Morris, London, Ont., Swam Him On His Back For Half An Hour.

Only Those On Deck Or Near It, And Able To Survive Hours In The Cold Water, Had Any Chance Of Being Saved From SS. Empress Of Ireland

this morning the first word of heroic efforts. work at the sinking of the Empress of Ireland, and an officer of the Sal- Some had been cut by the prow of 'My cabin was not crushed in like vation Army, Major Morris, London, other vessel They were terribly an egg shell as were some of those Ont., gets the credit. For one half mangled and the women- he did immediately below me. Directly ters of the gulf with Commissioner strong's man's face at the memory began to list, and I immediately went let go until death came to the 'fo- struggling home with her dead and most immediately and there was a ronto army leader. Details are mea- living. "One woman," he said struggle to get on the decks, but there gre but the act rivals any of manys brokenly," died-talking to her hus- was no fighting that I saw. We such that marked the sinking of the band. She thought he was there simply stood there. We knew we

Commissioner Rees was an old man and not in health and Major, Morris young and stalwart, risked his every chance of safety to save his superior officer. It is wonderful the story of obedience to duty and care for his superior officer and older man before any attempt at self-preservation was made. Major Morris is forty of age. With great difficulty reporters were able to secure and file this report, the first actual interview with a surviyor of the wreck. It is the testimony of Major Morris. London, Ont., one of the handful of Salvation Army officers who 'escaped

the vortex. When seen in his hospital cot officer was being slowly nursed to recovery, but was able to make following statement:

STATEMENT MADE BY MAJOR MORRIS

"I cannot tell you how it happened. I was lying awake in serth at the time and heard th og whistles soundi there came a curious scraping, gritting sound. It was not an impact, and I did not experience any shock, but even to my untrained ears there came an impression that something dreadful had taken place." Continuing his narrative with ob-

vious efforts he said : "I leaped from my berth at and ran for the deck. As I did so I felt the deck tilt and the list, grew more perceptible as I sprang up the stairs. As I reached the top I saw another steamer backing, off and people pouring up from below. Running to my cabin I jerked on my trousers and a light pair of shoes and raced back again. Throngs on the stairs impeded my progress. As I was coming out I met Commissioner Rees. assisting his wife to the deck. 'What

is wrong?' he asked 'Something very

On the deck there was a frightful the murderer, was caught on her! scene. People were climbing to the uppermost side of the tilting vessel and as I scrambled up to the rail the liner turned gently on her and sank below the waters. I was carried down in the maelstrom, but shot up again in a column of On the way to the surface several bodies brushed against me and arms STORY TOLD BY reached out to pull de down, but 1 came up. I was then in smoother water and swam for the collier, which lay some distance away. I am a strong swimmer and got along without any trouble. With two other men I reached a floating spar and held on to it like grim death. Short-'dy afterwards we were picked up by a boat from a government steamer. Major Morris absolutely refuses take any credit in attempting to save

DAILY MEMORANDA See top of page 3, right hand corner. Don't forget lawn social at McLar-en's, Wolfe Island, Monday evening.

Boat leaves 8 p.m. O'Connor's orches-

the late Cammissioner Rees, although

Intensive Farming When the manufacturer uses the newspapers for his advertising campaign he is applying the principle of the intensive

When he advertises in the newspapers of any city, he is thereby picking out a particular spot and cultivating it for

all there is in It. He is not wasting time nor money nor energy. He is not

spreading his advertising over territory where he may have little or no distribution.

His campaign is concentrated where it may be studied and where results can be definitely

Perhaps more important than all, he is gaining the support and the co-operation of the local dealers in the community where he advertises, and who appreciate that the missionary work done in their own town is bound to send customers to their stores.

"Some died on the way to shore, aster he replied: hour he swam about in the icy wa- not finish. Pain swept across this the collision occurred the Empress Rees upon his back, and refused to of the sights of that rescue ship, on deck. The lights went out alshe used all the little silly names were going down.



CAPTAIN H. G. KENDALL Captain of the Empress of Ireland, | the night. captain of the Montrose, when Crippen wreckage, and was saved, but is dangerously ill of pneumonia in Montreal

a good woman calls her husband, when she is happy. She just babbled and died."

