

LAURENCE IRVING DIED STRIVING TO SAVE WIFE'S LIFE

QUEBEC, May 30.—F. E. Abbott told of how Laurence Irving died trying to save his wife. "I met him first in the passageway," Abbott 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 lifebelt 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 lifebelt over her and pushed her out of the door. He then practically 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.'"

Abbott said he left the two, man and wife, struggling. Abbott got on deck and dived overboard. He caught hold of a piece of timber and then looked around. Irving by this time was on the deck. He was kissing his wife. As the ship went down they were clasped in each other's arms.

M. Darling, a survivor, was saved by a lifebelt that might have saved Sir Henry Seton-Karr. "My cabin was opposite Sir Henry's," said Darling, "and when I opened my door we bumped into each other in the passageway. He had a lifebelt and he offered it to me. I refused, 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."

CLARA MORRIS' HUSBAND DEAD AT AGE OF 74

NEW YORK, May 30.—Frederick C. Harriott, husband of Clara Morris, the actress, is dead today at his home in Whitestone, L. I., from paralysis, aged 74 years.

W. C. T. U. ITEMS.

The W. C. T. U. met in a business session Thursday afternoon. The campaign work was thoroughly discussed. The latest current temperance topics was given by different members. Every W. C. T. U. member is asked to observe self-denial week, the first week in June, proceeds to go to county work. June 11 will be an afternoon of special prayer, when the offerings will be given. The Chautauqua work is being planned by the county committee and as many W. C. T. U. members as can should plan to attend the Chautauqua this year.

CAPTAIN KENDALL STUCK TO POST UNTIL SHIP SUNK

MONTREAL, May 30.—Among the survivors of the Empress of Ireland brought here today was Thomas Smart of Toronto, 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 one o'clock 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 on to 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: "Harry up there, everybody. There is not a minute to lose. Get the stewards through the corridors. If there are door 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 onto 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, who looked like a doctor, told him the boat had gone down. On hearing this, Captain Kendall buried his face in a piece of tarpaulin and cried as though his heart would break."

"SQUAW MAN" IS PLEASING PHOTO

The long heralded and much talked of six part motion picture drama, "The Squaw Man" was produced for the first time, locally at the Star Theater and from every standpoint, it is one of the few great motion picture dramas of the day.

Dustin Farnum, former legitimate star, appears in the role of Jim Cras-ton and is just as fascinating as he was on the acting stage.

"The Squaw Man" was evidently staged in the Rocky Mountains, for the scenery is magnificent and the beautiful sunsets shown in several parts of the picture could happen nowhere except in the glorious Pacific slope.

This afternoon and tonight will be the last chance to see this picture and in addition, Manager Burkhardt has provided a special Decoration Day program consisting of songs and patriotic numbers, the first performance starts in the evening, at 7:15 and the second at 8:45, the third at 10:30. The matinee opens at 2:15.

KING EXPRESSES SORROW OVER LOSS LIFE IN DISASTER

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

King George sent a messenger to the European manager of the Canadian Pacific railway expressing his sorrow at the disaster and the great loss of life.

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, on learning the extent of the disaster, decided to open a fund toward the relief of the widows and orphans 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.

There were many pitiable scenes when women and men who had waited throughout the night in the hope of hearing that friends or relatives were safe could not find their names on the lists, and turned away in despair, only to return when further bulletins were posted.

SURVIVOR TELLS OF SHIP'S COLLISION

MONTREAL, May 30.—Exhausted survivors of the Empress of Ireland disaster, wearing misfit clothing supplied by the people of Rimouski, arrived today from Rimouski. In the party was a remnant of the Salvation Army band, more than a hundred of whom perished.

"I was looking through the port-hole in my cabin amidships," said Bandmaster Fowler, "when I saw a 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 out of the cabin and up the main companionway. I saw a girl with a baby in her arms and a little child following her. The girl begged me to put a lifebelt 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. Fowler jumped.

"I went 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."

FUNERAL SHIP WITH 300 DEAD SAILS FOR QUEBEC

RIMOUSKI, Que., May 30.—The government boat Lady Evelyn, with more than 300 dead from the steamship Empress of Ireland, steamed away from Rimouski today for Quebec, where, in an improvised morgue, the victims of the disaster will await identification.

Captain Kendall of the Empress, still suffering from nervous shock and injuries, was a little better this morning. He has not contracted pneumonia, as was reported. To friends with whom he has talked, he lamented bitterly the failure of the collier Storstad to hold her bow in the rear she had opened in the liner's side.

It appears that it was misty, but not actually foggy, when the crash occurred. The Empress had passed Rimouski at 1:30 a. m. and was on her course. Captain Kendall was on the bridge and ordered the ship slowed down. Then he made out the lights of an approaching steamer. He whistled and the steamer answered, indicating that the signal had been understood. The vessels were far apart when these signals were exchanged. As they came nearer the Empress' engines came to a full stop, but she drifted under her momentum. Then Captain Kendall, it is said, ordered "slow astern." The Storstad kept on her way towards the liner.

