

SURVIVORS TELL OF SINKING OF EMPRESS OF IRELAND

HAMILTON HOMES AMONG BEREAVED

Deepest Sorrow Prevails — Long List of Hamiltonians.

OVER THIRTY PEOPLE

Many Foreigners Included — Report Was Not Believed at First.

Special to The Toronto World. HAMILTON, May 29.—Telegraphic news of the sinking of the C. P. R. liner Empress of Ireland plunged many Hamilton homes into the deepest gloom today, for over thirty local people sailed on the ill-fated boat.

The majority of these were Salvation Army delegates to the big conference in London, Eng. Many foreigners are included in the passenger list from this city. Several Hamiltonians took passage on the steamship for a visit to their native home in the old country.

The astounding announcement of the steamer's loss was at first not given credence here, because about two months ago a rumor that the Empress of Ireland had collided with an iceberg and sunk, with heavy loss of life, was widely circulated in this city.

Telephone and newspaper offices were besieged all day long with inquiries about the disaster from friends and relatives of the following Hamilton passengers, who sailed on the ill-fated ship:

- Harry Yates, 6 Rosemont avenue. Mrs. Harry Yates, 6 Rosemont avenue. Mrs. Price, adjutant Salvation Army. John Kelly, 14 West Macaulay st. Adam Guzara, no address obtained. Paull Ilieff, no address obtained. Mrs. George Spurgeon, 103 East Ferris street. Miss Kathleen Spurgeon, 103 East Ferris street. James T. Taylor, 403 North Bay st. Miss Florence Taylor, 403 North Bay street. S. A. Sandmaster Woodard, 110 Peter street. Mrs. Woodard, 110 Peter street. Miss May Woodard, 110 Peter st. J. J. Cayley of The Right House. Mrs. Nonely, housekeeper to R. B. Ferris, South James street. This name appeared on the passenger list as "Mrs. Voneyly," but little doubt is held that it is any but Mrs. Nonely. Mrs. S. Burgess, Dundas. Miss C. Hope, Dundas. Charles Boardman, no address obtained. Mrs. Boardman, no address obtained. William Prince, 34 South Catharine street. Mrs. Prince, 34 South Catharine street. Hubert Prince, 34 South Catharine street. Steven Slyepaveo, no address obtained. F. J. Rutherford, formerly of The Right House, now of Montreal. Mary E. Hill, 133 East Simcoe st. Lillian Kravitz, third-class passenger. Jetafi Klimchuk, third-class passenger. Grigor Kutzl, third-class passenger. Nikoll Antonuk, third-class passenger. Zaleva Marczin, third-class passenger. Valenti Cznslok, third-class passenger. Mico Valhott, third-class passenger. Krancho Valhott, third-class passenger.

MOTHER WAS WAITING TO GREET HER SON

Geo. Meecher Leaves Wife and Child—Member of Territorial Staff Band.

George Meecher, 30 St. Clair Gardens, Earlscourt, a printer by trade and an extra bandman in the Salvation Army Staff Band, who sailed on the Empress of Ireland, is amongst those reported drowned. He leaves a wife and daughter, Winnie, aged 10 years. Mr. Meecher was 33 years of age and came to Canada with his mother under the jurisdiction of Kent, a few years ago. His mother returned to England two weeks ago, sailing on the Royal Edward of the C.N.R. line to Bristol, and intended to meet her son on his arrival on the Empress.

ALL RED LINE BILL GIVEN DISCHARGE

Commons Refused to Accept Compromising Amendment of Senate.

By a Staff Reporter. OTTAWA, Ont., May 29.—The All-Red Line Railway bill disappeared. The promoters asked for a charter from a seaport in Labrador, thru northern Quebec and Ontario, across the west almost as far north as Hudson Bay and via the Peace River country to the Pacific coast. The capital was to be \$100,000,000 and under the rules of the house, an incorporation fee of over ten thousand dollars was actually paid in the railway commission act, the bill so as to make the western terminal of the road at Winnipeg, in this shape it passed the house. The senate made an amendment which the government refused to accept upon the ground that it tacitly admitted that the Labrador coast was under the jurisdiction of Newfoundland, and in the commons, upon the motion of Dr. Reid, the bill, which had been returned from the senate, was discharged from the order paper and the clerk was directed to return the incorporation fees to the promoters.

