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850 LIVES PERISHED ON GIPBLINER TODAY

Terrible Nature of Big Marine Disaster is Disclosed Fully in Late Despatches From Toronto--Uncertainty at Headquarters as to What Has Really Happened--Awful Toll of Accident is Certain--Company Officials Doing All in Their to Get Correct Account of the Sad Affair.

TORONTO, May 29.—The latest estimate of the loss of life on the Empress of Ireland disaster is 850.

It is the theory that when the Storstad rammed the Empress the latter's engineroom was cut in two and all the machinery immediately put out of commission. The vessel was plunged in darkness instantly and quickly filled with steam. The passengers were pitched out of their bunks owing to the terrific impact, and in the darkness and strangeness of their surroundings few were able to find their way on deck before the ill-fated steamer went to the bottom. She is reported to have sunk within ten minutes.

MONTREAL, May 29.-While no official statement in regard to the number of lost in the Empress of Ireland disaster near Father Point was forthcoming up to noon to-day, it was computed that nearly one thousand people went down in her after the collision with the Storstad. A number of survivors, variously estimated at between 150 and 400, were landed at Rimouski by the rescue ships Lady Evelyn and Eureka, according to press messages received here, while another 350 are reported to be on the Storstad, now steaming slowly with a battered stem, received when she struck the Empress amidships, to Que-bes, which pertodic is expected to together there were 1367 people on board the liner, according to C. P. R. figures issued this morn-

Messages received here from Rimouski stated that all the passengers were saved, but no reliable authority could be found to confirm this, the C. P. R. being without a definite statement in regard to the loss caused by the sinking of the vessel.

The only really definit: news that had reached here up to noon showed that the vessel was very badly injured amidships, and that she began to sink immediately the Storstad drew away from her. The water appears to have rushed into the gaping wound in her hull in such volumes as to cause her to list immediately and badly, so badly that difficulty was found in get-ting out the boats. The passengers were in bed at the time of the disaster, which happened at 1.45 and this, added to the trouble with the boats, added to the terrible confusion that ensued as the Empress began to get lower in the water. The wireless, which was able to convey the tragedy

assistance, soon failed, though it was responsible for the despatch of the Lady Evelyn and Eureka, Government ships, which fortunately were ready with steam up as they had conveyed the mails to the Empress only a short time before. When these boats got there the ship had gone down, but a dozen boats were in the vicinity of the wreckage left by the sinking vessel and they promptly picked up the survivors and cruised around for those in the water. Most of those taken to Rimouski were apparently members of the crew and second-class passengers, according to the partial lists of survivors that have reached here, and it is possible that when the list of names of those on board the Storstad is available many of the well-known people from Toronto and Montreal, as well as the Salvation Army delegation from Canada to the London conference and the well-known actor, son of the late Sir Henry Irving, Laurence Irving, and his wife, who were on

board the ship, may be in it. Some idea of the terrible excitement that existed on board the ship as she started to sink is found in the story related of an Ottawa passenger, J. W. Black, who did not wait for the boats, but jumped with his wife into the river and kept afloat until picked

The Empress of Ireland was valued at \$2,000,000, and with her cargo of a value of \$250,000 was fully insured.

At low tide this morning the top of the funnels of the Empress of Ireland could be seen. She is lying right in the channel. It is thought here by navigators that it may be possible to raise her. At present the wreck is a menace to navigation.

SANK IN 14 MINUTES. "The vessel settled down in 14

minutes. The accident occurred at a time when the passengers were in bed, and the interval before the ship went down was not sufficient to enable the officers to arouse the passengers and get them into the boats, of which there was sufficient to accommodate a very much larger number of people than those on board, including the passengers and the

"That such an accident should be possible in the St. Lawrence and to a vessel the class of Empress of Ireland with every possible precaution taken by the owners to ensure safety for the passengers and the vessel, is de-plorable. The saddest feature of the disaster is, of course, the great loss of life, and the heartfelt sympathy of everybody connected with the company goes out to the relatives and friends of those who met death in the ill-fated steam-

Shaughnessy's Statement.

