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SIXTEEN PAGES—TUESDAY MORNING JUNE 2 1914—SIXTEEN PAGES

VOL. XXXIV.—No. 12,256

Storstad's Crew Gave Little Aid After Wreck, Say Survivors

Steerage Passengers Slain By Comrades in Scramble for Life

WOUNDS OF VICTIMS TELL TALE OF FRENZIED STRUGGLE FOR LIFE IN EMPRESS' STEERAGE QUARTERS

Knives and Dirks Were Apparently Plied By Crazed Passengers Battling Way Thru Crowded Mass in Fore-hold. Bodies Were Cut and Slashed in Manner That Left No Room for Doubt as to Cause of Injuries.

(By Clark E. Locke.)

QUEBEC, June 1.—A rumor calculated to make the blood run cold in the veins, leaked out here late tonight and men in the lobbies of the Chateau Frontenac are talking of it in horrified whispers. The purport of it is, that some very devilish work took place among the steerage passengers of the Empress of Ireland in the fourteen minutes immediately preceding the plunge. That fear crazed demons, armed with murderous dirks slashed their way thru the crowd, stabbing and maiming, is the growing conviction of several who have been in close touch with the whole situation.

This is no idle speculation either. Althe the utmost care has been taken by the undertaker to keep secret the discoveries of his men, who labored all last night on the embalming, it is learned that some of the wounds on the bodies are shocking beyond description and could have only been done by the hands of murderously minded persons. Limbs slashed in a way that no accident could have caused, long abdominal gashes and other traces of the dirk and bowie knife, are numbered among the admissions, which an embalmer let slip in an unguarded moment.

Crowded on Lower Deck.

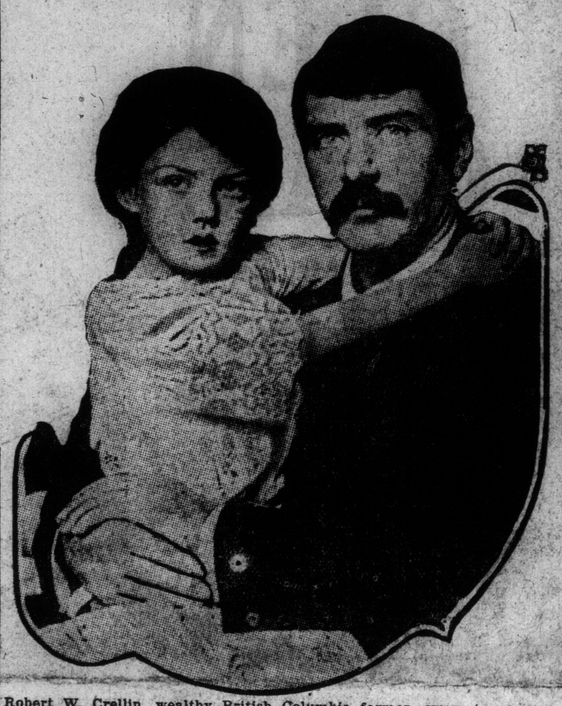
The opinion is now gaining ground that in the forehold of the doomed liner an inferno of ferocious passions raged as men strove to fight their way to safety. The steerage quarters opened out on a well deck, the only promenade quarters for persons who travel in this section, and as the crash came and the foreigners tumbled from their bunks to the floor an unconquerable terror of the sea apparently seized them, and a desperate fight for safety began. Pouring forth from the doors the scores of men, women and children formed a huge struggling mass, packing the deck space to the very rails. All strove for the boats or to climb to the bridges.

When Butchery Began.

It was at this moment when the crush became appalling, that it is presumed the fore deck was turned into a carnival of butchery. Jerking knives from waist bands and boots (the foreigners slept half dressed) and stooping low they drove thru the terror-stricken mass like a pack of demons, thrusting and cutting to make channels to the exits. The horror of this occasion, as yet little appreciated or even suspected by the world, was only cut short by the last fatal list of the boat

(Continued on Page 3, Column 4.)

A HERO OF THE WRECK



Robert W. Crellin, wealthy British Columbia farmer, swam to an overturned lifeboat with Florence Barber clinging about his neck. Florence lost her mother and sister in the disaster. Her father was killed a year ago.

HEROIC SON GAVE LIFE TO SAVE HIS MOTHER

Leonard Delamont Placed Life Belt Around His Parent in Last Moments of Sinking Empress — Hair Torn Off Sister as She Struggled for Life in Icy Water.

