

NO UNIFORMED OFFICERS ON DECK AS SHIP SANK?

Survivor of Empress of Ireland Tragedy Says None of Crew Was in Sight as Passengers Struggled for Life—Vivid Description of Mad Battle with Corpses and Wreckage Under Water—Dense Fog Story.

Montreal, May 30.—Walter Fenton, an accountant from Montreal, whose home is in Manchester, England, is a first cabin survivor of the Empress disaster. In an exclusive interview today he said: "When I was awakened by a crash and shock, I opened the door of the cabin..."

"I told them what was the matter and hastened to get into some clothes, as the boat was sinking rapidly and listed to an angle of 45 degrees. I never saw either of my friends again. Both were drowned. No uniformed officers. "When I went out on deck what struck me the most forcefully was the utter absence of any officer in uniform..."

Survivors' Stories. With bowed head and tremulous voices survivors of the Empress of Ireland disaster today told stories of their experience which thrilled anything in fiction. Tales appallingly pitiful were told by men and women. Some cried out in their anguish that they did not wish to be reminded of the tragedy.

Of the 60 survivors who reached Quebec last night, a number came to Montreal today. One of the tragic figures of the disaster is nine-year-old Grace Hannigan, who was made an orphan by the tragedy. Her mother, Mrs. M. Atwell, who with her wife, have temporarily adopted the little girl, told the story.

His wife holding on to his undershirt, the major said he and Mrs. Atwell started to swim away from the ship. Mrs. Atwell went down three times, but managed to make a lifeboat. "I never even got wet," said Louis E. Gosselin, a Montreal lawyer. "While trying to launch a boat my wife went out from under me and I slid down the inclined deck on my back. I thought sure I was going into the water. Suddenly a collapsible raft began sliding down the deck in my wake. Heavens only knows where it came from. It gained on me and at the edge of the deck it slid under me and we both went over into the water with myself on the raft. I did not touch the water and was soon picked up."

Mrs. Kierney, of Toronto, who was described as "one of the bravest women of the lot" by an officer of the ship, told her story in a half pathetic, half humorous way. She lost her savings of eighteen years, which she was taking to England with her. "Weeping won't bring it back," said she philosophically. "The impact was strong enough to awaken, but not severe enough to knock a man from his feet," said Maj. Morris, one of the few survivors of the Salvation Army party.

Army party. "It was a grind rather than a crash, and the Empress struck us almost amidships. The grinding and slipping lasted about half a minute. Lawrence Irving, son of the late Henry Irving, lost his life in an attempt to save his wife. Few of those who came out of the tragedy alive, and many striking experience as befell Mr. and Mrs. Thomas H. Greenway, of the Salvation Army band. Welcomed His Death. "I gave up all thought of saving myself, and welcomed the thought of death," said Mr. Greenway. "I was in the water with a life preserver on, and once I started to undo the straps so that my body would sink. Little did I know then that my wife was floating in the water almost at my side."

"An officer notified us to go on deck immediately after the collision," said Mrs. Greenway. "We threw on a few wraps and went outside without feeling nervous or alarmed. When we reached the deck people were rushing about and shouting, and in the confusion I became separated from my husband. I found myself in the water with a life preserver on. I prayed fervently for the deliverance of my husband and myself, but I did not see him until long afterwards."

Mr. and Mrs. Greenway were on their honeymoon, having been married in Toronto last week. Band Sgt. John Fowler, of Vancouver, who was saved, told a thrilling tale of being carried down in the vortex when the ship sank. He had to struggle with corpses and wreckage to regain the surface. "I couldn't sleep well and I was looking through the port hole of my stateroom when suddenly a big black ship loomed up out of the mist and fog."

"I went like mad. I scrambled up the sloping floor to the high side and I knew by instinct that I would be rising water on the other side and I got on deck. She began to turn over like when you see a horse rolling in a field. Her great big body, looking belly turned slowly upward and I jumped far, because, as she slowed over, her length of side increased. Then I was in the water."

FAMOUS ACTOR AND WIFE WHO PERISHED

Quebec, May 30.—Here is the job of the Empress of Ireland an old man was pacing up and down this morning, collarless, hatless, and restless. He is one of the survivors of the Empress of Ireland and a man with a tale—a sort of ancient mariner. He refuses his name, but he talks about the disaster, and many other reporters to him. But his is curious information given in jerky sentences with sudden impetuous pushes of words and then sudden silences as he paces up and down the floor.