SALVATION ARMY STILL HAS HOPE

Sixty-One Members in List of Those on the Empress.

MOSTLY FROM TORONTO

List of Survivors is Being Completed by Montreal Headquarters.

By Hubert R. Evans. MONTREAL, May 29.—A sad, strange vision was that at Salvation Army headquarters here tonight. In a hall brightly bedecked to be the scene of a triumphant send-off to some hundred army delegates to the London gathering, five hundred uniformed officers and privates gathered; there was music, as planned originally; there were speeches too, but the music was solemn and sad and the speeches were made to be prayers. It was a memorial meeting for the dead army folk.

Were it not for the sweet trust in the Almighty, the gathering would have been pitiable, but while many eyes were wet with tears, the five hundred voices unquavering to the old strains of "Nearer My God to Thee," "Oh God, Our Help in Ages Past," and "Crossing the Bar." "Oh, God our help in ages past, our help in years to come, our shelter from the stormy blast, and our eternal home." "These were the words they sang. "We can always hope," said a member, in explaining the change in the purpose of the meeting, "but we cannot but fear the worst." No word of our comrades has come.

SALVATION ARMY ABANDONS HOPE

Hearing No Word of Comrades, Montreal Friends Hold Sad Service.

By Hubert R. Evans. MONTREAL, May 29.—Sixty-one members of the Salvation Army, mostly commissioned officers, was taken as the official count of the company that boarded the Empress of Ireland for the great London gathering. Of the 61 most were from Toronto. At midnight the list of survivors had not been completed at Army headquarters here.

Major Moore and his wife, also a major, with their daughter, came from Toronto to Montreal tonight, and it was, they say, by a mere whim of chance that they, too, were not aboard the vessel when she foundered. They were detailed to accompany the party, but at the last minute a change of plans delayed their sailing until tomorrow morning. Another Army officer, Miss Rena Maisey, whose sister, Adjutant Ina Maisey, Toronto, is reported to have sailed on the Empress, was saved from probable death by her sister's sickness in Ottawa. This sister has been ill for a long time, and on Wednesday an operation was performed. Rena Maisey was called from preparation for the trip to the bedside.

Had a Premonition. Major (Mrs.) Moore tells of a strange aversion Commissioner Rees, the great Army leader in Toronto, had against making the fatal trip. The cheerful at the official farewell, in a private council he said he "would so like to stay at home." He had been to England once this year. "Why does the general want me to go again?" he asked of his comrades. "Yet I have been ordered to go. I must not refuse." His parting was optimistic, outwardly at least.

Praying for Survival. Mrs. Rees has for years been suffering from heart trouble, and at Montreal headquarters the fear is that even did she survive the actual accident the subsequent shock would be too much for her. It was conjectured she may have been among the twenty odd who died when brought ashore, but the hopeful Army folk still pray for her survival.

Mrs. Col. Sydney Maidment, at parting from her children in Toronto, wpt. "I want to stay here, but the general says: 'Come.'" The trust in Providence of the Army folk here is sublime. Until the official lists of survivors and missing are issued they are praying and hoping for the best. Efforts are incessant to have the list completed before morning.