A mother, whose life was saved by the self sacrifice of a son, who, in giving her his life belt, threw away his own chances of surviving; a father, who, altho unable to swim a stroke, floated in the icy waters of the St. Lawrence for two hours before being rescued; a daughter, who had her hair pulled off her head in the mad struggle among the drowning and another son who was taken from the water just as he was about to succumb to the effects of the cold water, arrived in Toronto last night on the same train whch brought from Quebec the fifteen bodies of Salvationist victims of the Empress of Ireland disaster.

Bandsman Delamont of Moose Jaw, Sask., and his wife were the father

(Continued on Page 3, Col. 1.)

ROBBING OF DEAD IS SUSPECTED AT QUEBEC

Valuable Rings, Bracelets and Money Missing From Bodies and Work of Ghouls is Believed to Be Responsible — Investigation of Reports Probable.

By Clark E. Locke.

QUEBEC, June 1.—A suspicion is voiced here that there has been some filching of money and valuables from the bodies removed from the sea. Altho officials have nothing to say concerning it, the rumor is given basis by an increase of police surveillance in the morgue today. Every article of value that is handled by strangers for identification purposes is kept under the keen scrutiny of half a dozen men. If the person is identified and friends or relatives assume control of any possessions discovered in the clothing a tabulated receipt is made and the relative merely identified before being allowed to depart.

It is understood that some persons obtained admittance under false pretences and removed gold rings and bracelets, presumably for examination. These in many cases they did not return and the result was that not only were the dead rifled, but the chief marks of distinction were removed. The task of identification was thus made almost hopeless in some instances where the features were badly battered.

Work of Ghouls.

There is also evidence that ghouls were at work before the funeral ship Lady Grey arrived in Rimouski to load the coffins. When first brought in the rush of rescue necessitated the piling of the bodies promiscuously on the decks. When the time came to remove them to the improvised undertaking establishment, bodies were found with pockets emptied of all except a few bills. This itself was remarked as suspicious, for passengers would not in any case have so little money on them when leaving for the old country. A few scattered bills or coins would be left to allay suspicion. It is thought that this particular matter may give rise to a very serious investigation. In any case, it would be a difficult matter to trace, but if the culprits were apprehended the shrift they got would be short and sharp. The country would cry out for vengeance on those discovered in such an ungodly business.

BOW OF COLLIER PENETRATED INTO COAL BUNKERS OF LINER

Wedged Between Steel Plates of Storstad, Lump of Coal Bore Witness to Violence of Impact — Stem is Badly Crumpled and Bent.

(By Hubert Evans.)

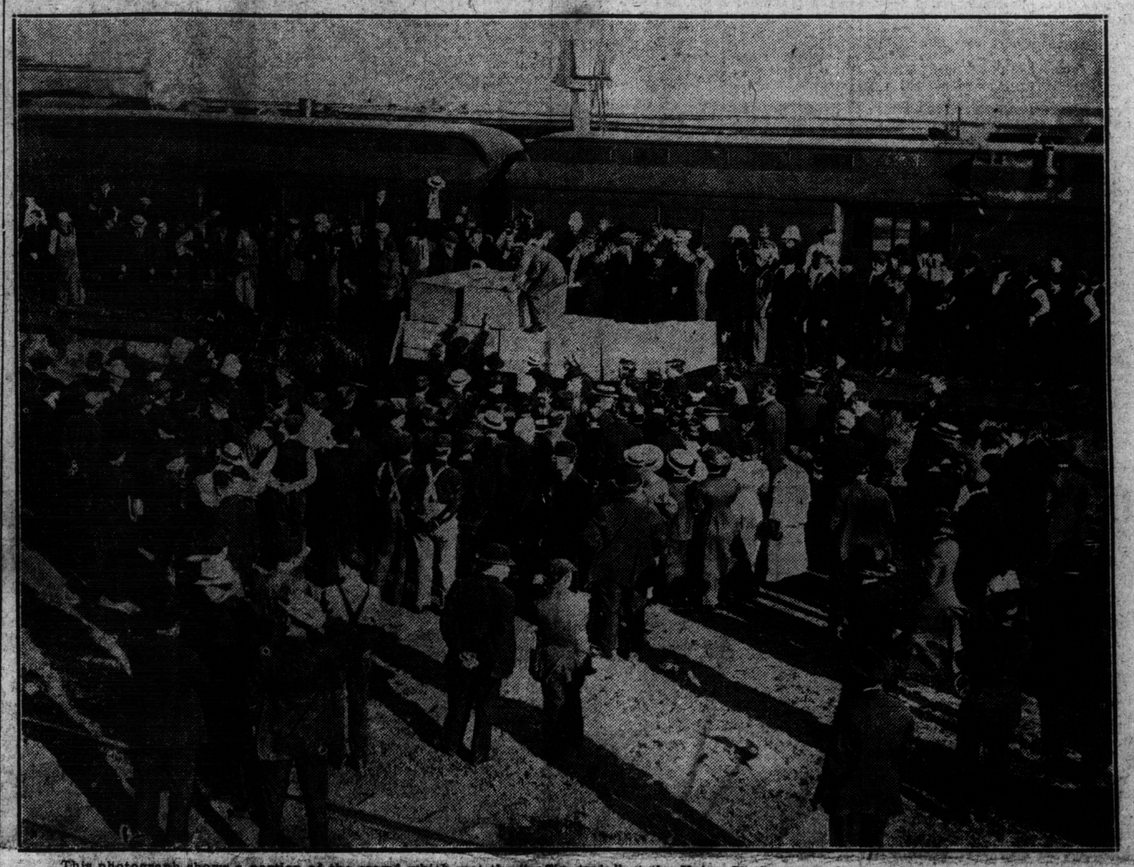
MONTREAL, June 1.—Further evidence of the strength of the blow between the side of the Empress and the Storstad's bow, came into sight today with the unloading of the ship. She was lightered by fifteen feet this afternoon and all of her thirty feet of stem post now above water is shown bent and crumpled to port.

