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ONLY THREE CHILDREN WERE ON THE TRAIN THAT BROUGHT THE SURVIVORS IN—ONE LITTLE GIRL WHOSE FATHER AND MOTHER ARE DROWNED, SAYS, "OH, I SAVED MYSELF."

Montreal, May 29.—There was a touch of the "Empress" in the people of Montreal all day, especially those who had friends on the Empress of Ireland, to see the list of rescued passengers. The C.P.R. handed out a list at 10:30 to-night, showing that 1,022 people had gone down to death, and 355 had been saved, as stated.

A very touching re-narrative was witnessed by the survivors at Rimouski when Mr. and Mrs. Greenaway, of Toronto, who were married about a week ago, met. They became separated and each, believing the other lost in the stampede after the collision, was disconsolate until their re-union took place in a house in Rimouski where the young husband found his bride in a feeble condition.

Conversation with some of the passengers of the ill-fated steamer, reveals the terrible suddenness with which hundreds of human beings were launched into eternity. All tell practically the same story—story of bewilderment at the unexpected shock which many took to be the grinding of the keel of the Empress on an iceberg or on a hidden rock. Then in a few moments the listing seemed to be the terrible tragic affair, the beautiful Empress began to list. For a few moments the listing seemed to cease and many thought the vessel was righting itself. But it was not so. Soon the ship made its last fatal plunge to the bottom of the ocean, taking with it the lives of precious lives. Most of the passengers were asleep at the time in their berths. They could not realize that there was any danger, and many turned over in their berths and commenced to go to sleep again. But soon they were aroused from their quiet by the sudden listing of the vessel. The Canadian waters, only to find that they were too late to get out of their berths much less reach a safe place in the lifeboats.

Of the Canadian Salvation Army Band that went on board to the sound of "God Be with You till we Meet Again," sung by their comrades at the dock at Quebec—a band of thirty-nine—only nine remain to tell the unhappy story. There were many tragic events, and all can barely be recorded. Few of the passengers can yet realize what they went through in so short a time. Only in the weeks that are to come will they realize the fullfulness of the tragedy which eclipses the Titanic disaster in that the passengers this time, had not even half an hour to make their escape. In less time than it takes to tell it, the trim Empress with her beautiful lines was at the bottom of the St. Lawrence, which she has ridden so proudly and so successfully for 30 many years.

The nine survivors of the Salvation Army band are a sorrowful party. They have the sympathy of all their comrades. Ernest H. Greenaway, of the band, lost his father, Adjutant Harry Green, and his mother and sister Jessie, and is now the only remaining member of the band. H. Measures, another member of the band, residing at 72 Withrow Avenue, goes to his place of abode at Toronto alone, while both Major Findlay and his wife were drowned.

Just about a week ago Thomas Greenaway was married in Ontario. With his bride he was going to England to take part in the International Salvation Army Convention, to be held there shortly. Accompanying the bride party was the groom's brother, Herbert Greenaway. Strange as it may seem, all three were saved. Five of the well known band of the army rescued were A. Keith, Kenneth McIntyre, an American from New York, Frank Brooks, Captain Spooner and Captain Wilson. These are all that remain of the band.

Further, the wreck crippled the organization of the army in Canada. Many of the leaders from the Army in Canada went to a watery grave. The financial secretary of the organization, Scott Potter, was drowned. The editorial staff of the War Star was almost completely wiped out, only one member of the leaders of the paper remaining, and for the reason that he stayed behind in Toronto.

Very few children were saved. On the train that brought the survivors to this city there were only three children to be seen. Many were drowned. One of the really wonderful rescues was that of the little eight-year-old Grace Hanagan, daughter of the bandmaster of the Salvation Army band. Her father and mother were both drowned and the little girl coming up on the train thinks that both her father and mother will join her again, coming on the next boat.

