

### THE WORK OF CLAIMING THE DEAD

More Harrowing Scenes As Relatives Claim Their Own.  
FOUR SCORE VICTIMS NOT YET IDENTIFIED.  
A Touching Incident in Connection With St. John Victim—Unknown Will be Buried Tomorrow.

(By M. Gratton O'Leary, Standard Representative on the scene)

Special to The Standard  
Quebec, Ont., June 1.—Quebec still stands uncovered at the pier of the Empress dead. From early morning till darkness had thrown a morbid pall around the gruesome scene, steadily, sombre procession of friends and relatives of the lost passed in and out among the rows of lifeless forms. Black funeral vehicles from the shops of the undertakers came and went all day. One hundred and ten bodies had been identified, but the task grows harder each hour. There yet remain four score "unknowns." Death the great leveller has laid them side by side, all equal now. No barrier separates the humble stevedore toiler from the man of social position and wealth. Together they must sleep in nameless kindredship, in one great grave under one memorial stone.

### HON. MR. PERLEY SAILS THURSDAY FOR ENGLAND

Will Discuss Proposed Amendments to B. N. A. Act With Imperial Government.  
Special to The Standard  
Ottawa, June 1.—Hon. George H. Perley with his wife and daughter will leave for England on the Allan liner Albatross which sails from Quebec on Thursday. Mr. Perley will be authorized to discuss with the imperial government the proposed amendments to the British North America Act in connection with representation of the western provinces of the senate and other matters of interest to Canada. He will also investigate the question of the selection of a site for a suitable building for Canada in London, and will look into the working of the office of the high commissioner while he is in London. It is officially stated that no high commissioner will be appointed until after Mr. Perley's return to Canada.

### DEPOSIT BOND FOR RELEASE OF STORSTAD

Counsel for Owners to Offer \$240,000 Bond—Not Acknowledgment of Responsibility for Accident.

Montreal, June 1.—The second step in the legal battle arising over the sinking of the Empress of Ireland will be taken tomorrow, when C. A. Duclos K. C., appearing in the interests of the owners of the Storstad, will come before the Hon. Mr. Justice Dunlop, sitting in the Admiralty Division of the Exchequer Court, and will offer a bond of \$240,000. At the same time he will ask that the ship be released from arrest. The \$240,000, which is based upon the tonnage of the vessel, represents, according to the contentions of counsel, the maximum liability of the vessel, for the damage accruing to the C. P. R., even supposing that the Storstad owners are responsible for what occurred—a supposition which, of course, the latter will fight to the last ditch in destroying. Arrangements for the depositing of the bond were completed at the Court House today.

### BELIEVES THE EMPRESS CAN BE RAISED

Engineer Says Vessel is Excellent—Salvage Proposition Cost Only Possible Obstacle To Prevent It.

Montreal, June 1.—Discussing the possibility of raising the Empress, Thomas Hall of the Hall Engineering Works, stated today that the Empress was an excellent sailing proposition. "There is no question as to whether she can be raised or not," said Mr. Hall, "but the only obstacle that might become an obstacle. The fact that she is lying in nine and a half fathoms at low tide leaves no room for doubt as to her being raised. Although I have not inspected the wreck myself I have no hesitation in saying that she is an excellent sailing proposition."

### MOUNT LASSON IN ERUPTION

New Crater Opened in Side of Mountain, Large Boulders Ejected and Ground Strawn With Ashes for Miles.  
Redding, Calif., June 1.—Mount Lassen, a peak in the Sierra Nevada between Plumas and Shasta Counties, California, is in eruption. A new crater has opened in the side of the mountain with lateral fissures running in all directions. Ashes cover the ground for three miles. Large boulders have been ejected from the crater. A cloud of smoke and steam hangs over the mountain. Mount Lassen is 10,447 feet high and of volcanic origin.  
Word of the eruption was conveyed to this city today in an official report from forest rangers. No great damage is possible at the country in the vicinity of the ancient volcano is sparsely settled.

### CAPTAINS OF EMPRESS BLAME ON EACH OTHER FOR DISASTER

Commanders of Empress and Storstad Engage in Controversy.  
CAPT. ANDERSON'S WIFE GIVES VERSION.  
Captain of Collier Says Empress Was Going Fast Ahead While Capt. Kendall Says Storstad's Commander Was at Fault.

