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SECOND EDITION

MEDFORD MAIL TRIBUNE

WEATHER
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Forty-fourth Year.
Daily—Ninth Year.

MEDFORD, OREGON, FRIDAY, MAY 29, 1914.

NO. 59

1000 LOSE LIVES WHEN STEAMER SINKS

COLLIER STORSTAD STRIKES EMPRESS OF IRELAND LINER SINKS IN ST. LAWRENCE BEFORE DAWN WITH 1437 ABOARD

Estimates of Dead Run From 678 to More Than 1100—Canadian Pacific Steamer Halted by Dense Fog Is Rammed by Norwegian Collier and Sinks with All Aboard in Four Minutes After Being Struck—Many of the Survivors Badly Injured and Twenty-Two Died After Picked Up.

RIMOUSKI, Que., May 29.—The twin-screw Canadian Pacific liner Empress of Ireland, carrying 1437 persons, passengers and crew, sank in the darkness before dawn today in the St. Lawrence river, near here, with a loss of perhaps 1000 lives. Early estimates of the dead varied from 678 to more than 1100.

The vessel was bound from Quebec for Liverpool with 77 first, 206 second and 504 third-class passengers, and was cut wide open by the collier Storstad and sank within four minutes in nineteen fathoms of water. Of those saved, the majority appeared to be members of the crew or from the steerage.

Many were badly injured and twenty-two died after being picked up.

The crash occurred about 2 o'clock this morning off Father Point, Quebec, a village brought into prominence when Dr. Crippen, the London murderer, was caught. The collier, bound for Quebec, struck the Empress of Ireland on the port side, about the middle of the ship. She literally tore her way back almost to the liner's screws, leaving a rent through which the water poured in such a deluge that she sank before many of the passengers were aware of what had happened.

Brief wireless calls for help sent out by the Marconi operator were heard by the pilot boat Eureka here, ten miles from the scene, and the Eureka, followed by the Lady Evelyn, a mail-tender, put on forced steam and made all speed for the spot. It was these two boats that found afloat the few lifeboats that were launched from the stricken ship and picked up the survivors they contained. Three hundred and thirty-nine were saved by the Lady Evelyn and sixty by the Eureka.

The Storstad, at first reported to have more than 300 survivors on board, had sailed for Quebec after having landed a handful of rescued and dead.

An explosion in the engine room hastened the vessel's end.

PASSENGERS OF MANY SURVIVORS DYING OF INJURIES FIRST CLASS LOST

Small Steamer and Mail Carrier Respond to S. O. S. Signal—Sir Henry Seton Karr and Laurence Irving and Wife Among Those Lost

RIMOUSKI, Que., May 29.—Estimates of the total loss of life when the Canadian Pacific railway steamer Empress of Ireland was sunk early today in the Gulf of St. Lawrence vary from 678 to more than 1100. The Empress was struck amidships during a dense fog by the Storstad and went down soon afterward.

Three hundred and sixty of the 1437 persons on the Empress are understood to have been rescued by the Storstad. Three hundred and ninety-nine others were landed at Rimouski, having been saved by the steamers Lady Evelyn and Eureka, which responded to the "S. O. S." calls of the Empress.

Among those saved was Captain G. H. Kendall of the Empress.

Salvationists Perish

Most of the first-class passengers apparently perished. Among those in the first cabin were Sir Henry Seton-Karr, a noted English lawyer and big game hunter, and Laurence Irving, son of the late Sir Henry Irving, and his wife, Mabel Hackney. Of a party of 140 Canadian Salvation Army members on board, only twenty were rescued. They had left Quebec yesterday, bound for the army's international conference in London.

The Empress of Ireland was valued at \$2,000,000, and with her cargo, valued at \$250,000, was fully insured.

At low tide today the top of her funnels could be seen. She is lying in the ebb. It is thought by navigators that it may be possible to raise her. At present the wreck is a menace to navigation.

Maimed and Killed in Rescue

Those passengers fortunate enough to get into the lifeboats found themselves garbed only in their night-clothes. No baggage was saved. The condition of the survivors was pitiable. Some had broken arms and legs and all had suffered terribly. L. E. Gossett, a prominent lawyer from Montreal, saved himself by clinging to a life-raft. When the rescue ships docked here the station platform was converted into a hospital and the townspeople, bringing food and clothing, united in a common effort to aid the sufferers.

