

OVER A THOUSAND LOST WHEN THE EMPRESS OF IRELAND WENT DOWN

STATEMENT GIVEN
OUT BY PRESIDENT
OF CANADIAN PACIFIC

Montreal, May 29.—At 1.30 this afternoon Sir Thomas Shaughnessy gave out the following statement relative to the disaster which has been the entire topic of the street today:

"The catastrophe, because of the great loss of life, is the most serious in the history of the St. Lawrence route. Owing to the distance to the nearest telegraph or telephone station from the scene of the wreck, there is unavoidable delay in securing official details, but we expect a report from Captain Kendall in the course of the afternoon. From the facts as we have them, it appears that about 2 o'clock this morning the Empress of Ireland went off Rimouski, stopped in a dense fog, was rammed on the port side by the Norwegian collier Storstad in such a manner as to tear the ship from the middle to the screws thus making the watertight bulkhead, with which she was provided, useless.

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

"That should an accident be possible on the St. Lawrence to a vessel of the class of the Empress of Ireland and with every precaution taken by the officers to ensure the safety of the passengers and the vessel, is deplorable. The saddest feature of the disaster is, of course, the great loss of life, and the heart-felt sympathy of everybody connected with the company goes out to the relatives and friends of all those who met death in the ill-fated steamship."

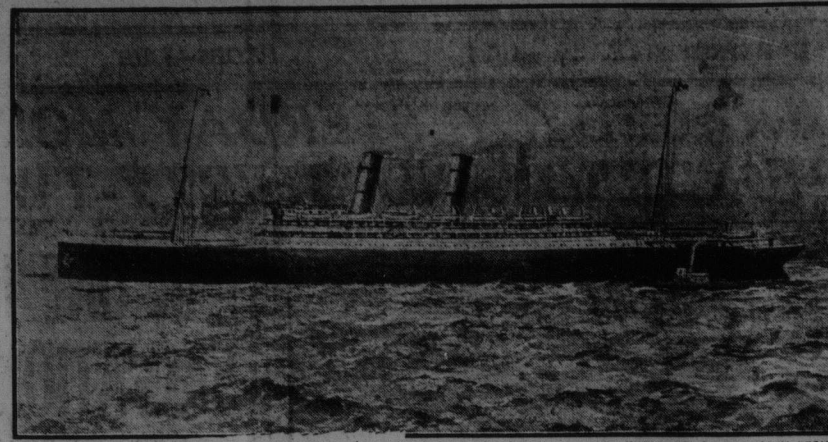
Second Cabin.
J. W. Black, Ottawa; Mrs. J. W. Black, Ottawa; Miss E. Court, Liverpool; J. F. Deane, Toronto; Mrs. William Davies, Toronto; J. Ersinger, Winnipeg; J. W. Langley, Vancouver; Miss M. E. Langley, Vancouver; E. Law, Calgary; Mrs. E. Law, Calgary; Master Law, Calgary; J. Lennon, Winnipeg; Miss A. Liston, London; Eng. A. McAlpine, Montreal; A. Matier, Indianapolis; Mrs. Charles Moir, Toronto; J. Morgan, Winnipeg; William Morgan, St. John; Mrs. Reginald Simmonds, London; Eng. B. Weinrauch, Montreal.