Away down near the 30 foot mark wedged between the edges of the steel plates is a lump of coal. This seems to tell that the Storstad cut so far into the Empress' side as to enter her coal bunkers.

The Storstad was empty at midnight and is to be drydocked at Quebec, it is stated. Her captain did not once come ashore until this morning. He has since been uptown several times. He and his wife are living aboard ship.

From his window at the Place Viger Hotel, Capt. Kendall can look out down the waterfront toward Hochelaga and see the Storstad lying at her dock.

Bringing Fifteen Bodies to Toronto



This photograph shows a portion of the crowd which met the "coffin train" at the Union Station yesterday afternoon; also seven of the fifteen coffins which came in on the train.

FIFTEEN BODIES WERE BROUGHT TO TORONTO

Death Train From Quebec Was Met by Thousands of Citizens, Who Stood With Bare Heads as Coffins Were Transferred to Drays Draped in Black and Taken Away.

For the first time yesterday afternoon Toronto was brought face to face with tangible evidence of the Empress of Ireland tragedy, when the "Coffin Train" arrived at the Union Station with the bodies of fifteen Salvationists who had perished in the wreck in the St. Lawrence channel. The scene was indeed a solemn one as the train of death slowly steamed into the station. Awaiting its arrival were representatives of the Salvation Army corps and of thousands of citizens who knew those who had gone to their death. A dense crowd gathered around the siding where the coffins were to be transfered to the draped drays on which they were removed.

Every head was bared as the long train with its silent freight pulled into the depot. The entire headquarters staff, headed by Col. Rees, were on the platform, and with them were many who desired by their presence to show their sympathy with those who had died.

Four Survivors.

On board the train were Mr. and Mrs. Delamont, their son and daughter, four survivors from the wreck, who were accorded cordial greetings as they alighted. Then came the more solemn attentions to the heroic dead. The first body to be transferred to the hearses of A. W. Miles was that of Mrs. Commissioner Rees. Then followed a long, sad roll. Here are the names:

Col. Maidment.
Mrs. Maidment.
Brig. Potter.
Williard Potter (his son).
Major Findlay.
Major Simcoe.
Mrs. Staff Capt. Morris.
Mrs. Brig. Hunter.
Adj. Hanagan.
Adj. Green.
Jessie Green (his daughter).
A. Stephenson (soldier Lisgar st.).
Dolly Brooks (daughter of Staff Capt. Brooks).
Brother Charles Wilkes.

CRAWFORD WAS RENOMINATED FOR SEAT A, TORONTO N. W.

Dr. Conboy Was Only Nine Votes Behind When Final Ballot Was Taken — W. D. McPherson for Seat B — E. W. J. Owens and Thos. Hook in Toronto S. E.

