TERRIBLE DISASTER AT SEA

Steamer Empress of Ireland Sunk in Collision and 1032 People Drowned

THE STORY IN BRIEF.

	TOTAL	SAVED	LOST
First Cabin Passengers on Board	87	18	69
Second Cabin Passengers	153	29	124
Third Class Passengers	715	101	613
Officers and Crew	432	207	226
	1,387	355	1,032

A despatch from Quebec says: Unchecked speed in a fog cost 1,032 lives Friday morning when the collier Storstadt sank the Canadian Pacific liner Empress of Ireland in the St. Lawrence River. About 400 were saved from the whole ship's company of 1,387 crew and passengers.

Among the dead are Laurence Irving, the English actor, who was a son of Sir Henry Irving; his wife, Mabel Hackney, and Sir Henry Seton-Kerr, a famous hunter of big game and prominent at the English bar. Very few of the first or second cabin passengers were saved. Only few women were rescued.

The second greatest disaster in the history of the Atlantic navigation occurred at 1.45 a.m. Friday. The Empress of Ireland, the finest steamship of the Canadian Pacific fleet, was motionless in the St. Lawrence awaiting the lifting of a heavy fog. The Norwegian collier Storstadt hardly a fifth of the liner's bulk, crashed into the Empress' port side and split her from amidships to the screws.

The Empress sank within fourteen minutes. There was time only to lower nine lifeboats. More than 1,000 persons were asleep and were unable to get to the decks before they were carried down in seventeen fathoms of water. Scores were crushed to death by the bow of the Storstadt as it ripped through tiers of staterooms. The survivors in the lifeboats and upon bits of wreckage were picked up by the Dominion Government steamers which reached the scene of the disaster from Rimouski.

The survivors were taken to Rimouski by the Government steamers Eureka and Lady Evelyn. Later many were placed on a special train and started for Quebec. Captain Kendall, of the Empress was saved, but he was badly hurt from falling upon wreckage as his ship sank. The chief officer was lost.

Accounts which have reached here from survivors make it clear that the sinking of the Empress of Ireland will rank with the Titanic disaster as one of the dreadful misfortunes of marine history. The fact that stands out was the complete helplessness of most of the passengers. They were trapped in their state rooms and were killed or drowned before officers and crew had time to help them. It was all over within fourteen minutes.

The collier was near to sinking, but was able to make her way to Rimouski after picking up a few of the survivors from the Empress. Her bow was shattered to the water line from the collision.

So far as could be learned the collision came without warning. A frightful blow came out of the fog and ruined the Empress of Ireland before her officers knew that danger was near. It was 1.45 a.m. when the Norwegian collier and freighter Storstadt, a ship hardly a fifth of the size of the Empress, blundered against her and cut her down as if she had been made of pasteboard instead of wood and iron.

The collier, weighted with 7,000 tons of coal, was out of her course in the channel as she came on at a good speed. She drove into the port side of the Empress and her steel sheathed bow raked inward and backward. It cut through a length of state rooms, watertight compartments and deck beams, until there was an enormous gap that opened from amidships to the stern of the liner.

The water rushed in with the power of Niagara. Captain Kendall and his officers did all that was humanly possible in the fourteen minutes that the Empress hung on the river. Captain Kendall was hurt and in great pain, but he showed the pluck and decision of a naval officer. In the first minute of the disaster he ordered young Edward Bomford, the wireless operator, to flash the S.O.S. call, the cry for help that every ship must heed. He ordered officers and stewards to collect as many passengers as could be found and hold them for the boats. He had nine lifeboats overside within ten minutes.

No Time for Flight.

Had there been time, hundreds who went down with the ship would have survived. But time there was not. A thousand men and women who had been asleep woke too late to scramble to the decks. They were crushed or mangled by the bow of the Storstadt, injured by splintered timbers or overwhelmed in the terrific rush of waters. It is probable that scores were killed instantly, but hundreds perished while feebly struggling for doorways, while trying for a footing on the sloping decks. The terror and confusion of the few minutes while the Empress staggered, listed and sank can hardly be put in words. The survivors themselves could not describe those moments adequately.

