

22 VICTIMS DIED AFTER BEING RESCUED FROM WATER

lifeboats afloat when the two Government tenders reached the scene of the disaster, and in some of the boats there was not a single passenger.

Few could give anything but incoherent, almost hysterical accounts of what had happened. J. L. Black and Mrs. Black of Ottawa said they had jumped together into the river. They had been roused by the shock of the collision and, unable to get into a lifeboat, had risked the leap. They were picked up by a boat from the Lady Evelyn. Another survivor was Mrs. Patten of Sherbrooke, Quebec.

Although the water is icy-cold the air was warm and this favored the survivors, none of whom, except the officers and members of the crew on duty at the time, had anything on but night clothing. Most of those landed at Rimouski were practically naked. There were few women among them. Of 140 Canadian members of the Salvation Army who were on their way to the international conference in London less than twenty were saved.

FEW FIRST CLASS PASSENGERS SAVED.

In a partial list of survivors sent from Rimouski this afternoon appears the names of but six first-cabin passengers—Mr. and Mrs. Black, Mrs. Patten, G. W. Henderson of Montreal and Mr. and Mrs. Wm. Davis.

Captain Kendall has been asked by wire for a detailed account of the wreck, but is reported to be utterly prostrated and unable to give any connected description. Neither can accurate information be obtained from any of the other officers who were saved. These include the first and second engineers, the purser, the chief steward, the ship's surgeon and a couple of the navigating officers.

The rise and fall of the tide at the scene of the disaster is terrific. The Empress went down at high tide. At low tide this afternoon the tops of her masts and funnels could be seen.

She was valued at \$2,000,000 and her cargo at \$250,000. As she lies she is a menace to navigation and it is possible that an attempt will be made to raise her. Undoubtedly many bodies will be found in the staterooms, saloons and passageways of the sunken liner.

It is believed that the Eureka and the Lady Evelyn picked only a small percentage of those rescued out of the water. Nearly all the persons they brought ashore were taken from the Empress of Ireland's nine lifeboats. The ship went down so fast and at such a list that only nine boats could be launched.

In some respects this disaster of the sea is similar to the sinking of La Bourgogne of the French line off the Grand Banks some sixteen years ago. La Bourgogne, a vessel of about the size of the Empress of Ireland, was sunk by a little schooner called the Cromartyshire, which escaped, practically without injury. The Empress of Ireland was sunk by a dingy old collier of a little over 3,000 tons burden.

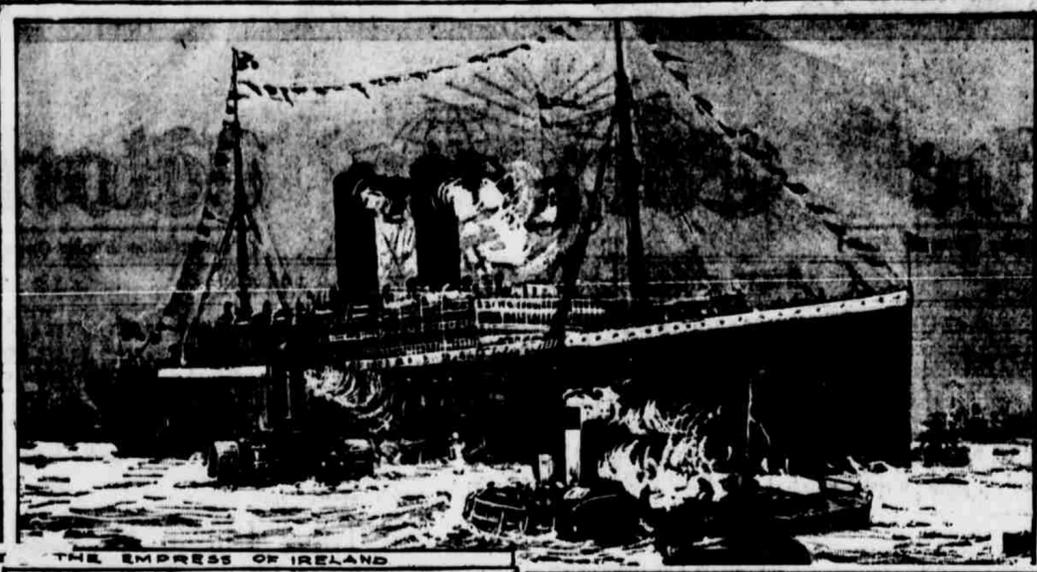
La Bourgogne was the scene of a frightful panic following the collision. Passengers were fought back from the boats by members of the crew and the percentage of crew and officers saved was very large. It is feared that the same sort of a percentage obtaining in this disaster will bring to light stories of panic and riot on board the Empress of Ireland.

