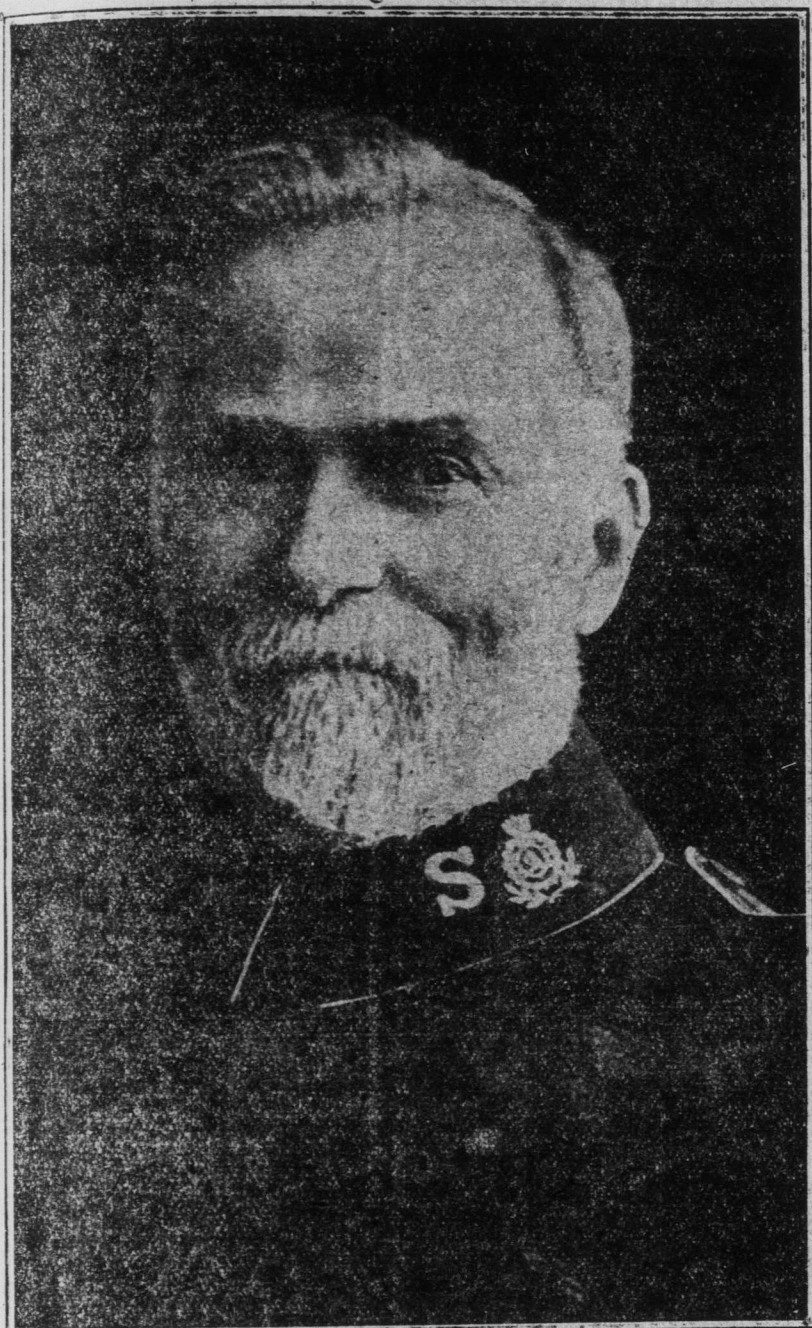


Prominent Salvationists Lost in Disaster.

Commissioner Rees, Wife and Family, and Many High Officers Well Known Here.

Storstad Rammed the Empress Anchored in Dense Fog—She Landed a few Survivors and Some Dead Bodies at Rimouski and then Proceeded with Smashed Bow to Quebec.



COMMISSIONER DAVID REES.

Leader of the S. A. Forces in Canada and Newfoundland who, with Mrs. Rees is reported among the missing in the Empress of Ireland Disaster.

SALVATION ARMY OFFICERS LOST

There was a large number of Salvation Army people on board the ill-fated liner. They were en route to London to participate in the big International Congress to be held there early in June. According to a recent issue of the "War Cry," the Army newspaper, the accompanying is a list of the high officers who were booked to leave Quebec for Liverpool on the Empress of Ireland: Commander and Mrs. Rees, Colonel and Mrs. Maidment, Brigadiers Potter and Walker, Major and Mrs. Creighton, Major and Mrs. Findlay, Major and Mrs. Atwell, Majors Tinpin and Morris, Staff Captains Arthur Morris, McAmmond, Hayes and Goodwin; Adjutants Price, Edwards and Beckstead; Ensign Jones, Peacock and Knudson; Capt. R. Rees and members of the Territorial Staff Band.

