CAPTAIN KENDALL BLAMES STORSTAD

Empress Was Stationary and Colllier Came on in the Dark.

NO PANIC WHATEVER

He Wanted to Beach the Ship, But She Sank.

(Continued From Page 1.)

direction whence the sound came and in a few moments saw the red and green lights of the Storstad. He would then be about one ship's length from the Empress.

"I shouted to him thru the megaphone to go full speed astern, as I realized the inevitable danger. At the same time I put my engines full speed ahead, with my helm hard to port, with the object of avoiding the accident if possible.

"At almost the same time the Storstad came and cut my ship right down between the line of the two funnels. I then shouted to the Storstad to keep his ship full speed ahead, to fill in the hole he had made in our side, but he immediately backed away.

"The Empress then began to fill and listed over rapidly. When I saw the danger was great I ran full speed ahead, with the object of beaching the ship to save as many lives as possible, but almost immediately the engines stopped, caused by the ship filling and going over all the time to starboard.

Get Out The Lifeboat's Quickly.

"I had, in the meantime, given orders to launch all the lifeboats, rushing along the starboard side and throwing all the grips myself of boats Nos. 1, 3, 5 and 7. I then returned to the bridge, where I saw the chief officer, who rushed there to see me.

"I told him to send at once to the wireless operator to send out distress signals, which, he told me, had already been done. I then told him to get out as many of the lifeboats as possible. This is the last time I saw the chief officer.

"In about three or four minutes after that the ship turned over and foundered. It seemed as tho I was shot from the bridge into the water and taken down with the suction. The next thing I remember was being on top of a piece of wooden grating. How long I was on this I do not know, but I heard some men shout from the lifeboat: 'There is the captain; let us save him,' and they came alongside and pulled me into the boat. This boat had already about thirty people on board. We then did our best to assist in saving others.

"We pulled around and picked up twenty or twenty-five more in the boat and had ten more hanging on to the ropes alongside, some having ropes around their wrists. Seeing we possibly could not save any more, we pulled to the Storstad, which was then about one and one-half miles away.

"After getting these people on board, I left with six of the crew and returned to the wreck again, thinking there might be more to rescue, but when we reached the scene everybody had gone. We searched around, but could not see anybody, so we returned to the Storstad.

"It was just 15 minutes from the time our ship was struck that she went down completely."

In reply to a question by the coroner, the captain said the cause of the accident was the Storstad running into a ship which had come to a full stop.

"Our ship was stationary," he said.

The following questions were put by the foreman of the coroner's jury:

Storstad's Watch Did Not Make Reply.

"When you shouted to the Storstad to stand by, did you receive a reply?"

"I did not."

"Was it possible for the officer in charge not to have heard you?"

"No, for I shouted thu the megaphone and my voice could not fail of being heard—and he did hear. As a seaman, however, he should have done this without my telling him. I shouted the same thing five times thru the megaphone, 'Keep ahead, keep ahead; do not stop!' There was no wind and my voice must have been heard. I called to come alongside, but he paid no attention to the request."

"Was there any explosion?"

"one that I know of. Of course when a ship goes down, as the Empress did, there is a certain air pressure which resembles the report of an explosion."

"How many lifeboats were there on the Empress?"

"More than sufficient for 2000 persons."

"Was there any semblance of a panic?"

"None whatever. I had full control of my crew, and everybody—crew and passengers—behaved splendidly. The crew were all in their place and were thrown into the sea while doing their duty. Four boats were launched, but the ship going over caused the remaining boats to clear themselves."

The foreman of the jury asked Capt. Kendall if the survivors were saved by Storstad boats or by the Empress boats.

"The Storstad," he answered, "had three or four of its boats launched and saved the passengers by taking them from the wreckage. When I saw one of its boats it had only three persons aboard."

BOY KILLED BY FALL FROM RIG

Ernest Ritter Fatally Injured When Car Rammed His Wagon.

Still another fatal accident occurred on the Arthur street car line Saturday evening, when eleven-year-old Ernest Ritter of 228 Campbell avenue was knocked from the seat of a wagon when it was struck by car No. 1234, and died four hours later in the Western Hospital from the injuries he sustained. The car was in charge of Motorman Daniel Shea of 283 St. Clarens avenue, who was afterwards placed under arrest on a charge of criminal negligence.

