

OVER 900 LIVES LOST; STEAMER GOES DOWN IN ST. LAWRENCE

The Empress of Ireland Rammed By Collier Goes Down In Darkness of Night Carrying 934 Souls to Watery Grave.

A GREAT MANY NEVER AWOKE

Sank In 14 Minutes And No Time Was Had For Rescue Of Passengers—Heroic Efforts Were Made.

(By Associated Press)

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

Of the 87 first cabin passengers the late figures show 29 to have been saved. Of the 153 in the second cabin, 29 were rescued; of the 715 third class passengers, there are 101 survivors, while 327 of the crew of 432 were brought ashore.

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

So deep was the gash in the stricken liner's side inflicted by the sharp prow of the heavy laden collier and so fast the rush of the sea, that although the first rescue steamer catching the wireless "S. O. S." call and hastening out from Father Point reached the scene within twenty minutes after the meeting of two vessels, the liner already had gone down.

The wireless could hardly have worked to better effect or the response have been more prompt. Yet within the sight of shore, in landlocked waters, with help close at hand, nearly 1,000 persons lost their lives by drowning when fog obscured the vision of the river navigators, and two vessels, one virtually at a standstill as a measure of precaution, and the other from all accounts, at not more than a moderate speed, crashed together in fatal impact.

Investigation of the cause of the disaster will be started promptly. The story of the Storstad, which after picking up a few survivors and landing them here, resumed limply, with crippled bow, her way up the river, will not be told until tomorrow when she reaches Quebec. From the evidence of the officers on the Empress, however, the liner had come to a dead halt in the fog and was blowing her whistle at the time of her collision.

WAITING FOR FOG TO LIFT

Rimouski, Que., May 29.—Sluicing in thick fog of water within a few minutes after being rammed amidships in the upper reaches of the St. Lawrence river early today, the Canadian Pacific liner, Empress of Ireland, carried down by her more than 900 of her passengers and crew, 1,387 persons on board the liner only 433 are known to have been saved making the probable death toll 954.

Looking up through the river massed as the Empress of Ireland was lying to, waiting for the fog to lift or for a break in the Danish collier Storstad, crashed down on into the side of the Canadian liner, striking her about midway of her length and ripping her side open clear to the stern.

A Five-Disaster

The crash occurred not far from the shore off Father Point, 50 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 collision coming in from it, the disaster was not one of ocean but of river. Unlike the Titanic's victim, the Empress of Ireland lost their lives within eight of short-landed locked waters.

Immediately the ship crew recovered from the shock of the collision and it was seen that the liner had received a fatal blow a wireless "S. O. S." call was sounded.

Rescue Efforts Too Late

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 set out to the rescue. So deep was the hurt of the Empress, however, and so fast the rush 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 bet 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.

Only a few persons were picked up by the Storstad, which was badly crippled herself, and these were brought here by the collier, as were those saved by the Eureka and the Lady Evelyn. Twenty two of the rescued died from injury 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 who could travel were placed on board train and started for Quebec.

Sank in 14 Minutes

Accounts agree that in the brief space of time not more than 14 minutes between the shock of the collision and the sinking there was little chance for systematic marshaling of the passengers. Indeed, everything indicates that hundreds of those on the steamer probably never reached the decks. Few women was among the saved, not more than a dozen, the lists make it appear.

Survivor's Story

"It all happened so quickly we did not really know what was going on and nobody had time to cry 'women first,' one of the passengers told Captain Ballinger of the rescue boat Eureka.

"The stewards did not have time to 'ouse the people from their berths," he survivor added. "Those who heard the frenzied calls of the officers for the passengers to hurry on deck and rushed up, piled into the boats, which were rapidly lowered and rowed away. Any who waited to dress were drowned."

Explosion Added Terror

The horror of the interval during the time the Empress was drifting and the frightened throngs on board were sunk hurrying every effort to escape before she sank was added to by an explosion which quickly followed the tipping given the liner by the Storstad's bow. According to one of the rescued, the explosion probably was caused by the water reaching the boiler.

Captain's Heroism

From all accounts, Captain H. G. G. of the Empress of Ireland, was himself like a true sailor. He placed such command of the situation, it appears that while the Storstad's stern still hung in the gash it advanced in the Empress' side, Captain G. ordered the master of the collier to keep the propellers going so that the hole might remain plugged, the Storstad dropped back, however, and the Empress filled and foundered.

Tomkins a total of two hundred and fifty bodies has been recovered. Few of the bodies have been identified tonight.

