

# TOLL FROM THIS CITY AND PARIS NUMBERS 31

Thrilling Stories Are Told by Survivors Who Reached Montreal To-Day—British Heroism is Outstanding Feature of Deplorable Affair, Despite the Fact That There Was Scant Opportunity to Save Women and Children—Commissioner Rees of Toronto Died With His Family, Exclaiming, "God's Will be Done"—Captain Kendall Was Last on Board the Doomed Ship—Salvation Army Lassies Spent Last Few Minutes in Prayer.

(By Special Wire to The Courier).  
 QUEBEC, May 30.—From the stories of the survivors of the sunken Empress of Ireland brought last night, it is now possible to get a fairly accurate idea of the great marine disaster. The outstanding features could be summarized as follows:  
 The collision between the Empress and collier, Storstad, took place in a fog.  
 The oncoming Storstad was seen by Captain Kendall of Empress, who had pulled up his vessel.

of so many of the crew was the fact that they were on duty and on deck when the ship went down. The actual number of lost was 910 and the saved 477.  
 With the Empress went \$1,000,000 in bars of silver shipped to England from Cobalt.

Preparations were being made to-day in government shed No. 4 at the dock for the accommodation of the three hundred dead the Lady Gray is expected to bring in. All the undertakers in the district have been employed by the railway authorities, while a large number of caskets were placed in the shed, which has been draped. Identification of the bodies will take place here.

**SURVIVORS ARRIVE.**  
 Montreal, May 30.  
 With bowed heads and tremulous voices survivors of the sunken liner, Empress of Ireland, arriving on the C. P. R. regular train at the Place Viger station at 6.40 this morning, gave their experiences to reporters.  
 Of the small group of rescued disgorged from one of the coaches of the train, a large number were from the Toronto Salvation Army party bound for the big congress in London, while the others belonged to the ordinary passenger list.

**TOUCHING SCENES.**  
 Sympathetic railway officials indicated to pressmen with signs not words the presence of the afflicted ones, many of whom clasped hands with and heard the voices of loved comrades for the last time before retiring on Thursday night.

**PITIFUL TALES.**  
 Tales appallingly pitiful, and appallingly gruesome flowed from the lips of the survivors. Here by the nine-year-old Grace Hannigan, Toronto, who was saved while both her parents went down, lisped forth questions as to their welfare. She had not been told. Here Band Sergeant John Fowler of Vancouver, told how he had been drawn down in the vortex and had struggled with corpses to regain the surface of the water.

**THOSE WHO DISEMBARKED.**  
 The local passengers who were disembarked from the train this morning were Messrs. Kent, Ferguson, Duncan, Weirauch and Miss Kohl. Those from Toronto included Mrs. O'Hara, Miss O'Hara, Miss Lee and Mr. Hunt. Of the Salvation Army survivors, the following remnant landed at the station:  
 Mrs. McIntyre, Toronto; Messrs. Toronto; B. Greenaway, Toronto; Captain McAmmond, Toronto; Lieut. Keith, Toronto; James Johnston, Toronto; Major and Mrs. Atwell, Toronto; E. Green, (lost a mother and sister) Toronto; Captain Spooner, Grace Hamilton, Miss Bales, all of Toronto; Mrs. Cook, Vancouver; Band Sergeant Fowler, Vancouver and Miss Wilmot, Winnipeg.

**MOST THRILLING TALE.**  
 The most thrilling tale is that of Band Sergeant Fowler, who saw the actual ramming and battled with corpses under water.  
 "I was looking through my cabin amidships," he declared, "when I saw a big black shape loom up suddenly out of the foggy darkness. It seemed to be only a few feet away that that mysterious mass appeared, but perhaps as the vision was not distinct, the distance was greater.  
 "Then came the jolt, it could not be called a crash because it was more of a grinding sensation, and before I realized what had happened, my cabin began to fill with water.  
 "Rushing out of the cabin I made my way up the main companionway. I saw a girl with a baby in her arms and a little child, aged perhaps six years, following after. She implored me to put a lifebelt on her, so I stopped long enough to do this. By the time Band Sergeant Fowler reached the deck, the ship was listing rapidly, and the passengers were being swept to the rail on the side opposite that on which the Empress was struck to keep from going over the side.  
 After rendering assistance to a number of the passengers, including Miss Wilmot of Winnipeg, who insisted that he saved her life, when he jumped he was too late to avoid the suction of the sinking ship.  
 "The sensation was a terrible one," he asserted, "I went down, and down until I thought my lungs would burst. Bodies, cold and clammy bumped into me, but I could not think of that in the dreadful fight for life. Once a big husky man threw his arms around me when we were still under water, and I had to fight

(Continued on Page Four.)

## LONG'S Carpets, Draperies

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## SAD HOMES THERE ARE IN BRANT

Awful Toll of Death From This Locality in the Disaster.

