

THE ROLL CALL OF DEATH

List of the Dead by Tuesday's Calamity Continues to Grow.

The Bodies of All Save Three of the Victims Now Recovered.

Rock Bay and James Bay Bridges Closed to Vehicular Traffic.

Near By Cities Express Their Sympathy With Victoria in Her Desolation.

Yesterday, even more than on Tuesday, Victorians experienced the full horror of the calamity that has come upon the city. In the hour of emergency, when the help of every hand was needed and all attention was concentrated upon the work of saving those in whom the vital spark still flickered, men and women could not find time to sorrow. Emotion was sternly repressed, and with calm, quiet courage men and women together faced the terrible ordeal. Twenty-four hours later, however, when the hope of saving life was no more, over-wrought nerves gave way and the same brave workers who had so calmly and heroically labored to resuscitate the dripping victims of the disaster as they were taken from the water and laid upon Captain Grant's green lawns, were themselves weak and ill—totally unstrung by the distressing scenes through which they had so recently passed, and with the full extent of the disaster before their eyes.

The work of recovering the bodies was resumed early yesterday morning, when the tide was at its most favorable stage, divers McHardy and Cook going down at ten o'clock but being unable to do effective service owing to the ebb having muddied the water so that inspection of the debris was extremely difficult. They suspended operations shortly before eleven, and soon after a force of thirty men or more under Chief Deasy, Stevedore F. M. Yorke, Street Inspector Wilson—whose own little boy was among the dead previously recovered—and Duncan Grievie, took in hand the work of clearing away the debris, with the aid of a derrick and steam power, the body of Motorman Farr being obtained in this operation pinioned between two pieces of iron work.

At five the city divers again went below, with George Vassel, King and Ballet of the Royal Arthur, their efforts then being successful as clearer water was obtained, and three additional bodies being located and removed. Three others only are now known to be in the water, and as these are all those of women it is feared that some time may elapse before they are obtained, their clothing floating them much more readily than would the garments of a man. The majority, in fact all the bodies, were found close to the bridge, where there is about four fathoms of water at high tide.

Almost everyone who watched the work of rescue yesterday, and there were hundreds who remained on the spot all day long, paid more or less attention to the bridge and formed his own opinion as to its strength or weakness, in view of the fact that this will naturally be an important point at issue in the coroner's investigation. During the evening a private telegram was received from San Francisco to the effect that President McMullens, of the San Francisco Bridge Company, had stated in an interview that in 1891 he informed Deputy Commissioner Gore that the bridge was unsafe for traffic. This telegram was shown to Mr. Gore soon after, and he said: "I have no recollection of any such conversation with Mr. McMullen and do not remember his ever telling me the bridge was unsafe. He was the man who built it, and it is not likely that he would make such a remark. Mr. McMullen's company built the bridge for the government in 1885 and in 1891 it was turned over to the city. During the time the government had charge of it the structure was regularly inspected, an inspection being held at least once a year. It is our practice to examine all our bridges regularly and especially so before a celebration. Before this last celebration I sent an expert out to inspect the Gorge bridge and report on its safety. At the time the Point Ellice bridge was built there was no tram line to Esquimaux. The rails were laid afterwards but during the time the bridge was under government control."

"Was it safe for tramcar traffic at that time?" was asked.

"The proof of the pudding is in the eating; it has stood until now, but you must bear in mind that the life of timbers in a bridge is not more than eight or nine years, and even less than that where the timbers are exposed to the damp and shut off from the sun as, for instance, the floor beams in the Point Ellice bridge. They won't stand. They require regular inspection and renewing when it is found necessary."

During yesterday afternoon the city council held an emergency meeting in connection with the disaster, when it was decided to close Rock Bay and James Bay bridges to vehicular traffic until they had been thoroughly examined by an expert. The cemetery committee were at the same time authorized to assume the management and expense of the disposal of the bodies of the victims of the catastrophe, unless their friends desire otherwise. It was at first proposed that a public funeral be held, but owing to the desire of the friends of the dead to have the funeral services at their own churches it was decided that a public funeral was not practicable. The Mayor was empowered to make adequate provision for any children who by the accident have been deprived of their parents, and in consequence are in need of immediate assistance.