One theory expressed is that Captain Anderson of the Storstad tried to cross the bow of the larger boat. At any event, her nose missed the bow of the liner and plunged into her just amidship. It was not a severe shock, but the wound inflicted was at the spot where the double hull and bulkheads were of no avail.

Notice to Fly Swatters.
The winners in the fly killing contest will please call at Commercial club Monday from 9 o'clock to 12:00 and receive their prize money.
MEDFORD COMMERCIAL CLUB,
F. W. STREETS, Sec.

LIGHT WEEK FOR STOCK TRADING IN FINANCIAL CENTER

NEW YORK, May 30.—The week in the stock market, which terminated with a holiday (Memorial day), was characterized by very light dealings, and unimportant price changes in the speculative leaders, although some of the specialties moved widely in both directions. Except for the Mexican situation and crop prospects, for both of which the future seemed highly favorable, sentiment veered more strongly toward the short account.

The financial community, or more particularly the professional element, was disposed to see in the latest of the utterances from Washington strong possibilities of a revival of the agitation of recent years against the so-called corporate interests. President Wilson's expressed determination to proceed with the anti-trust program now before congress was received with ill-concealed concern.

The industrial outlook, as personified by the steel and metal trades, was not especially encouraging, albeit representatives of the first-named industry were of the opinion that business, if not prices, is sure to revive in the last half of the year. Further large exports of gold to Europe called attention to conditions abroad, with indications of some relaxation of the tense state of the Paris markets.

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Prizes Offered for Rose Show Displays At Holland Hotel, June 5 and 6

SECTION "A"
Shown in Vases. Trophy Donated by Crescent City-Grants Pass Railroad
First and Second Prizes by Medford Rose Society
Class
1. 6 roses, separate named varieties.
2. 12 roses, separate named varieties.
3. 18 roses, separate named varieties.
4. 24 roses, separate named varieties.

SECTION "B"
Trophy Donated by
First and Second Prizes by Medford Rose Society
Class
1. 6 sprays, any named variety of climbing or pillar rose.
2. 12 sprays, any named variety of climbing or pillar rose.
3. 6 sprays, any named variety of small climbing or rambling rose.
4. 12 sprays, any named variety of small climbing or rambling rose.

SECTION "C"
Shown in Vases. Trophy Donated by W. H. Gore
Class
1. Best rose in the garden.

SECTION "D"
Shown in Vases. Trophy Donated by E. G. Brown
First and Second Prizes by Medford Rose Society
Class
1. 3 Tea roses, any named variety.
2. 5 Tea roses, any named variety.
3. 3 varieties Tea roses, 3 blooms each.

SECTION "E"
Shown in Vases. Trophy Donated by Frank H. Madden
First and Second Prizes by Medford Rose Society
Class
1. 3 Hybrid Tea Roses, any named variety.
2. 5 Hybrid Tea Roses, any named variety.
3. 3 varieties Hybrid Tea roses, 3 blooms each.

SECTION "F"
Shown in Vases. Trophy Donated by J. Stillwell Vilas
First and Second Prizes by Medford Rose Society
Class
1. 3 Hybrid Perpetual roses, any named variety.
2. 5 Hybrid Perpetual roses, any named variety.
3. 3 varieties Hybrid Perpetual roses, 3 blooms each.

SECTION "G"
Trophy Donated by Rev. Mother Vincent Ferrer
First and Second Prizes by Medford Rose Society
Class
1. Bowl or basket of Baby or Polyantha roses, any named variety.
2. 5 named varieties of roses, 3 blooms each.

SECTION "H"
Trophy Donated by Reginald H. Parsons
Class
1. Bowl or basket of decorative roses with foliage, any named variety.

SECTION "I"
Shown in Vases
First and Second Prizes by Medford Rose Society
Class
1. 10 red roses, any named variety.
2. 10 pink roses, any named variety.

Trophy Donated by Hollywood Orchard
Class
3. 10 white roses, any named variety.
4. 10 yellow roses, any named variety.
5. 10 roses, separate named varieties.

SECTION "J"
(To be exhibited in baskets. Not for Climbing or Rambling Roses.)
Trophy Donated by William Hanley, to be won three times and then become property of exhibitor.
First and Second Prizes by Medford Rose Society
Class
1. Basket of 24 red roses, any one variety.
2. Basket of 24 white roses, any one variety.
3. Basket of 24 pink roses, any one variety.
4. Basket of 24 yellow roses, any one variety.
5. Basket of 24 roses, mixed varieties.

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Gifts for June Brides



June, the month of Brides and weddings. This means invitations and invitations mean wedding gifts. It is a beautiful custom handed down from antiquity, which makes it imperative that the friends must help the young couple by providing them with gifts they will find useful in their home.

In this, I recommend the fitness of this store to help you decide the puzzling question of what to give.

MARTIN J. REDDY

PLAY BALL!

"CRABBERS ATTENTION!"
DECIDING GAME OF ROGUE RIVER LEAGUE SEASON
GRANTS PASS vs. MEDFORD
Ball Grounds, Sunday, May 31, 2:30 p. m.
LADIES WITH ESCORT FREE

