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Ocean Liner And Collier Collide Off Father Point, Que. Over One Thousand Persons Are Reported As Drowned

Empress of Ireland Sank Like a Stone Victims Went Down To Their Death With Almost No Warning At All

Collision Came Suddenly In Fog And In Dark Hours Of Morning; Waking Passengers From Sleep

Steam Collier "Storstad" May Also Have Gone To Bottom

The "Empress of Ireland" Was On Her Way Down The St. Lawrence River When The Disaster Occurred, And Carried Over Nine Hundred Passengers, About Four Hundred Escaping In The Hastily-Launched Life Boats.—Awful Scenes.

FATHER PT., Que., May 29.—A terrible disaster, which equals in its awful suddenness that of Titanic, occurred thirty miles East of this point in the dark hours of this morning.

The Empress of Ireland, which left Quebec yesterday afternoon, with nine hundred and ninety passengers on board, bound for Liverpool, collided in the fog with the collier Storstad.

The impact was tremendous. The Empress began to sink almost at once. The scene immediately after the collision baffles description. The shrieks of the passengers, rudely awakened from their slumber, the hoarse cries of the captain and officers and the wailing of women mingled with the rushing of the waters of the Gulf.

There was hardly any time in which to launch the boats. Only the most meagre details are available at this hour, but four hundred and twenty passengers are believed to have been saved; but it is feared that all the remaining five hundred and forty have found a grave in the waters of the Gulf.

The Empress of Ireland was in command of Captain Kendall, and he is among the saved.

THE EMPRESS OF IRELAND was a palatial liner owned by the Canadian Pacific Railway and was one of the largest and best boats on the Canadian Atlantic service.

She was 14,193 tons gross, 8,028 tons net, built by Fairfield and Co., at Glasgow, in 1906.

She had 4 decks, was a steel twin screw ship, with 3,200 T.H.P., and could steam about 20 knots.

Like other big vessels she was fitted with the latest wireless and submarine signalling apparatus.

Her passenger accommodation was princely.

The Empress of Ireland was a very popular steamer with Newfoundlanders and many of our people travelling to and from the Old Country in the winter season, took passage by her.

Well Known Here. Capt. H. G. Kendall, the commander of the Empress of Ireland, who is among the saved, was well known in St. John's and has many friends here who will be sorry to hear of his misfortune.

Capt. Kendall was first here twelve years ago as second officer of the Beaver line steamer Lusitania, which was lost at Renew's. The Lusitania

had 800 passengers on board at the time, and they were brought here by the S.S. Glencoe and were sheltered in the Prince's Rink until arrangements were made for their passage home.

Capt. Kendall then made the acquaintance of a number of people here and he has corresponded with several since.

Is a Young Man. He is a young man, who has had a brilliant nautical career. He had just about reached the zenith of his success when misfortune overtook him, for this was his first trip in command of the Empress of Ireland.

A few years ago he was captain of the Montrose and became famous by the capture of the celebrated murderer, Dr. H. H. Crippin, who was convicted and hanged.

It was mainly due to Capt. Kendall's act that Crippin was discovered, and the captain was complimented by the British authorities for his action.

Then he was transferred to the C. P. R. liner Rutinia, formerly the S.S. Lake Manitoba, and ran between Montreal and Mediterranean ports last year.

A few weeks ago he was promoted to the Empress of Ireland, and the congratulations of friends had hardly ceased to be extended when the calamity which has cost so many lives occurred.

Capt. Kendall is an ideal seaman and was highly respected by all who had the pleasure of his acquaintance.

STORSTAD KNOWN HERE. THE Collier Storstad and Captain Andrensen, which ran into the Empress of Ireland, are well known here also.

Capt. Andrensen has visited the port on many occasions and is highly respected.

From the meagre information at hand it looks as if that vessel and her crew have gone down.

The Storstad was formerly in the Bell Island ore trade to Sydney but lately has been employed carrying coals to Montreal for the Dominion Coal Co.

