

BIG STEAMER SINKS IN SIGHT OF LAND

954 PERSONS LOST WHEN SHIP
GOES DOWN.

Sinks Within Fifteen Minutes After
Being Struck—435 Are Saved.

Rimouski, Quebec, May. 29.—Of a total 1,387 persons on board the Canadian Pacific liner Empress of Ireland when she sailed yesterday from Quebec for Liverpool, 954 were lost when the liner was rammed by the Danish collier Storstad and sunk 15 minutes later off Father Point in the St. Lawrence river before daylight today, according to revised figures late tonight. Only 433 are known to have been saved.

Of the 87 first cabin passengers the late figures show 20 to have been saved. Of the 153 in the second cabin 20 were rescued; of the 715 third class passengers there were 101 survivors, while 237 of the crew of 432 were brought ashore.

These figures account for the 396 survivors landed here and taken by train to Quebec, where they arrived tonight. There remained here 37 rescued, unclassified, completing the total of 433 known survivors.

About 300 bodies of dead from the Empress of Ireland lie tonight in the sheds at the wharf here. Some have been identified and claimed. One of the bodies is that of a woman, a child tightly clasped in her arms.

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 Storstad 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.

The crash occurred not far from the shore off 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.

Calls for Help.
Immediately 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.

The hurried appeal was picked up by the government mail tender Lady Evelyn here and the government pilot boat Eureka at Father Point, and both sent out to the rescue. So deep was the hurt of the Empress, however, and so fast the inrush of water, that long before either of the rescue boats could reach the scene the liner had gone down. Only floating wreckage and a few lifeboats 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 death in the Storstad's impact with her, or had been forced from exposure in the ice chilled waters to lose their hold on bits of wreckage and had drowned.

Storstad Badly Crippled.

Only a few persons were picked up by the Storstad, which was badly crippled herself, and these were brought here by the collier, together with those saved by the Eureka and Lady Evelyn. Twenty-two of the rescued died from injuries or exposure. The others, most of whom had jumped into the boats or plunged into the water from the sinking liner scantily clad, were given such clothing as the town could supply, and later those that could travel were placed on board a train and started for Quebec, where they arrived tonight.

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 marshaling of the passengers. Everything indicate that hundreds probably never reached the decks. Few women were among the saved, not more than a dozen, the lists make it appear.

Couldn't Rouse Sleepers.

"The stewards did not have time to rouse the people from their berths," one survivor told Capt. Bollinger of the rescue ship Eureka. "Those who heard the frenzied calls of the officers for passengers to hurry on deck and rushed up piled into the boats, which were rapidly lowered and rowed away. Many who waited to dress were drowned."

The bodies of the dead were found in the river, some in the sheds at the wharf, and some in the water. The bodies of the dead were found in the river, some in the sheds at the wharf, and some in the water.

plosion, 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 poured in made the work of launching boats increasingly difficult and when she sank scores still left on her decks were carried down, only a few being able to clear her sides and find support on wreckage.

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 Storstad's stern 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 Storstad, however, dropped back and the Empress filled and foundered.

Capt. Kendall stood on his bridge as the ship went down. A boat picked him up and he directed its work of saving others until the craft was loaded. The captain was injured but his hurts are not dangerous.

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

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 receiving bodies was undertaken. The rescue steamers themselves had brought in nearly 50 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.

When the train came from the wharf bearing survivors it was a pitiful sight to see them alight. Most of them wore very little clothes. Many had to be carried bodily. A woman had a broken leg and shoulder, and a man had two legs broken. They were carried to the hotel opposite the station.

One woman, garbed only in a vest, jumped from the Empress and swam to the Lady Evelyn. She was so exhausted, however, that she died a few minutes after she was taken from the water. Her identity has not been established.

Both Marconi operators were rescued. Edward Bimford, after he had caught the Father Point Marconi station and called for assistance, was saved by falling into a lifeboat.

The passengers were loud in their praise of the pilot and captain of the Lady Evelyn and Capt. Belanger of the Eureka and their crews. All of them displayed the greatest bravery, it was declared. A Mr. McWilliams of Father Point was also active in aiding the rescued.

Went Down Like Lead.

The stricken vessel sank as if she were lead. An explosion, apparently originated in her engine rooms, hastened her end and those persons who were able to make their way from their cabins found themselves on a perilously slanting deck. Many leaped and were drowned. Others were fortunate enough to grasp driftwood or were picked up by lifeboats. It is apparent that the great hole torn in the ship's side admitted such a deluge of water that many must have been overcome in their beds.

The rescued, fighting their way to the lifeboats from the careening deck, clinging desperately to the rails or leaping blindly overboard, broke their arms or legs or otherwise injured themselves so badly that 22 died after being picked up.

No one aboard had time to seize his belongings, much less to dress. Those found in the lifeboats were in their night clothes. The women suffered most. Only a few were saved, according to the early lists, and indications are that they lacked the strength to combat conditions which confronted them. There was not time, as was the case on the Titanic, for calm deliberation and rigid observance of the unwritten rule of the sea, "Women first."

A party of Salvation Army members en route to London was almost wholly lost, Lawrence Robinson, an American, was the only one of the party who was saved. He was picked up by the Eureka and taken to the hospital.

jammed full and many of the occupants wounded. It was still dark. Wreckage covered the river everywhere. The Storstad, her bow badly crippled, was still on the scene picking up the living whenever she could.

The explosion which followed the collision forced many to jump. Ernest Hayes, an assistant purser, told of leaping from the upper promenade decks. He climbed into No. 3 lifeboat. The boat maneuvered and found Capt. Kendall clinging to a piece of wreckage.