The wireless is being given credit for saving many lives. Responding promptly to the "S. O. S." call, the steamer Eureka was on the spot approximately twenty minutes after the disaster and the Lady Evelyn but little later.

Lost Alarms

A list of passengers and crew of the Empress of Ireland, issued officially by the Canadian Pacific Railroad gives the total number aboard as 1,387 divided as follows: First cabin passengers 87, Second cabin passengers 153, Third class passengers 714, Officers and crew 412.

Adie, Mrs., Birmingham; Anderson, A. B., London; Awerdeck, P. C., Manchester; Barlow, A. E., Bar, Mrs., Montreal; Bennett, Mrs. Hart, Nassau, N. P.; Bloomfield, Mrs. W. R.; Bloomfield, Lieutenant Colonel W. R., Auckland, N. Z.; Brandon, A. G., Manchester; Burrows, A. J.; Cash, Harwood; Cash, Mrs., Nottingham; Cay, Miss C. F., Golden B. C.; Crathen, Miss Janet, Montreal; Cullen, Mrs. F. W.; Cullen, Miss Maud; Cullen, Master, Toronto; Cunningham, R. A., Winnipeg; Darling, M. D. A.; Dunlevy, Mrs. F. H., Denver; Edwards Cox, Yokohama; Gaunt, Miss Doris, Birmingham; daughter of Counselor Gaunt; Godson, F. P., Kingston; Goldthorpe, Charles, Bradford, England; Graham, W. D., Graham, Mrs., Hong Kong, China; Hailey, Mrs. D. T., Vancouver; Hisenheimer, W., Montreal; Hirst, A. Birmingham; Holway, Mrs. C. F., Quebec; Howes, F. W., Birmingham; Hyamson, L. A., Irving, Laurence S. B., actor; son of the late Sir Henry Irving, London; Irving, Mrs. Laurence (Mabel Hacke); Johnson, David, Frederick; Kent, Lionel; Lindsay, Dr. Alex., Halifax; Lyon, C., Vancouver; Lyman, H. H.; Lyman, Mrs., Montreal; Maginnis, A. G., director of Messrs. Mappin and Webb, London, Jewellers; Malloch, G., Lardo, B. C.; Marks, J. Gabriel; Marks, Mrs. Suva, Fiji; Miller, Mrs. St. Catherine S., Ontario; Mullins, A. E., London; Mullins, Miss E., London; O'Hara, Mrs. H. R., Toronto; Palmer, W. Leonard, on staff London Financial News, London; Palmer, Mrs. W. L., London; Price, Mrs. H. W., New Zealand; Rutherford, F. J., Montreal; Seton-Kerr, Sir Henry, London; Seybold, E.; Soboydo, Mrs. Smart, Mrs. G., Ottawa; Stark, Mrs. A., Toronto; Tylee, C. G.; Tylee, Mrs.; Taylor, J. T.; Taylor, Miss D., Montreal; Taylor, Miss H., Montreal; Townsend, Miss T., New Zealand; Wakefield, A. J., Liverpool; Walleit, Rev. J., London.

Mother Alexander sent an inquiry. Among others who sought information was Mrs. Wilde, Captain Kendall's niece. Her husband was chief officer of the Titanic and his brother, George Evans, was sixth officer. Both perished in the wreck of that ship. Her only remaining brother, Cedric Evans, was third officer of the Empress of Ireland. Her father was drowned at sea 17 years ago. General Bramwell Booth dispatched a message of sympathy and condolence to the army at Toronto, announcing that he was sending Commission McKie tomorrow to "stand to you."

Survivors Tell of Escape

Details of How They Managed to Get Away From Sinking Vessel and Were Rescued

Quebec, May 29.—A train with 396 survivors from the sunken steamer Empress of Ireland reached here shortly before 8 o'clock tonight. The rescued on board numbered 29 first class, 29 second class and 101 third class passengers and 237 of the crew. Thirty seven survivors were left at Rimouski, which would make a total of 433 saved. As revised figures show 1,387 persons to have been on the steamer makes the probable number of lost 954.