She was bound from Sydney at the time and being heavily laden it is thought sank soon after the collision.

The Storstad was 6,028 tons gross, 3,561 net, built by the Armstrong, Whitworth Co., at Walker-on-Tyne, in 1910. She was 440 feet long, 58 wide and 24 deep.

A. F. Klaveness, Christiania, were the owners, and she was under charter to the Coal Co.

Ran Empress Down. The theory of shipping people here is that the collier collided with the Empress, as had it been the other way about, the Empress might not have suffered such serious damage.

The news was received here about 10 a.m. and the telegraph offices were besieged for information but nothing was available until noon.

Mr. Windler of the Commercial Cable Co. had the first wire from Canada but would give no particulars.

Startling Rumor. The first rumor of the loss of the Empress of Ireland was startling, as it said that the steamer had gone down with all on board—1200 people—equalling almost the fearful Titanic disaster, which happened two years ago this month.

The "S.O.S." signals which were sent out were heard by a number of steamers, but when they reached the neighborhood no sign of the Empress was to be seen.

The Dominion Cable steamer Lady Evelyn, was the nearest ship at the time and picked up the "S.O.S." first. She got underway for the scene without delay and also repeated the call for help.

The cable steamer found a number of the boats and rescued the occupants.

Up to noon Capt. Kendall had not landed and the exact loss of life is not definitely known.

Meagre Information. There is no definite information regarding the Storstad, but it is believed that her crew are not included in the 540 reported drowned. The dead refer to the Empress only.

It is stated that the Empress could not have had her watertight compartments closed, or she would not have gone down so quickly.

The big C. N. R. liner Royal Edward, came near meeting the fate of the Titanic off Cape Race on Monday, when she struck a small iceberg, which tore away part of her bow.

The damage left her leaking, but not seriously, and she was able to keep on her journey.

Capt. Wootton is in charge of the steamer.

Her wireless message of the mishap was picked up by passing steamers, but she did not need assistance.

Fogata Ashore At Musgrave But Passengers Are Safe And Have All Been Landed.

At 12.30 this afternoon messages were received from Musgrave that the Crosbie Coastal steamer Fogata, Capt. Dalton, had run on the rocks at Musgrave, and that the passengers were safely landed in the lifeboats.

A heavy gale was blowing at the time and the transfer of passengers from the ship to the shore was exceedingly dangerous but was accomplished without mishap.

The gale threw up such a heavy sea that only careful management saved the lifeboats from being dashed in pieces against the side of the steamer.

Capt. Dalton and crew are remaining by the ship, as up to the present she is not in great danger.

If the wind goes down and sea becomes calm she may be floated off without serious damage, but if the high wind continues as it is there at present, she may become a total loss.

The Fogata was returning. She left Gander Bay at 3.30 last evening, and nothing further was received from her until the message came saying that she was on the rocks.

Musgrave is a very dangerous place, especially during stormy weather.

SUFFRAGETTES HAD TO APPEAL TO THE POLICE

British Mobs Turn On The Militants And Give Them a Very Lively Time

RESENTMENT OF INSULTS TO THE KING AND QUEEN

Suffragettes Created Many Disturbances At Church Services Sunday

London, May 26.—The suffragettes gave the police and church officials a busy time Sunday, while they themselves, in some cases, received rough treatment from the crowds, who showed their resentment at the recent interference with the King, and the damage done to pictures.

Sylvia Pankhurst, who was again arrested under the "cat and mouse" act, and her East End followers, provided the biggest excitement of the day. A great procession formed a Cannington and marched to Victoria Park. On the way the women picked up Sylvia Pankhurst, who was chained and handcuffed to fifteen women and surrounded with other supporters armed with staves.

Cute Move. The police allowed the procession to proceed, but when the Park was reached they got the militant leader and those chained to her into the Park by an adroit move, then shut the gates against the rest of the women. Taken at a disadvantage, the women in chains put up a stiff fight, but the police finally broke the chains and arrested Sylvia. They allowed the others to go.

