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CAPTAIN TELLS STORY OF SINKING OF SHIP

No Lives Might Have Been Lost Had Storstad's Captain Heeded Signals.

SHIP SANK IN LESS THAN FIVE MINUTES

Heroic Efforts Made By Officers And Crew to Save Passengers, But Time Was Too Short—Collier Deserted Sinking Ship—No Panic.

(By Associated Press.)

Rimouski, Quebec, May 30.—While final tabulation of casualties in the sinking of the steamer Empress of Ireland were being made today, showing that 403 of her passengers and crew had been rescued and 964 had perished, Captain Henry George Kendall of the liner was telling his story of the disaster at an inquiry conducted by Coroner Pinaud here.

Captain Kendall, in substance, declared he had taken all possible precautions against a collision. His ship had been stopped and he gave the requisite signal when the Danish collier Storstad, which sank the Empress, was two miles away, but the collier had kept on through the fog that settled down soon after the two vessels sighted each other and had rammed the Empress of Ireland while the latter virtually was motionless. Then, despite his plea to the master of the collier that he run his engines full speed ahead to keep the hole in the liners side plugged, with the Storstad bow, said Captain Kendall, the Danish vessel backed away, the water rushed in and the Empress sank.

Captain Kendall took up his story of the disaster from the point at which the Empress of Ireland bound from Quebec for Liverpool had dropped her pilot Thursday night at Father Point.

Captain Kendall Testifies.

"We then proceeded full speed," continued Captain Kendall, after passing Rocky Point gas buoy, I sighted the steamer Storstad it then being clear.

"The Storstad was about one point twelve degrees on my starboard bow. I saw a slight fog bank coming gradually from the land and knew it would pass between the Storstad and myself. The Storstad was about two miles away. Then the fog came and the Storstad lights disappeared. I stopped my ship."

At the same time Captain Kendall said, he blew three short blasts on his whistle, meaning "I am going full speed astern." Captain Kendall added that the Storstad's whistle answered with a long blast. Soon after he blew two long blasts on his whistle meaning "my ship is under way but stopped and has no way up on her." This whistle signal was also answered by the Storstad. Two minutes later, the captain said, the Storstad's lights loomed out of the fog. The Storstad was a ship's length away. Captain Kendall said he shouted through his megaphone at the Storstad to back water and at the same time had his vessel go full speed ahead to try to avert a collision.

After the Storstad bow had cut into the Empress of Ireland between her funnels, Captain Kendall asked the Storstad to keep full speed ahead to fill up the holes he had made, but the Storstad backed away and the water rushed in. Captain Kendall then tried to beach his vessel. Water, however, put the engines out of commission three minutes after the collision.

"I had, in the meantime, given orders to get the life boats launched," the captain continued. "I told the chief officer to tell the wireless operator to send out distress signals. He told me that this had been done. I said: 'Get the boats out as quick as possible,' that was the last I saw of the chief officer. In about three to five minutes after that the ship turned over and foundered. I was shot into the sea myself and taken down with the suction. The next thing I remembered was seizing a piece of grating. Some men pulled me into a life boat, which had already about thirty people in it.

"We pulled around and picked up about twenty or twenty-five more and put about ten around the side in the water with ropes around their wrists, hanging on. We then pulled to the Storstad. I got all the people on board the Storstad and then left her with six of the crew and went back. When we got there everybody had gone."

"What caused the collision?" asked the coroner.

"The Storstad running into the Empress, which was stopped" answered Kendall.

Captain Kendall said when he shouted to the Storstad's captain to stand fast he received no answer. It was impossible for him not to have heard, he added.

"I shouted five times; I also shouted 'keep ahead,'" said Captain Kendall, "and if he did not hear me he should have done it anyway, as a seaman should have known that."

"There was wind?" he was asked.

"It was quite still."

"How many boats were there on the Empress?"

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SURVIVORS TELL HOW IT HAPPENED

VIVID STORIES OF SURVIVORS WHO SAW EMPRESS OF IRELAND SINK

SALVATION ARMY FURNISHED BOND

Only a Remnant Saved—More Than One Hundred Perish—No Time To Save Others

(By Associated Press.)

Quebec, May 30.—Stories of the Empress of Ireland disaster brought to Quebec by the survivors gave vivid details of the most terrible tragedy in the annals of the St. Lawrence. Some compared it to the sinking of the Titanic, but pointed out that in the case of the Titanic there was time to prepare for death, while with those who perished on the Empress, there was little time for reaction or prayer.