When asked how she was saved she replied: "Oh, I saved myself." The little child with her hair in braids down her back, was entirely unconcerned, apparently not realizing what she had been through. She had no life-belt, and when thrown from the doomed ship she had nothing to keep her afloat. She sank and when she came up she saw a piece of floating wood and grasped it. Then the little girl was pulled into a life boat by the strong arms of a man. The cold water and the chilly air benumbed her to the point of exhaustion. Kind hands were soon at work, however, and the child soon revived.

Major Attwell, of Toronto, and his wife were among the Salvation Army tell a fairly graphic story of how they managed to escape from the vessel. "I got," said the Major, "a lifebelt" for my wife and we both jumped in the water together when we saw that the vessel was doomed to go down. We both went down three times, being carried under by the water, which was, however, not very great. When we came up the third time I saw a lifeboat near and to it I swam, pulling my wife and her. Then those in the boat pulled us in and we were saved.

"The impact," continued the major, "was so much that the Salvation Army sounded as if the boat had struck a dock. It was very slight, and I was surprised when I afterwards came to realize the awful consequences of the crash. When we got on the deck there was very few persons to be seen. In fact, the people on deck were so few they were hardly noticeable. The reason for this is that many of the boat listed to one side the stairs from the sleeping apartments up to the boat decks were very difficult, almost impossible to mount. They seemed to be going every way, and excited women and men were entirely unable to mount them to possible safety.

"I did not see the hole in the side of our ship as I rushed for the stairs," continued the major, "but I did see the water pouring in volumes that threatened to drown us before we could mount the stairs."

K. A. McIntyre was in the second cabin with most of the Salvation Army passengers. He tells a vivid story of his own experiences and of what he saw as he swam to safety.

"Practically every leading officer of the Salvation Army in Canada," he said, "is gone, save for four or five who are left. Commissioner Rees and his wife and three children went down with him. His family survivors. And out of our Salvation party of nearly 150 on board, probably less than twenty were saved."

"I was on the upper deck and therefore had a better chance to get to safety than those in the lower berths. The water came in through the port holes and the lower decks. Those passengers realized their danger or that there was any danger at all. I was aroused from my sleep by the impact and looked at my watch. Then I awakened the others in the cabin with myself. I could then hear plainly the rush of water, and I felt sure that something serious had happened."

I also heard the running of the machinery gave me a queer feeling. I did not stop immediately after the crash, but continued until the explosion. I at once grabbed a life-belt and ran to the deck. There were no lifebelts to be found, and there was quite a number of people on the deck, apparently unable to determine what to do. They had no belts and I saw that many of the crew were one of our party. I tied the belt on her myself. My three comrades went to the bottom. I swam in the direction of the lower deck, and I saw that I was pulled into a lifeboat of the collier. Then I saw her all lit up and light flashed from the darkness over the comparatively calm river from all the portholes. There was also a red light visible on the coal steamer.

"When I was taken on board the ship I saw many men rescued practically unclothed. I was almost in a state of nakedness myself and the rest of those on board was shivering and in a bad state from the chilly water of the river and the morning air."

"We were soon, however, attended to by those on board and made warm and comfortable."

"I swam through the icy waters I saw the explosion caused by the sinking ship. I was then swimming on my back and saw the white burst of steam that spread to all parts of the vessel. The noise was a dull sound and it was the beginning of the end, for shortly after the sudden and quick listing of the line was followed by its final turning over. It looked to me as if the liner turned turtle."

"I do not think there were any first class passengers saved. I saw only one of the first class boats lowered."

"The weather was practically calm and there was plenty of light on the water when I came out from my cabin. When I got on deck I saw no fog. I thought at first that we had hit a rock. Some officers of the vessel came along and said that the ship would not go any further, for bottom had been struck. So far as I was concerned it might have been either an iceberg or a submerged rock."

