

Star Library Raleigh N.C.

# The Polk County News

VOL. XX. NO. 4.

SALUDA, POLK COUNTY, N. C., FRIDAY, JUNE 5, 1914.

ESTABLISHED MAY, 1894.

## TORSTAD SEIZED AT MONTREAL FOR SINKING EMPRESS OF IRELAND

### General Ship Reaches Quebec and Distressing Scenes Attend Identification of Victims

### CORPSES SO BATTERED FEW ARE RECOGNIZED

Quebec.—According to corrected figures, 957 is the death record of the collision in the St. Lawrence river, when the collier *Storstad* struck the liner *Empress of Ireland*, the Canadian Pacific Steamship.

Survivors of the catastrophe number 403, very few women being among them.

More than 300 bodies have been taken from the river, but about 650 are held in the hulk of the *Empress* or are drifting with wreckage along the Gaspe coast below the Pointe. Two steamships and a British cruiser *Essex* are sweeping the river with searchlights, searching for the dead.

The official statement of the Canadian Pacific Railway containing the list of the living and the lost was not out and it is believed to be fairly accurate. It is as follows:

Lost, 957; saved, 403; total 1,360. Passengers lost, 746; crew lost, 211. Passengers saved, 201; crew saved, 202.

regularly together, had bodies of babies. All had just arrived from Rimouski.

Ranged along the shed, conspicuous in the Louise Basin in the St. Lawrence River because it was draped with black and the British flag, were the scarlet coated marines from the British cruiser *Essex*, acting as a guard of honor. Blue coated Quebec policemen moved to and fro, while Canadian Government officials stood ready to give sympathy and help.

At the heads of those forty rows of coffins stood lines of men and women, many of them survivors, looking for relatives and friends. Each coffin lid was lifted by one of the searchers while others crowded close to get a glimpse at the body inside. The line moved constantly. One lid would be dropped with a low toned "No" and the searcher would raise the lid of the next coffin, just dropped by the person ahead.

Suddenly a low moan of a man or the muffled scream of a woman broke the silence. "Oh, Mary!" "My husband!" or some name of endearment was uttered.

A stalwart man bent forward and kissed the gashed forehead of his wife. It is remarkable how many heads were cut or bruised. A woman would fall fainting on the lid of the coffin she had just raised. Thus it went on all day long until forty-eight bodies were identified.

A man would find the bodies of his wife and children. A woman would identify the body of her husband. In the hunt for bodies of the victims there was no distinction of class. Every person, whether finely dressed or roughly clad, took his turn in the line that moved constantly from coffin to coffin. The great majority of persons, however, were disappointed in their search.

Already investigation is under way. The first steps were taken at Rimouski when Coroner J. Pinaull obtained a statement from Capt. Henry George Kendall, the commander of the lost liner.

The captain testified that the *Empress* was motionless in a shifting fog and that he warned the collier *Storstad* with whistle, bell, megaphone and voice to keep her distance. He saw the collier lunging forward and set his own ship astern, but could not avoid the *Storstad's* bow, which struck the *Empress* amidships, and dived deeply.

The most interesting point in the official account of the disaster was Capt. Kendall's statement that he headed with *Storstad's* commander to keep full speed ahead, so as to plug the great hole torn in the *Empress's* side. But the collier backed away immediately and the river rushed into the sundered ship. The railroad officials believe that the *Empress* could have been kept above water for perhaps an hour, maybe more, if the *Storstad* had manoeuvred with her victim.

Capt. Anderson of the collier declined to say anything about the collision except, "I did my best."

With the Norwegian flag flying at half mast at her stern the collier *Storstad* came into port under her own steam. She was badly damaged about the bows, but so far as could be seen she did not extend to more than twenty feet from the stern. She was low in the water except at the bows where she had evidently been lightened. That the impact with the *Empress* of Ireland had been great was evident by the way the vessel's stem was twisted to port, the hawse hole completely smashed, plates cracked, rivets twisted or missing, while the heavy anchor had evidently been driven back several feet into the bows.

In anticipation of the arrival of the Norwegian collier. Mr. W. Simpson, register of the Admiralty court, was instructed by Messrs. Meredith, MacPherson, Hague, Shaugnessy, Holden and Heward, solicitors for the Canadian Pacific Railway to issue documents for the return of the *Storstad* for damages by collision to the extent of two million dollars. This amount can be further augmented. The warrant was executed by Acting Deputy Sheriff W. S. Marson. The collier's captain made demur when the official tried to board her, but the latter succeeded. The warrant was nailed to the mast accompanied by a writ of summons in rem. The vessel cannot now be moved without the deposit of ball, which will be arranged.

### 40 LONG LINES OF COFFINS.

Rich and Poor Alike Wait Turn to Identify Dead.