From the accounts of the saved, it seems that soon after the ship was rammed she careened until her deck stood at right angles to the water. She slid slowly into the water and it was only possible to launch five boats in the brief interval before she finally sank.

Captain Kendall was on the bridge when the collision occurred. When the steamer sank he was washed away and was later picked up.

Passengers speak in his praise and declare he did his full duty.

Chief Officer Sted, it was stated, was killed by a boat falling on him while working to help the passengers escape.

Laurence Irvin, author and actor, and son of Sir Henry Irving, according to survivors, died while trying to save his wife. Mrs. and Mrs. Irving were last seen embracing one another as it is believed. They went down with the ship locked in each other's arms.

Mr. Darling, a survivor here, was saved by the boat that might have saved his wife. Mrs. Darling's cabin was opposite Sir Henry's, said Mr. Darling today, "and when I opened my door we bumped into each other in the passageway. He had a life belt and he offered it to me, but I refused it and he said, 'Go on man, take it, and I will get another.' I told him to save himself, but he got angry and actually forced the belt over me. He then hurried me along the corridor to the door. Apparently he went back for another belt, but a moment or two after he had left the ship went down. I was picked up."

Commissioner Rees, of the Salvation army stood on the deck of the doomed vessel trying to persuade the people to keep cool and lending help to many. When the ship was almost under water one of his men shouted under water one of his men shouted to him to jump for his life. He replied that he would stand by his wife and children and sank with the words, "O, God, Thy will be done" on his lips.

Only two women and two children of the many aboard appeared to have been saved.

One little girl, Helen O'Hara swam until she was picked up, as also did Mrs. Thompson from New Zealand. Mrs. Greenwood, a bride of a week, was separated from her husband and thought she had lost him, but the two had a happy reunion later at Rimouski.

In the party was a remnant of the Salvation army band, more than a hundred of whom perished.

"I was looking through the port hole in my cabin amidst the ship," said Hans Sergeant Fowler, of the Salvation Army, "when I saw a big black shape loom out of the darkness. It seemed to be only a few feet away. Then came the jolt, it could not be called a crash because it was more of a grinding sensation. Before I realized what had happened my cabin began to fill with water. I rushed up the main companionway. I saw a girl with a little baby in her arms and a little child following her. The girl begged me to put a life belt on her, and I stopped long enough to do this."

By the time Fowler reached the deck he said the ship was listing badly and the passengers had to cling to the rail to keep from going over the side. Fowler jumped.

"I went down, down, until I thought my lungs would burst," he said. "Bodies bumped into me. Once a man threw his arms around me and I had to fight to break his grip. I swam several hundred feet and was almost exhausted when a boat picked me up."

Thomas Smart of Toronto, said he was the last man to speak to Captain Kendall before the collision. "I was sitting on the upper deck he said as the Empress passed me, about half past one o'clock, and said, 'It is a nice night, but it looks to me as though a fog is coming. You never know how soon a fog will drop on you at this part of the river.'"

When the crash came, Smart says he saw Captain Kendall on the bridge. He was holding to the rail and was shouting orders to the crew. He heard him say:

"Keep your heads and don't get excited."

When a boat dropped sideways in the river, the captain seemed to

CHARGE PARENTS WITH THE CRIME

DR. AND MRS. W. A. WINTERS SAID TO KNOW DAUGHTER'S DEATH

FURNISHED BOND

Were Released Yesterday From Jail and W. H. Cooper Taken In Charge

(By Associated Press.)

New Castle, Ind., May 30.—After having been held for more than six hours in the police station here, Mr. W. A. Winters and his wife, Myrd Winters were released today when bond was furnished in the sum of \$10,000. The arrest of Dr. Winters and his wife early today charged with conspiracy to commit felony in connection with the disappearance of their child, 9 years old, Catherine Winters, March 20, 1913, caused great excitement here.

W. H. Cooper, who was arrested late last night on the same charge, is in jail in default of a \$5,000 bond.

The principal instigator of the arrests is a detective who several weeks ago began working on the disappearance of the girl. Several New Castle business men; it is said, arranged for the employment of the detective.

The house of Dr. Winters was last night searched by officers, who allege that in a basement wall were found a red undershirt, a red sweater and a hair ribbon, which it was claimed belonged to the girl.

