

LIFEBOATS, FILLED, CRASHED DOWN SLANTING DECK TORONTO PEOPLE CRAWLED ON BLACK, ROLLING HULL TOWARD KEEL

TRIED IN FRENZY TO FREE BOATS FROM FEARFUL TANGLE OF ROPES; NEW LIGHT BY TORONTO PEOPLE

Lifeboats Filled With Women and Children Went Crashing Down the Sloping Decks—No Officers Seen at Any Post and There Was No Discipline—The Stern of the Vessel Went Up, the Bow Down, There Was a Hiss and Gurgle Before She Sank—Surviving Salvationists Returning to Toronto Tell Stories That Give New Side to Disaster.

MONTREAL, May 30.—There is a painful tale implied by the interviews with the Toronto survivors. No one wants to believe them, and no one will force himself to until the very last. It is a tale of a duty unfulfilled. More than a few of these survivors say there were no officers on deck, and that at the supreme moment it was all a scramble for life.

"There seemed to be no discipline as far as I could see," said Major Atwell, Toronto, when seen at the Place Viger before leaving for Toronto. "I was first aware of a slight jar, then a list, and when I got above decks with my wife, everything seemed to be moving. It was a matter of moments. I got lifeboats for my wife and myself. We climbed over the rail, and as the great dripping black hull rolled, we came nearer and nearer to its keel. Then it sank."

"I did not see the captain of the ship at all. I heard no orders given. I saw no officers at any post, and as far as I knew, no boats were lowered."

"The passengers were left to themselves, each for himself, and no one had a chance to help his neighbor."

J. Johnston, another Toronto passenger, confirmed what Major Atwell said.

"I heard absolutely no orders, and I saw no one I thought was an officer."

"It Seemed Like Eternity." Lieut. Keith, Toronto, was another survivor. When the fatal list ended and the Empress plunged, he was left swimming in the icy water for half an hour. "It seemed like eternity," he said.

Bert Greenway, who was saved in the same boat as Mrs. Rees, told of further disorder. The boat he got into was full with fifty people. Its davit ropes were fouled and people were sitting on the oars so that rowing was for a time impossible. Most of the boat load were members of the crew, he declared.

Greenway's story is the most graphic one given here today. "I saw the stern of the vessel go up, the bow go down, and she gave a hiss and a gurgle before sinking. I saw scores swimming about, calling for help. Some of them when rescued went crazy. One man, who was swimming, even when aboard the Lady Evelyn, lay on the deck and frantically went thru the motion of swimming."

Lifeboats Crashed Down Deck. Staff Captain McAmmond of Toronto, said: "When I got on deck people were trying to lose the boats. The lines were foul of the davits and it was pitiful to see how frantically they went about their work. Several of the lifeboats filled with women and children broke away and fell down the slanting deck to crash into the lower rail."

The staff captain tells of seeing Commissioner Rees, Toronto, shortly before the boat went down, making his way about consoling and encouraging.

The survivors tell of the death of Captain Dodds, Toronto, and his wife. He was editor of The Canadian War Cry: "Just you stay here and I'll get you a lifebelt, darling." These were his last words to his young wife.

Woman Kept Child Above Water. Gracie Hannagan, age seven, probably the youngest survivor, whose father, Bandsman Hannagan, and mother, were both lost, told her pitiful story. She does not yet know her parents have died: "I went up on deck with papa and mamma, but we got separated. I hung to the rail when the ship went down. When I came up I hung to an oar I found floating. After a while a woman came and hung to the par too." The woman she spoke of was the wife of a drowned bandsman, and she kept the child above water.

was quartered in the same state-room with Gray. He saw him climbing from his berth when the shock came, and running for the companion-way. He never saw Gray again.

The last clear recollection of Gray Myer has, before the turmoil of the accident, is when he came below after a stroll on deck and sat on his bunk, playing softly on his cornet. Gray was a member of the Army and for years was artist for The War Cry.

REMNANTS OF TORONTO PARTY RETURN TO CITY

Eleven of Survivors Reach Toronto Saturday Evening—Show Signs of Terrible Suffering

JUST THREE WOMEN OF THIRTY THAT WENT WITH BROKEN EXPRESSIONS AND WHITENED FACES, FIRST PARTY OF TORONTO RESCUED RETURN HOME

By a Staff Reporter. LOCUST HILL, May 30.—The first survivors from the Empress arrived in Toronto aboard the C. P. R. train from Montreal at the Union Station at 7:10 p.m. Clad in clothes loaned by friends and workers in Montreal, the men look rather as if they are returning from a long term in prison, with their drawn faces and broken expressions. The women there were only three of the thirty odd that went away—look as if the last thread of strength that has borne them thru the terrible strain of the last 48 hours was about to snap and they were just waiting for the moment when they could give way to their feelings once more in the seclusion of their own homes.

Little Grace Hannagan, the nine-year-old daughter of Bandsman Adjutant Hannagan, who was lost, seemed to bear up under the ordeal better than any, probably because she failed to realize the terrible suffering that the other ones have been experiencing.

The party of survivors are being met at Leaside by a small party of army officers, who board the train and will endeavor to soothe the people and make preparations for the arrival of the train at Toronto. Automobiles are in readiness to carry them to the various homes and to the Training College, where those left homeless will be cared for.

Those on the train are: Major and Mrs. Atwell, Staff Capt. McAmmond, Herbert Greenway, Lieut. Keith, Esq. sign names, Capt. Spooner, William Messinger, Ernest Green, Grace Hannagan and Miss Alice Bates of 180 Inglewood road, who, although not a Salvationist, is returning in their charge. The party are in charge of Major and Mrs. Moore of Toronto, who left on Friday to bring home the party. Those who will stay in Montreal are: Frank Brooks, Mr. and Mrs. Delamont and Lieut. Delamont, Capt. Wilson, Thos. Greenway and wife.

