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PROBS—FAIR

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DEATH TOLL IN ST. LAWRENCE TRAGEDY YESTERDAY MORNING WILL NUMBER TEN HUNDRED AND THIRTY-TWO PERSONS

MOST OF VICTIMS UNABLE TO ESCAPE, WENT DOWN WITH DOOMED STEAMER

Survivors Reached Quebec Last Night—Stories of Scenes Following Collision Heart-Rending—Hundreds Entrapped, and Unable to Find Way to Safety.

Montreal, May 29.—Out of the doubts and anxieties of the day, which began early this morning with a brief announcement of the terrible disaster to the C. P. R. steamship Empress of Ireland, and ended at a late hour tonight with the first detailed statement of the extent of the disaster, the citizens of Montreal have come to the realization that 1,032 lives have been lost. This is the estimate of the C. P. R. officials in this city. The rescued number 355. The official figures handed out by the C. P. R. tonight are as follows:



Staff Captain and Mrs. McAmmond of the Salvation Army, survivors of the Empress of Ireland disaster.

First class passengers saved, 18; second and third class passengers saved, 131; crew saved, 206—total 355. Number of passengers carried by the Empress of Ireland:—First class, 87; second class, 153; third class, 715; crew, 432—Total, 1,387. Thousands of citizens retired tonight with heavy hearts, after a day of nervous strain, and even yet a full realization of the extent of the calamity seems impossible. The sad news has filtered slowly from Rimouski, and anxiety has been written on many faces in the streets throughout the long hours of waiting. The numerous extra editions of the newspapers have been greedily bought, and the newspaper bulletins have been surrounded by large crowds all day.

The C. P. R. officials and their staffs have been hard at work from early morning until midnight, seemingly doing everything possible to gain information for the people. Even the C. P. R. has found it almost impossible to get anything like a satisfactory account of the calamity.

There has been feverish anxiety on the part of the people, especially those who had friends on the Empress of Ireland, to see the list of the rescued passengers. The C. P. R. handed out a list at 10:30 tonight, showing that 1,032 people had gone down to death, and 355 had been saved, as stated earlier. The personal experiences of many are such as will never be forgotten, the case of Dr. Grant, who was actually pulled through a porthole, as this was almost submerged, and the subsequent heroic deeds performed by him and others in this terrible disaster, will long live in the annals of bravery in marine disasters. The second and third class passengers immediately made comfortable on the Allan liner Albatross, which is lying in an adjoining berth at the breakwater, and the first class and injured passengers transferred in automobiles and other vehicles to the Chateau Frontenac, where a fact that some bread and purses immediately took charge of the injured.

Heart Rending Scene. The scene on the survivors' train from Rimouski to Quebec was most pathetic. On it were three hundred and ninety-six survivors, some bruised and injured, others bowed down in grief over the loss of some dear relative, while all showed marked evidence of the terrible strain which they had undergone.

There was absolutely no distinction of station among those who had fought so hard and helped so heroically against the common fate which awaited them all when the Empress foundered.

It was heartrending to see car after car come up loaded with the survivors. The majority of them were clothed in attire which was furnished them at the Rimouski stores, for when the accident happened it was a general race for life and the fact that the vast majority of the lost are believed to have died in their berths, and that the ship sank fifteen minutes after the crash makes it easy to judge that there was not much time to look for clothing, and apparel had to be provided at Rimouski for those who were saved.

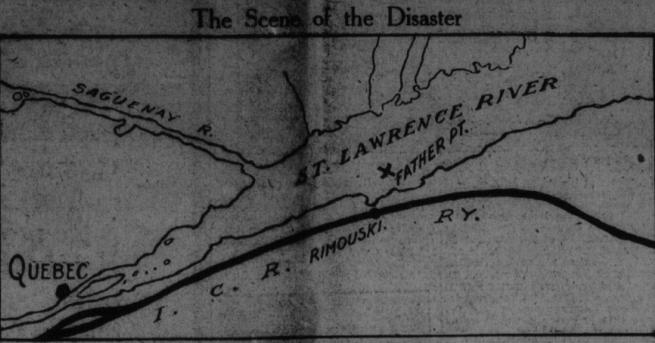
Struggle for Life in Darkness. Stories of the frightful panic which broke out in the darkness as the Albatross and her lights went out of the futile efforts of the crew to lower the boats, which was made impossible by the strong list of the ship and desperate struggle which occurred in the water after the ship gave the last plunge, are told by the survivors, all of whom were witnesses of the disaster which will go down in history as the most appalling in the history of navigation in the St. Lawrence River.