A full equipment of ambulances was in readiness at Levis when the army medical service corps special survivors' train arrived there, and the passengers were disembarked and transferred to a ferry steamer waiting at a special wharf to facilitate the transfer to Quebec. Dr. James G. Lardo, B. C.; Marks, J. Gabriel; Marks, Mrs. Suva, Fiji; Miller, Mrs. St. Catherine S., Ontario; Mullins, A. E., London; Mullins, Miss E., London; O'Hara, Mrs. H. R., Toronto; Palmer, W. Leonard, on staff London Financial News, London; Palmer, Mrs. W. L., London; Price, Mrs. H. W., New Zealand; Rutherford, F. J., Montreal; Seton-Kerr, Sir Henry, London; Seybold, E.; Soboydo, Mrs. Smart, Mrs. G., Ottawa; Stark, Mrs. A., Toronto; Tylee, C. G.; Tylee, Mrs.; Taylor, J. T.; Taylor, Miss D., Montreal; Taylor, Miss H., Montreal; Townsend, Miss T., New Zealand; Wakefield, A. J., Liverpool; Walleit, Rev. J., London.

Peterson, Mrs. H., Winnipeg; Peterson, H., Winnipeg; Priestly, Miss A., Edmonton; Priestly, Miss A., Edmonton; Priou, George, Winnipeg; Quartley, Miss W. M., Vancouver; Reilly, John, Hamilton; Richardson, W. J., Vancouver; Richardson, Mrs. W. J., Vancouver; Richards, George C., Terre Haute, Ind.; Richards, George C., Terre Haute, Ind.; Sampson, S. J., Guelph, Ont.; Schongutt, Miss, Montreal; Scott, John, Mortlach, Sask.; Searle, Miss Iva, Seattle, Washington; Shattock, W. M., Nesbitt, Man.; Simmonds, Reginald, London; Smith, Miss E., Calgary, Alb.; Stage, Miss, Toronto; Stainer, Mrs. E., Calgary, Alb.; Stanyon, M., Montreal; Stillman, A. E., Calgary, Alb.; Swindhurst, Miss E., Toronto; Tapin, Mrs. Eliza, Kamloops, B. C.; Veitch, Miss B., Victoria, B. C.; Vincent, A., Fairbairn, Eng.; Vonoley, Miss Alice, Hamilton; White, (Infant of Mrs. George) New Minister, B. C.; White, Mrs. George, New Minister, B. C.; Wittelaw, Mrs. J., New Minister, B. C.; Wilmot, Miss E., Campbellford, Ont.; Wood, Miss Mary, Regina; Wood, Mrs. S., Toronto; Yates, Mrs. H., Hamilton; Yates, Harry, Hamilton; Zemanak, Josef, Orderburg.

Commercial Club, Rochester, Minn.; Morrison, Mrs. W. W., Chicago; Muttell, Mrs. T., Winnipeg; Muttell, Miss, Winnipeg; Neville, Harold, member of Laurence Irving's Company, London; Neville, Mrs. Harold, member of Laurence Irving's Company, London; O'Toole, Miss England; Patrick, J., Toronto; Patterson, John, Calgary, Alb.; Patterson, Robert, Calgary, Alb.; Patterson, Miss S., Calgary, Alb.; Perry, W. H., Petersburg, Ont.

"I was in my cabin," he said, "and knew nothing of the accident until the boat listed so badly I tumbled out of my berth. I tried to turn on the light but there was no power. I reached the bolted door but the list was so strong that it took me considerable time to open it. When finally I got out and reached the passageway, it was so steep that my efforts to climb up were rendered impossible.

"I then scrambled up and managed to get my head through a port hole, but I was unable to get my shoulders through. At that time the ship was lying almost flat in the water on her starboard side. A passenger standing on the side of ship managed to pull me through the port hole.

"About a hundred passengers were gathered on the side of the ship at the time but a moment after I had joined them, the vessel plunged to the bottom.

"I next found myself in the water and swam towards the lights of the steamer Storstad, and when nearly exhausted I was picked up by a lifeboat. On board the Storstad I was provided with clothing. When able I did what I could to help the survivors."

"Only two children are known to have been saved. A wonderful rescue was one of these little eight year old Grace Hanaghan, daughter of the leader of the Salvation Army band. Her father and mother were drowned. Grace was not told of her loss and believed that her father and mother would come to Quebec on the next boat.

"When asked how she was saved Grace replied: "O, I saved myself." The child was entirely unconcerned. No lifeboat was near when she was thrown from the Empress. She seized a piece of floating wood and later was pulled into a lifeboat.

Major Atwell of Toronto and his wife were among those saved.

"I got a life belt for my wife," said Major Atwell, "we jumped into the water together. We were carried under three times by the suction of the foundering vessel. When we came up the third time I saw a life-boat near and I swam to it, pulling my wife after me.