Quebec, May 29.—A grim reminder of the fact that even the most perfect of modern Atlantic liners was subject to the dangers of the sea was given here to-night when the 355 survivors of the 1,387 passengers and crew who so gaily sailed from Quebec on Thursday returned to this city, ragged, exhausted and wounded, leaving nine hundred and more of their shipmates dead in the river or strewing the shore with their corpses.

The survivors were brought by a special Intercolonial train, and a more mixed, worn out crowd of passengers never appeared on a train in Canada. It was more like a relief train after a battle than a returning party from a steamship. The men were weary and worn, dressed in anything that could be secured at Rimouski to cover them, most of them having been rescued either nude or in their night clothes. Several of them were so badly injured that they had to be removed in ambulances to the Jeffrey Hale and other hospitals, while others suffering from minor injuries were assisted from the train by their more fortunate comrades.

The women in the party were few, it being evident that the terrible experiences of the early part of the day, when the Empress of Ireland went to the bottom of the St. Lawrence, had claimed a far greater toll of the weaker sex.

Such few women as were left showed shocking traces of the hardships and anguish they had endured. Most of them were supported by men, and after disembarking from the train walked through the line of curious sightseers with drawn features and with utter indifference of suffering and fatigue.

A Few Children.

A pathetic contrast was furnished by the presence of a few children in the sad procession, who had with the buoyancy of youth recovered from the shipwreck and prattled merrily to mothers or to their protectors when their mothers were not there.

They came ashore at Rimouski, stunned mentally as well as physically.

The proportion of the crew saved far outnumbered the proportion of passengers rescued. That is explained, however, by the statement that an unusual number of the officers and crew were on duty at the time of the collision, and it was impossible for them in the brief time they had to arouse and save the passengers. Very few of the first cabin passengers were alive when the Eureka and the Lady Evelyn, the little relief steamships, found the wreck and the nine over-crowded lifeboats.

Twenty-two Died of Injuries.

Twenty-two persons died of their injuries and from exposure after being taken out of the lifeboats or from floating wreckage. One man suffered from broken legs. A woman was found who had a leg and an arm broken. Others were crushed or injured internally. Many of the survivors were rushed to Quebec this afternoon after they had had preliminary care, and at Rimouski.

A SURVIVOR'S STORY.

Several of the women tried to explain what they had suffered, but in every case they broke down and were only able to sob a few incoherent expressions as to the horror of it all. A much more clear statement was made by Mr. Fergus Duncan, of London, England.

"I was in my berth" said he, "when I heard three whistles, which meant 'I am keeping on my course.' A moment later came two short blasts, meaning 'I have stopped.' I was scared and jumped out of bed like a shot and started to dress. Then the engines suddenly stopped, and a moment later they were reversed. I could see through the porthole that there was a dense fog. Then there came a terrific crash, which keeled the whole ship over with a terrible grinding and smashing of bulkheads.

"I started to rush up on deck half-dressed, but before I got there the Empress had listed so I could hardly get along. There was not the slightest chance to lower lifeboats owing to the sudden list. They all stuck in the davits. Those who could got lifebelts, but the time was too short even for that with many."

Crew Behaved Well.

Asked as to how the crew behaved, Mr. Duncan said, as far as he could see, they had behaved very well, and he had seen no sign of panic amongst them.

"Of course, there was disorder," said Mr. Duncan, "there could be nothing else in such a frightful emergency, but I saw the crew helping passengers and saw several men hand their lifebelts to women. "I had a lifebelt in my cabin," said Mr. Duncan, "but I met a man who had two and gave me one, otherwise I should not be here. While we were all in this confusion the ship gave a sudden lurch and the whole lot of passengers were rolled down the decks into the sea. It was, of course, a case of each man save as he could then. I hope never again to have such a terrible experience," said Mr. Duncan. "There was a shriek as the ship turned over. I heard women crying and praying and men shouting as they fell into the water. When I came up there was the same terrible noise in the sea.