The lad was riding with his father, who was driving the rig when the accident occurred. Ritter was just turning into Bloor street when the car, going west, struck the rear of the cart, and the lad was thrown directly on his head. An inquest has been ordered.

SAYS STORSTAD DID NOT BACK UP

Claim Made That Headway of Empress Threw Her Out.

HAD RIGHT OF WAY

Vessels Were in Position to Pass Safely, Say Agents.

(Continued From Page 1.)

public is entitled to know the facts that the following statement is put forward.

Claim Right of Way.

The vessels sighted one another 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 to the Storstad the right of way. 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 of Ireland and then the Storstad. Fog signals were exchanged. The Storstad's engines were at once slowed and then stopped.

Heading Unaltered.

The heading remained unaltered. Whistles from the Empress could be heard on the Storstad's port bow and were answered. The Empress was then seen thru the fog close at hand on the port bow of the Storstad. She was showing her green and was making considerable heading. The engines of the Storstad were at reversed at full speed and hr lead way 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 either vessel.

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.

Empress Disappeared.

The Empress at once disappeared in the fog. The Storstad sounded her whistle repeatedly in an effort to locate the Empress, but could not obtain any 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 who were 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 altho she herself was in serious danger of sinking.

When two boats from the Empress drifted out the Storstad's men also managed those boats and went in them to the rescue. Her own boats made several trips. In all about 250 persons were taken on board and everything that the ship's stores contained was used for their comfort. The clothes of those on the Storstad were freely given and every possible assistance was extended.

A Cruel Injustice.

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.

The owners of the Storstad ask of the public that in fairness to both vessels and their commanders, judgment as to where the blame for this terrible disaster lies should be suspended until an impartial tribunal has heard the evidence of both sides.

(Signed)
Capt. Ove Large, Agent of S.S. Storstad.

TWO WERE SAVED TWO WENT DOWN

Party of Four in One Cabin is Now Only Two.

FRANTIC FOREIGNERS

Ernest Green Says Everyone Seemed Cool Except Some in Steerage.

Ernest Green was one of four young bandsmen who were together in Cabin 537. Herbert Greenaway was saved, but William Wakefield and Tom Jones have gone to their last rest.

"The last meal that we had at home around our breakfast table, before mother and father and sister were gone, comes back to me like a vision," said young Green, almost prostrated with grief. "Just as we got up my father said, 'Well, a whole lot will happen before we have another breakfast in this house.' And it has.

"I think everybody on our boat that I saw did their duty. A few minutes before he went to bed my father had been playing the piano in the salon and the last hymn he played was 'Rest for the Weary.' It was a coincidence that many noticed."

Foreigners Were Frantic.

"Everybody seemed cool except a few foreigners who became frantic just before the boat went down. I can't make out why the Storstad didn't lie by to pick us up. I was up on the deck with my mother and father until just before the boat listed, and then they slid to the bottom while I climbed to the top.

"They said there was a very thick fog, but when I came up right after the impact, there seemed to be nothing more than a haze, and that lifted almost immediately. If it hadn't been for the dawn, I think hardly a man would have been saved."

KEPT EXPENSES TO BUILD A HOME

James Walker Was Nearly Going — Others Cancel Bookings.

To use his money saved for building a dwelling was the reason why James Walker, a barber on Ascot avenue, and a prominent member of the Barisscourt Corps of the Salvation Army, did not sail with the Salvation Army delegates on the ill-fated steamer Empress of Ireland last week.

A number of his friends in the Army have since cancelled their passages to the old country, which were booked by later steamers.

