

stories, current in the early hours of the disaster, are likely to be sifted to the bottom in the sensational trial expected to follow.

Survivors of the Imo say that the Mont Blanc first signalled by two blasts of the whistle that she would pass on the Halifax side of the harbor, which was, for her, the wrong side. Accepting this signal as final, those on board the Imo say the Belgian relief ship was steered to the Dartmouth side but, while taking this course, heard one blast which indicated that the Mont Blanc had then taken the right, or Dartmouth side. The Imo attempted to stop but could not and the Mont Blanc was struck under the bridge, starboard. The Imo survivors say, also, that the Mont Blanc carried no red flag to indicate she was carrying high explosives and that even when the Mont Blanc's crew were seen escaping in boats when fire had broken out, those on the Belgian relief ship did not realize that an explosion was imminent.

Captain Lemedec, now under arrest, gives the following statement regarding the movement of the steamers:

"We had on board the Mont Blanc nearly 5,000 tons of freight, mostly explosives. The ballast tanks were filled with water. In the forward hold were stored picric acid; then came a steel bulkhead and in the next hold was T. N. T., a high explosive. We also had T. N. T. in the third hold.

"On top of the forward deck were stored about twenty barrels of benzol, over the picric acid with a deck in between.

"It was a clear morning. The water was smooth and we were at half speed on the starboard side toward the Bedford Basin. There were no vessels in our course until we sighted the Belgian relief ship Imo coming out of Bedford Basin and headed for the Dartmouth shore. She was more than two miles away at the time. We signalled we would keep the Mont Blanc on the starboard tack going up to the basin where we were to anchor. We headed a little more inshore so as to make clear to the Imo our purpose. She signalled that she was coming down on the port, which would bring her on the same side with us. We were keeping to the right or starboard according to pilotage rules and could not understand what the Imo meant. But we kept on our course, hoping that she would come down, as she should, on the starboard side, which would keep her on the Halifax side of the harbor and the Mont Blanc on the Dartmouth side.

"But to our surprise the Imo continued on the north side so we signalled again. We saw there was danger of collision and signalled to stop the engines, at the same time veering