Quebec.—Stretched in three rows in a low ceiling pier shed were 186 black, brown and white pine coffins containing 188 bodies, less than one-tenth of the victims of the collision between the *Empress of Ireland* and the collier *Storstad*.

Twenty-five of these coffins, covered with white sails and snuggled in

### How Disaster Happened.

Montreal.—The other side of the story of the collision in the St. Lawrence between the Canadian Pacific liner *Empress of Ireland* and the Norwegian collier *Storstad*, which resulted in the sinking of the liner with the loss of more than 900 lives, is now told for the first time. The master of the *Storstad* denies the charge that he was responsible for the disaster.

Captain H. G. Kendall of the *Empress of Ireland* in his testimony before the Coroner at Rimouski placed the blame for the crash upon the collier, charging the Norwegian steamer had been warned amply by the signals of the *Empress's* presence, but had run the liner down while the *Empress* virtually was stationary.

### Storstad Captain's Version.

He also charged that his plea that the collier keep her bow in the gash it had made in the side of the liner had been disregarded with apparent deliberation, causing the *Empress* to fall rapidly and sink within a few minutes.

Captain Thomas Andersen of the *Storstad* had remained silent on the subject of the collision until reaching Montreal, his destination. After he had made a report to representatives of the Dominion Coal Company, charterers of the vessel, and of the owners of the steamers, a statement based on his declarations to them was given out.

### The Statement.

The statement is as follows: "The fact that the *Storstad* has only now reached port has made it impossible heretofore to give an authentic statement on her behalf. All connected with the *Storstad* deplore most deeply the terrible accident which has resulted in the loss of so many valuable lives. It is not with any desire to condemn others, but simply because it is felt that the public is entitled to know the facts that the following statement is put forward:

"The vessels sighted each other when far apart. The *Empress of Ireland* was seen off the port bow of the *Storstad*. The *Empress* of Ireland's green, or starboard, light was visible to those on the *Storstad*. Under these circumstances the rules of navigation gave the *Storstad* the right of way.

"Fog hides vessels. The heading of the *Empress* was then changed in such a manner as to put the vessels in a position to pass safely. Shortly after a fog enveloped first the *Empress* and then the *Storstad*.

"Fog signals were exchanged, the *Storstad's* engines were at once slowed and then stopped. Her heading remained unaltered. Whistles from the *Empress* were heard on the *Storstad* port bow and were answered. The *Empress* of Ireland was then seen through the fog, close at hand on the port bow of the *Storstad*. She was showing her green light and was making considerable headway.

"The engines of the *Storstad* were at once reversed at full speed, and her headway was nearly checked when the vessels came together.

"It has been said that the *Storstad* should not have backed out of the hole made by the collision. She did not do so. As the vessels came together the *Storstad's* engines were ordered ahead for the purpose of holding her bow against the side of the *Empress* and thus preventing the entrance of water into the vessel.

"*Storstad's* Bow Pulled Out.

"The headway of the *Empress*, however, swung the *Storstad* around in such a way as to twist the *Storstad's* bow out of the hole, and to bend the bow itself over to port.

"The *Empress* at once disappeared in the fog. The *Storstad* sounded her whistle repeatedly in an effort to locate the *Empress* of Ireland, but could obtain no indication of her whereabouts until cries were heard. The *Storstad* was then manoeuvred as close to the *Empress* as was safe, in view of the danger of injury to the persons already in the water. The *Storstad* at once lowered every one of her boats and sent them to save the passengers and crew of the *Empress*, though she herself was in a serious danger of sinking. When two boats from the *Empress* reached the *Storstad* the *Storstad's* men also manned these boats and went in them to the rescue. Her own boats made several trips, and in all about 350 persons were taken on board, and everything that the ship's stores contained was used for their comfort. Clothes of those on the *Storstad* were placed at the disposal of the rescued, and every assistance was rendered.

"Denies *Storstad* Delayed.

"The statements which have appeared in the press indicating that there was the slightest delay on the part of the *Storstad* in rendering prompt and efficient aid do a cruel injustice to the captain, who did not hesitate to send out every boat he had, in spite of the desperate condition of his own ship."

### Few Likely to Be Identified.

The bodies which are not identified here will be embalmed and kept for a few days longer. Then they will be photographed by representatives of the Canadian Pacific and buried in graves marked "unknown."

The prospects are that few more will

## CARE OF SURVIVORS

### Pitiful Sight at Quebec When Rescued From Empress Reach City.

### MANY ARE BADLY INJURED

All Are Thinly Clothed and Had Suffered From Plunge into Icy Waters of the St. Lawrence—Few Women Saved.