LIST OF OFFICERS LOST AND SAVED.

The following message was received:

Piano Maker Praises Zam-Buk.

BEST FOR STIFFNESS AND SPRAINS.

As an embrocation for stiffened muscles, sprains, rheumatism, etc., there is nothing like Zam-Buk. Its penetrating powers are so great that it gives almost instant relief. Mr. D. R. Gourlay, of Messrs. Gourlay, Winter & Leeming, the well-known piano manufacturers of Toronto, used Zam-Buk, and this is his experience: "I have much pleasure in stating that two applications of Zam-Buk entirely cured me of a very severe strain of the back. While not given to the indiscriminate use of, or belief in, patent medicines, I can conscientiously recommend Zam-Buk."

Zam-Buk is used by the world's foremost athletes. Why not give it a trial. Price 50c. per box, at all drugists and stores. Zam-Buk is also best for eczema, cuts, sores, bruises, ulcers, piles, and all skin injuries and diseases.

ed from Lt. Col. Rees by the S. A. Headquarters this a.m.

Commissioner and Mrs. Rees and three children, Col. and Mrs. Maidment, Brigadier Potter, Brigadier Walker, Major Creighton and wife, Major Findlay and wife, Major Simcoe, Staff Capt. Arthur Morris and wife, Adj. Beckstead, Adj. and Mrs. Stitt, Adj. Haragan, Staff Capt. Emma Hayes and others all lost. Mrs. Stitt is a daughter of Treas. Coe of No. 2 Corps. Only nine officers saved as follows:—

Major Turpin, Major Atwell and wife, Major Frank Morris, Staff Capt. McAmmond, Ensign Pugmire and others.

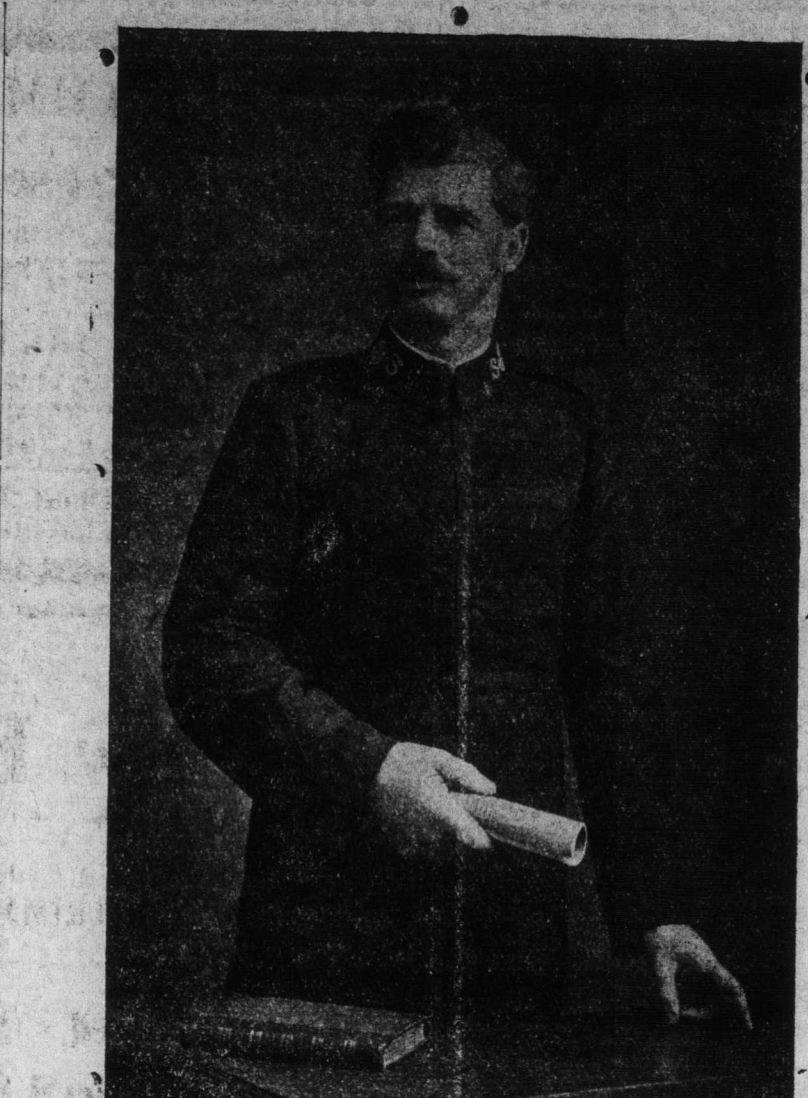
MISSING PASSAGE.