Through all the day the schools were closed and business in the city to a great extent suspended, so much was the attention of all classes of the community directed to the common sorrow. All the tramway officers and employes appeared during the day with the badge of mourning upon their arms, a badge which but insignificantly expresses the universal grief.

Conciliation of public and private engagements continues the order of the day, and in this connection the Colonist is requested to state that there will be no meeting of the W.C.T.U., to-day, that the special rehearsal of the choir of the Reformed Episcopal church has been abandoned, that the dance at Work Point barracks stands postponed until Friday, June 5, and that the examination of candidates for entrance to the high schools of the province has been postponed until the first prox.

The ROLL CALL OF DEATH. Upwards of Fifty in All Are Now Known to Have Perished in Tuesday's Awful Disaster.

There are fortunately few additions to be made to the list published yesterday of the dead, although in the hurried preparation of that record some few mistakes naturally occurred. The work of recovering the bodies was continued all through yesterday and when the divers and their co-laborers above water suspended operations last evening, only three bodies remained yet to be recovered. Two of the victims, whose names are given in the recovered list, were not mentioned in yesterday's report, nor was there until last evening an absolute certainty that they went down with the car. They were Sarah and Lily Sheriff, who left their home early in the day with the intention of witnessing the review and their parents after searching vainly for them all through Tuesday night and yesterday were finally forced to the conclusion that they had been passengers by No. 16, and were no longer among the living. Their parents live in the suburb of the city toward Cloverdale, in which neighborhood the two girls were well known and very popular. The body of the elder of the Misses Bowness is one of those not yet recovered, while the names of Alice Smith, daughter of Capt. Smith, and Sarah Sheriff complete the list of missing.

One particularly distressing circumstance in connection with the fatality is the wholesale bereavement of some of the families represented among the dead. Not only Ernest and Evelyn Sheppard, son and daughter of C. E. Sheppard of Hamilton Road, Spring Ridge, are gone as told in yesterday's Colonist, but their mother, who accompanied them on the outing which promised to be so pleasant a one lies beside them in the darkened home. Her body was recovered during Tuesday night, and identified soon after the children were recognized and claimed. "Poor Ned" Hosen is almost insane with grief, for in this one awful day he has been bereft of both his faithful and loving wife and the little son that was the pride of his life. John R. Leveridge, his wife, and the latter's little flaxen-haired daughter, Ethel Priestley, are mourned by very many residents of Spring Ridge; the en-

tire little family is no more. Mrs. Bigger mourns for her two children, while thanking Providence, that her husband has been spared to her; almost by a miracle. Mr. and Mrs. Carmichael, who in life furnished an example of perfect unity for the best interests, in death were not divided; the two sisters, May and Ethel Bowness; Simon Pearson and his wife, who leave a helpless little family dependent upon the kindness of Mrs. Bowness; the late Mrs. Frederick Adams and her son; Mrs. T. Eford and her daughter Grace, the latter just blossoming into womanhood; and Mrs. G. I. Post and her son of Fernwood road—these are some of the families upon whom death has not called once only.

Frank James, whose name appears on the unbroken list, was for many years gardener for the late Sir James Bontas, and leaves a family of four. He was the unfortunate bicyclist who was hurled into the Arm when the car took the dreadful plunge.

Guido Mauro was an Italian resident of Humboldt street in this city and somewhat resembles in appearance Frank Orestes, the bootblack, for whose his body was mistaken.

Volante Didio and Gabriel Marotta, were members of the steamer Flyer's famous little orchestra, and were well known as well to all old residents of Winnipeg, where they formerly resided. The Flyer contributed to their lives to the terrible death roll, the wife of the engineer, Mrs. Trout, and Miss Goodacre, who accompanied her here for the celebration.

Beatrice Slater is the name that should have appeared where Miss Lester appeared yesterday; she was a resident of this city and is known to many. Mrs. George H. Woodhouse and Miss Sloan are one and the same; Miss Sloan became Mrs. Woodhouse less than four months ago, and some of the friends who identified her on Tuesday, being at her marriage acquainted with the fact of her marriage.