D. Davis of Montreal, one of the few survivors able to talk coherently, said he and his wife knew nothing of the accident until water began to rush into their stateroom. He helped his wife to the boat deck, but the ship had already listed and it was impossible to launch a boat. They crawled on their hands and knees up the sloping deck. His wife was swept from his grasp and then both were carried overboard. They clung to a piece of wood and were rescued. The wife was unconscious.

Went Down With Ship.

J. W. Longley, a rancher at Canford, B. C., calmly sat on the deck rail and went down with the sinking ship. He held his breath, came up, grabbed the side of a lifeboat and was rescued by the Eureka.

William Measures, a Salvation army bandsman, crept along the rail into the water. He swam to a life boat and was rescued.

J. L. Black and Mrs. Black of Ottawa said they had jumped together into the river. They had been roused by the shock of the collision and unable to get into a lifeboat had risked the leap. They were picked up by a boat from the Lady Evelyn.

The residents of Rimouski, numbering 3,000, came silently to the deck where the dead and exhausted, living were being landed, and under the direction of Mayor H. R. Fiset, gave aid wherever possible. Every doctor in the town was on the scene and many of the injured were taken to private homes. From cedar chests and closets the townsfolk brought garments of all descriptions for those who had lost their belongings. Two headquarters were established at the wharf and at the station of the Intercolonial railway. At the station those injured and not removed to homes were cared for.

PLAN OF PACIFICATION VIRTUALLY COMPLETED

Main Issues Laid Before Wilson and Huerta—Next Will Come Smaller Points.

Niagara Falls, Ont., May 28.—Plans for the pacification of Mexico through mediation virtually have been completed.

The major issues are before President Wilson and Gen. Huerta for approval and when this is obtained secondary questions will be taken up. A protocol covering the basic principles will be issued, the mediation conference will close, delegates will return to their homes and the mediators will complete details of the undertaking in conjunction with the authorities at Washington and Mexico City.

This work may require several months. It is expected that the responsibility for dealing with the constitutional element will be thrown upon the United States.

Among the points still to be disposed of are believed to be the selection of persons to comprise the new provisional government and the exact manner by which it will take office in succession to the Huerta regime.

Mediators and delegates today said a protocol probably would be signed within a week.

Just how the transition from the present administration to a new provisional government can be effected is being given close attention.

Not Huerta Man.

The intent of the American delegates is understood to be that the new provisional executive shall not appear to have been chosen by Huerta. If the Mexican constitution be followed literally it is necessary that the office of minister of foreign affairs, now vacant, shall be filled by the individual to whom the mediation conference expects Gen. Huerta to turn over the reins of government.

The constitution provides that in case of a vacancy in the office of president, the minister of foreign affairs shall succeed to the position. The American delegates recognize that an irregular method of choosing a provisional president might evoke opposition.

The American government wishes to see the Huerta government give way to a new government.

School Library!

Remember, every time you buy at The Book Store you help your school library. There are nine prizes to be given to the schools receiving the largest number of votes by August 1st, The votes for the various schools at the last count are as follows:

Boundary Street	214,040	Sym	2,265
Speer Street	121,225	Mt. Pilgrim	2,085
West End	94,030	Johnstone	1,390
Fairview	62,300	Ridge Spring	3,930
N. H. S.	32,420	Central	1,385
P. H. S.	30,900	Reederville	2,000
Zion	26,110	Press	1,110
Bush River	21,900	Mudlick	5,025
Silver Street	14,680	McCullough	8,000
Kinards	13,500	Chinquepin	5,000
Loug Lane	10,880	Mt. Pleasant	1,135
Dominicks	5,605	Union	2,000
Pomaria	4,680	Burton	1,085
Whitmore	4,215	Oakland	105
Hunter DeWalt	400	Little Mountain	5,100
Germany	5,530	Independence	1,550
Beth Eden	3,920	Johnstone	5,000
Big Creek	5,040	Deadfall	1,145
Folk	2,000	Jalapa	2,110
Utopia	3,000	Trinity	2,125
Hartford	3,735	Jolly St	1,225

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The House of a Thousand Things

This successor then could name as cabinet members those persons who already had been agreed upon here. Such an arrangement might be construed as permitting Gen. Huerta to choose his successor, but the fact that those who will comprise the list from which the provisional president would be elected will be named in advance and approved by the United States, in the opinion of some would prevent this impression from being widely credited.

Not Real Obstacle.
Neither the American nor Mexican delegates consider this point a stumbling block.

That there should be a governing body of five individuals is virtually settled. On this group would devolve the responsibility of making arrangements for a general election and carrying out other details of the program arranged here.

Though one of the group probably will be called provisional president and the others members of his cabinet, there will be tacit understanding that these men will have an equal voice in the government's operation. Questions of personnel are absorbing the attention of all.

The Washington administration has a list of names suggested and will designate a number, any one of whom would be accorded recognition if determined on for provisional president.

Indications point to a full conference of the delegates and mediators tomorrow and a formal public statement from the mediators is not unlikely.

WOFFORD GETS THOUSANDS Given \$33,000 From Rockefeller Fund For Rural Schools.

New York, May 29.—The general education board, which administers the John D. Rockefeller fund, today announced appropriations totaling \$1,400,000 to universities and colleges, and for the purpose of carrying on farm demonstration instruction and boys' and girls' clubs in Maine and New Hampshire. The fund is to be used for the purpose of carrying on the work of the fund.

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often lack the organization to make thorough surveys of rural schools. An initial appropriation of \$50,000 was made for starting this work in 1907. The fund is to be used for the purpose of carrying on the work of the fund.

tor, on the estate of Patrick B. Mitchell minor, in the probate court for Newberry county at 11 o'clock in the forenoon, May 29th, 1914, and immediately thereafter apply for letters discharging as such administrator.

All persons owing claims against the estate will present them duly verified on or before that date.

T. A. Donahoe, Guardian.