Outside the gate a furious struggle went on between male suffragists and anti-suffragists, which the police had the greatest difficulty in breaking up.

Appealed to Police. At Hampstead Heath Suffragettes had to call on the police for protection against a mob which rushed their platform with cries of "duck them: We will teach them to insult the King." The police surrounded the suffragettes, most of whom were women, and finally got them away in safety from the threatening crowd.

Many of the women chose Westminster Abbey and Newcastle Cathedral Sunday to make church demonstrations. At the Abbey prayers were chanted for Mrs. Pankhurst, protests were uttered against the apathy of the church in the matter of the forcible feeding of women, and an appeal was made to the Bishop of Down, who was preaching, "To prevent the torturing of women." A protest was also made "against women being turned out of the House of God," and there were loud cries of "Shame, Shame on the Church."

Put Up a Fight. The women fought against their removal and it was some time before the disturbance was quelled. Similar scenes were enacted at Newcastle Cathedral, where some of the women had to be carried from the Church, and then were compelled to seek the protection of the police from the crowds that had assembled outside.

Mr. S. J. Kehoe, of Bonavista, is visiting the City at present.

WEATHER REPORT.

Toronto (noon)—Decreasing winds, becoming variable, fair to-day and on Saturday, with rising temperature.

ACUTE DANGER OF OUTBREAKS HAS PASSED

Trouble Not Looked For Until The King Gives Assent To The Home Rule Bill

GENERAL PUBLIC EXPECTS GENERAL ELECTION SOON

Military Authorities In Ireland Say All Danger Is By No Means Over Yet

LONDON, May 28.—It is now generally admitted in Belfast that all danger of an immediate outbreak has passed away, and that the evil day has been postponed to the date when the royal assent shall be given to the Bill.

Ulstermen and English Unionists feel confident that a general election will intervene at the eleventh hour and prevent the consummation of the law, which has already been referred to as a corpse.

General Macready has expressed his admiration of the peaceful spirit exhibited by both political parties. He would not say that the danger was over, but stated that if he had been asked three months ago if it was likely that the night of the third reading would pass without demonstration, he would have said it was unlikely.

BRITISH SUBJECT HELD AS SLAVE IN PARAGUAY

London, May 27.—Sir Edward Grey stated in the House of Commons that the attention of the Foreign Office had been called to a report that a British-Canadian was being held in slavery in Paraguay, and that the British Charge d'Affaires had been requested to report the facts immediately by cable.

Florizel leaves Halifax to-night and is due here early on Monday.

ACTUAL LOSS OF LIFE ONE THOUSAND AND TWO

"Empress of Ireland" Went to the Bottom Before Rescue Ships Could Reach Her.

Rimouski, May 29.—The Marconi Company's Operator here supplies the following account of the sinking of the Empress of Ireland, after the collision with the Norwegian Collier Storstad.

The Empress was rammed this morning at 1.45 by the Storstad 20 miles out from Father Point.

The Empress of Ireland sank within ten minutes after the S.O.S. signal sent out was received at Father Point.

The Government steamers Eureka and Lady Evelyn were despatched to the distressed vessel's assistance.

Capt. Kendall was saved, being picked up on some wreckage by a lifeboat, fully thirty minutes after the ship foundered.

Both wireless operators, assistant pursers, chief engineers and chief steward were saved.

The chief officer and purser are among the missing.

AGREEMENT IN MEDIATION CONFERENCES

Many Details of Pacification Plans Concerning Mexico Have Been Arranged

AGREE TO FORCE MUERTA TO RESIGN PRESIDENCY

Provision President and Five Cabinet Ministers To Be Given Charge Of Affairs

NAGARA FALLS, May 28.—The mediation conferences have been in progress throughout the week, and to-day, already many plans for the pacification of Mexico have been agreed upon.