SALVATION1ST

others heroic rescue and shuddering were told by the survivors who arrived at Viger station this morning, with a blanket thrown ard ind her shoulders, her eyes lit with the wild excitement of the night of horror, Miss Alice Bales, one of the young women Salvationists who was saved, recounted how her desperate struggles finally brought succor and safety. Her cheeks were su:cessively hectic and palld as Miss Bales cold the hideous story.

"I thought we struck an iceberg when I heard the fearful grinding of the shock of the boats. With a cry to the girls who were with me I stumbled out of the narrow berth room and groped up to the deck. Here was chaos. The ship was listing, listing. Every step I took to the uppermost part of the deck I seemed to be slipping back into maelstrem of water and falling bodies. Finally I gained the rail, and on it, and with a prayer in my heart I jumped into the blackness. The water surged over my head. Down I went. I could not swim a stroke. I remembered that you should keep the air in your lungs, and as I sank I clenched my Jaws determined to stay with the little as long as strength lasted. After long periods of struggle and fainting and renewed struggle saw a man not far off swimming with a life belt. I forgot to tell you that I fastened the I reached my hand towards this hope of rescue, the man's belt eluded me. finally I grasped it. Then I saw how the man made the swimming motions like a frog. I tried to do the same. I used every fibre and nerve to make the motions-I knew this was the chance for life. Then when my energy was ebbing, heard a faint cry far off to my back. In-

stinctively I turned around. There ver Hall Hill. was a cluster of people; it was a lifewas lifting me, dragging me over something hard. Now they were speaking to me, I didn't succumb to the drowsiness. They revived me, and I was got aboard the Storstadt, the ship that struck us? tell you any more."

"It was just like walking down the beach into the sea. As the boats went over we climbed over the taffrail and slid down the stanchinos on the plates and walked into the water." In this matter-of-fact manner, did J. L. Duncan, of London, England, describe haw he left the cabin on the promenade deck in his pajama suit, and how he parted com-Montreal, May 30 .- There came | eye-witnesses can swear to his gallant | pany with the ship. When asked what he had to say about the dis-

> question about that from the first and it was no use struggling. The poor women were hysterical, but there was no chance to do anything for them. When the steamer heeled over, we walked into the water and I struck out for the rescuing steamer which was standing about half a mile off."

FEW HAD CHANCE TO GET OFF

Rimouski. Que., May 30 .- Because only twelve women survived that aw ful marine castrophe of vesterday morning, it had been inferred that the three hundred odd men who escaped with their lives were lacking that traditional instinct of self-sacrifice that gives the weaker ones first chance and puts women first in direction of safe ty. As a matter of fact, judging from the stories drawn from the half famished survivors here, the only people on board the ill-fated Empress who had much chance for life were those who were on the open deck, or very near it, when the crash came, and could swim and survive the terrible shock of two or three hours in the cold waters.

The sinking of the liner came rapidly after the collision that there was no opportunity to launch boats. The members of the crew and male passengers who tried it were swent off their feet by the waters that compass ed them about as the deck tipped and they were engulfed by the river. Husbands who left their wives and chilinvestigate the cause of the do so. The scenes were heartrenderal that it is scarcely possible to get a connected story of the grim horrors of | QUEEN'S STUDENT SAVED.

There is a possibility that Capt. Kendall's official report of the disaster will be much delayed. He is in . F. P. Godson, the Queen's hospital here suffering from pneu- suniversity science student, monia, and his physicians say he may not recover.

senger who jumped from the upper & known survivors. deck of the sinking vessel, swam around till rescued, and was taken to Father Point, where she dropped dead of heart failure.

Montreal, May 30 .- Tales of caen BAND PLAYED "NEAR common with that of all other big ER MY GOD TO THEE'

Montreal, May 30 .- With memories and 1,000 third class,

sank in a very few minutes.

terday afternoon, with their band 18,000 tons. playing, "Nearer, My God, to Thee. the detachment was on its way to the harbor, where it embarked on the on the cargo £200,000; freightage, Conard iner Andania, sailing to Plymouth. The little band has been dispatched to replace its comrades at the

nternational Salvation Army congress Loudon. The Peterboro detachnent, numbering some hundred men, halted in Victoria square, where the band played the hymn in memory of the dead, and then proceeded up Bea-

The sickening lunge which carried the boat. The next few minutes art Empress to the bottom parted forever indistinct to my memory. Someone wives and husbands, parents and children. One couple rudely wrenched asunder were Mr. and Mrs. William



LAWRENCE IRVING passenger on the Empress of Ireland He appeared in Kingston last winter. Davies, of Toronto. Mr. Davies was

rescued by a boat

LAWRENCE IRVING

tal lost, 934.