Among the passengers on the Empress of Ireland were Laurence Irving, the English actor; his wife, Mabel Hackney; Sir Henry Seton-Kerr of London, returning from a big game hunt in Canada; Commissioner Ross, commander of the Salvation Army in Canada, and his wife and daughter. Laurence Irving is a son of the late Henry Irving.

Capt. Kendall is the man who, while commander of the Montrose, spotted Dr. Crippen, the wife murderer, and his paramour, Ethel Leneve, and delivered them to the authorities at Father Point.

The disaster occurred at a point within sight of shore and was due

Liner Sunk in Collision on the St. Lawrence, Noted Actor and Wife Who May Have Been Lost



THE EMPRESS OF IRELAND



MRS. MABEL HACKNEY AND MR. LAURENCE IRVING

to a dense fog which hung over the river early this morning. The Empress of Ireland, a fine big liner equipped with every modern safety device, had left Quebec at 4.20 o'clock yesterday afternoon. She was moving at reduced speed through the fog off Rimouski.

Owing to the fact that at Father Point, just west of Rimouski, pilots are taken on by vessels bound for Quebec and put off by vessels bound out the steamship lane in this part of the river runs close to shore. The siren of the Empress of Ireland was sounding at regular intervals.

Capt. Kendall was on the bridge of the Empress of Ireland. At 2.30 o'clock he heard the siren of a vessel close at hand. The vessel was the collier Storstad, Capt. Anderson, laden with 7,000 tons of coal and bound from Sydney, N. S., to Quebec.

With signals sounding the vessels approached each other in the fog. The boom of the siren of the Storstad grew louder with each repetition. Capt. Kendall ordered the engines stopped, and the big passenger steamship lay to in the fog while the officers on the bridge peered anxiously into the fog to try to locate the ship so close at hand.

COLLIER HIT LINER BROADSIDE.

The whistle signals of the two vessels echoed in the fog. From the reports at hand it appears that the captain of the Storstad or whoever was in charge at the time had no idea that the other vessel was so close. At any rate the Storstad was wallowing along at a good rate of speed when she was sighted from the Empress of Ireland. The clumsy collier was headed for the liner, which presented a broadside target.

EMPRESS OF IRELAND TWICE AS LARGE AS SHIP THAT HIT HER.

MONTREAL, May 29.—The Empress of Ireland was a twin screw vessel of 14,191 tons. She was built in Glasgow in 1906 by the Fairfield Company, Ltd., and was owned by the Canadian Pacific Railroad Company. She carried a full wireless equipment and submarine signals. The Storstad registered 6,028 tons. She was built by the Armstrong-Whitworth Company at New Castle in 1911, and her owners are Dampsk. Aktieselskabet Maritime of Christiania, Norway. She is a single screw vessel and is loaded with coal. She carries a crew of fifty men.

The disaster recalls the accident which happened to the sister ship of the ill-fated vessel, the Empress of Britain, which two years ago rammed and sank the collier Helvetia in almost the same spot that the collision took place this morning.

Deep laden, her decks almost awash, the Storstad blundered along. Her steel prow tore into the side of the Empress of Ireland. The force of the blow was exerted below the water line. The big liner keeled over and then settled back, as the Storstad, after a minute or two, became disengaged and drifted away in the fog.