"Women were crying and then dropping out of sight in silence, while men were fighting together with dying grips.

"Half a dozen grappled me and I had to fight them off as best as I could, while often as I swam I felt the naked bodies of dead men under my feet. I was in the water about an hour and was finally picked up by one of the drifting lifeboats, nearly dead with exhaustion and cold. I don't suppose one out of a hundred of the passengers was dressed, for the excitement was so terrific no one thought of that. We cannot speak too highly of the kindness shown us since we landed at Rimouski, but I suppose it will be some time before most of us recover sufficiently to travel."

Faced Death Fearlessly.

As to the officers, Mr. Duncan declared that all had behaved admirably, and faced death fearlessly, Capt. Kendall standing at the bridge until the ship sank, and doing everything possible o save lives. The ship, he said, had been going slow before he heard the first warning signal, which was followed by the crash.

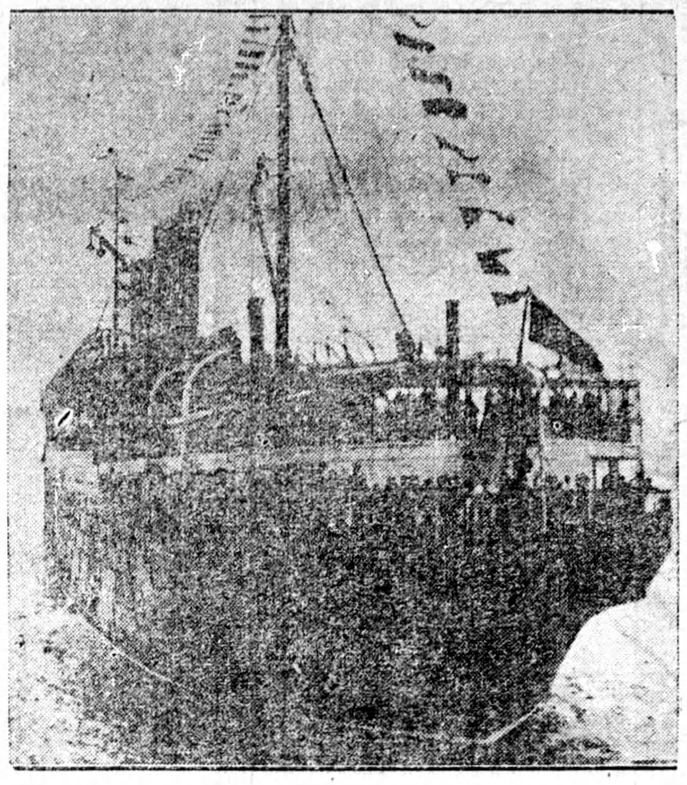
"It was all so sudden," said Mr. Duncan, "that I can hardly think of it clearly. From the time I jumped out of bed not fifteen minutes elapsed from the time I was fighting for life in the sea and the Empress of Ireland was at the bottom."

Mr. Duncan stated that just previous to the sinking of the Empress the lights all went out, and there was a sudden lull, the machinery stopped working, and there was a silence only broken by the cries and prayers of the people in the water. Then the vessel made a plunge and sank, while a few minutes later the fog suddenly lifted and the sun shone brightly on the drowning hundreds.

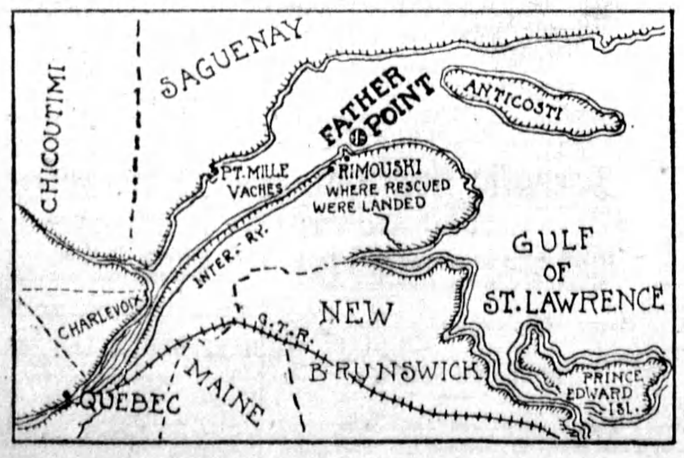
Mr. Duncan paid a warm tribute to the splendid work of the ship's surgeon, Dr. Grant. Several of those rescued died from exhaustion before being brought to land, and many more would have died but for the heroic work of Dr. Grant.