Complete List of Survivors

The following is the latest complete list of rescued passengers issued by the C. P. R.:

Saloon:—
F. E. Abbott, Toronto.
John Atkinson.
J. R. Abercrombie, Vancouver.
Mr. P. J. and Mrs. Adie, Birmingham, Eng.
Mr. and Mrs. Harwood Cash, Nottingham, Eng.
A. J. Burrows, Nottingham, Eng.
R. A. Cunningham, Winnipeg.
Charles R. Clark, Detroit, Mich.
D. A. Darling, London.
J. Fergus, Dunean, London, Eng.
Edward Cox, Yokohama.
E. Fenton, Manchester.
C. Gallagher, Montreal.
Miss Doris Gaunt, Birmingham.
F. R. Godson, Kingston, Ont.
L. A. Casselin, Montreal.
W. S. Henderson, Montreal.
L. A. Hyamson, London, Eng.
B. Johnson, Fredericton, N.B.
Lionel Kent, Montreal.
Miss Grace Kohl, Montreal.
Miss Alise Lee, Nassau, N.H.
C. B. Lyon, Nassau, N.H.
C. Malloch, Lardo, B.C.
Mrs. Mullins, London.
Mrs. H. R. O'Hara and Miss O'Hara, Toronto.
Mrs. W. E. Patton, Sherbrooke.
E. E. Seybold, Ottawa.
Miss J. Townsend, New Zealand.
Rev. J. Wallett, London.
Miss H. Taylor, Montreal.
A. J. Wakeford, Liverpool.

Following second and third-class passengers:

Abanek.
P. H. Archer.
J. Anderson.
A. M. Arkala.
Major George Atwell, S.A., Toronto.
Mrs. Atwell, S.A., Toronto.
Miss Ethel Bachi.
Miss Edith Boch, Rochester, Minn.
Bartsch.
Lawrence L. Barbour.
Miss Alice Bales, S.A., Toronto.
Bota.
F. Brooks, S.A.
Mary Bausch.
P. Beskey.
M. Becoerias.
J. H. Black.
Mrs. Black.
Miss B. F. Blyth.
Eliss Borie.
T. Bomaryuk.
A. Bradley.
W. H. Brooks.
Mrs. Brooks.
A. Brown.
John Burns.
J. Buckas.
E. Byrne.
V. Bract.
J. Brags.
Eric Burainem.
Botha.
Florence Barbour.
Miss Alice Balis.
E. Chamber.
Chas. Clark.
Conspanein.
Miss E. Court.
James Connor (colored).
J. R. Crombie.
R. W. Crellin, Silverthorn, B.C.

FIRST CABIN PASSENGERS.

On board	87
Saved	32
Lost	55

SECOND AND THIRD CLASS.

Carried	868
(of which 153 were second class.)	
Saved	180
Lost	688

CREW.