Special praise was given by the passengers to the heroic work of Dr. J. F. Grant of Victoria, B. C., who was ship's surgeon on the Empress. It is estimated that by his coolness and his authority over the survivors he managed to save a large number who were taken out of the water but who would have perished had they not received prompt medical attention.

There was also repeated mention made of the open-hearted hospitality of the French-Canadian people at Rimouski, who deprived themselves of the comforts of their homes in order that they might give every help to the shipwrecked passengers.

Much appreciation was also expressed for the way in which the Intercolonial Railway Company sent down a special relief train this morning, and on instructions from Mr. Gustilous, general manager, did everything that could be done to give relief to the sufferers.

A graphic description of the scene on the Empress after the collision was given to the Quebec Chronicle by Dr. J. F. Grant, the surgeon on the Empress, who described the awful scene as follows: "I was in my cabin and heard nothing until the boat listed so badly that I tumbled out of my berth and rolled under it. I concluded that something had gone wrong and tried to turn on the light, but there was no power."



Map of St. Lawrence River. X shows scene of disaster.

FRANK W. HAMILTON LOST WHEN SHIP WENT DOWN. A telegram which reached The Standard at a quarter to four this morning conveyed information that Frank W. Hamilton of this city and who was one of the assistant purser on the ill-fated Empress of Ireland was lost. The same message also stated that a man named Abbott of Fredericton had been saved and is at Quebec.



Mrs. David Rees, wife of Commissioner Rees, head of the Salvation Army in Canada, both of whom went down with the Empress.

ONLY EIGHT OF 175 ARMY OFFICERS SAVED. At half past three this morning the following telegram was received by Mrs. Cummins from her husband in Montreal. "Out of 175 Salvationists on Empress only eight accounted for as follows: Frank Morris, Atwell and wife, McAmmond, Turpin, Pugmire, Wilson and Spencer. Arthur Morris lost his life trying to save his wife. No hopes for Commissioner Rees, Colonel Maidment and Officers: Walker, Creighton and Finley. Forty officers not accounted for. Commissioner McKie left England for Canada today."

At that time the ship was lying almost flat in the water on her starboard side, and a passenger who was standing on the plate in the side of the ship finally managed to pull me through the porthole. About a 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, and which were exhausted from the struggle and exposure I was picked up by a lifeboat which went on to the scene of the disaster and was loaded with survivors who were pulled out of the water and taken on board the Storstad. Then we were heated and wrapped in blankets, and I was provided with the clothes which I now wear and which enabled me to do what I could to help the survivors, some of whom were in such an exhausted condition that they died."

THE UNOFFICIAL LIST OF THE SURVIVORS. The list of survivors numbers 433, of whom 396 were landed at Quebec last evening about eight o'clock. The other thirty-seven saved were at Rimouski. The official list of the names of the rescued among the first and second cabin passengers and crew is as follows: First Cabin. C. R. Burt, J. Ferguson, Duncan, and women who have spent their lives here. Another member of the party to advance the work of the Army and give a lifting hand to their fellow citizens—have probably been lost in this great disaster. The loss to the Salvation Army is a great one. Few will realize how seriously it will affect the work of the Army, if the news that our leaders in the Dominion be lost is correct.

Early in the afternoon Mrs. Cummins had received a message from her husband that all the Salvation officers on board the Empress had been saved and she was plunged into grief on hearing the later news that they had gone down with the big steamship. Apparently Adjutant Cummins had later advised that the report of the Salvation Army workers having been saved was an incorrect one. The first message read as follows: "Waiting information. All reported saved. They are coming to Montreal by special. Will wife later. Commissioner Rees and Mrs. Rees as well as other prominent officers of the Salvation Army throughout the Dominion of Canada, sailed from Quebec on the Empress of Ireland for Liverpool en route to London, where they planned to attend the convention of members of the Salvation Army from all parts of the world. Such a great congress of army workers is a very rare event and an elaborate programme had been projected for the convention. Many important discussions had been arranged for and the members of the Canadian delegation were to take an active part in the proceedings of the congress.

