

LAND IN SIGHT AS LINER AND 934 GO DOWN

Empress of Ireland Sinks 14 Minutes After Crash in St. Lawrence.

COLLISION IMPACT KILLS

Storstad Tears Great Hole in Side of Canadian Vessel, Midway to Stern.

VICTIM "LYING TO" WHEN HIT

Disaster Comes in Foggy River. Many Never Reach Decks.

"PRAYER OF SEA" BRIEF

When Rescue Craft Reach Scene Wreckage Only Floats on Waves Over 90-Foot Icy Grave. Many Bodies Recovered.

RIMOUSKI, Quebec, May 29.—Sinking in 90 feet of water within 15 minutes after being rammed amidships in the upper reaches of the St. Lawrence River early today, the Canadian Pacific liner Empress of Ireland carried down with her more than 900 of her passengers and crew. Of the 1367 persons on board only 433 are known to have been saved, making the probable death list 934.

Looming up through the river mist as the Empress of Ireland was lying to, waiting for the fog to lift or day to break, the Danish collier Storstad crashed bow on into the side of the big Canadian liner, striking her about midway of her length and ripping her side open clear to the stern.

Lives Lost in Sight of Land.

The crash occurred not far from the shore off Father Point, 150 miles from Quebec, which the Empress of Ireland left yesterday, bound for Liverpool, and 16 miles from this point on the St. Lawrence. In reality, therefore, although the liner was heading for the sea and the collier coming in from it, the disaster was not one of the ocean, but of the river. Unlike the Titanic's victims, the Empress of Ireland's lost their lives within sight of shore in land-locked waters.

Immediately the ship's crew recovered from the shock of the collision and it was seen the liner had received a vital blow, a wireless "S. O. S." call was sounded.

Boats Hasten to Rescue.

The hurried prayer of the sea was picked up by the Government mail tender Lady Evelyn here and the Government pilot boat Eureka at Father Point. Both sped to the rescue. So deep was the wound of the Empress, however, and so fast the inrush of waters, that long before either of the rescue boats could reach the scene the liner had gone down.

Only floating wreckage and a few lifeboats and rafts from the steamer, buoying up less than a third of those who had set sail on her, were to be found. The rest had sunk with the liner, had been crushed to death in the Storstad's impact with her, or had been forced from exhaustion and exposure in the ice-chilled Northern waters to loose their hold on bits of wreckage that had supported them and had drowned.

Twenty-two of those rescued died. Only a few persons were picked up by the Storstad, which was badly crippled herself by the collision, and these were brought here by the collier, together with those saved by the Eureka and the Lady Evelyn.

Twenty-two of the rescued died from injury or exposure. The others, most of whom had jumped in the boats or plunged into the water scantily clad, were supplied freely with such clothing as the town had, and later those who were able to travel were placed on board a train and started for Quebec, where they arrived tonight.

Accounts agree that in the brief space of time—not more than 14 minutes—between the shock of the collision and the sinking of the liner, there was little chance for systematic marshaling of the passengers. Everything indicates that hundreds of those on the steamer probably never reached the decks.

Few Women Are Saved.

Few women were among the saved, not more than a dozen, the lists make it appear.

"It all happened so quickly that we did not really know what was going on and nobody had time to cry 'Women first,'" one of the passengers told.

(Concluded on Page 4.)

MISTAKE GETS CITY GOOD GRAVEL ROAD

SOUTHERN PACIFIC LOSES TWO OF ITS CARS TO TIGARD.

Club Appropriates Material and Job Is Done Before Company Sends Note Refusing Charity.

SALEM, Or., May 29.—(Special.)—A mistake made by the Tigard Improvement Club has served it in good stead, according to information received today by the State Railroad Commission. The club several weeks ago asked the Southern Pacific Company to donate it two carloads of gravel for paving the street in front of its building. The company decided not to grant the request, being of opinion that there is a limit to corporation charity.

However, the next day it shipped two carloads of gravel to Tigard for its own use and the management of the club, not having heard from its request, took it for granted the gravel was intended for it. When it received a letter from the company notifying it that the gravel would not be sent, the street had been made. The company, being informed of the mistake, took a philosophical view of the case and decided to charge the gravel to profit and loss.

The Commission gave its consent to the company making the present to the club and informed it that the charges could be canceled.