Quebec, May 30.-Laurence Irving Irving, perished in an attempt to save & the life of his wife, according to sur. & LOST SHIP ON FIRST TRIP. vivors. He was last seen buckling a

UNSINKABLE GOES TO BOTTOM

Montreal, May 30,-The Empress of reland had been on the Atlantic service of the C.P.R. for eight years, and was regarded as one of the finest ships on the Canadian route to Europe Comfortable, fairly fast, and consider ed to be as safe as any ship affoat. she was a favorite with travellers. Six transverse bulkheads divided her into seven watertight compartments, dren in their cabins and came on to and, before the Titamic disaster deshock monstrated that all safety devices have their weaknesses, the Empress of their loved ones, and many of them Ireland was regarded as approaching lost their own lives in the attempt to to the ideal of the unsinkable ship

A Montreal despatch Saturday morning reported that who was a first-class passen-+ ger on the S. S. Empress of The story is told of a woman pas- | Ireland, was among the

> *********** After the Titanic disaster, the lifeboat accommodation of the Empress, in liners, was overhauled and extended The total, passenger accommodation was 350 first class, 350 second class

of the Tune which was played as the The Empress was British built, and Fitanic went down, and their hearts was regarded by seafaring men as be Banfort, Marconi operator, Camepa. and uttering strange weird moans of heavy at the loss of their many com- ling of thoroughly sound construction. rades on the tempress of Ireland, the She was not the largest ship running Colba, C. Coorbes, pantryman; salvation Army of Peterboro passed to Quebec, the Calgarian and Alsati

THE C. P. R. STEAMSHIP, EMPRESS OF IRELAND.

Which was sunk in collision with the North German Lloyd steamer Storstadt in the Gulf of St. Law

rence in the early morning of May 29th, with a loss of about 1,000 lives. Her six transverse bulkheads,

dividing her into seven watertight compartments, proved unable to float her after the collision, and she

through the streets of Montreal, yes- an, of the Allan line, being of about

Lloyd's insurance on the Empress of Ireland's hull was £280,000, and £100,000. The reinsurance rate went up to forty-five guineas, directly the news of the disaster was received, then receded to thirty guineas, jumping afterwards to forty guineas.

TWO NEWLYWEDS WERE IN S. A. PARTY

Toronto, May 30 .- Two newly-married couples, belonging to the Salvation Army, were on the Empress of Ireland. They were Captain and Mrs. E. J. Dodd and Mr. and Mrs. Thomas Greenaway, all of Toronto. Mrs. Dodd was formerly Miss Violet Howson, and she married Capt. should be laid.

a Salvation Army officer as the list there were women there, trying to through the opening. This man of the Army people on board was warm their chilled bodies and dry bulled me out and I stood there

GONE TO PLAY

scious of the fact that their father resume his narrative. was drowned, that he had appeared before a greater king than of earth's monarchs.

Engineer Almost Frozen to Death. Quebec City, May 30 .- F. Oslander,, an engineer, is a survivor. don't want to talk about it." he said. "I've had enough. All I can say is that I felt water. I jumped from somewhere, somehow, and I swam, I was picked up in a lifeboat, nearly frozen to death. I caught just dne glimpse of the collier-it must have been she-staggering away, vague blurs that indicated other boats. I heard no cries."

AMONG THE DEAD lyne. I revived with some coffee. and tried to be of use around the seen approaching, and the captain of Quebec, May 30.—The latest revised vessel. I don't know how many the Empress signalled the engine-room figures of the wreck lost are: Total souls we had on board. My God, to reverse and steam full astern. But passengers aboard, 954; saved, 159; they were a mixed lot, mostly naked, the big liner could not avoid the total crew aboard, 413; saved, 237; to- first-class, crew and third-class, all small ship. She was rammed amidhuddled together. We all looked ships in the engine-room on the star-

Montreal, May 30 .- Capt. H. G. Kendall lost the Empress of Ireland on his first trip as her commander. He was selected from 100 C. P. R. captains just a week ago, to command the wrecked liner.

