

### STORSTAD'S LIFEBOATS LOWERED TEN MINUTES AFTER COLLISION

#### Captain Andersen Thought Empress Was Safe and Collier Was Sinking—Mrs. Andersen Blames Speeding of Empress for Separating of Two Vessels.

Canadian Press Despatch.  
 MONTREAL, June 1.—Mrs. Andersen, wife of Capt. Andersen of the Storstad, gave her story to the reporters today. She apologized for receiving them in a blue cotton dress, and explained that she had given all her other clothes to the survivors.

She said that the captain was called from his bed by the mate because it was foggy. Her husband called her on deck, and while she was dressing the collision took place. Continuing, Mrs. Andersen said:

"I said to myself something had happened and ran up to the bridge where Capt. Andersen was. Everything was dark and quiet. There was no excitement among the crew and I was cool. I stayed on the bridge, and I asked Capt. Andersen: 'Are we going to sink?' He answered: 'I think so.'

"I could not cry," said Mrs. Andersen, "although I felt like it. I said to myself, my place is here, and I will die with my husband."

Said Empress Was Speeding.  
 "Capt. Andersen told me he was trying to keep the Storstad in the hole, and that if the other liner had not been speeding they would have stopped together for a time at least. My husband ordered two of the officers to go to the bow and see if any water was pouring in.

"Again I asked him if we were going down and he answered: 'I cannot tell yet,' and said he thought the Empress was all right. I think it was five minutes later that I heard screams and cries, and I shouted to my husband: 'Oh, they are calling.' At first it seemed as if it was coming from shore. The captain gave orders to go in the direction of the cries and

proceeded very slowly. Everywhere around me I could now hear screams. My husband gave orders to send out all the lifeboats, and that could not have been ten minutes after the vessels had collided."

Gave All Clothes to Survivors.  
 "I gave all I had to the passengers and have only what I am standing up in. My husband gave two suits and other clothes away."

"The first lady to come on board was a Salvation Army girl clad only in her night dress and a pair of corsets. When she was brought into the cabin she ran to me and putting her arms around my neck, she said: 'God bless you, angel, if you had not been here we would have gone to the bottom.'"

After the passengers were all on board Mrs. Andersen ministered to them. In one arm she carried two bottles of whiskey and a bottle of benedict, while in the other she carried an urn of coffee, milk and sugar. One of the stewards, a Swede, helped Mrs. Andersen. All the rooms were packed with shivering passengers and only in scanty night attire in many cases. So helpless were the majority of the rescued that she was forced to pull the clothes off the women and put others on.

Attacks Kendall.  
 She said positively that Captain Kendall of the Empress, so far from being three hours out of the water helping in the rescue work, scrambled over the living and dead bodies of picked up passengers in his anxiety to reach the deck of the Storstad only a short time after the Empress went down. She praised Dr. Grant of the Empress for his efforts, and had much to say about the help some of the passengers gave her.

### CREW OF STORSTAD SEEMED INDIFFERENT, STATE SURVIVORS

#### Stood Idly About on Decks Without Lowering Boats Until Long After Collision Occurred—Rescued Were Given No Assistance in Getting Aboard.

MONTREAL, June 1.—L. A. Tassell, K.C., has given the following opinion on the tragedy, based on what he saw of it as a survivor.

"The moment the collier pulled clear the Empress began to list towards the side on which she had been struck. At once I realized this was serious. I ran into the cabin and aroused Lionel Kent. There was so little noise or shock that he had not awakened. I went back to my cabin and pulled on my clothes. There was quite a slant then. I went to the lower side where some people, perhaps a dozen, were working at a boat trying to get it loose. We could not get it free and some of the men went away. Mr. Kent went to the other side and he afterwards told me that he was on the rail, and any boats lowered from the Storstad. Meanwhile, the deck was sinking more and more. The water was lapping along the edge. Then something came floating by, and we reached for it. There were then three or four of us. We found that it was a collapsible boat and we pulled the boat to us. The deck tilted so sharply that without any impulse on our part we were forced on board the boat. We got the oars out and found ourselves in the midst of a lot of people in the water, and we pulled them in.

Shoved Indifference.  
 "There were about forty in all, and there were about three women. I took charge of the boat, because there did not seem to be any one else to do so. I made the people stand up so that there would be more room. There was so little room that it was hard to row. When we got clear we saw the collier some distance away. I could not tell how far, but it took about half an hour to row to her. I did not realize then that she was the ship that struck us. I thought she was some other boat. There were no boats coming from her. When we got there, there was a ladder over the side, but no one offered to help us. When we got aboard I saw some sailors standing about. The captain was on the upper deck. He did not come near us. I shouted to him for God's sake, do something."

Saw No Boat Launched.  
 "The captain came down and some of the men got down into the collapsible boat and rowed away in it. That boat came back and other boats came. The people were taken in at two places. Sailors stood about indifferent. I found a rope and got a lifebelt and told the people to use it around those who wanted help. There was some of the sailors and they helped me, and the three of us worked there for two hours. During all that time I did not see an officer, and I did not see any boat launched. It appeared to me that all these people were terribly indifferent.

ent. I do not know what language the sailors spoke, but the captain understood and spoke English. I did not see him after he left the deck. I certainly will be willing to appear and tell what I saw," added Mr. Gosnell in conclusion.