OREGON BOX IS ADOPTED

House Committee Favors Standard for Entire United States.

OREGONIAN NEWS BUREAU, Washington, May 29.—The House committee on coinage, weights and measures today reported Representative Baker's bill adopting the Oregon apple box as the standard apple-container for the entire United States. The bill provides that an apple box shall be of the following dimensions: Depth of end, 10½ inches; width, 11½ inches; length, 18 inches. All are inside measurements and represent 217½ cubic inches.

Boxes not measuring up to the standard must be marked "short box." Violators of the law are liable to a fine of \$1 a box.

CITY HEADS GO TO WOODS

Commission Leaves Business for Rest in Country at Week-End.

For one day Portland has no City Commission. All that is left of it is Commissioner Daly, who is serving practically as the entire city government. Mayor Albee and Commissioner Dieck went to Hood River, Commissioner Brewster to Eugene and Commissioner Bigelow to Tillamook. They will return by Monday.

Before leaving they adopted a resolution providing for the payment of the salaries and wages of all employees for the holiday. On motion of Commissioner Daly day laborers will be paid for today also.

ONLY 433 OF 1367 KNOWN TO BE SAVED

Most of Survivors Are Taken to Quebec.

237 OF CREW ARE SAVED

Only 29 in First Cabin and 29 in Second as Fortunate.

PASSENGER LIST GIVEN OUT

Many Members of Salvation Army Among Victims—Thirty-Seven of Survivors Too Ill to Be Taken From Rimouski.

QUEBEC, May 29.—A train with 396 survivors from the sunken steamer Empress of Ireland reached here at 8 o'clock tonight. The rescued on board numbered 29 first-class, 29 second-class and 101 third-class passengers and 237 of the crew. Thirty-seven survivors were left at Rimouski, which would make a total of 433 saved.

As revised figures show 1367 persons to have been on the steamer, this makes the probable number of lost 934.

QUEBEC, May 29.—A corrected list of passengers and crew on the Empress of Ireland, issued officially by the Canadian Pacific Railroad gives the total number aboard as 1367, divided as follows:

First cabin passengers, 87.
Second cabin passengers, 153.
Third-class passengers, 714.
Officers and crew, 413.

The following list of survivors, missing and identified dead of the Empress of Ireland is compiled from all available sources.

First Cabin Survivors.

Burt, C. R.
Duncan, J. Ferguson, member firm of Kimber, Bull & Duncan, solicitors, London.
Fenton, Walter, Manchester.
Gosselin, L. A., Montreal.
Kohrt, Miss Grace, Montreal.
Lee, Miss Alice, Nassau, N. P.
O'Hara, H. R., Toronto.
O'Hara, Miss Helen, Toronto.
Paton, Mrs. W. E., Sherbrooke, sister of Frederick Grundy, European manager of New York Sun.

First Cabin Missing.

Abbott, F. E.
Abercrombie, J. R., Vancouver.
Adie, J. P.

(Concluded on Page 5.)

INDEX OF TODAY'S NEWS

The Weather. YESTERDAY'S—Maximum temperature, 76 degrees; minimum, 48 degrees. TODAY'S—Fair and warmer; northerly winds.

Steamship Disaster.

Proportion of women and children saved from Titanic in sharp contrast. Page 3.
Hull of Empress of Ireland called mere shell. Page 4.
Quebec and Lewis care for survivors of the Collier's action in backing out of hole causes many additional deaths. Page 1.
Empress of Ireland goes down with 934 with land in sight. Page 1.
Only 433 of 1367 known to be saved. Page 1.

Mexico.

Americans plead for Carranza before mediation. Page 2.
Carranza wants admission to mediation conference. Page 2.

Domestic.

Kariuk, Stefansson's flagship, crushed and sunk off Siberian coast. Page 14.
Dr. W. T. Elam "not guilty." Page 2.

Sports.

Coast League results—Los Angeles 3, Portland 10; Sacramento 14, San Francisco 6; Oakland 2, Venice 6. Page 10.
Northwestern League results—Seattle 8, Portland 5; Tacoma 6, Victoria 4; Vancouver 2, Spokane 1. Page 10.
Oregon wins conference track meet. Page 10.

Pacific Northwest.