Sir Thomas Shaughnessy, president of the C. P. R issued the following statement regarding the loss of the Empress of Ireland: "The catastrophe, because of the great loss of life, is the most serious in the history of the St. Law-

'Owing to the distance of nearest telegraph or telephone stations from the scene of the wreck there is an unavoidable delay in securing official details, but we expected a report from Captain Kendall in the course of the af-

"From the facts as we have them, it is apparent that about two o'clock this morning the Empress of Ireland when stopped in a dense fog was rammed on the portside by the Norwegian Collier Storsted in such a manner as to tear the ship from the middle to the screw, thus making the watertight bulkheads with which she was provided, useless."

Many Brantford People

HERBERT LAWLOR, Rawdon Street

MRS. LENA WHITE, Chatham Street.

MRS. HOBBS and daughter, Emily Street

MRS. LONGLEY and child, Park Avenue

MRS. STEELE and two children, Alonzo Street

MRS. HOWELL and 10-year-old son, Tutela P.O.

PHILIP LAWLOR

MRS. GRIFFIN

HILDA TARRY

ALBERT TARRY

LORAIN LONGLEY

MRS. ANNIE TARRY

MRS. PHILIP LAWLOR

MISS STEELE, Thurza Street

MISS I. BLACKHURST, Paris.

JAMES FAULKNER and wife.

And Little Tots on Board

Storstad Did Not Rescue Many People-Indescribable Was the Condition In Which Survivors Were Picked Up.

[By Special Wire to The Courier] RIMOUSKI, May 29—The following description of the arrival here of the survivors, wounded and dead from the Empress of Ireland is given by J. McWilliams, chief operator of the telegraph station at Father Point:

"When daylight broke by the aid of our telescopes, we saw the government steamers picking up the survivors from nine lifeboats, while the Storstad was also pick-

ing up the people from the water. The Eureka was the first to arrive here and she had thirty-two survivors and several bodies. also had a number of wounded. The scene on the Eureka was most distressing. Mr. Webber of Montreal, C. P. R. passenger agent, who had only got off the ship a short while, took charge of the handling of the survivors and wounded. He at once telephoned for medical assistance, and ordered that all

would be paid for by the C. P. R. Among the survivors on the Lady Evelyn, which came in shortly afterwards, was Captain Kendall, who had been picked up while clinging to some wreckage

by a lifeboat. Most of the survivors were almost naked, and suffered acutely, as there had been a frost dur-

ing the night. The Storstad came in after a while and disembarked the few passengers she had saved and

FAR ON THE LIST OF SURVIVORS

telegrams and cables to relatives

urvivors at Rimouski:

They are fines on board beseiged the C. P. R. colliers and all the newspaper offices and newspaper offices and newspaper offices and newspaper offices and newspaper offices. The newspape

RIMOUSKI, May 29—Mr. Danfort, Haas, assistant purser.

Marconi operator of the Eureka, reOnly one woman, Mrs. Simon, is Miss Frieda and Herman Krause, Monday they were not sure whether they would be ready to catch the ports the following incomplete list of they among those picked up by the Eureka, Rochester, Minn.; Miss A. Liston, among those picked up by the Eureka, Rochester, Minn.; Miss A. Liston, The greater number are members of London, England; A. Matier, Indian-- Perkinson; R. Holt, bedroom the crew and third class passengers. apolis; Mrs. W. Mounsey, Chicago

— Perkinson; R. Holt, bedroom steward; W. Rowan, steward; Alex. Radley, Coombs, pantifyman; A. Reginald, Moreland, White, Grey; James Williams, assistant steward; E. Bosch, Rochester, Minn.: Alex. Bunth-light below C. Forger, A. Flight below C. Forger, Bosch, Rochester, Minn.: Alex. Bunth-light and Mrs. S. Richards, Terre Haute, Wis.; Mrs. Eva Searle, Seattle; Reg-

Twenty Brantford Lives On Board The Stricken Ship

Heart Rending Scenes Enacted at Telegraph Offices To-day.