Quebec, May 30.—A full equipment of ambulances supplied by Quebec, by the town of Levis on the opposite side of the river, and the army medical service corps was waiting at Levis when the special survivors of the *Empress of Ireland* train from Rimouski arrived and the survivors of the *Empress* of Ireland were immediately disembarked and transferred to the ferry steamer, which had been waiting at the special wharf to facilitate the transfer to Quebec.

It was a pitiful sight when the ferry steamer *Polaris* docked on the Quebec side at 8:30 o'clock Friday night and the 396 men and women survivors trooped hithering down the gangway.

Victims Show Exhaustion.

The faces of all plainly registered the frightful experience they had gone through. 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, supported by friends and officials of the company.

The second and third class passengers and the crew were immediately made comfortable on the Allan liner *Albatross*, which was lying in an adjoining berth at the breakwater. The first class and injured passengers were transferred to automobiles and other vehicles to the Canadian Frontenac.

A staff of doctors and nurses took charge of the injured.

Twenty Women Are Saved.

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

Special praise was given the heroic work of Dr. James F. Grant of Victoria, B. C., ship's surgeon on the *Empress*. To his coolness was credited the saving of a large number of persons taken out of the water who probably would have perished had they not received prompt medical attention.

## FAMOUS PEOPLE DROWNED

### Ill-Fated Liner Carried Men of World-Wide Reputation to Ocean Graves.

New York, May 30.—Laurence S. B. Irving, who, with his wife, was among the passengers on the *Empress of Ireland*, was widely known as an actor, author and manager. He received his education at Marlborough college, College Rollin, Paris, and spent three years in Russia studying for foreign office. His plays are well known. In 1908 and 1909 he presented sketches of his own authorship in England and America. He was a son of the late Sir Henry Irving.

Sir Henry Seton-Karr, one of the passengers on the *Empress of Ireland*, was created a knight in 1902, companion of St. Michael and St. George in the same year and was deputy lieutenant in Roxburghshire. He was born in India on February 5, 1853, and was educated at Harrow and Oxford, taking class honors on law in 1876, and becoming a barrister in 1879. He traveled widely in this country and was an expert in shooting big game here and in British Columbia and Norway. He was interested in state colonization and was a member of parliament from 1885 to 1896. He published books, among them "The Call to Arms," "My Sporting Holidays" and various sporting articles and reviews. He was captain of the Royal Wimbledon Golf club in 1895 and 1896, and had a fine collection of American and Norwegian sporting trophies. His address was Kippilaw, St. Boswells, N. B., and 47 Chester square, London, Eng. He was a member of the Carleton club, London, and New club, Edinburgh.

On Way to Marry.

Halifax, N. S., May 30.—Dr. M. A. Lindsay, one of the passengers on the *Empress of Ireland*, was pathologist at the Victoria general hospital. He was going to the old country to marry. His engagement to Miss Kathleen, second daughter of Richard Webb of Briarwood, Warwickshire, England, was announced yesterday, and the marriage was to have taken place the middle of next month.

Doctor Lindsay spent his first two years in the study of medicine at the

## FACTS ABOUT LATEST STEAMSHIP HORROR

Of the 433 persons saved from the sinking *Empress of Ireland* 237 were members of the crew.

Of the 87 first cabin passengers 29 are known to be saved. A few others of the rescued remained in Rimouski, near Father Point.

Among the 153 second cabin passengers, 29 were rescued and taken to Quebec.

Of the 715 steerage passengers 101 were rescued and taken to Quebec. A few third cabin passengers were left at Rimouski.

The proportion of crew rescued caused widespread comment, and contrasts with the heroic record of the *Titanic*. However, the *Empress of Ireland* sank in about seventeen minutes and there was little time for "women and children first." Most of them were asleep in their berths. The reports indicate a lack of panic.

The loss of life on the *Empress of Ireland* has been equaled or exceeded by only four marine disasters in the last century. These were the loss of the *Rhone*, *Wye* and other vessels at St. Thomas in the hurricane of October 29, 1867, when 1,000 persons perished; the burning of the excursion boat, *General Slocum*, in the East river, New York, on June 15, 1904, with an approximate loss of 1,000 lives; the loss of the *Titanic* on April 14, 1912, which sank with 1,490 of her company after collision with an iceberg, and the loss of the *Kickemaru* off the Japanese coast September 28, 1912, with a loss of 1,000 lives.

Laurence Irving, the well-known English actor, and his wife, Mabel Hackney, are among the missing—given up for dead. Irving is a son of the late Sir Henry Irving.

## PIONEER IN INDIANA

Terre Haute, Ind., May 30.—George C. Richards, who, with Mrs. Richards and Mrs. Charles Gray and the latter's six-year-old daughter, was on the *Empress of Ireland*, going to visit his old home at Sheffield, England. He was a pioneer coal operator of Indiana. Mr. Gray is a nephew of Mrs. Richards.