Commonwealth Conference ends at Eugene. Page 14.
Co-ed gives dancing pageant at Agricultural College. Page 14.

Fund to carry on moral crusade is denied Governor. Page 14.
Tigard's mistake in taking gravel from Southern Pacific gives it good road. Page 1.

Commercial and Marine.

Last of old-wheat crop is to go abroad. Page 15.
May contracts easily settled in Chicago wheat pit. Page 15.

Improvement in Trade Reported in Nearly All Lines.

Statistics show business in Portland for month is as good as in May last year. Page 16.

Lift Span of Hawthorne Bridge Stuck High in Air.

Weather report, data and forecast. Page 15.
Memorial day plans completed. Page 1.
Marian Hoffman and two girl associates tell of Friar's Club visit. Page 9.

2 DIE IN MILL EXPLOSION

Muetzel Plant's Boiler, Near Marshfield, Blows Up in Midst of Crew.

MARSHFIELD, Or., May 29.—(Special.)—The boiler in the small Muetzel sawmill, at Ten-Mile Lake, exploded today shortly before noon, while the full crew was at work. Isaac Freeland and W. T. Shaw were instantly killed. The force of the explosion threw one body into the lake near by and it was some time before it was found. Several men employed in the mill escaped injury. Harley Folby, a young man handling lumber near the explosion, received severe burns from steam.

The mill is of only 10,000 feet capacity and was engaged in sawing dimension lumber for Willamette Pacific Railway construction work in the Ten-Mile district.

Reclamation Suit Decided at Pasco.

PASCO, Wash., May 29.—(Special.)—Judge Kauffman today rendered a decision in favor of the defendant in the case wherein Ed Timmerman was suing the Pasco Reclamation Company to escape liability under a contract for irrigating water under which contract he agreed to give one-half of his land for a water right for the other half.

ACTION OF COLLIER COST MANY LIVES

Backing of Vessel Lets Water Fill Hold.

STORIES OF SURVIVORS TOLD

People Shot Into Sea by Explosion, Says Passenger.

WOMAN SWIMS, BUT DIES

Death From Exhaustion Follows Plucky Leap Into Sea and Hour's Battle With Waves—S. O. S. Quickly Picked Up.

QUEBEC, Que., May 29.—The story of a tremendous explosion on board the Empress of Ireland after she was hit by the Storstad was told tonight by Philip Lawler, a steerage passenger from Brantford, Ont. Lawler was on his way to England with his wife and son.

"People were simply shot out of the ship into the sea by the explosion," Mr. Lawler said. "I was pushed overboard with my wife and boy. The boy could swim, so I tried to take care of my wife, but she slipped from my grasp and sank."

Collier's Backing Disastrous.

Dr. Johnston, chief medical officer on the Empress, said that had not the Storstad backed out so soon from the Empress, a large number of the passengers would have been saved. He said that when the collier pulled herself free the sea surged into the hole she had torn in the side of the Empress and the liner quickly sank.

Chief Marconi Operator Hayes, of the Empress of Ireland, told of the sinking of the vessel:

"As soon as I felt the shock," he said, "I was ordered to sound the danger signal, and the flash of my 'S. O. S.' was immediately picked up by the operator at Father Point and answered. But I could not talk with him for five minutes after the impact. My dynamo failed me, and 17 minutes after the collision our boat went down."

Woman Dies From Exhaustion.

To leap from the deck of the sinking liner and swim around for nearly an hour in the river and then to fall dead from exhaustion on the deck of the pilot boat Eureka was the fate of an unidentified woman.

The noise of the water rushing into his cabin awakened W. Davis, of Toronto.

(Concluded on Page 5.)

QUEBEC AND LEVIS LAVISH WITH AID

WRECK SURVIVORS CARED FOR ON TRAIN'S ARRIVAL.

Transfer of 396 Saved From Empress of Ireland Pitiful Sight and Many Are in Hospital.

QUEBEC, May 29.—A full equipment of ambulances supplied by the City of Quebec, by the town of Levis, on the opposite side of the river, and the army medical service corps, was awaiting at Levis when the special survivors' train arrived here tonight. The passengers were immediately transferred to the ferry steamer, which had been waiting to facilitate the transfer to Quebec.