Heart rending scenes were enacted at the telegraph offices this morning by relatives of Brantford people on board the sunken ship, Empress of Ireland. Never has Brantford been more keenly wrought up over any marine dis-Brantfordites, including men, women and children, were known to be in jeopardy when the first news of the disaster flashed across the wire this morning. The C. P. R. telegraph office was be-

Young men and old, with trembling lips and in great distress of mind begged for details. "Have you any names of those

Can't you tell me something: My mother and sister are on

With tears in his eyes an employee of the Cockshutt Plow Co., left his work and hastened to this office. His wife and ten year old son were on board. In all cases the reply had to be

given that there was a paucity of news, until later in the morning a despatch come through, which however, was not believed in Montreal, that all had been saved. Against this was pointed the terrible brevity in which the ship sank, ten minutes, for 1640 souls to leave, and the reports of Marconi operators on the scene were of a distressing nature.

Adjutant Hargrove of the Salvation Army was among the first to call at The Courier office, as several of his people sailed on the Empress of Ireland, along with the Canadian contingent. The the Canadian contingent .. Adjutant was greatly affected by the news.

As each hour passed this morning the grief of those who may have lost their dear ones, was most intense. Particularly was this so with James Steele, motorman of the work car of the Grand Valley, who is held in great esteem by his fellow employes. Steele did not arrive in the city from near Galt until noon, when he was first apprised of the dreadful accident. His wife, two children and his sister, sailed on the Empress of Ireland, and when informed of the tragedy

the poor man was almost frantic with grief. The suspense of the situation was terrible. He proposes to leave to-night for Que-

Samuel Howell also called at the Courier office, stricken with grief and fear at the possible fate of his wife and 10 year old son. The son of Mrs. Hobb, who with daughter, sailed on the ill-fated boat, also came seeking some particulars.

The wires between Rimouski and Montreal are apparently choked with inquiries, and this made the situation more distress-

Continued on Page Three

to Father's Point and to ask for

Greater Sensation Than the Titanic. That Caused by the Titanic Disaster

[By Special Wire to The Courier] TORONTO, May 29. - Not since the Titanic disaster has this city bean eggered as it was early this mornng when the news reached here that the Empress of Ireland had been

Hundreds of Toronto people are ffected directly and indirectly. Extra editions of the morning and ning papers were soon on the reets, and these were eagerly rought up, hastily scanning the heagre details of the appalling dis-ister, the friends and relatives of

Dodd and wife, who were making their honeymoon trip. E. P. Gray, one of the bandsmen, is an artist employed on the Toronto Star. He was to have ben married in a few weeks and left his finance in Toronto. On account of the large number of

1030 Still Unaccounted

OTTAWA, Ont., May 29- A message to the Marine Department here from its agent, Mc-Williams, at Father Point, says 387 were saved and taken to Rimouski, It is not certain whether this number includes those on board the Storstad, but it is believed that it does not. If the marine department figures are correct it leaves a total of 1030 unaccounted for.

on account of the large number of passengers from Toronto and Western Ontario, the wieck has caused a Were To Have Sailed but Unable To Do So At Last Minute

> There are two Brantford ladies who onsider themselves most fortunate in ot sailing on the ill-fated Empress f Ireland, as they first intended. They are Mrs. Clark and Mrs. Freenan, two English ladies, who bought ickets last Saturday from Mr. T. Nelson and booked their passage. On boat, and on Tuesday night they can-celled their booking on the Empress and took passage on the Teutonic, the White Star liner, which sails from Montreal to-morrow. Both Mrs. Freeman and Mrs. Clark left last night