Lionel Kent, manager of the Energetic Explosive Company, of Widdfield, Ont., says that many of the women were assured after the collision that there was no danger. Discussion in the part the Storstad played in the tragedy, Mr. Kent said:

"When I first went out the Storstad was less than fifty feet away from us. Then they went up around our bow, and eventually came to about a quarter of a mile away on the port side. I cannot understand their attitude in this case. When their lights first came from the boat, as though they were coming to rescue us, it was a vessel coming to rescue us, and expressions of relief came from all sides. Some said: 'God bless you' but not a single boat put out until about daylight, when two have had their own boats put out, about which we know nothing, but to say the least of it it seemed curious."

"I was picked up and taken to the Storstad. Captain Andersen, who is a big man, stood stolid and silent at the top of the gangway as we came up inside, but he did not betray any feelings to us. In fact, the whole crew, standing in knots about the deck here and there, seemed to treat the whole thing as a matter of course."

"When men all had a cabin about 12 feet by 15 feet long, and the women were the same. Men and women had scarcely a bit of clothing among them. The men were just in their shirts, and women were in their nightgowns. The men to search the new arrivals, utterly unconscious of their attire. The men were just in their shirts. The horror of the night seemed to wipe away all thought of anything of that sort, but the men did what they could to help them. People with only one or two garments would give them to others who needed them more, and there was a spirit everywhere of helpfulness and gallantry. After about an hour the captain came down and took the men to the bottle case and took the left one bottle for us, and took the other bottle forward to Dr. Grant. I think for other survivors."

CHRONIC WISH TO SUICIDE.  
 KINGSTON, June 1.—George Redde, 25, in an attempt to commit suicide, threw himself in front of an automobile, but escaped with a few bruises. Twice before this he tried to end his life in a similar manner, and about a year ago he drank carbolic acid.

### MR. DRINKING MAN

You have been intending to cut out the booze and excessive indulgence for some time—at least, that is what you say. You have said many times you could take a drink or leave it alone. It is a sure thing you can drink, but the question is: "Can you leave it alone?" The question can be settled forever in from three to five days at the Neal Institute, where, without hypodermic injections or any dangerous drugs, all desire and appetite for liquor in any form will be taken away, and for all time thereafter you can leave it alone. Call, write or phone

**THE NEAL INSTITUTE**  
 PHONE NORTH 2087. TORONTO. 52 COLLEGE ST.

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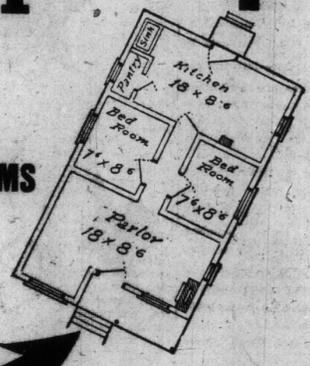
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### ANOTHER WOMAN AMONG MISSING

#### Miss White of Galt Now Believed Lost—Three Galt Bodies Found.

Special to The Toronto World.  
 GALT, Ont., June 1.—Word has been received here that the bodies of Mrs. Thomas Burrows, her son Willie and Baby Leek, whom Mrs. Burrows

was taking to an aunt in the old country on the Empress for Galt today. The body of May Burrows, 6, has not been recovered, and of the family of four the father is the only survivor.

James Biggar, secretary of the Galt A. O. F. lodge, has left for Quebec to identify the body of Robert Law of Brantford, formerly of Galt. He was a member of the Foresters and had lived here for some time. The body will be brought here for burial.

Up to the present time no word has been received here about three Quebecers of Galt, who sailed on the Empress, and this evening the brother of one left for Quebec.

James White of the Market Hotel, was today convinced that his sister, Miss May White, had sailed on the ill-fated Empress, and as her name has not appeared among the survivors he has left for Quebec to try and identify her body if it has been recovered.

Arrangements for funerals of Galt victims whose bodies have been recovered will be made on arrival of remains here.

GALT CONSERVATIVES.  
 GALT, Ont., June 1.—The Conservatives of South Waterloo are preparing to hold a convention shortly and Geo. Patterson, the present member for the riding, will probably again be candidate.

CHARGED WITH MANSLAUGHTER  
 Daniel Shea faced a charge of manslaughter in the police court yesterday and was remanded in custody for a week. Shea was the driver of the Dundas car which struck the milk wagon driven by W. Ritter of Campbell Avenue, while passing the intersection of Arthur and Shaw streets. Mr. Ritter's son was fatally injured.

KNOCKED DOWN BY ENGINE.  
 While laying boards at the Cherry street railway crossing, shortly before 9 o'clock yesterday morning, Peter Johns, 40 Berkeley street, was knocked down by an engine. He was taken to Grace Hospital in the police ambulance, where he is suffering from a

HAMILTON HOTELS.  
**HOTEL ROYAL**  
 Every room furnished with new beds, new carpets and thoroughly redecorated. January, 1914.  
 BEST SAMPLE ROOMS IN CANADA.  
 \$3.00 and up—American Plan.

BUSINESS ON MEND.  
 GALT, Ont., June 1.—Customs returns for May amounted to \$25,292.75, and also there is a decrease in comparison with May, 1913, there is an increase of over \$100 over the month of April, indicating that business is improving.

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