Some of Those in Crew Saved.
The despatches from Quebec carry a list of the members of the crew saved. There is no word of Hamilton, the St. John man, among the number of survivors. Space will not permit of the publication of the full list but among the officers and better known members of the crew saved are the following: Captain Kendall, Rowland Ferguson, chief Marconi operator; C. Burns, steward; F. Strague, boatswain; J. Robert, engineer; E. Bamford, junior Marconi operator; J. Sharkey, third cook; Thomas Williams, chief second class steward; N. Wakeford, assistant purser; A. Grant, electrician; J. King, William A. Adam and R. McKay, engineers; F. Norman, handmaster; B. Davidson, storekeeper; Robert Sander, master at arms; James McCoy, storekeeper; E. H. Swan, tenth engineer; O. Fife, officer; Mrs. Hollis, the only stewardess; Ed. E. Mathews, chief cook; W. G. Aude, chief steward; D. Buckworth, electrician; Johnson, chief engineer; James McEwan, fourth engineer; R. Little, third engineer; E. S. Hodgson, officers' steward; A. E. Smith, engineer; T. K. MacDonald, extra fourth engineer; J. A. Duggan, assistant printer; — Braithwaite, second baker; — Meade, junior third engineer; Robert Brennan, junior second engineer; A. Johnson, eighth engineer; J. D. White, seventh engineer; M. Blasburg, barber, and other stewards, sailors, trimmers, firemen, greasers and able bodied seamen. Two hundred and thirty-seven of the crew were rescued.

MISSING IN FIRST AND SECOND CABIN LISTS

First Cabin
F. E. Abbot, J. R. Abercrombie, Vancouver; J. P. Adie, Mrs. Adie, Birmingham; A. B. Anderson, London; P. C. Ayer, Manchester; A. E. Barlow, Mrs. Barlow, Montreal; Mrs. Harriet Bennett, Nassau, N. P.; Mrs. W. R. Bloomfield, L. Col. W. R. Bloomfield, Auckland, N. Z.; A. G. Brandon, Manchester; A. J. Burrows, Harwood Cash, Mrs. Nottingham Cash; J. J. Carley, Hamilton; Mrs. C. P. Cay Golden, B. C.; Miss Wanda Crathern, Montreal; Mrs. F. W. Cullen, Miss Maud Cullen; Master Cullen, Toronto; R. A. Cunningham, Winnipeg; M. D. A. Darling, Mrs. F. H. Dunlevy, Denver; Cox-Edwards, Tokohama; Miss Doris Gault, Birmingham; F. P. Godson, Kingston; Charles Goldthorpe, Bradford, England; W. D. Graham, Mrs. Graham, Hong Kong; Mrs. D. T. Hall, Vancouver; W. H. Hamilton, Montreal; Mrs. C. Holloway, Quebec; F. W. Howe, Birmingham; L. A. Hyman, Montreal; S. A. Irvine, sister, son of late Sir Henry Irvine, London; Mrs. Laurence Irving, (Mabel

S. S. EMPRESS OF IRELAND



Ill-starred C. P. R. mail steamer which sank in the St. Lawrence River, carrying 934 souls to a watery grave.

Hackney; David Frederick Johnson, Lionel Kent, Dr. Alex. Lindsays, Halifax; C. B. Lyon, Vancouver; H. H. Lyman, Mrs. Lyman, Montreal; A. Hearst, Birmingham.
A. G. Maginis, director of Messrs. Mappin & Webb, jewelers, London; C. Malloch, Laidon, B. C.; J. G. Marks, Mrs. Marks, Suva, Fiji; Mrs. Miller, St. Catharines, Ont.; A. E. Mullins, London; Miss E. Mullins, London; H. O'Hara, Toronto; W. L. Palmer, on staff of London Financial News, London; Mrs. W. L. Palmer, London; Mrs. H. W. Price, New Zealand; F. J. Rutherford, Montreal; Sir Henry Seton-Kerr, London; E. Seybold, Mrs. Seybold; G. B. Smart, Ottawa; Mrs. A. Stork, Toronto; C. G. Tylee, Mrs. Tylee; J. T. Taylor, Miss D. Taylor, Montreal; Miss H. Taylor, Montreal; Miss T. Townsend, New Zealand; A. J. Wakefield, Liverpool; Rev. J. Wallet, London.