As revised yesterday, the list of the dead reads as below, the general opinion being that no more than the three accounted for as missing are still in the water:

- E. B. CARMICHAEL and WIFE. MRS. MAY BOWNESS. SIMON PEARSON and WIFE. MRS. EDWARD HOUSEN and CLARENCE HOUSEN, her son. MRS. THEODORE ELFDORD and her daughter, MRS. FRED. ADAMS, Sr., and F. ADAMS, her son. ARCHIE and JULIA BIGGAR, aged respectively five and seven years. JOHN R. LEVERIDGE, MRS. LEVERIDGE, and the latter's daughter, ETHEL PRIESTLEY. MRS. G. I. POST and her son. MRS. C. E. SHEPPARD and her two children, ERNEST (aged 13) and EVELYN, 4. J. B. GORDON. FRANK JAMES. MRS. PREVOST. J. A. VAN BOKKELIN. MRS. MURRAY. GIUSEPPE MAURO. VOLANTE DIDIO. GABRIEL MARROTTA. MISS ANN KEAST. MRS. LUCAS. IDA FLORENCE GOODACRE. MINNIE ROBERTSON. MRS. J. A. TROUT. ARTHUR WILSON. MRS. SHEPHERD. FLORENCE JACKSON. HARRIET CLARA NATHAN. WILFRID CRULL. JAMES T. PATTERSON. MRS. MARY SHERRY. BEATRICE SLATER. MRS. THOMAS PHYSICK. MRS. GEORGE H. WOODHOUSE. MRS. D. L. BALLARD. MRS. W. ARTHUR FULLERTON. SOPHIE SMITH. V. L. BOSSI. HARRY TALBOT. ROBERT E. HOLMES. LILY SHERIFF. GEORGE FARRE.

STILL AMONG THE MISSING. ALICE SMITH. MISS BOWNESS. SARAH SHERIFF.

Miss Ida Goodacre, of Tacoma, daughter of John Goodacre of this city, was among the drowned. Her mother keeps a boarding house at 748 St. Helen's avenue, Tacoma, and Miss Goodacre was an attractive young lady, 18 years of age. Recently she was employed in the office of the Polk Directory Co. at Tacoma; she was also secretary of the Nautub-Good-acre Stock Farm Co., a corporation which operates a large stock farm near Roy, Wn. She was prominent in church work and was an active member of the Presbyterian church. It is said her mother had a presentiment on her daughter's departure that she would never see her again. So strong was her premonition of impending evil that on the night of her departure, with her mother had a presentiment on her daughter's departure that she would never see her again.

Mr. Robert Holmes, book-keeper for the late Stevedore, who was among the drowned, was the son of Captain C. H. Holmes, of Tacoma, the present chairman of the Pierce county board of commissioners. Harold J. Holmes, brother of the deceased, is lying at the point of death at the family home in Tacoma, and the news is being kept from him for fear that the shock would prove fatal. Louis J. Holmes, another brother, arrived on the King-ston last night to assume charge of the remains. Robert Holmes has resided in Victoria for four years and was very popular.

The remains of Mrs. Trout, of Seattle, were taken over to the Kingston last evening. Mr. Trout being a Sovereign of the Seattle Camp, the remains were taken charge of by Victoria Camp, Woodmen of the World, and escorted to the boat. A beautiful floral emblem from Victoria Camp was placed on the coffin as a token of respect to the deceased. The Camp loses one of its number, and a daughter of C. E. Sheppard whose body was recovered from the wreck yesterday. The ceremony of unveiling the monument of the late J. H. Sampson, which was set for next Sunday, will be postponed for a week owing to the accident.

The death of the wife and children of Bro. E. C. Sheppard was reported at a meeting of the J. B. A. A., does not know how he got out of the car, but as he found fragments of glass in his clothing he supposed that he came through one of the windows. Finding himself in the free air he felt someone seize him by the leg, and this someone proving to be a woman he placed her in a position of safety, then added another young lady to escape, and being a strong swimmer devoted his attention to breaking into the floating car and helping several others before going to shore at all.

Miss Eliza Woodhull is the name of the young heroine who broke through the window nearest to her while the car was under water and, keeping hold of the two children who were with her, kept them and herself afloat until all had been picked up by one of the fleet of rescue boats. She then devoted herself to the assistance of the others until the arrival of volunteers enabled her to leave the work of mercy in willing and ready hands.