On board	432
Saved	206
Lost	226
Total saved from wreck	418
Total lost	969

Mrs. G. E. Cook.
W. Davies.
Mrs. Davies.
Gordon Davidson.
Darling P. Dennis.
D. Datonkiss.
Delamont, sr., S. A.
Delamont, jr., S. A.
J. Dandy.
J. Evanson.
E. L. Erickson.
J. Ersinger.
A. B. Evans.
Buma Famo.
L. Ellis.
F. Ferguson.
A. Ferrigay.
Percy Flack.
Flynn.
A. Ford.
J. Fowler.
Mr. and Mrs. Freeman, West Ellis, Wis.
W. Foss.
Mr. and Mrs. Freeman.
E. H. Green.
Dr. James S. Grant.
Graywhit.
J. Gragowitz.
Ernest Green.
Mrs. Green.
T. Greenaway, S.A.
Mrs. Greenaway.
Herbert Greenaway.
Martin Gill.
A. Gray.
D. Hanalaimo.
A. Hiller.
Dr. Hunt.
Oryor Hutrl.
U. Holkis.
Miss Grace Mannigan, S.A.
K. Jell.
James Johnston, S.A.
A. Kranchenky.
A. Klemont.
Adam Kohlikach.
Kaleyntela.
M. Kutchem.
J. Krutin.
M. Kezak.
Mrs. Hirthley.
Koschrissa.
A. Kranchenky.
Miss F. Krause.
Alfred Keith, S.A.
Artist Jonetz.
Herman Kruse.
Rowell Lea.
H. Lowler.
Miss A. Lee.
J. H. Lenaly.
L. Lias.
Miss Martha Linquist.
Lufen.
J. J. Lennon.
M. Lucheek.
Miss Martha Linquist.
J. J. Lennon.
J. Lubuenski.
G. Maguire.
J. Maguire.
Miss F. Maloch.
D. McAmmond.
W. H. Measure.
F. M. Nelson.
B. Minanch.
S. Micalla.
T. Munteau.
Major Morris, S.A., London.
V. Moore.
B. Mose.
Muychuk.
John Murphy.
M. Murninaen.
M. Mosessuk.
Kenneth McIntyre.
F. Nortnlekley.
F. Oslender.
Julien Patrick.
Geo. Pott.
W. Paschkewdis.
E. Pugmire.
A. Fykara.
C. Parkinson.
H. Peterson, Winnipeg.
Mrs. Peterson, Winnipeg.
William Quinn.
Jack Rubenstein.
Carl Raniall.
K. Bautala.
A. Ranyoma.
Silver Reberjchenko.
T. Pomaniachi.
John Salo.
P. Sanderson.
Morrow Sanconia.
Reginald Simmonds and Mrs. Simmonds, London, Eng.
Albert Smith.
C. H. Smith.
R. P. Spooner.
W. Schakalida.
Spedlak.
A. B. Smart.
M. Swarnstone.
D. Sosison.
J. Scotni.
B. Sundor.
C. H. Smith.
Miss Schongutt, Montreal.
Allan Taylor.
N. Thalle.
O. Totin.
Y. Tatti.
M. Tucheak.
A. Talebkko.
W. Turpin.
T. Valinski.
T. Yanlunki.
Varbilid.
Mrs. Hilda Valky.
A. Ventre.
A. Walker.
Jos. Williams.
Miss Wilmott, Campbellford, Ont.
C. B. Weinbausch.
Capt. Wilson, S.A.

SALVATION ARMY WARNED BY DREAMS

Seven Persons Had Distinct Premonitions That a Great Peril Was Coming.

WOMAN SAW COFFINS

T. B. Coombs of Toronto Had Strange Uneasiness When His Son Departed.

By Clark E. Locke.

QUEBEC, June 1.—Strange as it may read, it is a fact that the tremendous blow to the Salvation Army did not come altogether unexpectedly to many. Seven persons, at least, had distinct premonitions of some great peril hanging like a cloud over the old country expedition. In two or three cases the premonitions came in the shape of horrible dreams, which later became verified almost to the letter in the disaster.

On Sunday afternoon as a group of Army officers clustered about the caskets containing the bodies of late active members, discussion was turned to this theme and two remarkable instances were quoted.

It appears that while members of the contingent were being rallied from all parts of Canada Mrs. Major Nettie Simcoe, of Vancouver, had a very gruesome and unpleasant dream. In explaining it afterwards, she stated that her memory was not very coherent, but that two things stood out distinctly. These were that she saw a procession of persons carrying dead bodies up a gangplank, and that the whole background seemed composed of black crepe.

She was quite alarmed about it, and in discussing the dream with her friends, said that she feared some evil visitation might be on the way.

To illustrate how prophetic her vision was, the instance was being narrated at the very time the Essex Marines were unloading the coffins from the funeral ship. Every load passed thru a door that was draped in black crepe.

The other corroboration of these presentiments came from T. B. Coombs of Toronto, father of Staff Captain Morris of London, Ont. On the night the party left the Union Station in Toronto, Mr. Coombs became obsessed with a strange, panicky uneasiness. He left his home and attended a meeting, but even there could not rest, and leaving the place, wandered about the city streets.

Today the Salvation Army is looking with amazement upon the coming of these strange psychic warnings. Members of the staff state that hereafter they will always have a profound respect for psychic telepathy of this character.

A correction of an earlier report given by the captain of the Lady Grey is that the depth at which the Empress lies is 22 fathoms. Soundings taken from the Lady Evelyn showed the hull roof 13 fathoms below the surface.

H.M.S. ESSEX JOINS IN QUEST FOR VICTIMS

British Admiralty's Offer to Cooperate Accepted by Hon. Mr. Hazen.

By a Staff Reporter

OTTAWA, May 31.—The British admiralty has cabled Hon. Mr. Hazem placing at his disposal H. M. S. Essex, which is now at Quebec, in order to take part in the work of recovery of the bodies. The offer was accepted and the Essex is now taking part with the Canadian government vessel in searching for the bodies.