Second Cabin.
Miss A. S. M. Assafrey, Winnipeg; Miss M. Atkin, Prince Rupert; Miss D. Bulcomb, Vancouver; Miss Bales, Toronto; Mrs. W. Barbour, Silverton, B. C.; Miss Evelyn Harbour, Silverton, B. C.; Alfred Barker, Saskatchewan; W. Barrie, Silverton, B. C.; Miss Bessie Bawden, Miss Florence Bawden, Hillsboro, Ind.; Miss Mary, Toronto; Edward Beale, London, Ont.; Miss E. Berry, Vancouver, B. C.; Henry Birkett, Carstairs, Alberta; E. Birne, Mrs. Birne, Miss F. Birne, Brisbane, G. D. Bishop, Mrs. G. D. Bishop, Vancouver; Miss L. Blackhurst, Paris, Ont.; Miss E. Boch, R. Boch, Rochester, Minn.; Mrs. F. E. Boynton, St. Thomas, Ont.; O. Brown, Kenora, Ont.; Mrs. C. Buhler, Regina, Sask.; R. B. Bullett, Vancouver; Mrs. C. Burgess, Hamilton, Ont.; Alex. Bunthorne, Santa Barbara, Cal.; A. E. Caughey, Mrs. Caughey, Ottawa.

I. C. R. OPERATOR AT FATHER POINT GOT WIRELESS S.O.S. SIGNAL

Father Point, Que., May 29.—The following interesting story is told by J. McWilliams of Father Point:—"The Empress of Ireland passed and landed her pilot here at 1.30 this morning. There was a haze at the time. At 1.50 a. m. I was awakened by an 'S.O.S.' ring on my door bell and rushing down, was informed by a Marconi operator that the Empress of Ireland was sinking, having been struck by some vessel. In undress I started to help. No other signal could be got from the doomed vessel. She had no time to give another, as she sank ten minutes after being struck. "Mr. Whiteside, manager of the Marconi station, rendered effective service by notifying the government steamer Eureka at Father Point wharf and the Lady Evelyn at Rimouski wharf.

"Captain J. B. Belanger of the Eureka, immediately rushed to the scene, and Captain Poulton, with the Lady Evelyn, followed later, his ship being three miles further away. "Meanwhile daylight broke and early scanning the horizon with a telescope I saw the two government steamers, nine lifeboats and a collier. In the vicinity, going here and there, about 3 a. m. the Eureka arrived at Father Point wharf with 35 survivors and several poor drowned bodies; also several of the survivors who had been injured.

Distressing Scene.
"The scene on the Eureka was most distressing, the survivors walking around their dear shipmates stretched out in their last leap. The Eureka was advised to go to Rimouski wharf with all on board and the C. P. R. agent, Mr. Webber, who was here, having just got off the ill-fated vessel, with the pilot, engaged all the cabs he could find and telephoned for all medical assistance. As the company's agent here, I advised all the survivors that their families would be paid by the C. P. R.

ship, who was picked up by a lifeboat from the wreckage after the ship had gone down. "Most of the survivors were almost naked to the cold morning with the temperature at 25, and white frost on the ground. "At 6.10 the Norwegian collier, Storstad, coal laden from Sydney, N. S., for Montreal, came along slowly, when her bow was seen smashed in. It became known that she was the vessel that had struck the Empress of Ireland and that the Empress was not too much damaged to allow her to proceed to Quebec under her own steam, but before proceeding she landed a few survivors and some dead bodies which were taken off by the steamers Eureka and Lady Evelyn and landed on the Rimouski wharf. "The Empress foundered in a depth of seventeen fathoms, about ten miles below Father Point. There was not sufficient time to launch all the lifeboats. The two Marconi operators were among the saved. Their signaling was the means of very quickly bringing assistance to the victims. "The survivors number 337, and form but a small part of passengers and crew. A thousand are missing. Boats are still searching the locality. (Sigs.) J. McWilliams.

