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TWELVE PAGES—ONE CENT

Steamer Empress of Ireland, Rammed by Collier, Sinks In St. Lawrence; 1002 May be Drowned

Fearful Scene as Liner Goes Down Near Father Point In Darkness of Night Ten Minutes After Being Struck--The Titanic Disaster Rivalled in Awful Suddenness

STEAMER LISTED AND NOT ALL LIFE BOATS COULD BE GOT TO THE WATER

Captain Kendall Picked up on The Wreckage Half an Hour After Steamer Sank--Details of Fearful Disaster of The Sea

Rammed by a collier in the St. Lawrence about a quarter to two o'clock this morning the C. P. R. Steamship Empress of Ireland sank in ten minutes and carried to death hundreds of people, it may be as many as 1102. The following despatches to the Times tell the awful story:

The fate of the collier is not reported, but it is thought she, too, went down with the doomed vessel said she was sinking fast. The government steamers Evelyn and Eureka, which were at once rushed to the scene of the disaster, but the ship had gone down before the ships arrived. Repeated attempts were made to get the Empress by wireless, but nothing was received from her beyond the announcement that the Stordstad had rammed her in a vital spot and that she was going down rapidly and that the weather was clear.

The scene immediately after the collision was fearful. The shrieks of passengers rudely awakened from their slumbers, the hoarse cries of the captain and officers, and the wailing of women, mingled with the noise of the rushing waters of the Gulf. There was hardly any time in which to launch boats. Only the most meagre details are available at this hour. Four hundred and twenty passengers are believed to have been saved, but it is feared that all the remaining 540 have found a grave in the rocky waters of the Gulf.

The SOS signal was sent out by the wireless operator of the Empress at once, and reached the government steamers Lady Evelyn and the Eureka which were at the wharf at this place. They immediately steamed full speed to the scene of the disaster. The Empress of Ireland was in command of Capt. Kendall, R. N. R., who commanded the Montrose when Crippen was captured. He is among those saved. Other officers of the ill-fated liner were: M. R. Steele, chief engineer; W. Sampson, engineer; A. B. McDonald, purser; J. F. Grant, M. D. surgeon; A. W. Gaede, chief steward.

THE EMPRESS OF IRELAND, SUNK WITH FEARFUL LOSS OF LIFE



The Empress of Ireland was a steel twin-screw steamer of the latest type, fitted with electric light, wireless and submarine signal systems. She was built in Glasgow in 1906 by the Fairfield Company. Her registered tonnage was 14,191 gross, 9,775 under deck and 8,028 net. She had four decks and shelter deck and was 548.9 feet in length, 65.7 feet beam and her depth was 36.7 feet. She was fitted with quadruple engines, of eight cylinders measuring 110 diameter 36, 52, 75 and 106 inches respectively, with a boiler pressure of 220 pounds. She was 8,168 normal horse power.

Here Are The Passengers On The Ill-fated C. P. R. Liner

- Two Halifax Men and One From Fredericton Included — Head of Salvation Army in Canada and Party of Officers
Saloon Passengers. From Toronto—F. E. Abbot, C. R. Burt, F. W. Collier, Miss Maud Cullen, Master Cullen, and maid; H. R. O'Hara, Mrs. O'Hara, Miss O'Hara, and maid. From Vancouver—R. Abercrombie, Mrs. D. T. Hickey, C. B. Lyon. From Hamilton—J. J. Cayley. From Winnipeg—R. A. Cunningham. From Kingston—F. P. Godson. From Quebec—C. Holloway. From Halifax—Dr. Alex. B. Lindsay. From St. Catharines—Miss Miller. From Sherbrooke—Mrs. W. E. Paton. From Ottawa—E. Seybold, Mrs. Seybold, G. Bogue Smart. From London, B. C.—Miss C. P. Hay. From Fredericton—David Johnson. From Birmingham—David Johnson. From London—A. P. Anderson, M. D. A. Darling, J. Ferguson Duncan, L. A. Hyman, Lawrence Irving, Mrs. Irving and maid; Sir Henry Seaton Kerr, A. G. Maginnis, Mrs. and Miss E. Mullins, W. Leonard Palmer, Mrs. Palmer, Rev. J. Walleit, A. E. Mullins. From Manchester—P. C. Averdick, V. G. Brandon, W. Penton. From Nottingham—Eng.—A. J. Burrows, Hardwood Cash, Mrs. Cash. From Bradford, Eng.—Charles Goldthorpe. From Liverpool—A. J. Wakefield. From Nassau Bahamas—Mrs. Hart Bennett, Miss Alice. From Auckland, N. Z.—Lieut.-Col. W. R. Bloomfield, Mrs. Bloomfield, Miss I. R. Bloomfield, Mrs. W. E. Price, Miss T. Townsend. From Denver, Colo.—Mrs. F. H. Dunlevy. From Yokohama—Cox Edwards. From Hong Kong—W. D. Graham, Mrs. Graham. From Suva Fiji—J. Gabriel Marks and Mrs. Marks. Second Class. From Toronto—Miss Abales, Mrs. Baxter, Mrs. William Clarke, Miss Nellie Clarke, Mrs. M. Dale and infant; William Davies and Mrs. Davies, Mrs. Charles Moir, J. Patrick, Miss Isabel Stagg, Miss A. Swindlehurst, Mrs. S. Wood, Ernest Aldridge, T. Brooks, Miss L. E. Dunn, Miss E. Eastes, E. Evans, Mrs. E. Evans, George Falstead, E. Ford, Mrs. Ernest Ford, P. A. Goddard, Theo. Gray, Ernest Green, Mrs. J. Green, Miss Jessie Green, Thomas Greenwood, Mrs. Greenwood, Bert Greenwood, William Horwood, W. Humphreys, J. Johnson, T. Jones, Robert Malone, Kenneth McIntyre, G. Meacher, William Messure, Miss Lily Morgan, Ernest Speck, Mrs. Pauling, W. Perkins, W. Wakefield.