Leading Denver Woman.

Denver, Colo., May 30.—Mrs. F. H. Dunlavy, a passenger on the ill-fated *Empress of Ireland*, is prominent in Denver society. Her husband, to whom she was married seven years ago, is a well-known realty dealer. Mrs. Dunlavy left Denver, April 15, and has since visited sisters, brothers and cousins in Boston, New York, Montreal and Quebec. She was highly accomplished and finished her education in Paris.

Summer Planned Abroad.

Rochester, Minn., May 30.—Herman Kruse, former secretary of the Rochester Commercial club, and his daughter, Miss Freda Kruse, a trained nurse, were among the passengers aboard the *Empress of Ireland*, with Selnholtz Boch and Miss Edith Boch, the Kruses left Rochester only a few days ago to spend the summer in Europe. Boch is a retired farmer.

Quit Ranch for Home.

Santa Barbara, Cal., May 30.—Alexander Bonthron and George Johnston, who were passengers on the *Empress of Ireland*, left Santa Barbara last Friday for their home at Faulkland, Fifeshire, Scotland. They had spent the last year on a ranch near Santa Barbara. Bonthron was twenty years old, Johnson twenty-two.

Milwaukeeans Aboard.

Milwaukee, May 30.—Mr. and Mrs. Henry Freeman of West Allis were passengers on the *Empress of Ireland*, on their way to Europe, where Mr. Freeman was to conduct some business for the Allis-Chalmers company. Mr. Freeman was superintendent of the forge department of his company during the last 15 years. He was fifty-two years and his wife about fifty.

Many From Detroit.

Detroit, May 30.—More than one hundred from Michigan were aboard the *Empress of Ireland*. Practically all of those from Detroit, however, were foreign laborers returning to their homes in various parts of Europe. It was stated here today that Charles R. Clark, London manager for a local automobile company, was aboard the vessel when it went down. It is not known here whether he survived.

Girls on Way Home.

Hillsboro, Ill., May 30.—Miss Florence Bawden and Miss Bessie Bawden, who were passengers on the steamer *Empress of Ireland*, left here last Monday for Quebec to take the steamer. They were bound for their home in Eridgewater, Somerset, England.

## BUSINESS LOCALS

### WANTED

All kinds of Medicinal Roots, Herbs, Barks, etc. Wanted. Highest market prices paid for Wool, Hides, Beeswax and Ginseng. Special attention given to Parcel Post Shipments. Check mailed promptly on receipt of goods.

Write us for price list and shipping tags!

**J. Q. McGuire & Co.,**  
Asheville, N. C.

### Finger Lumber Co.

Dealers in Building Material

Everything necessary to build a home

Phone 1. Landrum, S. C.

### Swann's Livery

At Fisher's Barn.

TRYON, NORTH CAROLINA

Saddle and Driving Horses.

Hacks meet all trains. Baggage and Express looked after with Special Care

Phones—Stable, 106; Residence, 368

### Dr. J. E. Hawthorne

DENTIST

of Asheville, North Carolina

will be at his office over Orr's Store, Tryon, Friday and Saturday of each week.

### J. R. Rich Company

21 N. Main St. Phone 364

ASHEVILLE, N. C.

### Plumbing Heating Tinning

We have the oldest plumbing and heating house in the State, and are prepared to give prompt, satisfactory service. Call on us when in need of anything in our line. We give free estimates on new or old work.

### "The Famous Ford"

Now that good road building is going on all over the county, every up-to-date farmer and business man needs an automobile.

The Ford car can go anywhere that any other car can go and a good many places that the other cars cannot go. They cost about half as much to keep as a horse and buggy. They get you around about three times as fast, and do not get tired or too hot to travel. They cost less to buy, cost less to keep, and cost less to run than any other good car on the market.

600.00 for Touring Car.  
\$550.00 for the Roadster

**DR. E. M. SALLEY**  
Saluda, N. C.

Agent for Polk County.

### FOR SALE

FINE HILL COTTAGES

A choice hotel property with modern conveniences.

Ten acres of land, splendid view. No better location for a tourist hotel in this vicinity.

Dr. Salley's Property.

One of the very few nice homes with choice location that can be bought in the heart of Tryon. A quiet retired situation, and yet in 5 minutes' walk of the postoffice. Very reasonable terms can be had on both of these properties. Apply to

**DR. E. M. SALLEY, Saluda, N. C.**

### SALUDA PLUMBING CO.

JOHN T. COATES, JR., President.

Practical Plumbing

PERSONAL ATTENTION TO JOB WORK.

All Work Guaranteed.

Estimates Furnished Free.

Members Saluda Board of Trade

Corner MAIN and HART STREETS