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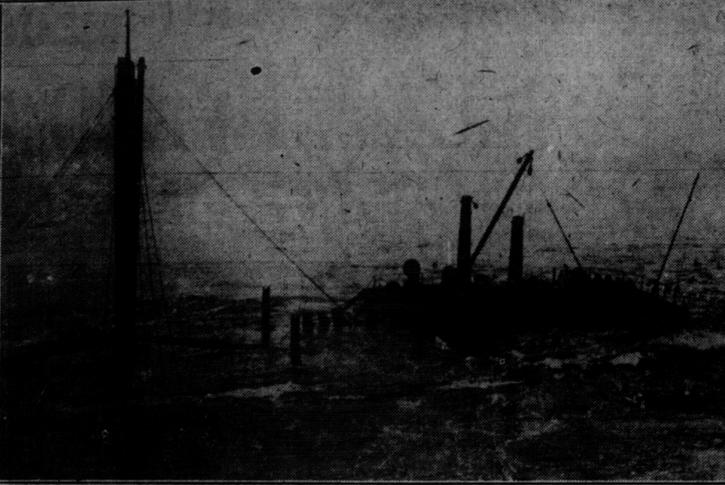
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WRECKED NEAR FATAL SPOT



Collier Helvetia, Which Was Struck by the Empress of Britain, in July, 1912. Close to the Scene of the Recent Tragedy.

WRECK PLUNGES LONDON IN GLOOM

Titanic Disaster Recalled by Similarity of Despatches and Magnitude of Loss.

GRIEF IN LIVERPOOL

Most of the Crew Were Born and Bred in That Seaport.

Canadian Associated Press Cable. LONDON, May 29.—Only once before in history has there been such a day of gloom and apprehension in the shipping circles of Great Britain. That was the day of the Titanic disaster, almost two years ago to the day. A certain incident connected with the receipt of the news of the foundering of the mighty White Star liner has had a melancholy repetition today, with slight variation. On the day of the Titanic disaster there came several messages in the early hours to say that everybody was saved and the ship itself making for port, only to be followed by the bitter revelation of the ghastly truth.

Lack of News Caused Gloom. Today's earliest messages concerning the Empress of Ireland, the newspapers proclaimed well before midday. Fresh editions of the evening papers, which appeared hourly, brought no gleam of the bitter tidings until between 5 and 6 o'clock, when the presses were well-nigh closed for the afternoon. There was one hastily-forged despatch actually translated in many offices as information that all the passengers were saved. This news was thrown upon the streets frantically, only to be followed by still later editions which confessed that the former messages were untruthful. The only poor satisfaction about this incident is that there seems to have been a genuine mistake in reading the cablegrams, which for the most part have been of the shortest character, coming along right thru in mere driplets.

Scenes at C.P.R. Offices. The same scenes around the Canadian Pacific offices in Coventry street, which began on the receipt of the first news, have continued till midnight. The big crowd around the windows has increased rather than lessened. All Whitsuntide holidays for the Canadian Pacific staff in London and Liverpool have been cancelled. Both offices will remain open thru the week-end.

Distressing Incidents. At Liverpool pierhead, where the offices of the company are on the ground floor of a huge skyscraper, distressing incidents have occurred hourly.

A woman who entered the company's Liverpool offices to make a claim in respect to the death of her husband, which occurred Monday, was not aware of the disaster. She heard the commissioner discussing the matter with a clerk, and exclaimed: "What steamer did you say had sunk?" "The Empress of Ireland," answered the commissioner. The woman immediately fainted.

Crew Mostly Liverpool Men. The present calamity has staggered Liverpool far more than did the Titanic disaster, since it is now ascertained that nearly the whole crew were Liverpool born and bred men. One of the most pathetic figures inquiring for the latest news at the Canadian Pacific offices tonight was Mrs. Wild, niece of Capt. Kendall. Seventeen years ago, she said, she lost her father, who went down with the Britannic. Her husband, who was chief officer of the Titanic, also went down on that ill-fated vessel. Now it is feared that her brother, Cedric Evans, who joined the Empress of Ireland only three months ago, has also perished.

SIMILAR DISASTER VIVIDLY RECALLED

Rev. Father Burke Witnessed Sinking of Steamer Helvetia.

HAIRBREADTH ESCAPE

Empress of Britain Missed Sister Ship's Fate by a Second.