One of the most stirring escapes of the disaster was that of the chief steward, who refused to leave the ship, and ran to the support of Capt Kendall on the bridge, together with Purser A. B. Macdonald. The three officers were the last living people on the Empress, and went down with her. Later Capt. Kendall and Steward Gaade were rescued, but the purser followed the ship to death.

THE ILL-FATED EMPRESS OF IRELAND



SCENE OF WRECK OF EMPRESS OF IRELAND



LINEMAN ELECTROCUTED.

A despatch from Cobalt says: Thomas Taylor, aged 19, an employe of the Timiskaming Telephone Company, was electrocuted here on Wednesday, while repairing the telephone line, when he touched a wire carrying 11,000 volts. Despite his injuries, he lived for eight hours after the accident.

MERCHANTS BANK

Half a Century in Business

The Merchants Bank of Canada has just completed fifty years of business in Canada and has celebrated the half century mark by showing the best report in its history. Net profits for the year amounted to $1,218,694, which is equal to 17.8 per cent. on the average paid-up capital for the year. Taking into account the average of both capital and the rest account, which amounted to $13,348,100, the Bank earned 9.13 per cent., which is a trifle less than was earned during the previous year. In view of the fact that the year, which just closed, was a somewhat trying one for the banks, the showing made by the Merchants Bank is considered highly satisfactory. For a considerable portion of the year, Canada, in common with other countries, encountered a period of depression which interfered with the earnings of the banks. Exact comparisons with previous years is difficult to make, owing to the fact that the fiscal year of the bank was changed from November 30th to April 30th and the statement issued previous to the present one covered a period of but five months.

An examination of the report shows that gains were made in all departments of the bank's activities. For the first time in the history of the bank, the reserve fund equals the paid-up capital, each of these now standing at $7,000,000, a considerable gain over the showing for the previous year. The bank's cash holdings are $1,500,000 greater than at the end of April, 1913, while savings deposits have increased by $2,600,000. The bank's current loans increased during the year by over $1,000,000, and now amount to $54,700,000, indicating that the bank has been doing its full share by catering to the commercial needs of the communities in which its branches are located. The total assets show a gain of almost $2,500,000, and now amount to $83,120,000.

During the year the bank issued new stock, on which the premium amounted to $180,000, which, with the net earnings of $1,218,000 and balance brought forward amounting to $401,000, made $1,800,000 available for distribution. Dividend requirements absorbed $686,000, profit and loss $580,000, bank premises account $1,000,000, officers pensions fund $50,000, written off for depreciation in bonds and investments $135,000, leaving $248,000 to be carried forward. A feature of the bank's report was the large proportion of quickly available assets, which represent over 36 per cent. of its total liabilities to the public. This is a satisfactory showing, especially in view of the recent financial stringency. Altogether, the show made by the bank is most encouraging, as it shows that good banking practice and careful conservative management characterized the year's operations. At the annual meeting it was also decided to establish a Holding Company for the purpose of taking over and managing the premises utilized by the bank for the housing of the various offices. The old Board were re-elected, and, at a subsequent meeting, Sir H. Montagu Allan was re-elected President and K. W. Blackwell, Vice-President.

BERLIN WATER IMPURE.

A despatch from Berlin, Ont., says: Water consumers are boiling the water, according to an order issued by the Board of Health as a result of an unfavorable analysis of the city's supply. Various tests showed the water to be infested with Bacteria. The Board will instruct the Water Commissioner to discontinue drawing on Shoemaker's dam for a supply until a filtration plant is installed.