Cooper, who had been a boarder at the house, denied all knowledge of the disappearance of the child or the clothing. He asserted that he would have no difficulty in clearing himself.

Dr. and Mrs. Winters returned here today from Terre Haute, where they had been in connection with the showing of moving pictures portraying scenes incidental to the alleged kidnapping of their daughter.

Officers late today took picks and shovels to the basement of the Winters house to search for the missing girl.

Winters further articles were found or any traces of the body of the missing girl were discovered, the officers refuse to say, but it was reported that nothing additional was to be found.

On what evidence the detective who swore out the affidavits against Dr. Winters and his wife, is working, no one seems prepared to say.

Search for the Winters girl has been made for more than a year. Dr. Winters has made many trips to distant cities tracing down reports of the discovery of the girl. It is said that he has spent a fortune in the search for the girl.

New Castle, Ind., May 30.—Dr. Winters tonight asserted that the red sweater found in his home, together with the undershirt and ribbon has no significance. He insisted that the sweater belongs to a nephew. The ribbon, he said, was a part of a trimming on a hat, and the undergarment was cast aside because it had served its usefulness.

Dr. Winters declared he would have no trouble proving his innocence of the charges.

He has engaged several attorneys. The theory on which the detective, who instigated the arrest, has been working is that Catherine Winters was murdered. On what he bases his accusation of Dr. Winters and his wife has not yet been revealed.

American Fleet Observed the Day

(By Associated Press.)

Vera Cruz, May 30.—Memorial day was observed by the American fleet with special services on account of the men who lost their lives, when Vera Cruz was occupied by the American marines and bluejackets.

A tribute to the American dead was paid by all the foreign warships, which lowered their colors to half mast. The garrison flags on shore also floated at half mast and a salute was fired at noon.

Presbyterian Assembly Closes.

New Castle, Pa., May 30.—The 56th session of the general assembly of the United Presbyterian Church closed today with a session taken up with addresses and reports of committees. The educational committee outlined an educational copy for all United Presbyterian colleges and definite provision for endowments of colleges also were made.

realize that the liner was lost, for Smart says, he shouted:

"Hurry up, everybody, there is not a minute to lose. Get the stewards through the corridors. If there are doors locked break them in. Get the people out and don't forget that the women and children must come first."

"He spoke through a megaphone," said Smart, "but there was no much screaming and shouting that his voice was drowned out. But he stuck to his post to the very last."

WILSON FORCED TO MAKE ADDRESS

PRESIDENT HAD NOT EXPECTED TO APPEAR AT G. A. R. MEMORIAL

MR. CLARK SPOKE

Decided To Take Part In Exercises Because of Public's Mistaken Idea

(By Associated Press.)

Washington, May 30.—President Wilson and Speaker Clark both delivered addresses today at the memorial day services under the auspices of the G. A. R., in Arlington national cemetery.

The president had not expected to participate, but fearing a false construction had been placed on his declaration, decided today to speak. Those in charge had invited Speaker Clark to make the address of the day been communicated. The reason for the president's change in plans was explained by Secretary Tamm as follows:

"When the invitation was extended the president informed the committee that he did not think the occasion would be opportune for the delivery of an appropriate address, and because of this he felt that he must decline the invitation, agreeing, however, to attend a memorial service at a later date. Evidently a false construction has been placed on his action and therein lies the reason for the change of program. The president was not willing that his absence should be misconstrued."

In his introduction of Speaker Clark, J. K. Gleason, commander of the department of the Potomac, G. A. R., spoke of the Missouri leader as "The man who has always been a friend of the soldier, who is always fair and fights in the open."

Mr. Clark's reception was tumultuous, his address with an expression of sympathy for the bereaved.

President Wilson spoke in part as follows:

"I have not come here today with a prepared address. The committee in charge of the exercises of the day have graciously excused me, but I will not deny myself the privilege of joining with you in an expression of gratitude and admiration for the men who perished for the sake of the union. They do not need our praise. They do not need that our admiration should sustain them. We come not for their sake, but for our own, that we may drink at the same springs of inspiration from which they themselves drank."

"A peculiar privilege came to the man who fought for the union. There is no other civil war in history, the stings of which were removed before the men who did the fighting passed from the stage of life. We owe those men the spiritual re-establishment of union; for they not only re-united states, but they re-united the spirits of men. That is their unique achievement, unexampled anywhere else in the annals of mankind, that the very men they overcame in battle join in praise and gratitude that the union was saved."