An instance of how speedily disaster may come upon those who go down to the sea in ships is told by the Rev. Father Burke, president of the Catholic Church Extension Society, who was on board the Empress of Britain when she ran down and sank the collier Helvetia in the Gulf of St. Lawrence nearly two years ago.

"How vividly I remember it," he said, "and with what little warning the accident happened. It was about 3 in the afternoon, and I was on deck with several of the other passengers.

Heavy Fog. "A heavy fog lay on the water, and at regular intervals the siren screamed its warning with dreary monotony. "Suddenly the great fog horn barked twice. There was a heavy shock, followed by a tremendous crash and the sound of straining frames, ripping plates and the grind of steel against steel. My companions and I ran forward thru the fog in the direction of the sounds, and at that moment the great gray curtain of mist lifted and the sun shone out, showing us the extent of the disaster.

"We had hit the Helvetia fairly amidships and our bow had sunk deep into her side, crushing the steel plates and opening a great ragged hole into which the water poured. From where we stood we could look down on the decks of the doomed ship. Some attempt was made to lower her boats, but the crew seemed without order and panic-stricken.

Rush for Safety. "Up from the stoke hold rushed the Chinese stokers, streaked with dust and sweat, each man armed with a knife and determined to use it to fight his way to safety. Our own boats had been lowered, but before they could render any assistance a way of escape had been discovered by the desperate crew.

"Our bow was still firmly embedded in the Helvetia's side, so by dint of clinging to the rigging and anchor chains the crew of the sinking ship managed to get away. As it was thirty-seven seamen dropped to our deck the engines were reversed and we drew away. Almost instantly and with hardly a sound the unfortunate ship keeled over and sank.

"For a few awful moments the lives of a thousand men and women hung in the balance. Had we struck the Helvetia a sthe Empress of Ireland struck the Storstad doubtless we would have shared the same fate. As it was no lives were lost, but how close we were to death that afternoon I never realized till now.

"As one who has experienced a catastrophe very similar to that which resulted so fatally to the Empress of Ireland, I wish to express my sympathy, not only in my own name, but also in the name of the Catholic Church for the friends of the victims of this terrible disaster."

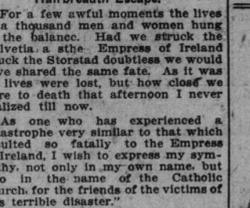
ONE OF THE MINORITY



Kenneth A. McIntyre, 45 McFarland Avenue, Was Saved. He is a Nephew of Mr. McIntyre of the McGregor and McIntyre Structural Steel Works. One of the Few Bandmen to Survive.

WAS GOING TO MEET MOTHER

George Meecher, S.A. Bandman, is among Those Lost. His Mother Returned to England Two Weeks Ago, and Was Awaiting His Arrival.



TRIBUTE PAID TO S. A. OFFICERS

Brotherhood Secretary Refers Touchingly to Marine Disaster.

PERSONAL EXPERIENCE

Wm. Ward Recalls Passing Ill-Fated Spots a Few Days Ago.

"Two thoughts fill our minds," said International Brotherhood Secretary William Ward of London, Eng., at the Metropolitan Church last night. "Our minds dwell on the fact that when we stepped off the train in Toronto this morning the first thing that met our eyes was the newspapers telling of the sad disaster which had befallen the Empress of Ireland. We remembered that it was but two days ago that we saw the splendid steamship as we passed Quebec. We also remembered that a few nights ago we passed near or perhaps over the very spot where she now lies. We passed in safety wrapped in slumber, where so many of her passengers were the victims of the collision. And we wondered what the world would have been saying about us if our fate had been reversed.

"We remembered, too, that when the present head of the Salvation Army was appointed to his present office the Brotherhood National Council was in session and that he sent us an assurance that he was with the brotherhood in all its aims and efforts. And now our hearts go out in sympathy to him and all those associated with him in this hour of their deep bereavement.

Our thoughts are also filled with the remembrance that only a few weeks ago a meeting which was to have been addressed by our national president, Rev. Silvester Horne, was transformed into a memorial service."