PRICES OF FARM PRODUCTS

REPORTS FROM THE LEADING TRADE CENTRES OF AMERICA.

Prices of Cattle, Grain, Cheese and Other Produce at Home and Abroad.

Breadstuffs.

Toronto, June 2.—Flour—Ontario wheat flours, 90 per cent., $3.80 to $3.85, seaboard, and at $3.85 to $3.90, Toronto. Manitobas—First patents, in jute bags, $5.60; do., seconds, $5.10; strong bakers', in jute bags, $4.

Manitoba wheat—Bay ports—No. 1 Northern, 99½c, and No. 2, 97⅞c.

Ontario wheat—No. 2 quoted at $1.04 to $1.05, outside, and $1.06, on track, Toronto.

Oats—No. 2 Ontario oats, 39½ to 40c, outside, and at 42c, on track, Toronto. Western Canada oats quoted at 42c for No. 2, and at 39½c for No. 3, Bay ports.

Peas—$1 to $1.05, outside.

Barley—Good malting barley, 56 to 58c, according to quality.

Rye—No. 3 at 63 to 64c, outside.

Buckwheat—88 to 90c, outside.

Corn—No. 2 American, kiln-dried, 78½c, Toronto.

Bran—Manitoba bran, $24 to $26 a ton, in bags, Toronto freight. Shorts, $26 to $27.

Country Produce.

Butter—Choice dairy, 18 to 20c; inferior, 15 to 16c; farmers' separator prints, 20 to 22c; creamery prints, fresh, 23 to 24c; do., storage prints, 22 to 23c; solids, storage, 20 to 21c.

Eggs—21 to 23c per dozen, in case lots.

Honey—Extracted, in tins, 10½ to 11c per lb. Combs, $2.25 to $2.50 per dozen for No. 1, and $2 for No. 2.

Cheese—New cheese, 14 to 14½c for large, and 14½ to 15c for twins.

Beans—Hand-picked, $2.25 to $2.30 per bushel; primes, $2.10 to $2.20.

Poultry—Fowl, 17 to 19c per lb; chickens, 19 to 20c; ducks, 20c; geese, 15 to 16c; turkeys, 20 to 23c.

Potatoes—Delawares, $1.20 on track here, and Ontarios at $1.10 per bag, on track.

Baled Hay and Straw.

Baled hay—No. 1 at $14.50 to $15 a ton; on track here; No. 2 quoted at $13 to $13.25, and clover at $10 to $11.

Baled straw—Car lots, $8.25 to $8.50, on track, Toronto.

Provisions.

Bacon—Long clear, 14 to 14½c per lb. in case lots. Hams—Medium, 18 to 19c; do., heavy, 17 to 18c; rolls, 14½ to 15c; breakfast bacon, 18 to 19c; backs, 20 to 23c.

Lard—Tierces, 12½c; tubs, 12¾c; pails, 13c.

Winnipeg Grain.

Winnipeg, June 2.—Cash wheat closed ½c to ⅝c higher for contract grades; cash oats ½c lower to ¼c higher; cash barley unchanged to ¼c higher.

Montreal Markets.

Montreal, June 2. — Corn, American No. 2 yellow, 80 to 81c. Oats, Canadian Western, No. 2, 43¾ to 44¼c; Canadian Western, No. 3, 42¾ to 43c. Barley, Man. feed, 51 to 52c. Flour, Man. Spring wheat patents, firsts, $5.60; seconds, $5.10; strong bakers', $4.90; Winter patents, choice, $5.25 to $5.50; straight rollers, $4.70 to $4.90; straight rollers, bags, $2.20 to $2.35. Rolled oats, barrels, $4.55; bags, 90 lbs., $2.15. Bran, $23. Shorts, $25. Middlings, $28. Mouille, $28 to $32. Hay, No. 2, per ton, car lots, $14 to $15.50. Cheese, finest westerns, 12¼ to 12c. Butter, choicest creamery, 22¾ to 23¼c; seconds, 22 to 22½c. Eggs, fresh, 23c to 24c; selected, 26 to 27c; No. 1 stock, 23 to 23½c; No. 2 stock, 21 to 21½c. Potatoes, per bag, car lots, 95 to $1.25.