Montreal, June 1.—Now that the first burst of excitement and grief at the loss of life through the sinking of the C. P. R. steamship Empress of Ireland has partially spent itself, and the general public is settling down to await the government inquiry before judgment is to be rendered upon the frightful accident, an unhappy controversy between the commanders of the two vessels involved is looming large on the horizon.  
Doubles each of them feels badly over the event itself, but at present it seems to be a case of "blaming the other fellow," and shifting the blame as far as possible. While the tragedy is written so deeply on the hearts of thousands as never to be erased in life, the two men who stand out most conspicuously before all the world as possible movers or less responsible for it are in wordy conflict over it.

Captain Anderson, of the Storstad, in interviews in Montreal, says he did try to do this, but the Empress "was going a good speed ahead," and drew away in such a manner that the bow of the Storstad was forced out of the hole.  
Captain Kendall's evidence in brief, is to the effect that the captain of the Storstad was at fault, first proceeding ahead when the Empress of Ireland had signalled that she was "under way," but in error, and last, in backing out from the gap she had made in the Empress' side, Captain Kendall is backed up by his chief engineer, William Sampson, an Irishman, and by James Rankin, a marine engineer, both of whom state that the Empress should have kept her bow in the hole and held up the Empress long enough to allow the crew to launch the boats and get the Empress out of the hole.

Captain Anderson takes quite a different view of the Empress' actions just prior to the fatal crash by the Storstad. He says the Empress was going fast ahead, and it was impossible after the collision to keep her vessel's bow in the rent she had made because the Empress was going fast. As to statements made by Captain Kendall and others to the effect that the Storstad did comparatively little toward using its boats to save lives, Captain Ove Lange, agent for the Storstad, who was on the bridge at the time, corroborates this. The Storstad's crew seems inclined to somewhat freely lay blame on the Empress for the accident.

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A preliminary inquiry was begun today in Montreal by Captain Lindsey, wreck commissioner. He is privately securing information for the government to be used by the investigating board. This board will be composed of two judges of the Canadian admiralty court, Sir Adolphe Rouleau, judge of court of admiralty Quebec, and Hon. E. McLeod, chief justice and judge of admiralty court, New Brunswick, appointed by the dominion government.

Montreal, June 1.—In almost perfect English, but in plain and simple words, Mrs. Anderson, wife of Captain Anderson, judge of court of admiralty Quebec, told the Herald and Telegraph her story of the collision, seated in her cabin on the steamship.  
She gave her clothes away, leaving but the blue cotton dress in which she was dressed. She had only joined her husband two months ago from their home town Arenal, away in far off Norway, where her two children are.  
Of Dr. Grant, the young physician of the Empress, she had nothing but praise, speaking in the highest terms of his work.  
She condemned three of the Empress officers who refused after being rescued to go out and "pick up the drowning passengers."  
"My husband was sleeping at the time of the collision," said Mrs. Anderson.  
At eleven o'clock he went to bed, and called up the whistle, that he had over there, indicating with her hand the whistle. "Call me when the pilot comes on board at four o'clock."  
"He then went to sleep in his clothes, only taking off his trousers, and I said to him what is the matter, are you anxious, and my husband answered yes."  
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### DEEP CONCERN FELT IN LONDON OVER TRAGEDY

General Attitude of English Press is For Suspending Judgment Until All Facts Have Been Brought Out.

London, June 2.—Interest is increasing rather than waning in the great tragedy of the St. Lawrence and moving stories now finding publicity are being read with the greatest avidity and emotion. Intense concern is now manifested in the forthcoming commission investigation, pending which the general attitude of the English press is that it is unfair to pass judgment though the majority of the comments condemn the Empress on the prima facie facts.  
A representative of the British Board of Trade who called on the George Washington Sunday is Mr. Geo. Vaux, one of the solicitors of the board who will be assisted with two members of the Canadian government in the inquiry. He has already had considerable experience in such matters, having acted on the British inquiries into the Titanic and Voltorno cases.

For the first time since the news of the disaster arrived the Canadian Pacific offices in London and the provinces were closed last night. Although Monday was a public holiday here the staff was busy until 10 in the evening, but though the clerical work is still heavy the public calls and inquiries had dwindled down with the result that the management felt justified in closing.  
Arrangements have been made to have the Allan-Canadian take the place of the Empress of Ireland which was due to sail from Liverpool on June 12. All the bookings have accordingly been transferred.

### NEW OFFICERS APPOINTED BY GRAND LODGE

For First Time in History of Orange Order Westerner is Appointed Grand Master—Meet Next Year in Winnipeg

Regina, Sask., May 25.—For the first time in the history of the Orange order in British America, a westerner has been appointed grand master of the grand lodge loyal Orange Association of Saskatchewan, Ont., chairman, Rev. H. A. Fish, Owen Sound, Ont.; grand secretary, Wm. Lee, Toronto; grand treasurer, J. E. Thompson, Toronto; grand lecturer, J. W. Whiteley, Vancouver; grand director of ceremonies, T. G. Wallace, M.P., Woodbridge, Ont.; deputy grand treasurer, H. C. Hocken, Toronto; grand auditors, J. P. Harper, Hamilton, Ont.; J. H. Delemere, Minion.