It was a pitiful sight when the ferry steamer Polaris docked on the Quebec side and the 396 men and women saved from the Empress of Ireland trooped falteringly down the gangway. Few of them possessed a complete outfit of clothes, the majority wearing only shirts, trousers and boots.

Heads were bared as the injured were brought ashore. The second and third-class passengers and the crew were made comfortable on the Allan liner Albatron, which was lying at the wharf. The first-class and injured passengers were transferred in automobiles and other vehicles to the Chateau Frontenac. A staff of doctors and nurses took charge of the injured.

Among the 25 survivors of the first cabin there were eight women and one child and, strangely, among the 29 rescued from the second cabin there were also eight women and one child. Of the 101 persons saved from the steerage four were women.

Among the passengers left in Rimouski were several who were so ill or so badly injured that they had to be taken to the hospital.

TRIPLE AGREEMENT MADE

United States, England and Japan to Inspect Sealing Operations.

WASHINGTON, May 29.—After a conference with the Japanese Ambassador today, Secretary Bryan announced that arrangements had been completed by the United States, Great Britain and Japan to dispatch scientific expeditions to Bering Sea this summer to inspect operations under the fur seal treaty.

The expedition will work on parallel lines, though acting independently.

\$30,000,000 BONDS SOLD

Chicago, Milwaukee & St. Paul Railway Issue Taken by Syndicate.

NEW YORK, May 29.—The Chicago, Milwaukee & St. Paul Railway Company has sold to a banking syndicate \$30,000,000 of 4½ per cent refunding bonds, which will be offered at public sale next week around \$6½.

These bonds are part of a large issue authorized by the shareholders some months ago and the proceeds will go toward the payment of maturing obligations.

HONOR FOR HEROES SHOWN ONCE MORE

All Portland Will Bow Its Head in Sorrow.

PROGRAMME FOR DAY GIVEN

Every Soldier's Grave Is Object of Attention.

SAILORS NOT FORGOTTEN

Exercises Consist of Services in Lone Fir Cemetery, Lincoln High School and Cruiser Boston, With Parades of Veterans.

PROGRAMME FOR MEMORIAL DAY OBSERVANCE.

8:00 A. M.—Veterans and friends leave for the various cemeteries to decorate graves.
9:30 A. M.—Details of veterans go to Lone Fir Cemetery to decorate graves.
10:30 A. M.—Memorial services at Lone Fir Cemetery.
11:00 A. M.—Parade starts from Courthouse en route to cruiser Boston.
11:30 A. M.—Services for departed sailors on board cruiser Boston.
2:30 P. M.—Street parade starts from Fourth and Main streets.
3:00 P. M.—Memorial services at Lincoln High School.

All Portland will bow today in solemn memorial to dead heroes. The air will be filled with the strains of hymns and martial and patriotic music, Old Glory will float in the breeze at half mast on every flagpole, and veterans of the Nation's wars and others will spread sweet-scented flowers over the graves of the departed in all the cemeteries.

While a programme covering the entire day has been arranged for veteran, military and fraternal organizations, the public generally will observe the day by decorating the graves of departed friends and relatives.

There will be two parades, memorial services for departed sailors and marines on the Cruiser Boston in the lower harbor and patriotic exercises at the Lincoln High School.

Programme Starts at 8 A. M.

The programme as arranged starts at 8 o'clock, at which time details from the various posts and camps of the Grand Army of the Republic, the Spanish-American War Veterans' Association, and women's auxiliary organizations, will go to the cemeteries with flowers and flags. Each soldier's grave will be carefully decorated with flowers and a small silk American flag placed at the headstone. Not a grave will be forgotten.

At 9:30 details from the Grand Army and Women's Relief Corps, headed by pupils of Sunnyvale School, will go to Lone Fir Cemetery and decorate the graves there. At 10:30 all will assemble at Lone Fir Cemetery and services will be held at the base of the Soldiers' and Sailors' monument.

Roses Will Be Strewn on River.

At 11 o'clock a parade, participated in by members of the Grand Army, Oregon Naval Militia, Sons of Veterans and other organizations, will assemble at the Courthouse and form for a parade which will go down Fourth street to Stark and from there to the municipal boat landing. Lunches will ply from the landing to the cruiser Boston, where services for dead sailors will be held. Roses will be spread upon the water in solemn memorial.