As far as Brantford and Paris are concerned, the worst is confirmed this morning by the news which comes through from the scene of the wreck of the Empress of Ireland. Out of 20 known to have left Brantford, 18 are believed to have perished, and to this number there may be additions. Besides the 18 from Brantford, Paris had eight on the ill-fated boat, and no word has been received of any of these.

Besides the known list of Brantford dead is added to-day the name of Miss Florence Taylor. For the past two years Miss Taylor had been living in Brantford. She came from England. Last year her father came out to bring her home. During the six months he has been out he has been residing in Hamilton. The daughter came down from Brantford, and they left Hamilton together. Mrs. Taylor lies ill in England, anxiously awaiting the arrival of her husband and daughter.

In addition to Miss Taylor, the names of James Faulkner and wife are mentioned among the lost. No address is given, but by some it is believed that they are both former well-known Brantfordites.

Thus far only two from Brantford are reported saved, Mr. Philip Lawlor and son Herbert. Mr. Lawlor made a desperate effort to save his wife, but failed, as she slipped from his grasp and sank in the icy waters of the St. Lawrence.

In all, the toll of death from Brantford and Paris may reach the astounding total of 32.

## DEATH'S TOLL IN WESTERN ONTARIO

London	23
Brantford	23
Galt	9
Woodstock	2
St. Thomas	2
Windsor	8
Guelph	2
Owen Sound	2
Saratoga	1
Ridgeway	1
Dresden	1
Paris	8
Total	82

## Brantford Flags At Half Mast

Mayor Spence requests that those having flagstaves fly the Union Jack at half-mast for the next few days as a memorial token to those who perished in the Empress of Ireland disaster.

## Brantford and Paris Mourn the Loss of 31 Sons and Daughters

MRS. HOBBS and daughter, Emily Street  
 MRS. LENA WHITE, Chatham Street.  
 MRS. STEELE and two children, Alonzo Street  
 MRS. HOWELL and 10-year-old daughter, Tutela P.O.  
 MRS. PHILIP LAWLOR, Rawdon Street.  
 MISS LILY STEELE, Alonzo Street.  
 ROBERT LAWS, floorwalker at Woolworth's.  
 MRS. BERT GRIFFIN, Niagara Street.  
 MRS. ANNIE TARRY  
 HILDA TARRY, aged 8.  
 ALBERT TARRY, aged 4, 42 Colborne Street.  
 MR. and MRS. LEONARD LONGLEY and child.  
 FRED RUTHERFORD, brother of Charles and William Rutherford of this city.  
 MISS FLORENCE TAYLOR, who sailed with her father, James Taylor, from Hamilton.  
 MR. and MRS. JAMES FAULKNER, believed to have been former residents of this city.

**Those From Paris**  
 HAROLD and WM. CRAWFORD.  
 MRS. FRED BLACHURST.  
 MR. and MRS. WALTER JEFF and son.  
 CHARLES READ.  
 MR. and MRS. THOS. GRANT and baby.

## ONLY TWELVE WOMEN SAVED FROM EMPRESS

Short Time Allowed for Discipline and Getting People Off Accounted, No Doubt, for Terrible Loss of Life—Died in Their Bunks.

(By Special Wire to The Courier).  
 MONTREAL, May 29.—Without any official total of the dead now lying in the Empress of Ireland at the bottom of the St. Lawrence near Rimouski, or lying ashore in the morgue of that town, it was practically assured that nearly 1030 had perished in the worst disaster in Canadian waters and that the saved would not be likely to total many more than 337. During the day news of the marine tragedy filtered through the papers here from wireless operators at the scene of the disaster and from survivors brought ashore in the speedy little government vessel, the Lady Evelyn and Eureka, which rushed to the assistance of the punctured and foundering Empress, after she had signalled for help, when the cumbering and heavy collier Storstad, struck her amidships and ploughed her way sheer along her side to the screws, causing her to lean over at once and sink in a short fourteen minutes.

Most significant of all the reports which have come out of Rimouski are the statements that only twelve women were saved, taken here to show that little order could be kept in the short time at the disposal of the crew called upon to launch the boats of the rapidly sinking sides of the Empress and that a number of survivors were brought ashore wounded, indicating that they were injured in the terrific impact between the ships.  
 Varying reports have arrived during the day as to the condition of the weather at the time of the collision, Captain Kendall, who is

reported dying from pneumonia after his exposure in the cold water, said in frantic wireless, sent before the water reached the dynamos and rendered them useless that the vessel was stopped in a fog. A wireless operator's story says the atmosphere was clear.  
 Though this may have been true off shore and in the stream. During the afternoon, Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, issued a statement, in which he said the officers had not time to rouse everybody.  
 Showing that many of those drowned probably never left their cabins.  
 The partial list of survivors contains the sad proof that death practically cut in half the contingent of the Salvation Army delegates mustered from all parts of Canada to attend a congress of the organization in London. Early lists of the saved also contained no mention of the actor, Laurence Irving and his wife, Mabel Hackney, and Sir Henry Seton-Kerr, the noted big game hunter.  
 Little doubt is felt that practically every big city in the Dominion has its quota of lost, as no word has been received of prominent citizens from Toronto, Montreal, Ottawa, Hamilton, London, Winnipeg, Brantford, Calgary, Edmonton and Vancouver, who were on the vessel. As the news of the saved percolated through it was flashed over the wires to Canada, the United States, the United Kingdom and Australia, the interest in the tragedy being world-wide.  
 The vessel is not in very deep

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## HAPPENED SO QUICKLY NO ONE HAD A CHANCE

So Said the Survivors Who Were Picked Up by the Eureka—No Crowding on the Life Boats—Those Who Stopped to Dress Were Drowned.