"When we got on the deck there were very few persons to be seen. The reason for this is that when the boat had listed to one side the stairs from the sleeping apartments up to the boat deck were almost impossible to mount. As I rushed for the stairs the water was pouring in in such volume that it threatened to drown us before we could mount the stairs."

When the Empress of Ireland was wrecked, the only persons aboard who were well known here. Most of the other English passengers in the first cabin were business men from provincial cities.

As soon as it was evident that there had been a great loss of life, the flags on all shipping offices were half-masted. At the Canadian Pacific office, bulletins were posted. The Queen

beg; Best, Captain Gilbert; Bigland, Lieutenant Stanley; Brice, adjutant (matron Hamilton rescue home, Hamilton.) Creighton, Major David (of immigration department); Creighton, Mrs. David; Dodd, Captain T. Toronto; Dodd, Mrs. Toronto; Edwards, adjutant (men's social department, Ottawa); Findlay, Major, Winnipeg; Findlay, Mrs. Winnipeg; Gaskin, Colonel, Field secretary; Faskin, Mrs.; Goodwin, Mrs. Staff correspondent, Ottawa; Groom, Captain C., England; Hannagan, Musician, Toronto; Hayes, Staff M., Howell, Major (manager printing department Toronto); Howles, Mrs., Toronto; Humphries, W.; Jones, Ensign Emily, Calgary; Jones, T.; Knudsen, Captain Hannah, Perry Sound, Ont.; Landing, Mrs.; McGrath, Captain, staff band, Toronto; Malmind, Colonel, field artillery; Malmind, Mrs. Malone, Robert; Meacher, G.; Meyers, Captain James L.; Morgan, Tilly; Morris, Staff author, Toronto; Neoves, Ernest; Patton, Ensign, Toronto; Pearson, Ensign F., Wymburn, Sask.; Perkins, W.; Potter, Brig Scott, financial secretary, Toronto; Rees, commissioner, Toronto; Rees, Mrs. Toronto; Rees, Captain Ruth, daughter of Commissioner and Mrs. Dues; Samalng, Adjutant, bandmaster, Toronto; Wakefield, W., Toronto; Walker, Brigadier, editor of Canadian War Cry, Toronto; Whatmore, Captain Guido, and twenty six members of the staff band, names not given.

Captain Regrets That He Escaped

Rimouski, Que., May 29.—About three hundred bodies of dead from the Empress of Ireland lie tonight in the sheds of 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. Many bodies are torn and bruised. Captain Kendall of the Empress of Ireland was drowned over the distance to his ship when he was brought ashore here tonight. "I wish I had gone to the bottom with her," he said.

The Usual Investigation

Ottawa, Ont., May 29.—That a thorough investigation must be made into the loss of the steamer Empress of Ireland was urged on the Canadian government by Sir Wilfrid Laurier, opposition leader in parliament.

"It is difficult to believe such an accident in the St. Lawrence so near to Father Point could not have been prevented," he declared.

The government steamer Lady Gray, carrying medical supplies, provisions and doctors from Quebec City, is due to arrive at Father Point at midnight. An official inquiry in the circumstances connected with the accident will be begun early next week, according to Alex Johnston, deputy minister of Marine.

TRAIN CARRYING RESCUED WRECKED

Following Steamship Disaster, the Relief Train With Survivors Jumped the Track

Quebec, May 29.—The special Canadian Pacific relief train carrying survivors from the steamship Empress of Ireland was derailed shortly after leaving Rimouski. So far as is known no one was injured. Another train was immediately made up.

Delegates Opposed to War

Mohawk, Lake, N. Y., May 28. Delegates sent to the Lake Mohawk conference on international arbitration by the United States chamber of commerce, the national association of manufacturers and other business organizations agreed today on resolutions opposing war and presented their conclusions to the conference.

The resolutions asserted that the business men of the country realize that upon them will rest a large part of continuing financial burdens created by armed conflict. The business delegates asked the United States to propose to the powers of the world a curtailment of preparations for war and budgets and the limitation of armaments.

You Can Believe Him

Anderson turned on her white way lighting system in honor of the Continental veterans, 111 they were delighted, indeed, if we are to believe Colonel Banks' newspaper—Spartanburg Herald.

College Trophy Went To Cornell

Cambridge, Mass., May 30.—Cornell won the thirty-ninth annual championship of the inter-collegiate amateur athletic association here today, scoring 43 points out of a possible 195. With the championship went permanent possession of the intercollegiate trophy, the victory giving to Cornell the final leg of the silver vase.