### SIR JAMES NOMINATED IN DUNDAS

Premier Whitney Unanimous Choice of Liberal Conservatives as Candidate in Coming Provincial Elections.  
Winchester Springs, Ont., June 1.—Sir James Whitney was unanimously nominated by the Liberal-Conservative Association of Dundas as the standard bearer in the coming provincial elections. Mr. Andrew Broder, M. P., for the riding, read a letter from Sir James which stated the premier was almost as well as before his illness. Sir James' name was the only one before the convention, and was adopted by a standing vote, many expressions of thankfulness at the premier's recovery being heard from the delegates.

### H.M.S. ESSEX TO ASSIST IN FINDING BODIES

Hon. Mr. Hazen Receives Word Vessel Has Been Placed at His Disposal by British Admiralty.

Ottawa, June 1.—Hon. J. D. Hazen, Minister of Marine, today received a cablegram from the British Admiralty instructing him that H. M. S. Essex, of the Atlantic squadron, which arrived in Quebec today from Bermuda to convey His Royal Highness the Duke of Connaught to Newfoundland, has been placed at his disposal for the recovery of bodies from the Empress of Ireland. It is thought the Essex is fitted out with diving apparatus. The vessel will probably go back to Father Point and will there assist in the work of reclaiming the bodies of those still missing.

### TO GUARANTEE BONDS OF GRAND TRUNK

Notice of Resolution Given—Sixteen Million Dollars—Govt. Takes Mortgage on Western Division and L. Superior Branch.

Special to The Standard.  
Ottawa, June 1.—The government gave notice late this evening of a resolution which will be moved in the House of Commons to guarantee the bonds of the Grand Trunk Pacific Railway to the extent of three quarters of the cost of the completion of the mountain section of the line. This will amount to sixteen million dollars. The estimate of the company is that it will take about twenty million dollars to complete the section but there is interest also to be provided for.  
For this the government accepts as security a mortgage on the western division and on the Lake Superior branch subject to all existing prior mortgages thereon.  
The government will not be required to guarantee the additional bonds so guaranteed and will not be required to pay interest without recourse on the bonds so guaranteed.  
The amount of the bonds so guaranteed will include a sufficient sum to provide for interest thereon for three years after completion. It was stated on behalf of the government this evening that the obligation of the government to guarantee bonds for three quarters of the cost of the mountain section was clear, but on the other hand the obligation of the company to give a first mortgage securing all the bonds was equally clear.  
Conflicting legal opinions as to the liability of the government were put forward on each side, but eventually a compromise was arrived at on the basis of the arrangement detailed above.

### STR. GLENDALE GROUNDED NEAR FATHER POINT

Another Collier in Employ of Dominion Coal Company in Trouble Saturday Near the Scene of Disaster.  
Ottawa, June 1.—The adage that misfortunes seldom come single would seem to apply to life at sea as well as ashore. The collier Storstad sent the Empress of Ireland to the bottom on Friday morning near Father Point, with fearful loss of life. On Saturday, the steamer Glendale, also in the employ of the Dominion Coal Company, on the same route, went ashore near the same place. The information received by the Marine Department from its agent at Quebec was that the Glendale grounded Tuesday and a half mile below Father Point, which is very near the scene of Friday's disaster.  
The accident took place on Saturday afternoon and the vessel pulled off the reef unaided at the succeeding high tide, a few hours later.  
The Glendale had on board about 7,000 tons of coal. She was one of three steamers which loaded in all 25,000 tons at the International Pier in Sydney on Wednesday last. This is claimed by the Dominion Coal Company to be a world's record for coal shipment from a single pier in one day.