SOLENN SERVICE.

Great was the solemnity of the memorial service in the City Temple, the Congregational Union, of which Sylvester Horne had been president; the Council of the Free Churches, of which he was to be the next president; and the National Brotherhood, of

RELATIVES BESIEGED OFFICERS TO GAIN NEWS OF SURVIVORS

SAD SCENES AT S. A. CITADEL (Continued From Page 1.)

As a result the Army citadel hummed all day with a crowd of excited information seekers, women predominating. Here again, pitiable scenes took place. Many of the enquirers had come from Earl's Court, bringing with them their little ones, and in the absence of authentic news refused to be comforted. As fast as the officers received the tidings, bulletins were published and placed on a board on Albert street. Time and again relatives of the S.A. delegates pushed their way thru the throng to scan the list of names, in the hope that the one they sought might be there. Too often they were disappointed. At six o'clock the last official bulletin was affixed in position. It bore just ninety-one names, and those who had stood there for the best part of the day, realizing that they had lost those dear to them, turned away, overcome with emotion.

Many, however, refused to give up and entirely divided their time between the citadel and the C. P. R. offices.

With the closing of the stores and the suspension of business, came a renewal of the activity in the steamship headquarters. Intelligence was beginning to filter in over the busy wires, and the first official list of the survivors was made known locally. There was an instant rush when a clerk, in response to a clamorous interrogator, produced the list.

Hunger for News. The name he asked for was not there and he shook his head. His questioner turned away, but his place was quickly taken by a score of others. One by one the official satisfied their hunger for news. In one or two cases the seekers went away with joy-illuminated features, but in the majority the information only plunged them into deeper gloom.

One centre of pitying interest was a bench on the east of the counter on which sat four young women. All were married, and all had husbands on board the ill-fated Empress. Two of them were carrying babies. They had piled the clerks from three o'clock in the afternoon until eleven at night with questions, none of which were satisfactorily answered. All of them had read the list of survivors, but, although their husbands' names did not appear thereon, they still waited in the hope "that there had been some mistake."

One of the women told The World that she was positive that her husband must be safe. "I can't realize," she said, "that anything has happened to him. I have seen here since early this afternoon, and I am sure that I shall see his name in the list of saved."

A few moments later more names were added to the list and the young woman, carrying her child, forced her way thru the throng. Once again her hopes were shattered, but this time the renewed disappointment proved too much and she would have collapsed but for the friendly offices of those who stood around her.

Occasionally the awful suspense of the waiters was allayed by a personal telegram. Mrs. McAmmond, wife of Capt. McAmmond, received a wire assuring her of the safety of her husband, as amongst the lost. Mr. Geo. Wylie, 1228 West King street, told one of the officials that his brother Jim had just wired him of his safety.

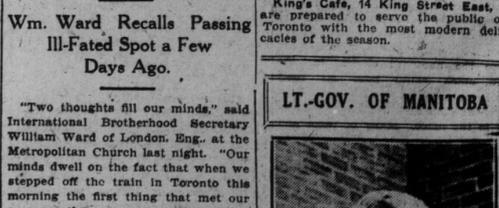
An anxious enquirer was A. Violek, the automobile expert, who sought news of a friend, Rev. J. Wallest, of Westcliffe-on-Sea, England. He was not in the list of survivors. Charles F. Holt, ex-president of Toronto Trades Council, sent his little daughter, Edith, on the Empress of Ireland for her health, but no news of her is yet to hand.

ONE OF THE MINORITY



King's Cafe, 14 King Street East, are prepared to serve the public of Toronto with the most modern delicacies of the season.

LT.-GOV. OF MANITOBA



Str Douglas Cameron, Caught by the Camera While Delivering His Message at the Opening of the Connaught Home for Nurses, at Weston, Saskatchewan.

A MEMBER OF S. A. BAND



E. T. Aldridge, Was Lost. He is Mourned by Wife and Three Children.