The Cornell team scored points in eleven of the thirteen events on the program. Pennsylvania scored in ten events, Michigan and Dartmouth in six, Yale in eight and California in five.

Michigan proved strong in the sprint, while California was strong in the field events.

SALVATION ARMY SUFFERED LOSS

Many High Officials of the Great Salvation Army Suffered Loss With the Ship

Reckited A. Grace Hospital, Winnipeg.

CAPTAIN TELLS STORY OF SINKING OF THE SHIP

(Continued from First Page.)

"Between 30 and 40. There were boats for everybody. She had boats for 2,000 people."

"There was no panic among the passengers or crew. About 5 boats were launched. As the ship sank these boats floated away. The people who were saved were saved by the Empress boats and the wreckage.

"The Storstad with three or four boats 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 people in them."

A Passenger's Testimony

James Rankin, a passenger from Vancouver, B. C., and a marine engineer said:

"I was aroused by the noise and ran out. There was a big pitch to the deck. I cannot tell how the accident occurred. I heard the whistle blow when I reached the deck. Five minutes after the collision a heavy fog lifted. Four or five boats got away and saved many people.

"I think that if the collier had kept her bow in the hole she made in the Ireland's side she would have been able to reach shore and probably have saved everyone. The officers on the Empress did everything they could. The engineers remained below until they could get no more steam and the lights went out.

Chief Engineer Sampson's Testimony

Chief Engineer Sampson was too ill to appear. His testimony was taken at his bedside.

"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 portside 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 life boat entangled. I finally was piled into one of the boats. 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 full speed ahead to try to reach the shore, as long as we had steam. We could keep the engine going only for a few minutes. There was no explosion. I know no reason why the collier did not keep much closer than she did. If she had, many lives would have been saved. I am also of the opinion that had she stuck to us we would have reached the shore."

William James Sends News

William James, wireless operator at Father Point told of forwarding news that the Empress had been in collision with another ship to the Lady Evelyn and Eureka. Captain Belanger of the Eureka told of gathering what bodies he could find.

Inquest Adjourned One Week

The jury adjourned the inquest for one week. In the meantime Coroner Pinault will consult with the district attorney to determine what may be done toward obtaining the evidence of the captain and crew of the Storstad, which arrived at Quebec today and proceeded to Montreal to land her cargo.

Bodies of Dead Removed

During the day the coroner gave an order for the removal of all the bodies brought ashore. Relatives who had identified bodies were allowed to remove them and others were taken to Quebec.

At five o'clock in the afternoon the Canadian Government steamer Lady Gray, with ensigns half masted left here today for Quebec bearing 175 bodies in coffins. No other bodies have been found and it is believed the greater number of those lost were imprisoned inside the Empress.

CHapel Hill To Lose Dr. Venable

Raleigh, N. C., May 29.—Dr. Francis P. Venable, president of the University of North Carolina, in a letter to the trustees of the University made public today resigns his position because of ill health.

For the year past he has been absent on leave of absence and Prof. J. N. Graham has been acting president.

President Venable's successor will be elected next Tuesday. Under his administration the university has grown from 527 students and 35 faculty members to nearly 900 students and nearly 100 faculty members.

Dr. Venable occupies a foremost place among American chemists, was once president of the American Chemical Society and is a member of the German Chemical Society and a fellow of the London Chemical Society. He holds high rank as an educator and was elected president of the State University on the resignation of Dr. Edwin A. Alderman, now president of the University of Virginia.

Ready For Big Game. Annapolis, Md., May 29.—Army baseball squad arrived in Annapolis today from West Point, N. Y., for the championship game with Navy tomorrow. Of the 12 games played Army has won 5 including the last five.

HEATED DEBATE OVER NAVAL BILL

Washington, May 29.—Heated debate in the senate today over the construction of one of two new battleships at a government yard prevented the passage of the naval appropriations bill. The O'Gorman amendment directing the secretary of the navy to build one ship at a government navy yard, instead of leaving it to the discretion, received 50 votes to 18 against it, but a quorum was not present and the question went over until Monday.

"JOHNDEE" FUND TO HELP WOFFORD

Spartanburg College Will Be Given \$35,000 and W. and L. Gets Still More

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

Washington and Lee University, Lexington, Va., \$100,000; Western College, Spartanburg, S. C., \$25,000.