THREE OF FAMILY DROWNED

This photo shows Mrs. Harry Green, her son Ernest, daughter Jessie, and father, Harry Green. Ernest survived, but his parents and sister were drowned.

HOW THE COLLIER RAMMED EMPRESS

Ordinary Seaman Gives Clear Account of Fateful Collision.

SIGNAL FROM BRIDGE

In Spite of This, Storstad Came on and Cut Into Liner.

By Clark E. Locke.

QUEBEC, May 31.—(pecial.)—J. H. Price, ordinary seaman of the Empress, relates a remarkably clear account of the collision of the Empress and the Storstad. He says:

"We had just left the pilot. He had clambered down the starboard gangway into his tender, and I had just got the sea ladder made up and was carrying it forward for stowage. As I got to the break of the deck under the bridge I saw the Storstad bearing down on our starboard bow. I could see her masthead lights then, but neither of her sidelights. Her course was somewhat across ours, and I heard our bridge signal them to starboard their helm. We did the same with our engines running full speed astern and stopped our headway.

"Then I saw the Storstad sheer away and her starboard light showed, but she kept coming on, and it was clear she was going to hit us. She struck us just at the starboard gangway. I should think she must have gone into us by the No. 1 or forward stokehole, and then ripped aft into the engine room. I don't think the watertight bulkheads aft ever got closed."

A Terrible Scene.

Price's description of the water when he came up is the description of a terrible scene: "It was all covered with people, dead and alive, some struggling and some bobbing about, corpses.

"The only light came from the flare of some of the automatic lifebuoys, which got free when the ship sank. They made a sort of creepy light over it all. Ugh!" he shuddered, "it was like bugs on a pool."

PRINCESS LOUISE IS DEEPLY SYMPATHETIC

By a Staff Reporter

OTTAWA, Ont., May 31.—Princess Louise, widow of the Duke of Argyle who was at one time governor-general of Canada, has sent the following message to her brother, the Duke of Connaught: "Terribly grieved at aappalling disaster to Canadian liner 'Empress.' My heartfelt sympathy."

COULD NOT RELEASE ROPES OF LIFEBOAT

Herbert Greenaway Met Ernest Evans, for Whose Baby He Gave Sweater.

ESCAPES UNHARMED

By Getting Into Boat—Helped to Rescue Others.

Herbert Greenaway, who arrived with his friend, Ernest Green, and is now with him at Alex. Gordon's home, Earlscourt, had a very different experience from that of his friend.

After leaving him in the corridor of the ill-fated steamer on their way to the deck, he, after some little trouble, managed to find the stairs, which by this time were perpendicular. Climbing up the bannisters to the top, he encountered Ernest Evans, with his little baby, who asked him for some covering for the child, which was absolutely naked.

Giving the frantic father his sweater coat, Greenaway was then precipitated to the rail, which was only a few inches above the water, and with one bound, was able to reach a lifeboat, which was immediately in front of him, and tied securely to the davits.

Could Not Release Ropes.

The occupants of this boat, however, could not release the ropes, but the listing of the ship caused a boat from above to fall down on the ropes of this boat, and sever them in twain instantly. Having pushed away from the side of the steamer, the lifeboat, which was filled with struggling humanity, began to fill, and seeing another empty lifeboat drifting close by, Greenaway and a few others sprang from the crowded boat into it, and picking up a few persons, made for the Storstad, which was reached in safety after half an hour. He had the happiness of meeting his chum, Ernest Green.

Today he seemed little the worse for his awful experience.

LOST.

In North Toronto, May 16, a small brown Irish terrier dog pup, three months old; docked tail. $10 reward for his return, or information leading to his recovery.—L. E. Thomas, 2922 Yonge street. Phone M 3075.

ALIVE OR DEAD? TWO TELL TALE

Officials at Montreal Have Heart-Breaking Duty Thrust Upon Them.

DECISION IS FINAL

"Missing," is Reply Most Often Given to Anxious Queries.

(By Hubert Evans.)

