

WEATHER: FAIR

Vol. XXIX, No. 21

The Journal of Commerce

THE BUSINESS MAN'S DAILY

MONTREAL, FRIDAY, MAY 29, 1914.

TWO CENTS

GREATER MONTREAL Municipal Debentures N. B. STARK & Co.

OUR INVESTMENT SERVICE IS ALWAYS AT YOUR COMMAND EASTERN SECURITIES CO., Limited

MUNICIPAL AND SCHOOL DEBENTURES

W. Graham Browne & Company 222 St. James Street, MONTREAL

THE MOLSONS BANK Incorporated 1855 Capital Paid Up - \$4,000,000 Reserve Fund - \$4,000,000

BESIEGE LONDON OFFICE

Frankie Crowd Block Traffic in Front of C. P. R. Headquarters.

Liverpool, May 29.—The offices of the C. P. R. here to-day were besieged by crowds of weeping men and women, relatives and friends of the crew of the Empress of Ireland, reported sunk at Father Point.

Scenes in Liverpool.

MUST PAY UP NOW.

FIRST LAST and ALWAYS Remember MARCONI

Via MARCONI AND SAVE 40 Per Cent. ON YOUR CABLE BILLS

SMOKE VAFIADIS Celebrated Egyptian Cigarettes

113 SAVED ONLY 400 REPORTED SAFE OF EMPRESS' PASSENGERS AND CREW TOTALLING 1422

The following is the official list of the known rescued, published at 3.30 p.m. Fuller reports are yet to be received. The total number included in this list aggregates 113.

- B.—Blyth, Miss; Boile, R.; Bantala; Brown, Wm.; Burt, C.L.; Byrne, John; Backford, Miss; Brennan, R.; Burouso, W.T.; Banfort, Marconi Operator.

C.—Camepa, Court, Miss; Coppin, George; Colbach, A.; Coombes, C.; Pantyman, Clendon, Clark, Charles.

D.—Davis, W.; Toronto; Duckworth, M.D.; Dandy, J. P.; Manitoba; Donovan, G.; Doris, John; Davies, Peter; Davies, John; Darcy, Doolin.

E.—Eringer, Wm.; Elgibah, A.; Evanson, Arthur; Ellis, Alec; Elliott, A.; Baker.

F.—Faverstone, Mrs.; Fedor, Elair; Roy; Front; Fitzpatrick, John; Fenday; Arthur; Fenton, Manchester; Fugemp, William; Foster; Ferguson, A. C.

G.—Gray, A.; Grey, Gibson, John; Greverl, Alec; Gard, J.; Gaude, A. W.; chief steward; Gratwick, Grant, Dr. J. F., ship's surgeon.

H.—Hayes, First Asst. Purser; Henderson, G.; Montreal; Hughes; Henralin, W.; Hobinski, C.; Holm, S. F.; bugler; Hampter, W.; Holler, W.; Holt, R., steward; Hughes, Hugh; Harbanan; Haron, P.

I.—J. Johnston.

L.—Lyon, Chona; Lee, Miss; Lowler, Herbert; Lomax; Laski, K.

M.—Measura, Wm., Salvation Army Bandsman; More; Maito; Metcalf, G. J.; McCono, J.; McDonald, C. P.; McWilliams, H.; McDougall, G.; MacDonnell; McCurdy, Thomas; Malto; Moreland; Murphy, O. S.

N.—Noscak; Novek.

O.—Owen, W. T.

Q.—Quinn.

R.—Rienlento; Rin, John; Roberts, W.; Rowen, William, steward; Remaruk, John; Renne; Rudley, A.; Bosnus Mate; Reginald, A.

S.—Starr, Baker; Smith, C. H.; Smith H. H.; Samuelsen, C.; Shannon, E.; Sims, John; Spencer, C. S.; Sims, Jubiner; Simmonds, Mrs. R.; London; Speddon; Sam; (Cyclist Engineer); Swan, (Q.M.); Sapeke; Sayio, J.; Saveln.