*************************** like 'muckers,', you couldn't tell gentleman from a hobo. reduced to mere items of humanity." was overturned. Then some of

WRONG SIGNALS SAID TO BE GIVEN

Quebec. May 30 .- The collier Storstadt, which rammed and sunk the pulted. There was no disorder a Empress of Ireland, passed here under mong the crowd. The captain and her own steam for Montreal. Capt. other officers remained on the bridge mg and indescribable, and it is natur. ************* ment, intimating that he would do so the proper authorities when the time came. It is understood tha the collision was probably due to mistaking signals. Storstadt officers thought the liner was going ahead and that f they would pass behind, but the liner * stooped dead and reversed, and she was "sideswiped" in railway parlance with fearful results.

PARTIAL LIST

list was issued by the C. P. R. this the water to bathe. afternoon as that of the names of

persons known to be saved: Miss Blyth, R. Boile, Bantala, Wiliam Brown, C. L. Burt, John Byrne, Miss Backford, R. Brennan, Mr. and screaming for help, shricking as they Miss Court, George Coopling, A. terror undisguised.

(Continued on Page 8.)

Rimouski, Que., May 30.—Perhaps And then I could not find the door one of the best unofficial reports of I could hear screams of teror and the disaster is given by Dr. Grant, the sound of rushing water. I did one of the ship's surgeons who was not know what was wrong, or was picked up in a boat, but returned to there anything to guide me, as to the scene and aided in the rescue work: the immedate danger. Finally, He then boarded the Storstadt, and managed to get out of my stateout of the confusion that made the room, but I was unable to walk up grimy collier a place of horror, the alley way because of the list of brought a semblance of order that the boat. I tried to, grawl but reached the deck, and he took charge wall and grasped a port hole. I of the bodies and ordered where they got my head out and what was my

Dodd on May 7th. Mrs. Greenaway's maiden name was Miss Margaret Dal- eign for the most part, were shrieking there as though it were the deck. and screaming in the ecstacy of terror I called and someone reached down, "It is a horrible honeymoon," said that had not yet left them. And I was trying to get my shoulders eagerly scanned at the Army head- their draggled clothing. All over the with them for a moment. There ship he went, earning that praise that were fully one hundred people afterwards was unanimously granted around me. There was no time to

Asked for his story of the disaster, "The ship pulled from under, and BEFORE THE KING he told it in the following words: we were all struggling in the water There were interruptions - women and then the fog that had been Toronto, May 30 .- "Daddy has wanted him for a moment, women a ound us, just as soon as the boat gone to play before the king," said whose nerves had not yet become re- sank, as though it had accomplished the little children of William Hor- adjusted since the terrors of that woe- Its purpose, rolled up like a curtain wood, baritone soloist of the Salva- some night. He would excuse himself low in the water I could see a boat, tion Army staff band, as they played for a moment, and then returning for while away off were lights of the about the house, evidently uncon- a moment, he would smile gently and collier, that I sterwards learned

The Collier Sighted.

"We left Quebec on May 27th, at 4.30 p.m., and had an uneventful trip had gone down and helped to pick during the evening. During the ear- up those struggling in the water." ly morning a fog dropped around us and we proceeded slowly. At 1,30 a.m. we put the pilot off at Father Point. At 1.50 a.m. the collier Storstadt rammed the Empress of Ireland. "The vessel's lights had been sighted by the watch, who reported to Capt. Kendall, who was on the bridge. The captain signalled with three blasts of the whistle, 'I am continuing my course." The collier answered,

what the reply was I have not learned. Then Capt. Kendall sounded a "We were picked up by the Eve- whistle twice, saying I am stopping. "ine lights of the collier could be board side. The plates were ripped the famous actor, son of Sir Henry | ************** open to an enormous length. The collier then backed off about a mile.

The Empress Doomed.

"In a few minutes the Empress be gan totlist to one side. She made an attempt to right herself and then canted over still further to stanboard | as the water perced its way through is the gap into the break in her side. She listed further and was idoomed.

"An attempt was made to lower the boats on the starboard side. The first one was thrown clear and sailor in it was thrown out. A boat port boats were flung across the deck by the list of the vessel, and several people were killed. They were crushed to death against the rail. I believe that the chief officer, Mr, Steede, lost his life when these boats cata was rammed until she sank below the surface.