Senator Reed Smoot of Utah, also spoke. Hilary A. Herbert, former secretary of the navy, and many prominent confederates were seated on the speakers platform. On June 4, the United Confederate Veterans will unveil a monument to their dead in Arlington Cemetery and the Grand Army of the Republic will participate. President Wilson will speak on that occasion.

At the capitol grand army veterans placed flags and flowers on the statues of Washington, Jefferson, and others in the Hall of Fame. Representative Beall, of Texas, put large bouquets on the statues of General Robert E. Lee and U. S. Grant. A large floral wreath decorated the Lincoln statue.

MILITARY CAMP AT ASHEVILLE

Fort Myers Troops and Band From Charleston For Training School Work

(By Associated Press.)

Washington, May 20.—With the approach of the day set for the opening of the students' military camp, July 6, war department officials were making preparations to assure the success of the project. Orders were issued today for troop K of the 8th cavalry, now at Fort Myers, to proceed to the camp at Asheville, N. C., as part of the plan to bring regular troops and the college students in close relations.

The coast artillery band at Charleston, S. C., has also been ordered to the Asheville camp.

SORROW FELT IN ENGLAND

RELATIVES OF DEAD IRELAND'S VICTIMS ARE PROSTRATED

SYMPATHY IS FELT

President Poincare, of France, Telegraphs Sympathy of French People—Other Resolutions

(By Associated Press.)

London, May 30.—The British public, which went home last night believing the greater part of the passengers on board the Empress of Ireland had been saved, were shocked this morning to learn that the loss of life was nearly one thousand and that many of the victims were from the United Kingdom.

Great crowds besieged the London and Liverpool office of the company and anxiously scanned the lists of the rescued.

There were many pitiful scenes when women and men who had waited many hours in the hope of learning that friends and relatives were safe, finally turned away in despair.

King George, early in the morning, sent a messenger to the European manager of the Canadian Pacific, expressing sorrow and regret at the disaster. Later he cabled to the Duke of Connaught, governor general of Canada:

"I am deeply grieved over the awful disaster to the Empress of Ireland, in which so many Canadians lost their lives. Queen Mary and I both assure you of our heart felt sympathy with those who mourn for the loss of relatives and friends."

The king this morning received the following telegram from Raymond Poincare, president of France:

"It is with profound emotion that I learn of the terrible catastrophe in connection with the Empress of Ireland. My sympathies are with the bereaved and I share in their mourning. From my heart I tender to your majesty the sincere regrets and keen sympathy of the French people."

The Irish nationalists convention convention at a meeting today in London passed a resolution of sympathy with the relatives and friends of those who died on the Empress.

John Bruns, president of the local government board was one of the first callers at the London offices of the company to ask for the latest news.

The Lord Mayor of London, upon learning of the extent of the disaster, decided to open a fund toward the relief of the widows and children made homeless by the disaster.

Governor Hayes Issues Requisition

Raleigh, N. C., May 30.—Governor Craig today issued a requisition on the governor of Illinois for J. A. Hayes, alias A. P. Hamilton, who is wanted in Forsyth county on the charge of embezzling several thousand dollars from a Methodist orphanage.

Hayes admitted his guilt, was sent to an asylum after he had feigned insanity, and later fled from this section. He is under arrest in Chicago.

Mine Explosion Kills Eleven

Leeds, England, May 30.—Eleven coal miners were killed and a number of others injured today by an explosion of gas in the Silkstone Colliery at Wharfedale. The accident happened between the shifts.

EX-PRES ROOSEVELT SAILS FOR SPAIN

Accompanied By Members of His Family, He Goes to Attend Wedding of His Son

New York, May 30.—Theodore Roosevelt, accompanied by Philipp Roosevelt, a cousin, and his eldest daughter, Mrs. Nicholas Longworth, sailed for Spain today on the steamship Olympic, to attend the wedding of his son Kermit in Madrid on June 10 to Miss Belle Willard, daughter of the American ambassador to Spain.

The colonel said he had issued an important political statement for publication in tomorrow's papers.

On the steamer Colonel Roosevelt met a number of progressive party leaders.

12,000 To Strike

Charleston, W. Va., May 30.—An official call for a strike of coal miners along the Kanawha river, Paint and Cabin Creeks, and coal river, was signed today. The strike to be effective Monday. About 12,000 men are involved.

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