T.—Tack; Thorne; Tiddell.

V.—Vell, J. (Boy).

W.—Wallacki, Weyke, Williams, O.; White, J. B.; Weinrauch, Mrs. E.; Montreal; White, Steward; Williams, J. Z.—Zuh, H.

Eureka and Lady Evelyn Still Searching River for Survivors Who are Thought to Have Escaped in Lifeboats-- Loss Probably Greatest in History of the St. Lawrence Route--President Issues Official Statement



EMPRESS OF IRELAND BESIEGE LONDON OFFICE

Up till an early hour this afternoon there was no definite news as to the number of persons lost in the Empress disaster this morning. It is known that there were four hundred survivors landed at Rimouski and it is presumed that some of the balance of 1,022 are still in lifeboats and are being sought by the Lady Evelyn and the Eureka. No report has yet been received of the second trip made by these boats and until such a report is made it will be impossible to determine how many have been rescued.

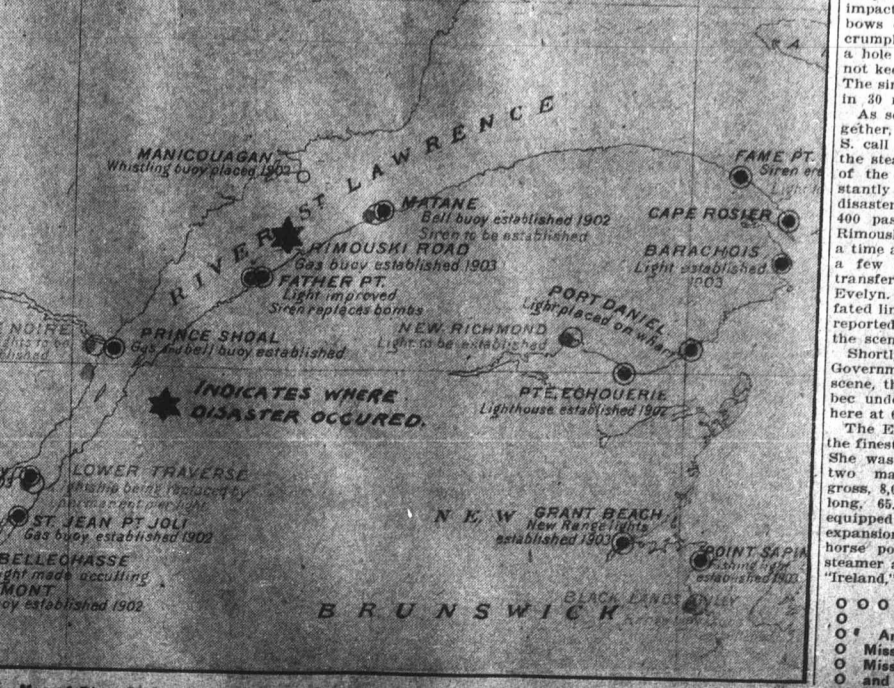
Although no official message had been received by the C. P. R., it was learned early this afternoon that Mr. and Mrs. C. D. Tylee, of Montreal, had sent a telegram to their friends in the city stating that they had been rescued from the sinking ship and safely landed together with a large number of other passengers.

Mr. Tylee is a real-estate broker with offices in the C. P. R. Telegraph building.

The first intimation of the disaster received by the C. P. R. came at 7 o'clock this morning in a wireless message to Captain J. T. Walsh, Marine Superintendent of the Canadian Pacific Railway Steamship Lines. The wire read as follows:

"Stopped in dense fog and struck amidships by collier Storstad. Ship gone."

(Signed) KENDALL. Following the master's communication to the Marine Superintendent, came the information from Father Point Signal Station that an "S. O. S." call from the Empress of Ireland had been received and that the mail and pilot tenders Eureka and Lady Evelyn had been dispatched to the scene of the disaster—20 miles to the eastward of Father Point. The two rescue steamers arrived in the vicinity at daylight.



Map of River St. Lawrence showing where the disaster occurred—20 miles east of Father Point.