For only a moment the Empress remained on an even keel. Swiftly she began to sag toward the side that had been torn in the collision. Water was gushing into her hull in torrents, flooding her engine and boiler rooms and compartments. Steadily she keeled over, pulled by the weight of the water below.

The wireless operator sent out an "S O S" call, repeating it frantically. It was heard by the wireless operator at the big station at Father Point a few miles away.

At the long steamship dock at Father Point were the Canadian Government steamer Eureka, used for the transfer of pilots, and the Government mail boat Lady Evelyn tied up for the night. The wireless man at the shore station telegraphed the news that the Empress of Ireland was sinking to the land telegraph station a short distance away, and from the land telegraph station a messenger hurried to the Eureka and the Lady Evelyn.

RESCUE SHIPS HASTEN TO SCENE.

By the time these vessels were ready to start the wireless operator had learned the position of the sinking Empress. The Eureka and the Lady Evelyn were under way within fifteen minutes, headed for the scene of the wreck at top speed, but as they were leaving shore the wireless messages from the Empress ceased.

The few boats of the Storstad had rescued many and transferred them to the decks of the collier. Before the Eureka and Lady Evelyn had slowed down their boats were overboard and picking up persons clinging to wreckage. The water was very cold, but calm. Many of those afloat became chilled and gave up the struggle while the life boats were working around them.

As the Empress of Ireland had keeled over with the rush of water into her hull until she was practically on her beam ends it was impossible to lower any life boats from her upper side and only a few of those on the side toward the water. These boats were jammed to capacity and were pulled away from the sinking ship as soon as possible. Owing to their crowded condition they were of little use in picking up persons from the water.

No accurate report of the manner in which the Empress went down has been received, but from the fact that a heavy percentage of the saved are of the crew and steerage it is assumed that she sank stern first. The steerage and crew's quarters were forward. First and second class passengers, awakened by the shock of the collision, terrified by the excitement and many of them injured by being thrown from their berths, were unable to fight their way to the decks in time to reach the boats.

EVEN WIRELESS MAN HELPED TO RESCUE.

There was no wireless on the two Government tenders and the wireless man on the collier was presumably engaged in helping at the work of rescue, for no news of the accident reached shore until long after daylight. Then the Government boats put into Rimouski with survivors and started out for another search of the vicinity of the wreck. Capt. Kendall filed a brief message to Capt. Walsh, Marine Superintendent of the Canadian Pacific at Montreal, advising him of the loss of the Empress of Ireland.

This great disaster of the sea is remarkable in that it happened, not in midocean, but so close to land that the operations of the Government vessels, the Storstad, and the lifeboats were plainly visible from the tower above the telegraph station at Father Point and from other elevated spots along shore. The coast along that part of the St. Lawrence is of volcanic rock formation, and it would have done Capt. Kendall no good to try to run his vessel ashore. In fact, it is believed that his en-

JAIL FOR RUNNING AWAY.

Chauffeur Gettleson of Accident, but Punished for Escaping.

Herman Friedlander of No. 311 East One Hundred and Fifty-sixth street was sentenced to serve three months in jail to-day by Judge Wadhams in the Court of General Sessions after pleading guilty to having violated the Cannon law, which makes it mandatory for chauffeurs to stop after automobile accidents.

Friedlander was driving a heavy auto truck when one of a number of small boys skating on the street fell before the wheels and was killed. A Coroner's inquest exonerated Friedlander, but he was arrested because of his endeavor to escape.

"If three months in prison does not stop drivers of machines from trying to avoid their responsibility," said Judge Wadhams, "I shall make the sentences heavier and heavier." The extreme sentence is two and a half years.

gine rooms were so quickly flooded that the vessel was powerless from the moment of the collision.

She had been plying, in the service of her owners, the Canadian Pacific Railway, between St. John's and Quebec and Liverpool and, especially during the summer months, carried large numbers of passengers. Her speed and furnishings made her one of the most popular of the trans-Atlantic liners sailing from Canadian ports.