"Comparatively only a few were Clarke, J. W. & Co...... 353 Princess able to obtain life belts, and practically all were forced out in their night attire into the jey water. Several clung to the ship until she sank, holding to the rail until the vessel canted over so far that it was neces- McAuley's Book Store 93 Princes sary to climb the rail and stand on McGatl's Cigar Store Cor. Prin. & King the plates of the side. Then as she OF SAVED keeled over further they slid down in- Medley's Drug Store 260 University Ave to the water as though they were Paul's Cigar Store To Princes Montreal, May 30 .- The following walking down a sandy beach into Prouse's Drug Store 312 Princes

Screamed for Help.

"Then there were several hundred souls swimming 'around in the water, Mrs. Black, Ottawa; W. T. Burouse, themselves were being carried under

> "The life boats of the Starstadt were launched and came rapidly to ! the rescue. Not one went back that was not well loaded. About five of the Empress' boats got away.

"Then the catastrophe was so sudden that scores never left their bunks. They were caught like rats in a trap. Added to this was the fact that the passengers had been on the ship only a day and were not yet familiar with their surroundings. In the confusion and semi-panic many could not find their way to the decks, and only, a few knew how to reach the boat's decks. This was largely responsible 254 and 256 PRINCESS STREET for the terrible toll of death.

"Four women perished after they reached the Storstadt. In each case I was called and the unfortunates died before anything could be done. The last spark of energy had been exhausted. One other woman died just as she was being taken ash-

All this time the doctor had said not a word regarding his own experiences. He had dropped no word that he had gleane his information from one or another reliable source. He was then asked to relate his own personal story, and strange story it was.

The Doctor's Experience. "I know nothing of what was occurring," he said, "until I was rolled out of my berth by the listing of the boat. At once I knew that something was wrong, and I tried to turn on the lights but the power was off. The dynamos had been A stopped by the inrush of water, a few moments after the collision.

meant much. Women died as they could not so I scrambled along the astonishment to find the unturned Down in the engine-room, men, for side crowded with people standing

> question. I had no time to ditink had struck us. I swam to it and was picked up by a life boat which had just been launched. In it, I returned to the spot where the ship

REES DIED A HERO.

Montreal, May 30 .- That Commissioner David Rees, chief of the Salvation Army in Canada, died with conspicuous heroism, is indicated this morning by stories of survivors, who said that he refused to get into lifeboats. although he had the chance to do so, because, he said, there were women in cabins below, although there were none on deck to use the boats

at the time. His wife and daughter who were with him, declined to leave him, and they were seen clasped in each others arms, as the boat listed they were thrown against the railing and separated. Later, Major sioner struggling in the water, and attempted to save him, but he died of exposur

For bread and pastry, White Rose It was on July 27th, 1912, that the P.R. Empress of Britain, the sister ship of the ill-fated Empress of Ireland, rammed and sank the collier

"Rubber set tooth brushes." son's Red Cross Drug Store.

Helvetia in the gulf while outward

Anderson declined to make a state until the vessel sank. It was just IS CN SALE AT THE FOLLOW ING CITY STORES

Bucknell's News Depot . . 205 King E. College Book Store 160 Princess Coulter's Grocery Princes Cullen's Grocery, Cor, Princess & Alfred Frontenae HotelOntario St. Gibson's Drug Store . . Market Square McLeod's Grocery 51 Union St. W. Valleau's Grocery 308 Montres Lowe's GroceryPortsmouth

MARRIED.

BROWER-McAULEY-On May 16th, 1914, at Niagara Falls, Edward H Brower, of Saskatoon, to Mabel V McAuley, youngest daughter of w. Mr. and Mrs. McAuley, Kingston. HAMBERS-WARNER-At Napanee on May 23rd, George Chambers to Gergrude Warner, all of Napanee.

CRTEEL—CLNNINGHAM—On May 26th, 1914, in St. James' chapel, by the Rev. Father Halligan, Florence Agnes, eldest daughter of Mr. and Mrs. John J. Cunningham, to Wil-liam Joseph Purtell, youngest son of Mr. and Mrs. John J. Purtell, both of Kingston.

Montreal papers please copy.)

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