Conservative nominations for the Northwest and Southeast Toronto ridings were held last night at the Broadway Hall and Victoria Hall respectively. Two of the seats went by acclamation, while for seat "B" of the S. E. riding, Thomas Hook received the nomination by a large majority.

A hard fight ensued for seat "A" of the N. W. riding, where Hon. Thomas Crawford was chosen after several ballots had been taken. Five candidates were in the field at the beginning, but three dropped out after the first ballot, leaving Hon. Thomas Crawford and Dr. Conboy in the field. After the result of the final ballot was announced it was found that Dr. Conboy was nine votes below that of his opponent, and he then proposed that Mr. Crawford's nomination be made unanimous.

The results of the nominations were as follows:

Toronto, N. W.	Toronto, S. E.
Seat "A"—Hon. Thomas Crawford.	Seat "A"—E. W. J. Owens.
Seat "B"—W. D. McPherson.	Seat "B"—Thomas Hook.

DUKE OF CONNAUGHT MAY BE PRESENT AT SAILORS' FUNERAL SERVICES TO BE IMPRESSIVE

Uniformed Sailors From Liners and Freighters at Quebec Will Form Part of Cortege —Many Bodies Still Lie in Morgue Awaiting Claimants.

(By Clark E. Locke).

QUEBEC, June 1.—The veil of gloom will not be lifted from Quebec for several days. At least one melancholy day is yet in store, but when it comes the majesty of a nation-wide respect will usher it in. On Wednesday, according to present expectations, the nine sailor victims of the Empress disaster will be conveyed to their last resting places and tributes will be made to their memory by representatives of Canada and the empire, and the great organizations in any way related to their lives. The Duke of Connaught may be present at the ceremony. Every vessel passing or lying at anchor in the harbor will lower her ensign and from all the liners and freighters in dock will come contingents of uniformed sailors to march in the long, impressive cortege that will wind over the hill.

There will be little pomp and pageantry, but the clerical services of all the churches and the presence of high and notable figures from the Dominion will lend a dignity of pathos that cannot be denied. Two suggestions as to the ceremony of the occasion were advanced to C. P. R. officials by The Toronto World, and both have been taken to headquarters with the desire of having them carried out. The first was that the Duke of Connaught be asked to recognize the funeral in some way. A telegram was at once drafted: "H. R. R. Duke of Connaught, Ottawa, Ont.: Can you be present, either in person or by representative at sailors' funeral on Wednesday?" The result will be known on Tuesday.

It was suggested in addition that the practice adopted by the railways in suspending business throughout their systems for a certain brief interval on the death of leading officials might well be followed in this instance. This suggestion was also favorably received and will likely go into effect. Whether it will be confined to Canada alone or to the empire, has not been decided.

Nine sailors, whose bodies have been identified, will be buried in the cemeteries of Mount Hermon and St. Patrick's. Roman Catholic and Protestant services will be held by the leading dignitaries of the churches.

(Continued on Page 8, Column 5.)

BRITAIN SENDING LORD MERSEY TO INQUIRY

Ottawa Receives Cable That Investigator of Titanic Disaster Will Probably Represent British Board of Trade, Together With Vaux, Now Canada Bound.

By a Staff Reporter

OTTAWA, June 1.—It was announced tonight that Lord Mersey will probably be with George Vaux, now Canada bound to represent the British Board of Trade at the inquiry into the Empress of Ireland disaster.

Tho the Canadian Government has not announced its appointments, it is understood that Sir Adolph Routhier of Quebec Admiralty Court, and Hon. Ezekiel McLeod of New Brunswick Admiralty Court, will act.

In addition to the commissioners there will be three nautical assessors appointed to lend their assistance. One of these will be Captain Yales of Prince Edward Island. The other two have not yet been decided on.

The government has been informed of the probability of Lord Mersey taking part in the inquiry. He presided at the inquiry into the Titanic disaster.

SEND IN THE NAMES.

Owing to the large number of enquiries made at the Salvation Army headquarters regarding the funeral services at the Arena next Saturday the officials of the Army request that the ministers of all denominations and prominent citizens who wish to attend send in their names to the citadel.

JUNE WEDDINGS.

Silk hats for married men, silk hats for unmarried men, silk hats for married and unmarried men who go to see unmarried men getting married.

Silk hats for June weddings. Dineen Company, Ltd., 140 Yonge street, have in stock all the new shapes in silks. Prices $5.00 to $8.00.

The Taper Crown is the new hat — it is having a great sale all over Europe. You will be right if you make your selection at Dineen's and get an up-to-date hat.