The steamer Storstad, Capt. Anderson, is a vessel of 3,561 tons register, built for the coal trade, and is capable of carrying 7,000 tons dead weight. She has been engaged for some time carrying coal between Sydney, Quebec and Montreal. She would have a crew of about forty-eight men. She was due to arrive in Quebec about noon to-day.

The collier Storstad, early reports said, also sank soon after the accident.

Among the names of the passenger list of the Empress of Ireland is Sir Henry Seton Kerr, a barrister, whose travels and big game shooting have taken him into many corners of the world. Other passengers who also left Montreal yesterday to join the Empress of Ireland at Quebec were Laurence Irving, the actor, son of the late Sir Henry Irving, his wife, Miss Mabel Hackney, and two other members of Mr. Irving's company, Mr. and Mrs. Harold Neville. Mrs. Irving's maid, Hilda Hagston, was also in the party.

HANOVER WAS FIRST REPORTED IN COLLISION.

First news of the disaster reached Quebec shortly before 3 o'clock this morning. It came from the Marconi station at Father Point to the Marine Department here and announced that the Empress of Ireland had collided with an unknown ship thirty miles east of Father Point and was sinking. The Marconi station had heard the "S O S" signals of distress and reported that the Canadian Government steamer Eureka and the mail tender Evelyn, which were at Father Point, had been despatched to the rescue. The wireless people reported they had been in communication with the Empress of Ireland but a short time when the messages suddenly ceased. This led to fears that the steamer had sunk, and this afterward proved true.

LOST SHIP'S CAPTAIN CAPTURED CRIPPEN, WIFE MURDERER

Capt. Kendall, skipper of the liner Empress of Ireland, is the man who procured the arrest of Dr. Hawley Harvey Crippen, murderer of his wife, Belle Elmore, the actress.

Capt. Kendall, who holds the rank of Lieutenant in the Royal Naval Reserve, was in 1910 commander of the liner Montrose, on which Crippen fled from the Continent with Ethel Clare Le Neve, love of whom inspired him to murder his wife.

The commander of the liner recognized the Le Neve girl from photographs in a London paper, which he had on board the ship. He flashed the news by wireless, and Inspector Dew of Scotland Yard, met the Montrose at Father Point on the Canadian Government ship Eureka—one of the two rescue boats that went to-day to the aid of the Empress of Ireland. The Inspector had made the trip across on a faster ship than the Montrose, passing that vessel on the way.

At Father Point everybody was ordered below and Dew went aboard and placed Crippen under arrest.

Capt. Kendall, through the shrewdness and sagacity he displayed in assisting the police to take Crippen, became a hero of two continents. So carefully did he conceal his detective work aboard ship, not a soul besides himself and Llewellyn Jones, the wireless operator, even knew that a person suspected of being Dr. Crippen was among the passengers.

SOME OF THOSE ABOARD THE ILL-FATED LINER.

DENVER, May 29.—Mrs. F. H. Dunlevy of this city, who is listed as a passenger on the steamer Empress of Ireland, is the wife of a prominent real estate man. Mrs. Dunlevy had been in the East for the last few weeks and was going to England for a visit with relatives.

TERRE HAUTE, Ind., May 29.—Mr. and Mrs. George C. Richards, accompanied by their niece, Mrs. Charles J. Gray, and her daughter Mary, all prominent residents of Terre Haute, were aboard the steamer Empress of Ireland. They were en route to England. Mr. Richards' birthplace, for a visit. Mr. Richards owns a large number of coal mines near here.

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DIED.

WEINENBACH—HENRY ANTHONY, on May 29, 1914, at the residence of his daughter, Mrs. Louis D. Knapton, 165 Hart st., Brooklyn.

Funeral services Sunday, May 31, at 2 P. M. Interment private. Survived by two daughters, Mrs. Louis D. Knapton and Mrs. Emil A. Julia.

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