MONTREAL, May 30.—There is a paper-littered, smoke-filled room in the Windsor Station here in which two weary men are sitting. Their faces are haggard and listless, they work as if they had worked without pause for years. About them on the table are dirty coffee cups and remains of sandwiches. Before one of them is a long, narrow slip of paper. The other sits at his typewriter. This long paper sheet fills several rolls. It is a tombstone, an honor roll, a message of hope all in one. It is the official list of passengers aboard the Empress of Ireland when she sank, and the list of the saved.

At seven o'clock last night it was brought into this little office by the C. P. R. marine superintendent, Captain Walsh, and since then has been constantly in use. It is the unquestionable answer to thousands of feverish queries from all parts of Canada and of the world.

Many thousands of persons would give all their possessions to dispute its verdicts, but from them there is no appeal, save one, and that is to a higher court to which people approach on bended knees and with bowed heads. There are no riders to its verdicts, "saved," "lost," "missing" are its only decisions.

For thirty hours or more the marine superintendent's secretary and his assistant have broken hearts with sorrow or cheered them with thanksgiving accordingly to the rulings of this grimly official list.

Last night when the list was brought their nerve-breaking work started. The secretary dictated to his assistant: Captain Smith, Winnipeg. No trace of your wife can be found. Next message: Mrs. John Jones, Vancouver, the name of Miss Jones does not appear on our list. Next message: Mr. Moir, Toronto, Mrs. Charles Moir's name is on our list as rescued. Next, and so on for hours the dull monotone and clicking machine have sent out the answers to thousands of inquiries, according to the dictate of this official list. The long, white paper makes or mars lives until they end in, in many of these cases in sorrow.

The phone rings intermittently.

Frantic questions for friends on the passenger list are asked. In nine cases out of ten that hopeless final "missing" is the answer, then there comes to the official's ear the sound of a breath cut short in a tightly drawn throat, and the receiver at the other end is hung up quietly. Mercifully for the official he cannot hear the rest. His task is heartrending enough, but he knows what follows that piteous sigh, and his teeth sink into the end of his burned-out cigar as he turns again and dictates.

"Next message."

SLANTING DECK SAVED HIS LIFE

Wm. Measures Was Thrown Into Water and Soon Picked Up.

IS A C. P. R. OFFICIAL

Was Going to Take Care of Salvationists in London.

William Measures, of the Headquarters Staff Band, was one of the few members of the band who survived the disaster. He is a member of the Toronto passenger staff of the Canadian Pacific Railway, and in addition to going to England as a delegate to the congress was to represent the C. P. R. in looking after the interests of the Toronto delegates to the congress.

When seen on the train from Montreal on the way to Toronto by a representative of The World, he looked completely worn out from his experience.

"There were three others in the state room with me when the vessel was struck, and I was the only one of the four in our room to be saved," he said. "The other three were Bandsman 'Teddy' Gray, the Toronto Star artist; Bandsman Meecher and Bandsman Aldrich.

A Terrible Slant.

"By the time I reached the deck it was on a terrible slant that caused me to slide right down to the rail of the starboard side, which by then was touching the water. I fell right over this into the river and was swimming away from the vessel just before she sank. It is to the fact that the slanting deck threw me into the water before the boat went under that I owe my life. A few minutes after the vessel sank I managed to swim to one of the lifeboats and was taken on board."

BOTH CAPTAINS NOW ARE IN MONTREAL

By Hubert R. Evans.

MONTREAL, May 31.—Both Captain Kendall of the Empress of Ireland and Captain Anderson of the Storstad are in Montreal tonight. The lips of both are sealed. The latter has been ordered to say nothing, altho he intimates he would like to. Captain Kendall refuses to speak of the matter. He is staying at the Place Viger, but is not registered.

THOUGHT HE WAS GONE FOR GOOD

Captain McAmmond Knew Death Was Near, But Was Not Afraid.

WAS SLOWLY CHOKING

But Force of Explosion Threw Him Above the Surface.