"Name!" he snaps. "I don't want my name in the papers. What are names in view of eternity. I don't need a name. I am just a soul, like the thousands that went under. Eh, what say? Me? Yes, I was aboard, second cabin. Some folks to see Tom. Tom is—never mind Tom."

The old man turned on his heel and looked down at his boots. "Not bad boots, eh?" he queried, with a birdlike twist of his neck and a wry smile. "Fit pretty good, got them in the village, queer little village. Didn't know what had struck it. Neither did we."

"But the story, sir, how did it happen?" "In the evening I read my testament in the music room of the second cabin. I was reading about our Lord in the garden, but I was thinking about the noises of the ship, quiet sleepy noises, dreamy, faraway noises that should have put me to sleep."

"There Was a Bump." "Just when I was sort of sleeping down into a dose there was a bump—it did not seem to be a very bad bump—then a crash and things began tearing. The steel seemed to bend and twist under my hand as I touched the cabin wall getting out the bunk. It made a shrieking noise of my husband and myself, but I did not see him until long afterwards."

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The old man quit. "Blabbed Like a Fool." "I've talked enough," he snapped, rubbing the back of his hand against his cheek. "I've blabbed like a fool. No fool like an old fool. Got a match? Never mind. What'd I do. Swam. Ever swim for your life? I did once in a mill race. I swam. She used all the other licks me. Eh? What'd I do? Swam. I'm the best swimmer in our town."

"His face suddenly went grave, he whitened and hurried to a bell boy's chair near at hand. "I saw," he said, "I saw just grasses, grasses, grasses and the damned water lapping by like a fool dog that has ruined a lower bed and then stands sniffing at it wondering what made things look so ugly. I never hated water so in my life before."

"It didn't seem wicked or vicious or maniacal, or cruel, but just foolish like an idiot fooling with a double-barreled shotgun and hopping around and laughing about it. There was a bit of a wind and it tilted, and there was a bit of sea, and it hopped up and down sort of carefree and aimless, as though to say, 'Oh, see what I done. Ain't I awful?'"

"At first I swam because I was excited and had lost my head; then I floated and got my mind. Then I shouted. The wind just snickered around and I began to prepare to meet my Maker, but it was willed for me to be spared. I was picked up by a lifeboat—a big Swede dragged me up. "The old man is still pacing the floor, "resting" his nerves, as he calls it.

Deny It Was Foggy. Survivors of the Empress of Ireland disaster declared here today that the tragedy might have been averted if more had been known about the weather. Robert Crelling, of Cumberland, England, declared that fog had not caused the disaster. "It was a little misty, but not foggy enough to cause such an accident," said Crelling. "After I jumped into the water from the sinking ship, and as I swam away, I saw many women floating silent with lifebelts on. Some were dead, some were unconscious and others were too frightened to shout. Could I have seen the collier in the distance so clearly if it were foggy? It was not foggy. I would have called it a clear morning."

"Capt. Kendall, of the Empress, saw the Stord's lights two miles away and reversed the engines." "F. O'Leary, a busy, stern-faced man, told a story which was frequently interrupted by his feelings and remembrances of the sights he had seen. "I was nearly frozen to death when I was picked up," said he. "I was glad to take an arm and help in the rescue work, for it was the only chance I had to get warm. My God, we were a mixed lot. Half-naked, cold, shivering, families sprang and the grip of the tragedy struck upon all of us."