The details are being withheld until there is a complete agreement on all subjects; but the main points of the plan, which both sides at present look favorably on, are the following—

Points of Plan. The transfer of the executive power in Mexico City from Huerta's hands to that of a Provisional President and four cabinet ministers. These five men would share the responsibilities of putting into operation the programme adopted at the conference here of the conduct as soon as practicable, of new elections for a President, Vice-President, and members of Congress.

The five men will be neutral persons so far as practical affiliations with any party is concerned, but would be representative men, as nearly acceptable as possible to all factions in Mexico, including the Constitutionalists, and also approved by the American Government.

Washington Agreeable. Prompt recognition of the Provisional Government would be given by the United States, and the withdrawal of the American troops would be expected by the Mexican delegates to follow as a matter of course, as soon as the new government was installed.

While there may be no formal declaration on the subject the Mexican delegates expect an understanding will be reached that the States will regard as legal the financial transaction of the present Mexican Congress.

The belief is expressed that an agreement or protocol will be drawn up, and perhaps signed, within another week.

DIABOLICALLY CRUEL ARE THE MONGOLIANS

Venturesome Englishwoman Tells of Horrible Treatment Given Political Offenders

SHUT UP FOR LIFE IN IRONBOUND COFFINS

Prisoners Kept in Dark and Can Neither Sit Upright Nor Lie Down Flat

DEFYING the dangers of the relatively untravelled regions of Outer Mongolia, "the Land of Pure Heaven," Mrs. Beatrice Bulstrode, a young English woman with a love for the unknown and primitive, gained the sacred city of Urga at a time of the semi-religious, semi-athletic festival of Tsam Garen, when lamas congregate in vast numbers from all parts of the country to pay tribute to Bagdo, the Supreme Lama, who is their living God.

After witnessing the many barbaric and picturesque ceremonies the adventurous young woman decided to look up the dark and gloomy side of the city. Only after a great many delays and difficulties did she obtain a permit to visit the principal prison, the following description of which she gives in The London Illustrated News:

Diabolically Cruel

The Mongols have it in them to be most diabolically cruel and a more terrible fate than that which befalls the Mangol malefactor at Urga is difficult of conception. Within a small compound fenced in by high, spiked palisades are five or six dungeons. There are human beings in those dungeons and among them a number of highly civilized Chinese imprisoned for political offences, who are shut up for the remainder of their lives in heavy, iron-bound coffins, out of which they never under any conditions or for any purpose move. They cannot sit upright, they cannot lie down flat, and they see daylight but for a few minutes when their food is thrust into their coffins twice in the twenty-four hours.

Death Much Better

The sight of the hopeless misery of these prisoners made it easy to understand the lightheartedness with which three Mongol soldiers went to their execution a few days later on. Six months previously they had murdered their general and in the interval had been dragging out a miserable existence in the coffins.

Preceded by a cavalcade of medieval-looking soldiery, armed all the same with rifles of the latest pattern, the trio of criminals were taken in bullock carts to a valley some five or six miles away from Urga. This was in order that the execution should not offend the sight of the mythical gods who dwell in the sacred mountains of Bogdo Nor which, lying to the south of the city, is cut off from contamination by humanity by the Tola River. Death is the punishment for the Mongol who so far forgets his traditions as to shoot bird or beast on Bogdo Nor, and imprisonment for life the far worse fate of any foreigner who should be so rash as thus to transgress.

The soldiers looked ghastly enough after their incarceration and ate greedily the food which was offered to them when they were taken out of the carts.

Entirely Callous

One of them shouted up ribald jokes to the mandarin who was present in his official capacity. "Come out and watch us die. That is what you are here for—don't stop skulking that tent."

One of the others remarked to the lama, who held the sacred picture of Buddha before his eyes a moment prior to his execution, "I don't mind dying, but I want to be a soldier when I am born again."

The Mongol belief is an immediate reincarnation leads them to be entirely careless of their dead. They throw them out to the hillsides, where

dogs and vulture speedily devour them.

"What does it matter?" they say. "The body is only a case for the spirit, and the spirit is at once reborn into a new case."

I sometimes wondered if that was why they never washed their cases.