Mr. Frank and his party of four were all within the car, and their escape and reunion is one of the most remarkable incidents of the terrible occasion. How all were saved they cannot begin to explain.

Mr. E. Robertson, of Fort street, succeeded in getting through the car window, drawing his two children with him. He afterwards swam with them until picked up and conveyed to the landing.

Mr. S. Lehman was equally fortunate. He assisted his wife to escape from the car, and together they got out their 3-year old child, the entire little family being preserved intact.

Mr. Harry Lawson, who has a rear platform passenger, was scarcely aware of what was happening before he found himself clear of the car and struggling in the water. He succeeded in scrambling on a convenient log, where he was safe until the arrival of the boats.

A Butcher, employed in Savannah's photographic studio, was another of those who went down on the car and miraculously escaped. He was almost stunned in the drop, but falling free from the car he rose to the surface of the water, and to the best of his recollection was jammed between pieces of the debris, which kept him afloat until he was able to make for the shore. He walked to his home, at the head of Yates street, hatless and dripping, still dazed from his injuries.

Mr. Edmonds, who at first was thought to have perished in the wreck, is alive and well. He was not in the accident, but was one of those who took part in the work of rescue.

There are many others who have lively and extraordinary stories of their escapes to tell. All are alike in one particular—there was no warning of impending disaster, and everything had transpired almost before anyone could realize even vaguely the extent of the disaster.

CORONER CROMPTON'S INQUIRY. Two Inquests Will Be Held, the More Effectually to Investigate All Attendant Circumstances.

The inquest into the circumstances attendant upon the death of the victims of Tuesday's dreadful disaster opened yesterday afternoon, when for the purpose of avoiding delay Dr. Crompton, the coroner, decided that the inquest by the present jury should be confined to the establishing of the identity of the bodies viewed the previous night; afterwards a second jury would be empaneled to make a searching inquiry into all the causes leading to the catastrophe.

The tramway company was represented at the inquest by Mr. E. V. Bodwell and Mr. A. E. McPhillips, the provincial government by Deputy Attorney-General Smith and Mr. R. Cassidy, no one appearing in the city's behalf. As Mr. W. W. Northcott, one of the jurors originally called, is in the employ of the corporation as inspector of buildings, the coroner relieved him from acting.

Mr. R. Cassidy stated that he appeared with Deputy Attorney-General Smith to represent the Provincial Government, who proposed, in the public interest, to assume the conduct of the investigation. It was not the intention of the Government to make any effort to direct the inquiry so as to fix the responsibility for the deplorable disaster in any particular quarter, but the matter was of such gravity that it was considered proper for the Crown to see that all the material facts which would assist the jury in arriving at a conclusion should be elicited. With regard to the jury, he noticed that only eight were sitting, and thought that in so important an inquiry it would be better to have a jury of twelve. It was also important that care should be taken that no material part of the jury were associated with any of the interests which might be involved by the result. For instance, the City or the Tramway Co.

Mr. Roberts, one of the jurors drawn, urged that if the inquest was to be a long one, he would claim exemption on account of age, the coroner explained that the present jury's duties would be light, for they would only be required to have the identity of the bodies already viewed established, and they would then adjourn, pending the result of a thorough investigation by a second jury into the disaster and its causes. The spectators at the inquiry were for the most part immediate friends of the victims, and for a time there were present Mr. F. S. Barnard, president of the Consolidated Railway Co., Mr. R. M. Hornepayne, Mr. J. E. McKilligan, manager of the tramway, and Mr. Cheney, the electrical superintendent.

Among the witnesses were the friends and relatives of the victims. Some had themselves been on the fatal car and had come, their wounds bandaged and some of them just able to walk with the aid of crutches or sticks, to swear to the identity of members of their families who had perished in the disaster.

The first witness was Dr. A. F. Prevost who resides at the Collins buildings, Seattle. He identified the body of his wife Maria, giving her age as 30.

The questions asked were not many, yet sufficient to establish the identity of the victims.

Next came James Sloan of Pyke street, Seattle, who swore to the identity of the body of his sister, Mrs. G. H. Woodhouse, aged 23, of 220 Jackson street, Seattle, and Mrs. D. L. Ballard, aged 38, of Providence, Rhode Island, his brother-in-law's wife.