United States Markets.

Minneapolis, June 2.—Wheat—May, 90⅝c; July, 91c. Cash, No. 1 hard, 95¾ to 98c; No. 2 Northern, 90⅝ to 92⅝c. Corn, No. 3 yellow, 68 to 68½c. Oats, No. 3 white, 38½ to 38½c. Flour and bran unchanged.

Duluth, June 2.—Wheat—No. 1 hard, 94⅞c; No. 1 Northern, 90⅝c; No. 2 Northern, 91⅝c to 91⅞c; July, 93½ to 93½c.

Live Stock Markets.

Toronto, June 2.—Cattle—Choice butchers', $8.65; good, $7.90 to $8.30; common cows, $5 to $5.25; canners and cutters, $3.60 to $4; choice fat cows, $6.50 to $7.50; choice bulls, $7 to $7.50.

Calves—Good veal, $8.75 to $10.50; common, $4.30 to $7.

Stockers and feeders—Steers, 800 to 900 lbs., $7.25 to $7.90; good quality, 700 to 800 lbs., $7 to $7.50; light, $6.25 to $7.25.

Sheep and lambs—Light ewes, $6 to $6.50; heavy, $4.50 to $5; bucks, $4.75 to $5.30; Spring lambs, each, $6 to $7.50; yearling lambs, to $8.

Hogs—$8.35 to $8.40, fed and watered; $8.60 to $8.65, off cars; $7.95 to $8, f.o.b.

Montreal, June 2.—Prime beeves, 7¾ to 8½c; medium, 5½ to 7¾c; common, 4½ to 5½c; milch cows, $30 to $80 each; calves, 3c to 7c; sheep, 5½ to 7½c; lambs, $4 to $6 each; hogs, 8¾ to 9c.

THE HIGH COST OF LIVING.

At the present time possibly no other subject is receiving quite as much attention in Canada as this one. It will be a surprise to most readers to know that during the fiscal year which ended March 31st, 1913, Canada paid $11,500,000 in duty on food, and all of this large sum is virtually a direct tax on the consumer.

In glancing over the list it is easy to understand that the buying public are themselves largely to blame in many instances, for there are articles of food produced in Canada that are equal in every respect to those made in any country in the world.

In the baking powder line alone there were 667,904 lbs. imported into Canada, and this means the consumer paid in duty the enormous sum of $67,000. There are no better goods in the world in this line than magic baking powder, and it is made in a model sanitary up-to-date factory, and can be procured in any first-class store at one-half the price the imported article sells for.

Such articles as raisins, currants, and many other things, which do not grow in Canada, or are not produced here, have of necessity to be imported, and the duty paid.

If the consumer would devote a little thought and attention to this subject a large amount of money could and would be saved.—Canadian Home Journal.

TO TEACH GARDENING.

Young Englishwoman Will Join the Grenfell Mission.

A despatch from London says: Miss Christina Fellows, a Yarmouth lady, has sailed to Newfoundland as a volunteer helper at Dr. Grenfell's mission to teach the fishermen sub-Arctic farming. The idea is to introduce the cultivation of cereals and garden produce in the Labrador, so as to combat the ill effects of a diet too much restricted to salt pork, fish and molasses.

YOU CAN SLEEP LATER

And still breakfast on time by using a

New Perfection Wick Blue Flame Oil Cook-stove

No fires to kindle—no wood or coal to muss with. Just touch a match to the wick—then you have all the heat you want, when you want it. Lessens the labor in the kitchen. 1, 2, 3 and 4 burner sizes, and a new stove with Fireless Cooking Oven. All hardware and general stores.

Use Royalite Oil for Best Results

THE IMPERIAL OIL CO., Limited

Toronto Quebec Halifax Montreal
St. John Winnipeg Vancouver