Mr. Gilbert Best, of the S. A. Band, Toronto, was reported to be on the ship, but upon enquiries made by his father Mr. George Best, of this city, it was learned that he had intended to take passage by the steamer but failed to make connection.

This circumstance is rather fortunate for the man's relatives and friends who were filled with anxiety until the foregoing news was received.

Thrilling Story by Capt. Morris, S.A.

QUEBEC, To-day. Captain Kendall was somewhat injured, but not seriously. From all accounts, he behaved like a true British sailor. While his ship stood under his feet, while the collier Storstad's stem was stuck to have requested him to keep going ahead, so that his stem would plug the hole in the Empress' starboard side, but the Storstad dropped back and the Empress filled and foundered. "How did it happen?" was asked Capt. Morris, one of the few of the Salvation Army party to escape. "That I cannot tell you; I was lying awake in my berth. At that time I heard whistles sounding, but I did not think anything of that. There was a curious scraping, grating noise. There was not an impact and I did not experience any shock, but even my untrained ears told me that some



LIEUT. COLONEL MAIDMENT.

dreadful thing had happened. I jumped out of my berth and ran out. As I did so I felt the deck tilt and list and a great deal more perceptibly as I ran up the companionway. When I reached the deck I saw another steamer backing off. People were pouring up from below. I ran back to my cabin, pulled on my trousers and a light pair of shoes and ran back again. People were struggling up. It was a very difficult climb up. When I ran down I passed Commissioner Rees, who was supporting his wife, to bring her above. "What is wrong?" he whispered, which was then something very serious. I whispered back. When I reached the deck a second time there was a great tilt to it, and people were clamoring to the upper side in their effort to get further away from the water. I went up to the upper rail and as I reached it, the boat quietly rolled over the rest of the way, and lying on her side, sank. I was carried down with it and was shot up again, how I cannot tell. As I arose I was struck several times by bodies and was again pulled down, but I came up again; then I was in smoother water and I struck out for the steamer, which was then standing by some distance away. I am a strong swimmer and I got along without any trouble. When I was two-thirds of the way across, I came to a piece of wreckage on which were two other men, and I laid hold. It was sufficient to support three of us. A little while later we were picked up by a boat from the other steamer. Captain Morris suffered severely by the disaster, his brother and the latter's wife being carried down when the Empress sank. Mr. Morris told how Major Atwell had helped his wife from the cabin and brought her to the deck. They clung to the slanting deck, and were a life boat that lay there, a useless mockery. He reached in and found a lifebelt, a strap was broken. Perhaps some one had thrown it aside as useless, yet he managed to secure it on a woman and they plunged into the water. Both were saved. I heard people moaning and some were crying, but they were wonderfully quiet, said Capt. Morris. None of these people appeared to realize the extent of the tragedy through which they had passed. The terrible aspect of it had not yet struck home. It was all too recent, but could you have seen the awful sight on the pier there, the extent of the tragedy would strike you. The dead were stretched out in gheds, one so thickly filled with bodies that it was impossible to take a step without touching one of the still cold things. It was not through any disrespect that this was done because there was but little space and there were so many bodies. The scene in Halifax when the victims of the Titanic were brought in to port was a sad one, but the sight at Rimouski far surpassed that; horror after horror startled one. Here a mother gazed open-eyed in amazement. It was a strange sight to see