Local head-quarters were wired to provide clothing for the survivors as soon as they arrive.

MOTHER'S GRIP ON BABE HELD TO END

Heartrending Scene in Death Shed on Rimouski Pier

Collier Kept Coming Straight On Captain Says He Could Not Avoid It

Inquest in Rude Morgue Opens at Rimouski—Commander of Empress Would Have Run for Shore But Engines Went Dead—He Had Lifeboats for 2,000, but Only Four Could be Launched—Places Blame for Collision Upon Stotstadt.

RIMOUSKI, Que., May 30.—The inquest into the death of the victims of the Empress of Ireland disaster began today in a little schoolhouse, which has been hastily turned into a morgue to accommodate the two hundred bodies brought here. Coroner Pinaud conducted the inquest, and all the evidence had to be translated because the jury was French. The centre of attraction was Captain Henry George Kendall, master of the lost liner, who consented to give evidence, though he had to leave a sick bed to do so.

"Will you tell us what happened when you had the accident?" asked the coroner of Captain Kendall. "The pilot was dropped at Father Point," said Captain Kendall. "We then proceeded full speed. After passing Cockpini gas buoy I sighted the steamer Stotstadt, it then being clear. The Stotstadt was then about one point twelve degrees on my starboard bow. At that time I saw a slight fog bank coming gradually from the land and knew it was going to pass between the steamer and myself. The Stotstadt was about two miles away at that time. Then the fog came and the steamer's lights disappeared. "I rang full speed astern on my engines and stopped my ship. I took the way of the ship so as to stop her quick. At the same time I blew three short blasts on the steamer's whistle, meaning I am going full speed astern. After that he answered me with his whistle, giving me one prolonged blast. "I then looked over the side of my ship into the water and saw my ship was stopped. I then stopped my engines and blew two long blasts, meaning 'My ship was under way, but stopped, and had no way upon her.' He answered me again with one prolonged blast. The sound was then about four points upon my starboard bow. It was foggy; I looked to where the sound came from. About two minutes after I saw his red and green lights. He would then be about one ship's length from me. "Game Right Ahead. "I shouted to him thru the megaphone to go full speed astern, as I saw the danger of collision was inevitable. At the same time I put my engines full speed ahead with my helm hard aport with the object of avoiding it possible.

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TWO MEN SEND MESSAGES TO THE ANXIOUS

Terrible Duty of Breaking the News to Relatives and Friends Has Fallen to Lot of Officials

"MISSING" IS ANSWER TO MOST ENQUIRIES

By a Staff Reporter. 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 verdict, but from them there is no appeal, save one, and that is to a higher court to which people approach on beads of 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 monotony 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 mares lives until they end, in many of these cases in sorrow. The phone rings intermittently. Frantic questions for friends on the passenger list are asked. He sits cases out of ten that hopeless "not missing" is the answer, then there comes to the official ear the sound of a breath cut short in a sigh of despair.

THREE O'HARAS JUMPED OVER SIDE TOGETHER

Toronto People Were All Good Swimmers, But in the Darkness They Became Separated

MOTHER, DAUGHTER MEET ON EUREKA

MONTREAL, May 30.—To dive into the water with her husband and daughter, and to be separated from them, and to afterwards meet her daughter alone on the deck of the Eureka, was the experience of Mrs. O'Hara of Toronto. Mr. O'Hara, at first reportedly saved, was apparently lost, telling her story, Mrs. O'Hara, who arrived today from Rimouski, says that her husband, her daughter and herself, made their way on deck when the alarm was given that the Empress was sinking. Mr. O'Hara thought that the ship could not hold long, and there seemed to be no chance to get into the lifeboats. He told his wife and daughter, who are both good swimmers, like himself, to jump into the sea and keep afloat until the Stotstadt picked them up. The three went over the side and at first kept together, Mr. O'Hara supporting his daughter. In the darkness they became separated and afterwards Mrs. O'Hara was picked up by a boat and taken to the rescue ship, Eureka. There she was met by her daughter, who had also kept herself afloat. The girl did not know what had happened to her father.

408 SAVED 959 LOST

MONTREAL, May 30.—Another summary of the disaster in figures was issued by the C.P.R. at noon today. It follows: Lost: Passengers 753; crew, 211. Saved: Passengers, 201; crew, 205. Saloon—Lost: Men, 51, women, 53; children, none. Saved: Men, 31; women, 8; children, 1. Second class—Lost: Men, 53; women, 63; children, 10. Saved: Men, 15; women, 8; children, 1. Third class—Lost: Men, women, children, total 564. Saved: Men, 146; women, 4; children, none. Crew: Lost, 211; saved, 205. Total on board 1367; survivors, 408; lost, 959.

There is a discrepancy in these figures given by the C.P.R. The total 957 lost, 408 saved.

FORTY ARRIVE AT MONTREAL.

By a Staff Reporter. MONTREAL, May 30.—Forty rescued passengers arrived here from Quebec at 6:30 p.m. and are being cared for by the company.

DIED AT RIMOUSKI.

By a Staff Reporter. RIMOUSKI, May 30.—Cox Edwards, a man supposed to be his, died here today from shock. The others are doing well. The government steamer Lady Grey leaves at 5 p.m. with a full load of bodies and the Empress follows later with the remainder.

The coroner is insisting on haste in identification of bodies when they arrive at Quebec. A train load of ambulances is on the way here from Quebec. The steamer Lady Grey is at the scene of the wreck.

SUNDAY WEATHER Fine and Warm

Vertical text on the left edge of the page, partially cut off, containing various advertisements and prices.