At 2 P. M. the main parade of the day will be held. The various divisions, comprising the Oregon National Guard, the Grand Army, Spanish War Veterans, Oregon Naval Militia, Elks band, Indian War Veterans and women's organizations, will form near the Courthouse at 2 o'clock, and at 2:30 the parade, headed by a platoon of mounted

(Concluded on Page 2.)

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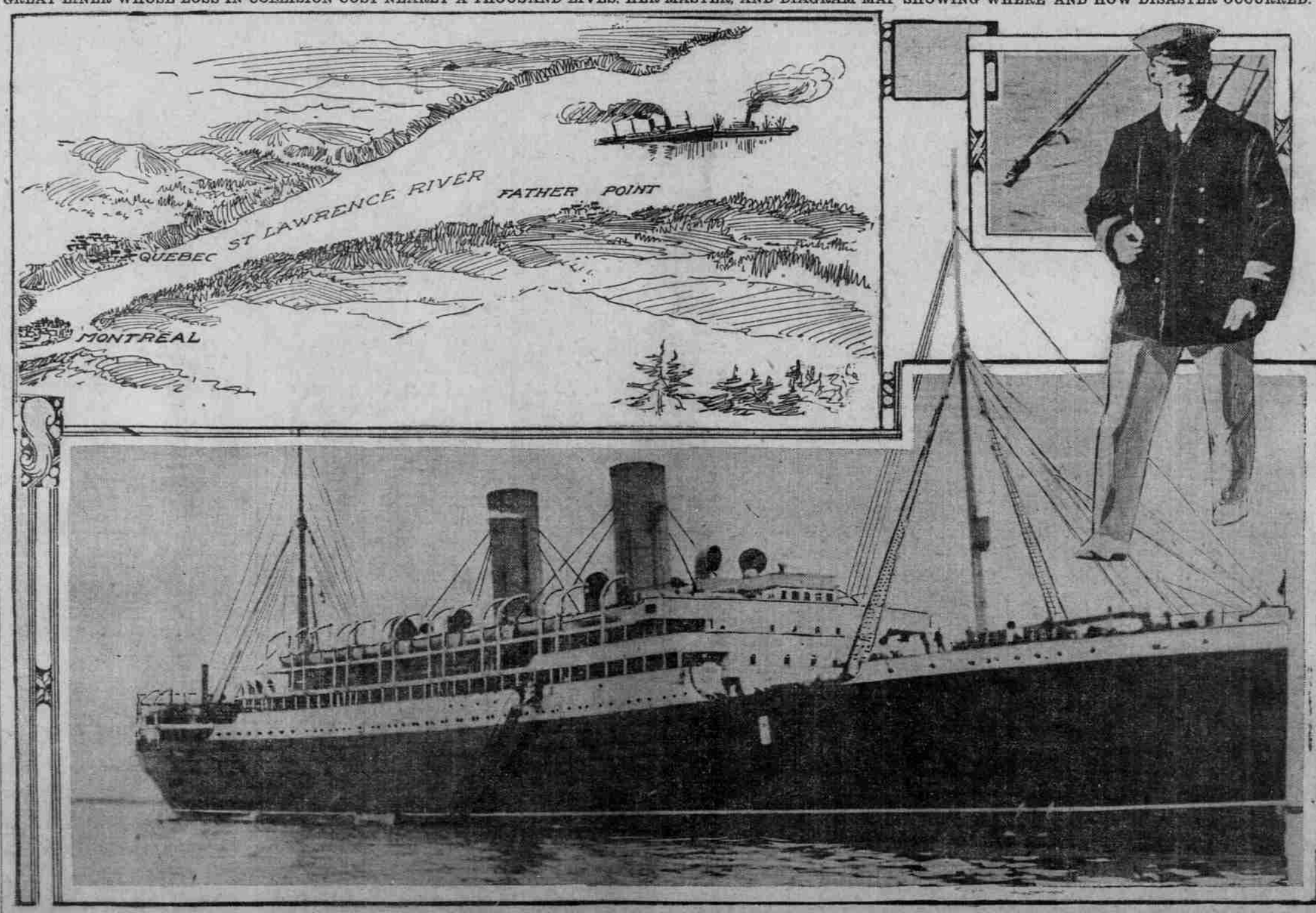
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STEAMER EMPRESS OF IRELAND AND CAPTAIN KENDALL.