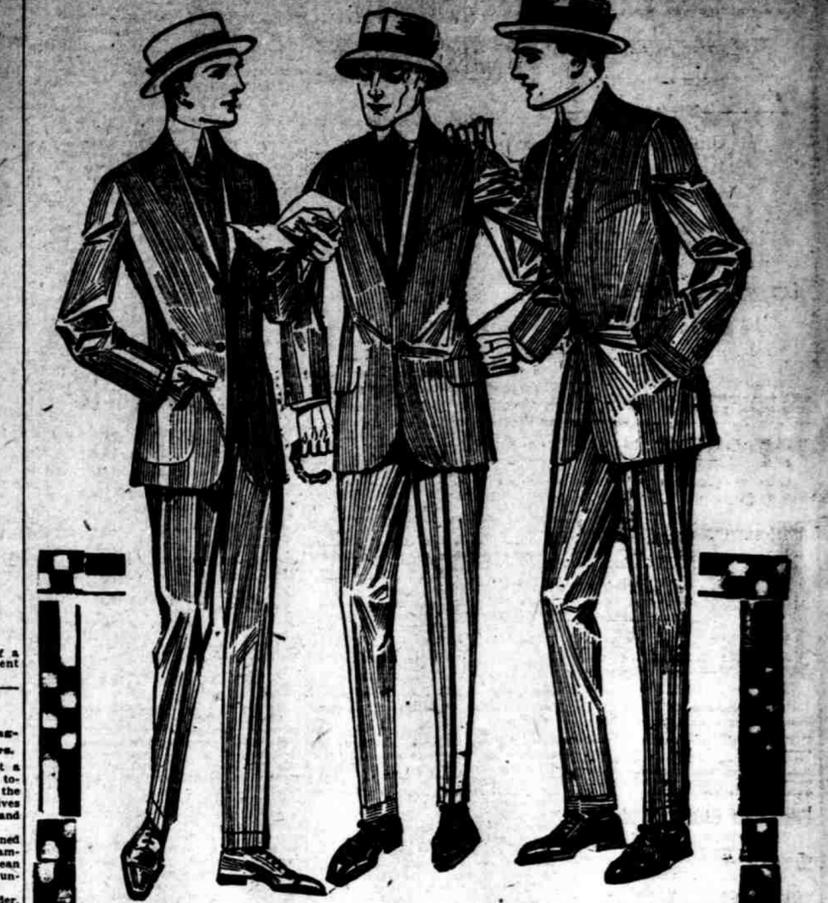
"Some of the rescued men and women died from exposure on the Evelyn while we were making land. One woman died while talking, as she thought, to her husband. Her husband had been drowned, but the woman was out of her mind, and did not know it. She thought he was still with her. She used all the tender expressions that—oh, hell, you know what I mean—the little silly names a good woman calls her husband when he is so happy. She just babbled and died."

"Two members of the Salvation Army sang while the ship was going down, but I don't remember the name of the hymn, but it broke up the hardest man in the crowd. Somebody cursed the singers and made things look so ugly. I never hated water so in my life before. "It didn't seem wicked or vicious or maniacal, or cruel, but just foolish like an idiot fooling with a double-barreled shotgun and hopping around and laughing about it. There was a bit of a wind and it tilted, and there was a bit of sea, and it hopped up and down sort of carefree and aimless, as though to say, 'Oh, see what I done. Ain't I awful?'"

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Left to right: Lawrence Irving, son of Sir Henry Irving, and himself a great actor, and his wife and co-star, Mabel Hackney Irving, who went down with the Canadian Pacific liner Empress of Ireland.

KING SENDS SYMPATHY.

Subscription to Be Opened in England for Relief of Needy Families. London, May 30.—King George sent a message to the Canadian Pacific Line today expressing deep sympathy for the families of Ireland who lost their lives in the sinking of the Empress of Ireland yesterday.

A subscription is expected to be opened in England to give relief to needy families who suffered a loss in the ocean tragedy. The fund probably will be under the direction of the lord mayor. John Burns, the famous labor leader, was one of the first persons to call at the office of the Canadian Pacific. He may ask the British Parliament to inquire into the disaster board from time to time were read with frantic eagerness.

The scenes of heart-rending pathos moved all who beheld them. In the crowd were aged men, bent beneath the weight of years, and women carrying babies in their arms. Overcome by grief and anxiety, some of the women fainted in the streets. Delay in getting a correct list of the rescued passengers heightened the deep anxiety of the watchers, and the fragmentary messages that were passed on the bulletin board from time to time were read with frantic eagerness.

REPORT 19 AMERICANS SAFE. Vice Consul Lamb at Halifax, yesterday notified the State Department that Mr. and Mrs. George C. Richards, of Terre Haute, Ind., for whom inquiry had been made, are reported safe from the wreck of the steamer Empress of Ireland, with nineteen other Americans. Vice Consul Gorman, at Montreal, telegraphed the department that information reaching him indicated that 49 of the 1,050 passengers had been saved. Both declared it was hard to obtain accurate information.