Twelve bodies with faces covered laid side by side on the wharf. They were passengers who made the lifeboats, but who were fatally hurt.

Wreckage strewn the St. Lawrence for a long distance near where the Empress sank.

The sun shone brightly during the day.

(Continued on Page Five.)

Residents of Rimouski Come to Aid of Crippled and Injured—Scene on Water Similar to That Following Titanic Disaster.

RIMOUSKI, Que., May 29.—The residents of Rimouski, numbering 3000, came silently to the dock where the dead and exhausted living were being landed and under the direction of the mayor, H. R. Piset, gave aid wherever possible. Every doctor in the town was on the scene and many of the injured were taken to private homes. From cedar chests and closets the townsfolk brought garments of all descriptions for those who had lost their belongings. Two headquarters were established—at the wharf and at the station of the Inter-Colonial railway. At the station those injured and not removed to homes were cared for.

Resembles Titanic Wreck

The rescue boats Eureka and Lady Evelyn found on reaching the point where the Empress sank, a scene not unlike that which greeted the liners which rushed to the Titanic's aid. They found the ship sunk and the surface of the water, fortunately calm, dotted with lifeboats and smeared with floating debris.

In the lifeboats were huddled the survivors, dazed and moaning, some then dying of injuries sustained in the crash or in the rush of leaving the sinking Empress. 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 aroused 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.

Water Causes Explosion

The water that poured into the ship's engine room caused an explosion and this forced many to jump. Ernest Hayes, an assistant purser, told of leaping from the upper promenade deck. He clambered into No. 3 lifeboat. The boat maneuvered about the wreck for a time and found Captain Kendall clinging to a piece of wreckage. He had jumped just before the Empress went down.

FIVE MILLION FOR COLUMBIA'S MOUTH

WASHINGTON, May 29.—Completing its work on the rivers and harbors appropriation bill today, the senate commerce committee introduced into the measure a provision to authorize the expenditure of \$4,100,000 for the improvement of the mouth of the Columbia river. This is in addition to the \$1,000,000 to be appropriated immediately for the same project.

The committee authorized the expenditure of \$426,000 on the Los Angeles harbor in addition to \$200,000 actually appropriated. Gray's Harbor, Wash., was given \$110,000. The Siuslaw river, Oregon, was given \$112,500.

ANXIOUS CALLERS AT STEAMER OFFICES

LONDON, May 29.—John Burns, president of the local government board, twice visited today the Canadian Pacific railway offices to obtain the latest news about the disaster to the Empress of Ireland, and requested to be kept fully informed. A constant stream of anxious callers, including many members of the Salvation Army, also went to the offices of the company.

EMPRESS SANK FOUR MINUTES FROM COLLISION

Sir Thomas Shaughnessy, President of Canadian Pacific, Issues Statement Concerning Disaster—Ship Torn From Middle to the Screw, Watertight Compartments Useless.

MONTREAL, Que., May 29.—Sir Thomas Shaughnessy, president of the Canadian Pacific railway, issued the following statement: "The catastrophe because of the great loss of life is the most serious in the history of the St. Lawrence route.

"Owing to the distance of telegraph or telephone stations from the scene of the wreck, there is an unavoidable delay in securing official details, but we expected a report from Captain Kendall in the course of the afternoon. From the facts as we have them, it is apparent that at about 2 o'clock this morning the Empress of Ireland, when stopped in a dense fog, was rammed on the port side by the Norwegian collier Storstad in such a manner as to tear the ship from the middle to the screw, thus making the watertight bulkheads with which she was provided useless.

"The vessel settled down in four minutes. The accident occurred at a time when the passengers were in bed, and the interval before the steamship went down was not sufficient to enable the officers to arouse the passengers and get them into the boats, of which there were sufficient to accommodate a very much larger number of people than those on board, including the passengers and crew.

"That such an accident should be possible in the St. Lawrence, and to such a vessel as the Empress of Ireland, with every precaution taken by the owners to insure safety for the passengers and the vessel, is deplorable. The saddest feature of the disaster is, of course, the great loss of life, and the heartfelt sympathy of everybody connected with the company goes out to the relatives and friends of those who met death in the ill-fated steamship."