Charles Alexander Trout, the engineer of the Flyer, who lives at 41 McDonald Place, Second street, Seattle, limped painfully to the witness box, supporting himself upon a short walking stick. He was a young man who had escaped from the car in which his wife had perished. A bandage covered his wounded head and his pale face showed how he had

suffered mentally and physically from the horrible experience he had passed through. He gave his dead wife's name as Carrie E. Trout, aged 24, and also identified the body of Miss Ida Goodacre, whose parents' residence is at the corner of Ninth street and St. Helen's avenue, Tacoma.

Miss Ida Olson, of the New England hotel, identified her sister, Emma Olson, aged 30, who resided on View street. Learning on a crutch, his body bent from injuries and his hands bandaged, Fred Morotta came painfully forward to give his evidence. He is a member of the orchestra on the steamer Flyer and was one of a party of six who were on board the car. He had identified the body of his father, Gabriella Morotta, aged 57, and his cousin, Volante Didio, aged 36. Their place of residence had been 710 Sixth street, Seattle.

The body of four-year-old Arthur Fullerton was identified by his father, William Frank Fullerton, of North Pembroke street.

Silvio Massa had been in the accident himself but escaped. He identified the body of Giuseppe Massimo, an Italian, aged 28, who lived at 43 Humboldt street.

The identity of little Arthur, the five-year old son of Street Superintendent Wilson, will yet have to be sworn to. The father said that after he and his five children went into the water with the buggy in which they were driving he saw the boy dead in the water, but had not viewed the body since it was brought ashore.

Mrs. Physick, of Vancouver, also requires further identification. Mr. Fletcher, of the Drydock, had been with Mr. H. Flynn when the latter recognized the body, but this was not considered sufficiently definite as evidence.

Mr. M. King swore to the identity of the bodies of E. Murray, of Seattle; Mrs. Heatherbell, of North Vancouver; Spring Ridge; E. B. Carmichael and Mrs. Carmichael; J. A. Van Bokkelin, of Port Townsend; Miss Minnie Robertson, North Chatham street, and V. L. Bossi. Other witnesses identified the bodies of J. B. Gordon, Bradstreet's manager at Vancouver; Mrs. Hosen and her son Clarence, of Victoria; Frank James, Mrs. F. Adams sr. and her son Fred. Adams, Mrs. C. E. Sheppard, of Hamilton road, Spring Ridge, and her four-year-old son Ernest; James Henry Tyack, blacksmith's helper at Powell's; Mrs. Theodosia Eford and Miss Ann Keast, of Victoria; S. R. Priestley, of 1601 Spring street, and Miss Harriet Clara Nathan, of Spring Ridge.

It was then decided to adjourn the inquest till this morning at 9 o'clock to secure witnesses in the morning. The remaining bodies on the coroner's list. They are: Grace Eford, Arthur Wilson, Flossie Jackson, Archie and Julia Biggar, Mrs. Post, Mr. and Mrs. Leveridge, Nellie Priestly, Wilfred Crull, James T. Patterson, and Miss May Bowness.

EXPRESSIONS OF SYMPATHY. Messages of Condolence and Regret for Victoria the Home of Her Grief and Tribulation.

Widespread sympathy is felt in other cities for Victoria in her hour of tribulation, and many kindly messages of regret and condolence were received by telegraph yesterday. From Vancouver came the wire to Mayor Beaven: "Vancouver, May 27. To Mayor Beaven, Victoria. The citizens of Vancouver deeply deplore the terrible loss of life by Tuesday's disaster in your city, and wish to convey to the bereaved friends and relatives of the victims and to the citizens of Victoria their sympathy. HENRY COLLINS.

Nanaimo's sorrow was expressed in the following: NANAIMO, May 27. The sad news of the calamitous accident which befel your city yesterday was received here with grief and sympathy. We sincerely sympathize with your citizens. J. H. DAVIDSON.

A telegram from Mr. J. E. Ward was received by Hon. Col. Baker from Spokane to the following effect: "Myself and many friends of Victoria regret to learn the shocking accident reported here with such sympathy; trust the report was exaggerated." "The reply was sent: "Thanks for kind sympathy; regret that about six were drowned."