### A REACHING INQUIRY INTO EMPRESS DISASTER

DISCUSSION ON MILITIA ESTIMATES

Col. Hughes Shows Present Expenditure Lowest Pro Rata for Years in Regard to Revenue.  
Ottawa, June 1.—When the militia estimates were taken up in the House this afternoon J. J. Hughes, of Prince Edward Island brought up the question of the site for the new rifle range at Souris and intimated that an excessive price had been given for the land required. Hon. Coll. Sam Hughes pointed out that responsible valuers had appraised the land and 150 acres had been paid for it. He doubted if there was anything irregular but he would make an examination.  
F. B. Carvell thought that the Minister of Militia should take the remarks of Mr. Hughes more seriously but the minister remarked that he was pleased to see the member from Carleton "making an exhibition of himself."  
Hugh Guthrie gave a lengthy talk on the militia expenditure but it was pointed out that the deficit falls Mr. Guthrie thought practically unnecessary had been approved by the late minister of militia. Mr. Guthrie remarked the expenditure of \$15,000,000 for drill halls this year as compared with \$7,229,948 under the last year of the Liberals.  
He also urged the minister to cut down on the expenditure of the headquarters staff and pay the men more.  
Col. Hughes showed that the headquarters expenditure had been increased under the Liberals. He further stated that he believed that drill halls were necessary for the development of the manhood of Canada. He claimed that the present expenditure was the lowest pro rata expenditure of the last thirty years with regard to revenue, and it would do more good than any technical education program prepared by the outfit the late government sent junketing all around the Dominion and other countries.  
Hon. Rudolph Lemieux said Col. Hughes favored compulsory service. This Col. Hughes emphatically denied, pointing out that while he favored universal service he was opposed to that of the compulsory character.  
When discussion of Col. Hughes' estimates was resumed in the evening, Mr. Alphonse Verreille of Maisonneuve criticized militia expenditures and stated that the money might be better spent on other countries.  
Mr. W. E. Carroll of South Cape Breton, said that it was alleged that soldiers from the Maritime Provinces were being taken home from Peterborough camp on the I. C. R. in 1912 and been drunk en route, had committed excesses in Montreal and smashed the railway cars in which they travelled. It was also said that Nova Scotia military camps were places to debauch during the whole training period.  
Col. Hughes, replying to the criticisms of soldiers' behavior en route mentioned a number of them had been held up for a day in Montreal, and had raised a minor disturbance there. The reports had been grossly exaggerated. There had been nothing seriously wrong in their conduct.  
J. H. Sinclair made a general criticism of military expenditure. He figures out that it would take the income of two hundred families in Nova Scotia for a year to keep the militia depot for a year to keep the militia depot for a year to keep the militia depot. The house adjourned at midnight.

### GAMPBELLTON PASTOR IS CALLED TO MONCTON

Moncton, N. B., June 1.—St. John's Presbyterian congregation tonight extended unanimous call to Rev. P. T. Drumm of Campbellton, who will probably accept.

A Special Commission to Be Appointed by the Government.  
HON. EZEKIEL McLEOD ONE OF THE BOARD.  
Three Nautical Assessors—Lord Mersey May Take Part—Bill to Amend Shipping Act Endorsed by Both Sides.

Ottawa, June 1.—First and second reading were this morning given to the amendment to the Shipping Act, which will authorize the appointment of a special commission to inquire into the Empress of Ireland disaster and others of a like nature. There was no opposition, the bill going through unanimously. It will get third reading tomorrow, and will then go to the senate. During its discussion Hon. J. D. Hazen announced he would consider the appointment of an inspector of mills.  
Hon. J. D. Hazen, in introducing the bill, said it was felt there should be searching inquiry into the disaster. At present but one commissioner could be appointed, and the amendment gave power to add "two or more fit persons" to a commission of inquiry.  
Two judges and a representative of the imperial authorities would constitute the present board, the latter having already sailed for Canada. To this Premier Borden added that the president of the C. P. R., had requested a searching inquiry into the disaster. Sir Wilfrid Laurier commended the legislation in every particular, and said the opposition would facilitate the bill.  
Mr. F. B. Carvell referred to an Ottawa newspaper statement that the wireless operators of the government steamer Lady Evelyn had refused to send messages for survivors unless paid for and the I. C. R. ticket agent at Montreal refused to supply tickets to survivors though the latter were without money.  
Premier Borden promised to make immediate inquiry.

Special to The Standard.  
Ottawa, June 1.—The special commission which will inquire into the causes of the disaster of the Empress of Ireland will likely be composed of Sir Adolphe Routhier of the Admiralty Court of Quebec, Hon. Ezekiel McLeod of the Admiralty Court of New Brunswick, Lord Mersey, representing the British government, and George Vaux, representing the British Board of Trade. The Canadian appointments have not yet been formally made but it is understood that these are the government's nominees. The commission will begin its sittings on June 8 or 9.

In addition to the commissioners there will be three nautical assessors appointed to lend their assistance. One of these will be Captain Yates of Prince Edward Island, the other two have not yet been decided upon. The government has been informed of the probability of Lord Mersey taking part in the inquiry. He presided over the inquiry into the Titanic disaster.