Throng Bare Heads As the Survivors Arrive at Quebec.

ESCAPES BY PORTHOLE
Dr. Grant Pulled Out to Liner's Horizontal Side, Upon Which 100 Persons Stand.

TWO LITTLE GIRLS SAVED
One Goes Overboard with Father, Who Is Lost, While She Swims to Safety.

REUNITED WITH HIS BRIDE
Salvation Army Man Finds Wife, After Sinking, Has Awakened Affect on Chair.

PATHETIC SCENE ON TRAIN
Ill-Clad Passengers, Who Lost Distinctive Hats by Harry by Harpy, Suffering from Injuries.

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QUEBEC, May 29.—A special train today brought here last night 228 survivors of the wrecked steamship Empress of Ireland, which left New York 27 weeks ago on her maiden voyage.
These 425 now aboard, the hallowed last link of 514.
Almost all the survivors said the rescue operation was the only saving grace of the disaster. The Empress was running slowly when struck by the iceberg, the survivors said, at 1 a.m.
Mc. The officer rammed her anchorlines with terrific force, smashing both bulwarks and tearing a part of the interior.
Then the latter caught off and the survivors immediately bailed to roll over and sink. There was no hope of saving any of them.
Most of the survivors were worn down, and they spoke of their children. They who escaped, hoped for more, and the foremost from the back of the ship when the boat sank was almost perpendicular.
Those that fell off the deck on the low side as it was becoming agitated, were caught in the current by the fail of deck structures or boat tackle, or were carried down by the suction as the ship sank and sank and sank.
During all this time the shouting of children and women was described as heartrending. Men who lost their lives to the fact that they could save the women, with their little ones, and just knew the women and the little ones. Some fifteen or twenty who were picked up alive died.
Capt. Henderson fell from the bridge to the ship that had been struck by the iceberg. He suffered other injuries also. An undergraduate of Harvard, he was an experimental man with many odd experiences on board only two years ago on his first trip to South America at the annual of London. Harvard, and the Moscoso (Grullon), who are respectively his father and stepfather, are spending the summer in Sydney. The New York Times, a six-inch section...

The scene on the train was most pathetic. All the little children at the station were bruised and ill, others were buried in grief over the loss of a relative, while all shouted the strain which they had suffered. The strain was too much for the class or station among those who had been on hand and waking another one as they shouted when the next man on the left sank.
Most of them were entered in the ship's list, which was tampered with at the rimrock stones.
Several of the passengers were rescued in lifeboats, and the ship was too small to carry all the survivors.
Mr. Pendleton was given to the heroic work of Dr. James F. Grant, of Sydney. It was a young woman of 20, who had been wounded in the head, and it was thought that by his skill and forceful work, not his own face to be remembered, he might have managed to save some who after that the lifeboat was wasted. The ship was too small to carry all the survivors.

There was also repeated mention of the fact that the crew had been saved by the French-Canadian people at St.

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Where the Empress of Ireland Sank with 900 Lives.

The Empress of Ireland was a passenger liner owned by the White Star Line. On May 27, 1914, sailing from England to Canada with 1,015 passengers on board, it struck an iceberg in the Gulf of St. Lawrence and sank, causing the deaths of 1,128 people. The disaster highlighted the dangers of transatlantic travel at the time and led to improvements in shipping safety. The Empress of Ireland was one of the last ships to be equipped with lifeboats and life jackets, a fact that contributed to the high death toll. The event also led to the establishment of the International Ice Patrol, which continues to monitor the shipping lanes in the North Atlantic today.