by the other members of the party they visited Cramer Hill, on the New Jersey side of the river, and hired a large, flat-bottomed rowboat. They were more than 100 yards from the shore when it was noticed that the boat was rapidly filling with water from a leak in the bottom.

Despite the efforts of the seven occupants to bail the boat with their caps it soon became evident that unless the load was lightened the boat would sink before the shore could be reached. None of the party could swim, but all the men volunteered to jump out that the others might be saved. Sarah German begged Tinney not to risk it, but he was the first to spring over the boat's side, quickly followed by Mouchec and Murphy.

In spite of their heroic sacrifice, the boat capsized soon after the three men had disappeared in the water, and its occupants were thrown into the river. Nevill and German succeeded in clinging to the overturned craft, and grasping the girls as they were about to sink for the second time, held them until they were rescued by a motor boat.

BOY SAVES THREE IN PERIL IN BAY

Alone He Rescues Father and Two Children Thrown from Motor Boat.

Woolsey Trainer, fifteen years old, leaped overboard from his canoe yesterday in Huntington Bay and saved the lives of a man and two little children when their skiff had been run down by a speeding motor boat.

Peter Lochman, of Melville, L. I., took a little girl of five and a boy of six out fishing in the bay. He was rowing around Huntington Harbor when a motor boat, owned by Michael Cusick, ran him down, capsizing the boat and throwing the three into the water.

Neither of the children could swim and Lochman himself was barely able to keep himself afloat. Trainer, who was paddling around in his canoe, went to the rescue. He caught the little girl and swam with her to the overturned rowboat. He hoisted her on top of it and then returned in time to get the boy as he was going down for the third time. He, too, Trainer finally succeeded in getting safely on the boat.

Then noticing that Lochman was struggling fiercely, and nearly exhausted, he went to his aid and managed to keep him afloat until Cusick returned in his motor boat and hauled him on board.

The boy was completely exhausted from his rescue work, but would not permit himself to be taken in Cusick's boat until after the children had been taken from the rowboat.

SAILORS BRING BODIES ASHORE

Fifty sailors from the Essex, with bared heads, carried the coffins down the gangplank and laid them in rows on three long tables stretched under the freight shed on the new pier. A crowd that contained not only relatives and friends of the dead, but many survivors of the wreck, gathered at the piers and waited in silence for the mission to enter and pass down the aisles between the rows of bodies.

STORSTAD CAPTAIN DENIES DESERTING SINKING EMPRESS

Assertion Made in Behalf of Ramming Vessel That Engines Were Full Speed Astern at Moment of Impact.

COFFINS LAID IN THREE LONG ROWS

Mayor Called to Arbitrate Between Two Claimants to One Body—Canadian Pacific Railway Company Exonerates Captain Kendall of All Blame for Disaster.

Montreal, May 31.—The other side of the story of the collision in the St. Lawrence last Friday morning between the Canadian Pacific liner Empress of Ireland and the Norwegian collier Storstad, which resulted in the sinking of the liner, with the loss of more than 900 lives, was told to-night. The master of the Storstad denies the charge that he was responsible for the disaster.

Captain H. G. Kendall of the Empress of Ireland in his testimony before the coroner at Rimouski yesterday placed the blame for the crash upon the collier, declaring the Norwegian steamer had been amply warned by signals of the Empress's presence, but had run the liner down while the Empress was virtually stationary. He also charged that his plea that the collier keep her bow in the gash it had made in the side of the liner had been disregarded with apparent deliberation, causing the Empress to fill rapidly and sink within a few minutes.

Captain Thomas Anderson of the Storstad had remained silent on the subject of the collision until reaching Montreal, his destination, to-day. After he had made a report to representatives of the Dominion Coal Company, charterers of the vessel, and of the owners of the steamer, a statement based on his declarations to them was given to-night.

STORSTAD'S ENGINES STOPPED.

According to the statement, when the Empress of Ireland was sighted and fog shortly afterward enveloped both vessels, fog signals were exchanged, and the Storstad's engines were stopped. "When she lost sight of the Empress in the river mists the latter's course had been set so that the vessels would pass each other safely. The Storstad's course remained unaltered, the statement adds, but when the Empress of Ireland was next seen she was close at hand on the port bow of the collier, "and was making considerable headway."

It is declared that the Storstad's engines were at once reversed and that her momentum was nearly checked when the vessels came together.

As for the charge that the Storstad backed out of the hole she tore into the Empress, the statement declares that it is not true. Her engines were ordered ahead to hold her against the liner's side, but the headway the Empress was under twisted the collier's bow out of the gash, it is added. And not only did the collier remain as near the scene of the collision as was safe, but every one of her boats was lowered, despite her own damaged condition, and saved some 350 of the liner's passengers and crew.

SCENES OF MOURNING IN QUEBEC.

Quebec, May 31.—Amid scenes of mourning this city to-day received the bodies of 188 victims of the Empress of Ireland disaster. In the presence of a solemn throng, bluejackets carried the coffins containing the bodies ashore from the government steamer Lady Grey, which had brought them from Rimouski, and laid them, row by row, in the black draped funeral shed on the pier. There, amid pathetic scenes, many of them were speedily recognized and claimed by relatives. It may be days before others, difficult of recognition, are identified.

Besides the 188 bodies which the Lady Grey had on board as escorted by the armored cruiser Essex, she steamed slowly into port to-day, eighteen have been identified and cared for at Rimouski by families of the dead. Search of the waters near Father Point, where the Empress of Ireland sank early on Friday when rammed by the Danish collier Storstad, has revealed few more of the victims, and it seems probable that the bodies of hundreds of the more than 900 persons whose lives were lost when the steamship went down lie imprisoned within her shattered hull, resting on the bottom, ninety feet below the surface of the St. Lawrence River.

Investigation into the responsibility for the disaster, begun yesterday before a coroner's jury at Rimouski, was adjourned for a week, after Captain Henry G. Kendall and the chief engineer of the Empress of Ireland had given testimony placing the blame for the collision on the Storstad, and declaring that the sinking of the liner was hastened by the seemingly deliberate withdrawal of the collier's prow from the hole it had made in the Empress's side.

SAILORS BRING BODIES ASHORE.

Fifty sailors from the Essex, with bared heads, carried the coffins down the gangplank and laid them in rows on three long tables stretched under the freight shed on the new pier. A crowd that contained not only relatives and friends of the dead, but many survivors of the wreck, gathered at the piers and waited in silence for the mission to enter and pass down the aisles between the rows of bodies.

The three tables, each 100 feet long, soon held coffins of every description. Assembled on one were twenty-five little white coffins that held the bodies of children. Although the Lady Grey had taken to Rimouski all the coffins that could be gathered in the short time at the disposal of the government and steamship officers, they were not enough. Besides the children's coffins there were eighty-eight containing the bodies of adults. The other victims were brought here in rough pine boxes hastily nailed together.

Captain Anderson, chief of the Maritime Steamship Company, of Norway, and John J. Griffin, attorney for the company, had both come on from New York to get the report of the captain and sailors at first hand and to look into the situation.

Captain Anderson declined at first to discuss the disaster, declaring that he would make a statement later in the evening. Subsequently a statement based on Captain Anderson's report as well as on the reports of other officers to Messrs. Lange and Griffin was given out. According to the captain and officers, contrary to what has been stated by the captain of the Empress of Ireland, the Storstad did not back away after the collision. On the contrary, she steamed ahead, in an effort to keep her bow in the hole she had dug into the side of the Empress. The Empress, however, according to the Storstad officers, headed away, and bent the Storstad's bow over at an acute angle to port. After that the Empress was hidden from the view of the Storstad, and de-