(By Special Wire to The Courier).  
 RIMOUSKI, May 30.—"It all happened so quickly that we did not really know what was going on and nobody had time even to cry 'women first'!" Captain Belanger of the Little Mail Tender Eureka, said the survivors he picked up after the Empress had gone down, told him.  
 "They stated that there was no crowding in the lifeboats," the captain said, "because the stewards did not have time to rouse the people from their berths. Those who heard the frenzied calls of the officers to get on deck lost no time in obeying them, rushing up from their berths with practically nothing on. They piled on the boats which were rapidly lowered and rowed away. Many who wanted to dress, were drowned."  
 "Half hysterical and clad only in their nightgowns the wireless operator at Father Point ran down the wharf to where the Eureka was lying, said Captain Belanger, telling how he got the first word of the disaster.  
 "For God's sake," screamed the operator, "get down stream at once. The Empress of Ireland has gone down." "I can't say any more. But Captain Belanger got his men to-

gether and as he had steam up after taking the mails to the Empress, got under weigh at once. He soon found a number of the Empress' boats and lifted men, women and children, suffering in the cold in their thin night attire out of them. The captain said that fifty dead bodies were picked up and the women cried aloud as they were brought aboard, some eagerly scanning the faces of the corpse for lost relatives and friends. Several of them walked around wringing their hands in a wild hysteria and even the hardened members kept at the terribly pathetic scene. Several of the survivors, distraught, did not want to land at Father Point, afraid that they would be put on another boat and taken to England without a chance of seeking relatives. When assured that nothing like this would be done, they quietened down.  
 One woman had to be prevented from jumping into the sea when the boat turned to leave the scene of the disaster. She kept crying and moaning, "My Leonard, my Leonard."  
 She is believed to be Mrs. Leonard Palmer, wife of the eminent English journalist, who organized the party of British manufacturers who came to Canada two years ago.

## Laurence Irving and Wife Died in Embrace

Graphic Description of How Noted Actor Faced Death in Ocean Tragedy—Tried to Save Mrs. Irving.

(By Special Wire to The Courier).  
 QUEBEC, May 30.—Laurence Irving, the noted actor, son of the late Sir Henry Irving, died trying to save his wife.  
 F. E. Abbott of Toronto, was the last man to see Irving alive.  
 "I met him first in the passageway," he said, "and he said calmly, 'is the boat going down.' I said that it looked like it."  
 "Dearie," Irving then said to his wife, "hurry, there is no time to lose." Mrs. Irving began to cry, and as the actor reached for a life-belt, the boat suddenly lurched forward and he was thrown against the door of the cabin. His face was bloody and Mrs. Irving became frantic. "Keep cool" he warned her, but she persisted in holding her arms around him. He forced the life-belt over her and pushed her out of the door. He then practically carried her upstairs.  
 Abbott said: "Can I help you, and Irving said: 'Look after yourself first, old man; but God bless you all the same.'"  
 Abbott left the two, man and wife, struggling. Abbott got on deck and dived overboard. He caught hold of a piece of timber, and holding on tight he looked around. Irving by this time was on deck. He was kissing his wife. And as the ship went down they were both clasped in each other's arms.  
 Out of a large party of English passengers who left this port on Thursday, only one came back.

He was Walter Fenton, of Manchester, England, and when he arrived at the hotel he had on only an old dressing gown, which he had hurriedly thrown over himself when the frantic calls came to him from the stewards to get up. He says that the crew behaved splendidly. At one time he thought there was going to be a panic among the women in the steerage, many of whom were foreigners on their way from Canada to their home countries. As it was a case of every man for himself there was much struggling around the boats and he thought that as the steerage passengers did not wait, but jumped into a boat the moment it was ready, that was the reason why so many of the third class were saved.  
 M. D. A. Rathling of Shanghai, was saved by a lifebelt that might have saved Sir Henry Seton-Kerr; Darling said to-day:  
 "My cabin was opposite Sir Henry's and when I opened my door he opened his arms and we bumped into each other in the passageway. He had a lifebelt and he offered it to me. I refused it, but he said, 'Go on man, take it and I will get another.' I told him to rush out and save himself, but he got angry and actually forced the belt over me. He then hurried me along the corridor to the deck, leaving me there. He turned for another belt and a moment or two after he had left me the ship went down. I was picked up."

## O. Bargains in Every Dept.