HUERTA'S MINISTER ATTACKS PEARSON

MEXICO CITY, May 29.—The Pearson oil concessions in Mexico were the subject of an attack by Querido Moheno, minister of commerce and labor, in a speech last night in the chamber of deputies. The minister said they had given under the influence of Porfirio Diaz, but without benefit accruing to the Mexican nation.

In the future, he continued, the government must participate in the petroleum business, and then Mexico would have 500,000,000 pesos in her treasury and could possess an army of 500,000 men to defend the national dignity against foreign countries.

MEDIATORS SPURN CARRANZA

NIAGARA FALLS, Ont., May 29.—The mediators have practically decided not to receive the communication from General Carranza, brought here today by Juan Urquidí, the constitutionalist agent. Ambassador Da Gama asked the American delegates to inform them of the decision and word was also communicated to the Huerta delegates.

NIAGARA FALLS, Ont., May 29.—Juan Urquidí, private secretary to Rafael Zubaran, the constitutionalist agent at Washington, arrived here today bearing a communication from General Carranza to the mediators, saying he is willing to send a representative to the mediation conference to discuss international differences between the United States and Mexico.

SENATOR LANE OPPOSES WILSON'S POLICY OF CANAL TOLLS REPEAL

WASHINGTON, May 29.—Senator Lane, democrat of Oregon, today, announcing his opposition to the repeal of the Panama tolls exemption proposed that the Hay-Pauncefote treaty be denounced, and that an agreement be made with all maritime nations by which each, including the United States, should pay for the use of the canal in exact proportion to the use of it. Senator Lane contended there should also be an international agreement to guarantee its neutrality and safety.

BEGIN PROBE OF B & O'S CONTROL DAYTON RAILROAD

WASHINGTON, May 29.—Inquiry into the relations between the Baltimore & Ohio and the Cincinnati, Hamilton & Dayton railways, was begun today at a hearing before Chairman Harlan of the interstate commerce commission. The purpose was to develop what, if any, relations there are between the Baltimore & Ohio's control of the other line and its need for additional revenue as set out in its application for increased freight rates. Charges have been made in congress that the Baltimore & Ohio was bearing the burden of certain "financing."

President Daniel Willard of the Baltimore & Ohio, the first witness, testified that the Baltimore & Ohio began negotiations to control the Cincinnati, Hamilton & Dayton about August 20, 1909, and that he did not become president of the Cincinnati, Hamilton & Dayton until 1911. On July 1, 1909, when an agreement was made with J. P. Morgan & Co. to take over the Cincinnati, Hamilton & Dayton, it was understood no cash was to be paid, but that at the end of seven and one-half years the Baltimore & Ohio was to buy from Morgan & Co. substantially all the stock at a price that might then be prevailing. These shares numbered about 80,000.

PHILIP KILFOIL GETS 20 YEARS IN PRISON

LOS ANGELES, Cal., May 29.—Philip Kilfoil, a 40-year-old real estate dealer, convicted of having wronged Lillian Palmer, a 15-year-old girl, who recently became a mother, was sentenced today to 20 years in San Quentin prison.

STEAMER'S END HASTENED BY AN EXPLOSION

Empress of Ireland Sank Like Lead After Collision—Persons Unable to Make Their Way From Cabins to Deck—Many Leaped and Were Drowned—Rescued in Bad Shape.

RIMOUSKI, May 29.—Probably more than a thousand lives and surely not less than 700 were lost when the great Canadian Pacific liner Empress of Ireland sank before dawn today in the St. Lawrence river, ripped open from amidships to stern by the Danish collier Storstad.

This was the estimate made here today, where the hysterical survivors, many of them pitifully maimed and almost naked, were being brought. It was based on the fact that the Empress carried 1437 persons all told, of whom 399 were rescued and landed here by the ships Eureka and Lady Evelyn. The Storstad at first reported to have more than 300 survivors on board, had sailed for Quebec after having landed a handful of rescued and dead.

Three Cabin Passengers Saved

Of the saved, the crew and third-class passengers predominated. From partial lists available, it was evident that but a mere sprinkling of the first-class passengers were saved. Only three names of cabin passengers appeared in the preliminary lists. They were C. G. Henderson and C. W. Burt, address unlisted, and Walter Fenton of Manchester, England.