"The water was terribly cold. The behavior of the crew was on the whole, good though it must be said that the crew hardly had time to collect themselves or to effect rescue in any systematic way. The boat was really sinking before the crew or anybody else realized it or could do anything. Those of the crew who got to the deck tried to launch a boat on the upturned side of the listing vessel, but this was impossible because the listing had gone on to such an extent that the boat could not take the water, but landed on the side of the vessel raised out of the water. The only side available for launching boats was the side nearest the water. As a result of the leaning of the boat sideways, the decks were almost perpendicular to the water, and many passengers in order to escape had to slide down from the upper deck to the lower or water side. There they were able to get in or out of the boats that were launched. Some passengers slid right down the upturned deck and unex-

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pectedly landed in the lifeboats in the water.

"Some of those who were aroused by the first indication of danger refused to believe that the vessel was sinking and went back to their state-rooms. They did not come back."

"In some ways it was a worse accident than the Titanic. Here we had no time to do anything. Moments meant life or death. We had to rush from the cabins. Some had belts and others had not. And no belts were to be found on the upper decks, as we felt the listing suddenly quicken."

Messages of Sympathy

LONDON, May 30.—The Lord Mayor of London, upon learning the extent of the disaster, decided to open a fund toward the relief of widows and orphans. King George cabled Connaught as follows: "Deeply grieved over the awful disaster of the Empress of Ireland, in which so many Canadian lost their lives. Queen Mary and I both assure you of our heartfelt sympathy with those who mourn for the loss of relatives and friends." To Sir Thomas Shaughnessy, His Majesty cabled: "In the appalling disaster which has befallen your company by the loss of the Empress of Ireland, in which so many perished, I offer you my sincerest sympathy." The King, this morning, received the following from the President of the French Republic: "It is with profound emotion I learn of the terrible catastrophe in connection with the Empress, which will plunge so many families into mourning. The Empress, however, according to the sincere regrets and keen sympathy of the French people."

MONTREAL, To-day.—According to the captain and officers of the Storstad, and contrary to what has been stated by certain of the Empress' officers, the Storstad did not back away after the collision. On the contrary she steamed ahead in an effort to keep her bow in the hole which she had dug into the side of the Empress. The Empress, however, according to the Storstad's officers, headed away and bent the Storstad's bow over at an acute angle to port. After that the Empress was hidden from the view of the Storstad, and despite the fact that the Storstad kept the whistle blowing, she could not locate the Empress, until the cries of the victims in the water were heard. The captain absolutely denies he was a mile or so away from the Empress. After the vessel struck the Empress, the Storstad had not moved. It was the Empress which had changed her position. According to a report made by the captain to the owners immediately after the collision occurred, he heard Capt. Kendall's shout calling upon him not to pull away. "I won't," shouted the Storstad's captain as loud as he could. After that the Empress disappeared from the Storstad's view. The statement continues: "The Storstad lowered every one of her boats and sent them to save the passengers and crew of the Empress, though she herself was in serious danger of sinking. When two boats from the Empress reached the Storstad, the Storstad's men also manned these boats and went in them to rescue her own boats and made several trips. In all about 350 persons were taken on board. The owners of the Storstad were sued at the instance of the C.P.R. Company, whose claim against the owners is for two million dollars loss. There may be a further claim by the C. P. R. for the loss of cargo. The owners of the Storstad ask of the public that in all fairness to both vessels and their Commanders, judgement as to where blame for this terrible disaster should rest, be suspended until an impartial Tribunal has heard the evidence of both sides." The total dead it would appear, is 969, according to the count based on the latest C. P. R. list.

B. I. S. Meeting.

The adjourned quarterly meeting of the B.I.S. took place yesterday morning, when the unfinished business of the previous meeting was dealt with. The chair was occupied by the Vice-President, Mr. J. L. Slattery, who made enthusiastic reference to the passing of the Home Rule Bill, and his remarks were received with an outburst of applause from the descendants of the sons and daughters of Ireland. It was decided that a message of congratulation be sent to

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John Redmond, the leader of the Nationalists, which will be forwarded at the proper time. It was also decided to celebrate the event in a fitting manner, after which the meeting adjourned.

STRAITS CLEAR.—A message from Belle Isle via Foggo, to Job Brothers, states that the Straits are clear of ice but that a great deal of the ice was visible to the eastward.