It is a story of a hard fight for life that Staff Captain McAmmond told to The World on the train from Montreal to Toronto Saturday afternoon. "The first thing I knew of the accident was the hearing of a grinding noise. It felt as if the boat had gone on an iceberg, but I did not think there were any in that locality. Major Morris, who occupied a bunk in the same stateroom as I, remarked to me that something terrible was the matter. I got up and turned on the lights and pulled on my trousers and a shirt and went up on deck. When I got there the boat was listing considerably, but I thought it would right itself again. It did not. There were very few on deck at that time but in a few minutes women started to come up the stairs with blanched, frightened faces. Some faces looked the picture of death. Miss Rees came out with her mother and when near me she said that it would be the death of her mother, altho she did not know the seriousness of the accident at the time."

Chairs Cut Loose.

When asked about the way the crew worked, Captain McAmmond said that he did not hear any orders given but stated that some of the stewards cut loose the chairs, which was a very good thing, as many of the people were able to keep themselves up in the water till they were picked up.

"When the boat continued to list I knew that it was death, but I was not afraid to die," he continued. "I knew that I had a fighting chance, as I am a good swimmer. I was by this time at the upper side of the deck and had to jump in a few minutes to reach the gunwale. I then crawled along the side of the boat till I reached the stern where in a few minutes the water was up around me.

"I dived and was taken down for thought that I would not come up again. I was being slowly choked to death but suddenly I was shot above the water. Then I had a chance to swim and swim I did. There was an upturned boat some distance off and I reached it and stayed there till I was later picked up."

Captain McAmmond was dressed in the style of a laborer, not like the smart Salvation Army officer as he is known to his many friends in Toronto.

MRS. COOK TELLS OF HER RESCUE

Had Almost Given Up Hope, When Somebody Dragged Her Into Boat.

A representative of The World, after many vain attempts to interview John Fowler and Mrs. George Cook of Vancouver, both survivors of the disaster, when they arrived at the Union Station on Saturday, succeeded at last in securing a seat in the automobile in which they were conveyed to the T. Eaton Co. on James street, where they were received by Acting Mayor McCarthy on behalf of the city. As the car whirled thru oronto's crowded streets the survivors related a tale of suffering and hardship that will ever remain indelible on their memory.

Heard Loud Crash.

"I was in the same berth as Major Simcoe and Staff Capt. Hayes of Toronto," said Mrs. Cook, "and I was awakened by a loud crash at about 2.30. I asked Major Simcoe what was the matter and she replied that the ship must have struck a rock. Jumping out of bed I opened the door and looked out on the corridor where I saw people rushing madly for the stairway. I did not take time to dress, but rushed terrified up the stairs.

"When I was half way up the ship gave a great heave and listed to one side and I was thrown backwards to the corridor. Screaming wildly I made another effort and reached the top of the staircase, where a man gripped hold of me, and I cried 'For God's sake, let me go.' As I grasped the rail of the ship it gave another list and I fell across the deck to the rail nearest the water. The ship was almost on her side and I could see hundreds of people struggling in the sea. Realizing that I would be lost if I stayed on board, I climbed over the rail and, gripped hold of a rope to lower myself to the water. I held on with all the strength I possessed, praying to God that someone would rescue me from my perilous position, but my strength exhausted, I dropped to the water, where I was immediately seized by frantic women who were gripping at anything in their terrible despair. They dragged me underneath the surface, my agony accelerated by their dying frenzy, but with an effort that seemer unhuman in that terrible moment, which will ever live in my memory, I freed myself from their clutches, and the next thing I remember was being dragged into a lifeboat by the hair of my head, and being placed on board the Storstad and later sent to Rimouski."

John Fowler's Story.

John Fowler appeared as if his mind was a blank to everything around him, his eyes staring from a haggard and drawn face, on which was depicted a look that told of the awful experience he had gone thru.

"I jumped out of bed as soon as I realized our awful position," said Mr. Fowler, "but the ship sank just as I reached the deck and I went down with her. I was resigned to my fate for I certainly thought that my end had come. Suddenly a commotion in the water, probably due to explosion, shot me up to the surface, and I swam thru dead bodies in a radius of 200 feet around the spot, and after a time that seemed like eternity, I was picked up by the Eureka.

"The water was very cold and many died from exposure. There was no panic that I saw and very little suction when the Empress went down."