The stricken vessel sank as if she were lead. An explosion apparently originating in her engine room, hastened her end, and those persons who were able to make their way from their cabins found themselves on a perilously slanting deck. Many leaped and were drowned. Others were fortunate enough to grasp driftwood or were picked up by lifeboats. It is apparent that the great hole torn in the ship's side admitted such a deluge of water that many must have been overcome in their beds.

Many Badly Crippled

The rescued, fighting their way to the lifeboats from the careening deck, clinging desperately to the rails or leaping blindly overboard, broke their arms or legs or otherwise injured themselves so badly that twenty-two died after being picked up. Groaning, and in some cases practically insensible, others were landed here, while the populace of the village gathered with medicines and stimulants to relieve their suffering. A special train was made up this afternoon on which many were taken to Quebec and Montreal.

Only a few were saved, according to the early lists, and indications are that they lacked the strength to combat conditions which confronted them. There was not, as was the case on the Titanic, time for calm deliberation and rigid observance of the unwritten law of the sea, "women first."

BECKER SENTENCED TO DIE IN JULY

NEW YORK, May 29.—Charles Becker was sentenced today to die in the electric chair at Sing Sing during the week beginning July 6 for the murder of Herman Rosenthal.

When he received the sentence Becker appeared calm. He even turned to friends in the courtroom and smiled. The prisoner was taken to the sheriff's office and allowed five minutes with his wife, Martin P. Manson, Becker's lawyer, said an appeal would be filed next Monday. This will act as a stay of execution, and a year may elapse before the court of appeals hands down its decision.

POLYGAMY NO LONGER FAVORED BY MORMONS

WASHINGTON, May 29.—Polygamy no longer is practiced by Mormons in Utah, Senator Sutherland told the senate today after the reading of a petition from citizens of West Durham, N. C., presented by Senator Overman, protesting against it.

"Polygamy," said Senator Sutherland, "has been absolutely abandoned in Utah and has not been practiced for many years. There are still some old people who entered that relation many years ago who still maintain their households. I am sure that if the question were submitted to a vote of the Mormon people they would never decide to return to polygamy."

SHIELDS MAKES UP WITH OLD ENEMY

CHICAGO, May 29.—An incident marking the good feeling of the Presbyterian general assembly, the members of which are preparing today for adjournment, was the burning of all papers in a litigation between the Rev. Adolph Hebery and the Rev. W. F. Shields of the Southern Oregon Presbyteries. While Dr. Shields was a missionary in Siam, Dr. Hebery filed charges against him, which were disproved. Dr. Shields sued Dr. Hebery for slander. Before the judiciary committee began the case all knelt in prayer, and when they arose Dr. Hebery and Dr. Shields grasped each other's hands.

PRESBYTERIANS STAND PAT UPON BASEBALL

CHICAGO, May 29.—A plea that the ban against uncommercialized games and sports on Sunday be lifted fell on deaf ears today when the general assembly of the Presbyterian church in the United States adopted the report on Sabbath observance, which disapproved of all secular uses of Sunday.

The adoption of the report was regarded as a victory for the conservative wing of the assembly. The report also condemned the Sunday newspaper and advocated Saturday half holidays.

PITIFUL STORIES OF SURVIVORS

RIMOUSKI, May 29.—W. Davis, of Montreal, one of the few survivors able to talk coherently after first landing said he and his wife had not been awakened by the impact of the collision and knew nothing of the accident until water began to rush into the stateroom. He helped his wife to the board deck, but the big ship had already listed, and it was impossible to launch a boat. Together they crawled on their hands and knees up the sloping deck of the liner. The vessel was rapidly sinking. His wife was swept from his grasp. Both were carried by the suction into the river. They clung to a piece of wood and were rescued. The wife was unconscious.

to it and was rescued by the Eureka. Wm. Measures, a Salvation Army bandsman, crept along the rail of the promenade deck and stepped into the water. He swam to a lifeboat and was rescued. A young Englishman said that when the ship was struck by the collier the shock was terrific. He was asleep in his cabin. He jumped from bed, put on a dressing gown and went directly to wake up two of his friends, telling them he thought the ship was sinking. He then went on deck and came back a second time to see if his friends had left their cabin, but in his excitement he went on the wrong deck. The ship then was sinking so fast he could hardly stand. He took hold of a rope on the side of the ship and swung into a lifeboat. He said he had not seen his friends and fears they were drowned.