FRANK HAMILTON, ST. JOHN YOUNG MAN, WAS ONE OF OFFICERS OF THE EMPRESS

Son of John Hamilton, Waterloo Street, Assistant Purser -- Valued Official and Popular Young Man -- The News In St. John

Eagerly many friends in St. John await definite news concerning the only local officer on board the ill-fated steamer, and perhaps the only Canadian in the number—Frank W. Hamilton, of 266 Waterloo street, a very popular young man about the city, assistant purser on the lost steamer. He is the only son of Mr. and Mrs. John W. Hamilton, and has been in the service of the C. P. R. for several years. He is about twenty-six years of age and has rapidly risen in the steamship passenger department through his ability, proper grasp of his duties, and pleasing personality. Mr. Hamilton has been on the Empress not quite a year, and accepted his office more from a sense of duty rather than to please his own mind, or that of his now greatly anxious parents. He made his first trip across on the understanding that he would not have to go again, as he preferred, for his mother's sake largely, to remain on shore duty. However, he was most satisfactory to the company and he has remained in the office on board since, though after each trip expecting to be transferred. Mr. Hamilton was in the local passenger department of the C. P. R. for a while before being transferred to Montreal a few years ago. The young man has visited his home here after almost every trip from across the water, and it is only about six weeks ago since his friends had the opportunity of giving him a welcome again. An anxious mother and father today heard tidings of the disaster with sinking hearts and are awaiting further details of the calamity in fear and trembling, though placing their trust in God that all will be for the best.



FRANK W. HAMILTON

Mr. Hamilton studied at the Sulpician College in Montreal and the accompanying picture was taken of him in his graduating attire. Of a sunny, happy disposition, he has always been most popular with his friends in St. John, Montreal and elsewhere for his nature caused him to easily make friends, and once made to retain them. Mr. Hamilton has been a member of St. John Council, 987, Knights of Columbus, for some years.

A little after noon today word was received from Montreal that the assistant purser had been saved though the head purser had been drowned. Mr. Hamilton was definitely mentioned as having been saved, or lost, but it is hoped that the news concerning the assistant purser include him. A wire was sent through the C. P. R. ticket department to Rimouski inquiring of the officers there whether there was any word of Mr. Hamilton but up to 2 o'clock no reply had been received other than the first intimation that the assistant purser was safe. He was in charge of one of the lifeboats on the Empress, and in case of its being put over he would be supposed to attend to its manœuvring. On his last trip home he was a day later than expected, and when his mother asked him why, he said it was because of "life-boat" drill, as he had charge of one of the boats, and was responsible if anything should go wrong."

An anxious wife arrived in the city on the Maritime Express from Montreal this morning. Mrs. Morris, wife of Major Morris of the Salvation Army. Her husband is a member of the party of army officials who were on their way so sadly bereft.

WEATHER BULLETIN. Issued by authority of the Department of Marine and Fisheries, R. F. Stupart, director of meteorological service. Includes a small graphic of a person and text about weather conditions.

Synopsis—A moderate depression covers the upper lake region attended by showers and thunderstorms, elsewhere pressure is generally high and the weather fine. Warmer. Maritime—Light to moderate winds, fine today and on Saturday, Saturday warmer. Washington, May 29—New England forecasts: Fair and warmer tonight; Saturday: Increasing cloudiness and warmer fresh east to south winds.