The Canadian Bank of Commerce

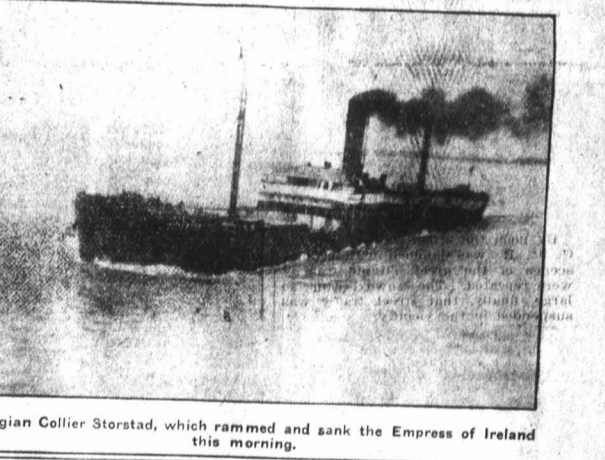
Head Office--TORONTO Paid Up Capital - \$15,000,000 Rest - 13,500,000

Board of Directors: SIR EDMUND WALKER, C.V.O., LL.D., D.C.L., President. Z. A. LASH, Esq., K.C., LL.D., Vice-President.

With Branches throughout Canada and in the United States, England and Mexico, and Agents and Correspondents throughout the world, this Bank offers unsurpassed facilities for the transaction of every kind of banking business in Canada or in foreign countries.

Collections Effected Promptly and at Reasonable Rates

The Crown Trust Company 145 St. James Street - Montreal Paid-up Capital - \$500,000.00 A trust company for the public's service, able and willing to act in any approved trust capacity. Enquiries invited. Irving P. Rexford - Manager



Norwegian Collier Storstad, which rammed and sank the Empress of Ireland this morning.

RAMMED BY COLLIER The Storstad, the Dominion Coal Company's collier, is not owned but is chartered by this company. She is a new boat, this being her first season with the company. In command of Capt. T. H. Anderson, there is a crew of 38 men, all Norwegians. The Storstad is an 11,000-ton steamer, 440 feet long, 58 feet beam. She is worth approximately \$400,000, and carried a full cargo of coal worth \$40,000, bound from Sydney to Montreal.

THE MONETARY LOSS. The loss of ship and cargo will aggregate well over two million dollars. The Empress was worth a little less than two millions and the cargo, about a quarter of a million. About a hundred companies are concerned. The loss of the Western Assurance Company will be \$12,900. This was the only company from whom definite figures could be obtained.

DR. GRANT ON BOARD. Among those who have not yet been reported as saved is the ship's surgeon, Dr. J. F. Grant. Dr. Grant is a young man of about 27 years of age and has since receiving his degree from McGill University in June, 1912, been acting as one of the house surgeons of the Montreal General Hospital.

Returns for Passengers. It was announced at the offices of the C. P. R. Steamship Co. at 9 o'clock that the surviving passengers of the Empress of Ireland would be transferred to one of the Allan liners, probably the Albatross, and taken to their original destinations.

The Albatross was 350 miles east of Rimouski at 9 a.m. to-day, outward bound.

press of Britain, had accommodation for 300 stowmen, 350 second-class, and 1,000 third-class passengers. Both steamers were built on the Clyde at Govan and launched in 1905.

The Storstad is a steel steamer of 11,000 tons, owned in Norway and under charter to the Dominion Coal Co. for the transportation of coal between Cape Breton and Quebec and Montreal.

The Empress of Ireland was commanded by Lieutenant Kendall, R.N.R., and carried a crew of 432.

Among the Montrealers on board are Mr. and Mrs. A. E. Barlow, Miss Wanda Grathew, L. A. Gosselin, W. Hirschinger, Lionel Kent, Miss Grace Kohl, Mr. and Mrs. H. Lyman, F. J. Rutherford, Mr. O. and Mrs. C. D. Tylee, J. D. Taylor, and Miss H. Taylor.