Mr. C. H. Wilkinson wired from Vancouver to Mayor Beaven yesterday: "We respectfully offer your Worship my deepest sympathy in the awful catastrophe which has overtaken the city."

The Mayor read the telegrams he had received to the city council at last night's meeting and they were ordered to be spread upon the minutes.

When the city council met last evening, Mayor Beaven in the chair, Ald. Marchant moved the following resolution, which was seconded by Ald. Thiars: "That the Mayor and aldermen of the city of Victoria desire to place on record their most sincere sorrow at the late deplorable accident on Point Ellice bridge, which resulted in the loss of so many valuable lives; they tender to all bereaved relatives and friends their most respectful sympathy and condolence, and as many of the victims of the catastrophe were citizens of other nationalities and countries, they further desire to extend to the bereaved relatives and friends of other cities their heartfelt expressions of sympathy."

The resolution was carried unanimously on a standing vote, and without comment save the brief and feeling remarks of the mover.

TORONTO, May 27.—(Special)—Great anxiety is felt here regarding the terrible accident at Victoria. Many victims have connections in this city, and some are known to be former residents here.

MOURNING ON THE MAINLAND. The Receipt of the News of Victoria's Horrific Calamity Gloom Over All the Neighboring Cities.

When the news of the appalling bridge disaster reached Vancouver it caused intense anxiety in the entire community, for there was positively no one who had not friends or relatives in Victoria that might not have been on the ill-fated tram.

The newspaper and telegraph offices were besieged all afternoon and evening by an anxious eager crowd, to have one request to make and but one—"Give us the names of the drowned." But even that request could not be granted to any extent till late in the evening.

At length, word came that Mrs. Physick, wife of Thomas Physick, of the C.P.R. store depot, was among the

dead. Mrs. Physick one of the for the ing had charge of the Vancouver.

The next sad news that was received was the effect that J. B. the Bradford and the killed. On hearing the news James Wilson home to have Mrs. who live across the town to his house also in Victoria and in care of a sister.

for Victoria Mr. \$5,000 accident post Book—Mr. Book holding out the policy in case of death by Mr. Gordon's reply was taking word.

Another victim of the disaster, Mrs. Van stations in the United States, Sophie and Alice known here, having Victoria from about four of their friends and relatives and they were assured with near and desecrated the grave, and all yesterday.

A gloom has set city and an unusual the streets, will-commission on the final City was the Many returning thrilling experiences escaping from the same anxiety state some anxious inquiry over the wires this following day.

THE WORK ONLY One Case of Ro action With the

Dr. A. L. Prevost office is located in Seattle, arrived in morning on the charge of his wife's funeral services, and that human gnaws the body several art clothing. It is the committed immediately was rendered profusion that effected more valuable article plain gold band ring, a pair, and a pocket

about \$25 in money reported as his loss. This is the only t Prevost, accompanied Evelyn Farrelly, of Ann Keast, and together to view the bodies of Prevost and Miss big car, but Miss E had had to take this she was and Mrs. Keast a centre of the car and the spectacle of a his wrists being brought express wagon by the time the work in progress Tuesday to believe and to piller from the p Under these circ would undoubtedly handled had been crowd, and it is the police station, and only that of drunk

A considerable poss and small posses of the drowning in the charge of while other of the been left at Captain Several pocket-tents were recovered is reported, with all placed in the ities until claimed relatives.

DOMINION TORONTO, May 26 open the Ontario ce on the evening of J will speak at Gle Sir Richard Cartw meetings in this week.

WINDSOR, May 26 at Dalton McOrth Brydon rink last night McDonald, the Co in Eastern Assinibo the contest. The a pure fabrication to-day at Pe Brandon to large at

MONTREAL, May vin, an advocate of nominated and conservative stand-alone county vice not seek re-election BELLEVILLE, May of East Hastings, H Hurley. He will accept or not he will accept

A NEW SUN Cost Only A lady who und value of Diamond D "I had a light blue sive material, but s faded quickly. It aside, so one evening establishment, and v me they would wo for two dollars. I d colors, so I took it day I bought a pac and colored it a be and it now looks now have a new dre only cost ten cents

if sick headache t day I bought a pac cure 17 People who frankly of their wo speak to take