BROTHER-IN-LAW IS AMONG THE MISSING

Staff Captain Arthur Morris, of Salvation Army, loses life, brother is saved

Among those of the Salvation Army known to have been saved are Major Morris, Staff Captain MacAmmond, and Major Turpin. Together with these men in the cabin was Staff Captain Arthur Morris, brother-in-law of Mrs. Major Frank Morris of this city. This Army officer was travelling on the Empress with his wife and the inference which Mrs. Frank Morris draws is that while his companions were rushing to their safety Staff Captain Morris went to the rescue of his wife and in doing so lost his own life. While Mrs. Major Frank Morris of this city, who left her husband at Quebec a hour before the Empress sailed and arrived here from Rimouski at the Maritime Express yesterday morning, is naturally grieved over the shocking disaster she has been greatly consoled by receiving word from her husband that he is among the rescued passengers. In her anxious moments the following telegram was received by her yesterday afternoon: "Montreal, Nov. 29. Mrs. Major Morris, care of Mrs. Bel-Am safe and will wire again. FRANK."

PROFESSOR LINDSAY OF
DALHOUSIE ON EMPRESS.
WAS WELL KNOWN HERE.
St. John students of Dalhousie University, Halifax, as well as other local friends, learned with very keen regret that among the passengers on the C. P. R. steamship Empress of Ireland was Dr. Alex. B. Lindsay, professor of bacteriology and pathology at the University. Dr. Lindsay was on his way to Warwickshire, England to be married. Dr. Lindsay was one of the most popular professors on the University staff, which comprises about a hundred men in all. He was about twenty-eight years of age, and joined Dalhousie staff two years ago. His uncle Dr. A. W. H. Lindsay, was the Dean of the Medical School at Dalhousie, and is one of the most prominent physicians in the province of Nova Scotia.

Dr. Alex. B. Lindsay, B. Sc., M. B., Ch. B., who is believed to have been lost when the Empress went down, was a graduate of Edinburgh University. He was formerly a student at Dalhousie University, and was popular with both professors and students. A Dalhousie student who resides in St. John, said yesterday that Dr. Lindsay was one of the most valuable members of the Dalhousie Faculty. He was also the Provincial Bacteriologist for Nova Scotia.



Captain Kendall of the Empress of Ireland who was picked up by one of the boats floating on a piece of wreckage.

G.T.P. REQUEST CONSIDERED IN CAUCUS

Ottawa, May 29.—The Conservative members were in caucus tonight for several hours upon the proposed guarantee of bonds for the Grand Trunk Pacific Railway Company. The government, it is understood, has been asked to guarantee an issue of the company's bonds to the amount of \$12,000,000. The situation as explained to the caucus was that the Grand Trunk Pacific claimed that the government was bound by its contracts of 1904 to guarantee all bonds necessary to raise three-fourths of the money needed for the construction of the mountain section. The government is of the opinion that no such legal liability exists, but explained that the courts might hold otherwise and under the implementing clause the country might be hereafter called upon to pay the \$12,000,000 in cash.

Few of the members undertook to discuss the legal question involved, but a number of them were opposed to the government giving the guarantee. While no definite decision was announced it is generally understood that the government was assured of the party support in whatever action it might decide upon. There seems to be a general understanding that the company will get the aid requested but under certain conditions including a release of all claims to further government grants under the implementing clause.

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FEAR THAT ONE HUNDRED SALVATIONISTS LOST IN EMPRESS DISASTER

Continued from page 1.
heard a report which had not been verified that Major Moore who was the financial manager of the Metropolis campaign conducted early this year in Saint John was a passenger on the Empress and that he was accompanied by his wife. Both are very well known about the city and if the report that they are missing be correct the news will cause very keen regret to their many friends here. Captain and Mrs. Dodds who were with the party and who are not reported as among the saved were also

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DEATHS.

ALEXANDER—In this city, on May 28th, Agnes, wife of T. A. Alexander, aged 35 years, leaving a husband, one son, mother, and two brothers to mourn. Funeral service at her late residence, 145 Queen street at 3 p. m., on Saturday. Interment at Fernhill cemetery. STARKIE—In this city on the 28th inst., Robert Starkie, aged 81. Funeral from his late residence 28 Stanley street at 2.30 p. m., Saturday, May 30th.

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