many of these dead staring with open eyes, some gave evidence of the horror they had gazed on, but most of them seemed puzzled rather than frightened as if it all happened so quickly that there was but little time in which for fear to enter. A mother held her little girl tightly clasped to her breast, as though she had given her last in an effort to save her, a futile effort. Around the tot's neck was a little chain of gold, carrying a tiny cold cross. A graphic description of the scene on the Empress after the collision, was given by Dr. J. F. Grant, Surgeon on the Empress of Ireland: "I was in my cabin and heard nothing until the boat listed so badly that I tumbled out of my berth. I tried to turn on the light, but there was no power. I tried to find the door bolt, but the list was so strong that it took me a considerable time to open the door. When I reached the alleyway it was so steep, due to the way the ship was tilted, that my efforts to climb up were rendered impossible. I then scrambled up and stuck my head through the port hole, but was unable to get my shoulders through it. At that time the ship was lying almost flat in the water on her starboard side, and a passenger who was standing on the plated side of the ship, finally managed to pull me through the port hole. About one hundred passengers were standing on the side of the ship at the time, and a moment after I had joined them the ship took another list and plunged to the bottom. I next found myself in the water and swam towards the lights of the steamer Storstad, when nearly exhausted from struggling. Among the passengers were Lawrence Irving, English actor and Co. Dr. Alex. Lindsay, Halifax, Commissioner Rees, Salvation Army and a number of other officers going to London to attend the Convention, Sir Henry Seton Kerr, London, all of whom were lost."

MESSAGE OF SYMPATHY. TELEGRAMS.

To Governor General Ottawa, (sent 29 May, 1914.) Colony deeply grieved by terrible disaster and loss of life in the sinking of the Empress of Ireland. On behalf of the people of Newfoundland Ministers unite with me in respectfully tendering to Your Royal Highness assurance of our profound sorrow and our heartfelt sympathy with the bereaved.

HORWOOD,
Administrator.

From Governor General, (reached 30 May, 1914.) All here in Canada deeply appreciate sympathy of Government and people of Newfoundland.

ARTHUR.

OPENING ANNOUNCEMENT!

We beg to announce to our friends and the public generally that our new and up-to-date Men's Furnishing Store in Smyth Building, corner of Water Street and Beck's Cove, is now open under the management of

MR. GEORGE F. KEARNEY.

Our stock is replete with the latest and best in Men's Wear, viz:

COLLARS, TIES, SHIRTS, HOSIERY, HATS, CAPS, Etc.

Our specialty being

Ties of Superior Quality and Exclusive Design.

Our goods have been personally selected from ENGLISH and AMERICAN MARKETS with a view to pleasing the most fastidious tastes.

Our motto is:

ORIGINALITY and EXCELLENCE combined with MODERATE PRICES.

We respectfully solicit a share of your valued patronage and cordially invite inspection of our stock.

SMYTH & COMPANY,
(Smyth Building).

Corner Water St. and Beck's Cove.
Phone 726. P. O. Box 701.

SUMMER
1914.

SUMMER
1914.

CUSTOM TAILORING DEPARTMENT

Meets the wishes of hundreds of men, young and old, who are particular about the fit and character of their clothing, but who do not wish to be extravagant in the prices they pay for good work.

Our Tailoring is done by expert workers who can command the highest labor prices. Every detail in Measurement, Cutting, Fitting and Finishing of the Clothing is done with care and skill.

Every season we satisfy an ever-increasing number of men who are particularly gratified at the low prices charged.

SUITS - - - - - \$14.40 to \$24.00
to measure

**Newly Opened. A good selection
of Fine Tweeds and Serges**

OVERCOATS - - - - - \$13.50 to \$26.00
to measure

**Out of town Customers: Send for samples and
self-measuring cards**

PANTS - - - - - \$3.25 to \$6.00
to measure

The ROYAL STORES, Ltd.

Stop Off Right Here

AT

BOWRING'S

TO SEE THE

Ladies' and Misses'

Mackintoshes

and

Raglans.

Newest Shades and Designs to
Choose from.

Prices ranging from

\$3.00 up to 10.00 & 12.00.

DON'T BE WITHOUT ONE.



BOWRING BROTHERS, Limited.

While referring a few days ago to the author of those anonymous letters recently received by a number of prominent citizens, the title civic official was, owing to an inadvertence on the part of our informant, put on Governor to be still "hale and hearty," is a brass buttoned eccentric, who is reputed to be still "stale and hearty," and one who enjoys the questionable distinction of being the recognized local authority on domestic back-ties.

BOWRING'S SHIPS.
The Prospero left Bonavista at 9.20 a.m. to-day.
The Portia left Burin at 8.50 a.m. to-day.

BACK FROM GRAND BANKS.—McDonald's banking schooner from the Grand Banks reported the Bonnie Lass and Teresa M. Gray with 190 and 60 quintals of codfish, respectively.

Mrs. Gordon Lester will see Teas and Refreshments at residence, Mount Pearl, on holidays, half-holidays and Saturdays. Ten minutes' walk from Bowring Park; five minutes' walk from Mount Pearl Station.
may 30, 11