SALVATION ARMY HONORS DEAD. New York, May 30.—More than 700 members of the Salvation Army, visibly saddened by the loss of so many of their comrades in the sinking of the Empress of Ireland, sailed aboard the Olympic today to attend the annual convention of the organization in London. Before leaving a monster meeting was held at headquarters. It was in the nature of a memorial to the comrades who lost their lives.

ALLEGED FLIRT CAUSES SUIT. Millionaire Also Charges Wife with Barbarous Treatment. Pittsburgh, May 30.—Charging his wife, Lefreda W. Darlington, with cruel and barbarous treatment, Harry Darlington, Jr., millionaire clubman, filed a suit for divorce here. The couple were married in St. George's Church, London, England, September 22, 1908, and he says he was forced to leave her on account of her treatment of him on July 13, 1913. The libel says that immediately after their marriage his wife started to flirt with other men and that when he remonstrated with her she defied him and exhibited a violent temper. Darlington also alleges that she absented herself from his home for weeks at a time.

BRITISH ENVOY TO PUSH SEA SAFETY AGREEMENT. Sir Cecil Spring-Rice, as Result of Disaster, May Ask United States to Act. LA FOLLETTE OPPOSES PACT. Sir Cecil Spring-Rice, the British ambassador, yesterday strongly intimated that as a result of the Empress of Ireland disaster he would ask the American government to adopt without further delay, the London sea safety congress agreement, which among other things, regulates the conduct of vessels in fog. The agreement is now before the Senate.

LA FOLLETTE OPPOSES PACT. Sir Cecil wired the governor general of Canada asking him to furnish him with full information regarding the disaster. Messages of condolence from the British Embassy and such other official action as may be considered necessary and proper will follow. Senator Burton has suggested that if the pending treaty, agreed to at the international conference in London last January, had been in effect, that the Empress of Ireland would probably have been of necessity rebuilt and that her hull would have been stronger and that such an accident might have been avoided, or at least not have been attended by such loss of life.

BODIES OF VICTIMS ON WAY TO QUEBEC. Funeral Ship Lady Grey Expected to Reach Port at 6 o'Clock This Morning with Dead. Father Point, Que., May 30.—The last and scene took place here this morning when the bodies of the victims of the ill-fated Empress of Ireland, all neatly coffined, were placed on board the government steamer Lady Grey for conveyance to Quebec. At 3 o'clock precisely the Lady Grey drew out from the Rimouski wharf, and followed by a tug, headed for the port of Father Point, immediately lifted her anchor, and with her ensign dipped, proceeded to place herself in funeral line in the rear of the Lady Evelyn. The ships have 10 miles to cover between Rimouski and Quebec, and will reach there about 8 o'clock Sunday morning. The presence of the Essex in the cortege adds fitting solemnity to the sad scene.

SLAYER HELD FOR JURY. Rockville, Md., May 30.—George R. Mills was given a preliminary hearing before Judge Arthur M. Mace in the Police Court on a charge of murdering Edward Lowe, at Derwood, several nights ago. He was committed to jail without bail to await the action of the November grand jury. The testimony showed Mills and several others were sitting on the porch of the store of Maynard Hoyle, at Derwood, followed Court on a charge of murdering Edward Lowe, at Derwood, several nights ago. He was committed to jail without bail to await the action of the November grand jury.

The search for bodies will be continued, and the Canadian Pacific Company has established a patrol of coasters covering forty miles of coast to reclaim bodies that may be washed ashore. The search for bodies will be continued, and the Canadian Pacific Company has established a patrol of coasters covering forty miles of coast to reclaim bodies that may be washed ashore.

Advertisement for 'Get-Acquainted Contest' featuring a daily cash prize of \$1 to amateur photographers. Includes details about film development, prizes, and contact information for M. A. Leese, 614 9th St. N. W.

Advertisement for 'Great Marige Disasters Of the Last Few Years' listing various shipwrecks such as the General Slocum, Yung King, Republic, and others.

Advertisement for 'The Fashion-Craft Shop' featuring a June Clearance Sale of Men's Fashion-Craft Clothes. Lists various suit prices and store location at 14th and New York Avenue, Northwest Corner.