Well Known Here. Several of the Army officers on board the Empress were personal friends of Adjutant and Mrs. Cummins, while a few were very well known in the city of St. John. Commissioner and Mrs. Rees paid a visit to the local workers in February last when he was on his way to Halifax, from which port he sailed for the Old Country. Adjutant Stitt, who is the assistant to Major Miller, the chief architect of the Salvation Army, at Toronto, was in the city about two weeks ago. His visit was in connection with the rebuilding of the Salvation Army Metropole on Prince William street and he was warmly welcomed by his friends among the army workers in St. John. Adjutant Anna Price, the matron of the Rescue Home at Hamilton, Ont., was a great personal friend of Mrs. Cummins, who along with her husband had been stationed in Hamilton for several years. Brigadier John Walker, the editor of the War Cry, was also aboard the Empress. He was a popular worker and the success of the War Cry is in a great measure due to his energy and ability. Mr. Walker visited this city on several occasions in connection with his work and had many friends

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Adjutant and Mrs. Everette DeBow and child of the Salvation Army. The child is with its grandparents at Walsford. Both father and mother are among the Empress victims.

FEAR ONE HUNDRED SALVATIONISTS LOST IN THE EMPRESS DISASTER

"Prepare for Bad News" Message Sent To Mrs. Cummins by her Husband—Heads of Organization in Canada Lost Lives When Giant Liner Foundered.

"Prepare for bad news. Will give all news in lettergram. Fear one hundred Salvationists lost." Such was the disheartening news received by Mrs. Cummins, wife of Adjutant William Cummins, who is in charge of the Queen Hall, the Salvation Army headquarters on Pitt St. The message reached Mrs. Cummins at 8:30 o'clock last evening while a reporter of The Standard was interviewing her in regard to the disaster. "It is terrible," exclaimed Mrs. Cummins. The most prominent officers of the Salvation Army in Canada—men



Colonel and Mrs. Maidment of the Salvation Army, lost on the Empress of Ireland.

Major Creighton was a native of Sussex. Major Cummins left St. John for Montreal on Thursday and had booked passage to leave on the steamship Teutonic which sails for Liverpool this morning. When the arrangements for the departure of the Canadian parties to Liverpool was made to attend the Congress at London were being perfected, he had planned to sail on the Empress but he later found it more convenient to go across on the Teutonic. Mrs. Cummins said last evening that in view of the sad disaster it was highly improbable that her husband would make the trip across, while she was also of the opinion that the tragic death by drowning of such a large number of the prominent Canadian officials in the Army would necessitate a postponement of the congress.

The only other New Brunswick officers of the Salvation Army who planned to attend the congress were Major and Mrs. Taylor of this city, but fortunately they were not in the party aboard the Empress. They had planned to sail today on the Teutonic but they will most likely cancel their proposed trip.

"Such a congress of Salvation Army workers as that planned for next month in London is held but once every ten years," said Mrs. Cummins. "We expected that the coming convention would be a magnificent demonstration of the work that the army is vigorously carrying on throughout the world. The sad drowning of many of the leading spirits in the work will be a great blow to the Salvation Army throughout the Dominion. Commissioner and Mrs. Rees was a great man and carried on the Army work with much enthusiasm. The Saint John corps deeply regret the very sad occurrence."

Mrs. Cummins added that she had been warmly welcomed by his friends among the army workers in St. John. Adjutant Anna Price, the matron of the Rescue Home at Hamilton, Ont., was a great personal friend of Mrs. Cummins, who along with her husband had been stationed in Hamilton for several years. Brigadier John Walker, the editor of the War Cry, was also aboard the Empress. He was a popular worker and the success of the War Cry is in a great measure due to his energy and ability. Mr. Walker visited this city on several occasions in connection with his work and had many friends

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