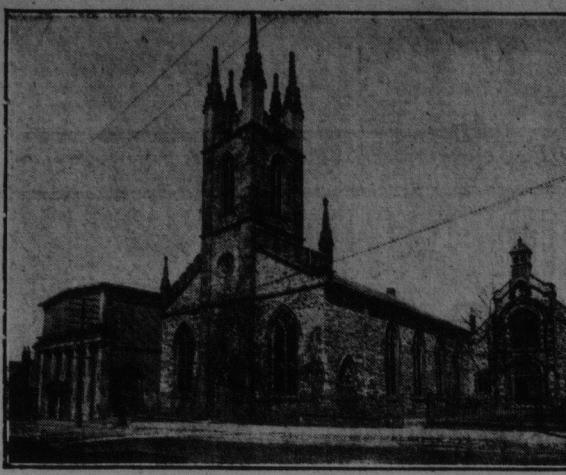


### Give Praise for Escape



Congregation of St. John's (Stone) Church offers up thanks to God for deliverance of sacred edifice from the flames which totally destroyed Mechanic's Institute. The above picture shows the Church and Theatre before the fire.

The escape of St. John's (Stone) Church from the flames which destroyed the old Mechanic's Institute was made the subject of a brief address delivered by the pastor, Rev. G. A. Kubring, to the congregation of the church yesterday morning. Before beginning the morning service Mr. Kubring turned to the congregation and said he wanted to speak of two matters which had deeply affected them during the week, the terrible disaster on the St. Lawrence and the danger of destruction which had menaced the church on the night of the fire at the Mechanic's Institute.

### PATHETIC SCENE AS FUNERAL SHIP LANDS AFTER DEATH CARGO

In its terrible witness the tragedy of the Gulf is, perhaps, without a parallel in the annals of modern maritime disasters. Again and again the question asked why it was that so many of the children were sacrificed while the men and members of the crew were saved. The answer is easy. When the Storstad plowed into the side of the Empress, her steel plates were torn like canvas and the great majority of the women did not bother to leave their cabins, and many of the men who went on deck had neither time nor opportunity to return to waiting wives and children. When the danger was realized it was too late. The blow of fate had fallen. The mechanism of the great ship seems to have been rendered useless from the moment the Storstad tore into the Empress just forward of the starboard companionway and in the heart of the stokehold. The more competent observers rescued hold that the bulkhead doors were never closed, an almost sufficient explanation in itself of the liner's rapid plunge.

STAND AT THEIR POSTS TILL THE END. Yet through those awful moments when death hovered like a black shadow over all and the wings of Azazel audibly beat on the frightened air, there were men who, in the face of the fiercest and most terrible of the storm, held fast to their posts till the end. Survivors unite in acclaiming the behaviour of the crew. Not a man left the ship till the ship left him. Captain Barrett of the Salvation Army, died like a soldier and a man. In his last great act, Lawrence Irving was sublime. No man ever played a greater, a nobler role. Ship surgeon Grant, young, active, chivalrous, must rank with the gallant merchant seaman who stayed at his post when the Titanic took her final plunge.

Countless stories of matchless heroism, heroism that will rank with that which inspired the men who stood at attention when the Birkenhead went down in the English Channel, are related by reliable witnesses, and mingled with its grief, the nation must feel a thrill of pride that once again have Britons shown that they would rather be acquainted with death than fear.

MOST OF THOSE ABOARD NEVER KNEW WHAT HAPPENED. Able Seaman J. H. Price, of Liverpool, told an interesting story. Price was a seaman on the Devonian when the vessel went to the rescue of the burning Volturo a few months ago. For saving two passengers unassisted he was awarded the Albert medal and was on his way to England by the Empress to receive his distinction. It was Price who dropped the pilot at Father Point. "I had just pulled up the rope ladder," he said, "when I saw lights plainly visible bearing down upon us amidships. Before I could give any warning both vessels simultaneously blew the signal to port helms. Whether that signal was not correctly understood I do not know. The Empress at once steered up and reversed, but the Storstad sheered off and a moment later struck us on the starboard side near the forward companionway and right in the heart of the stoke hole. This destroyed the watertight compartments between the engine room and the stokehold. Immediately the bulkhead doors forward were closed, but there was no commotion aft at all. I didn't think the bulkhead doors aft were closed which would make escape there difficult as the water rushed in. The crew and third class passengers forward had the better chance while the cabin passengers toward the stern would find escape more difficult. There was no hard impact.

She cut us clean like a can-opener. The chief officer and I tried to launch the first boat, but the liner lurched on her side and the boat fell from its davits and was carried overboard. There wasn't a great deal of confusion. Most of those on board never realized what had happened. She went down without a moment's warning. When I struck the water by the lights on a few drifting boats I could see many faces struggling in the water, but I heard very few cries.

Seaman Price paid high tribute to two bell boys of sixteen and fourteen years respectively who stood at their posts in the corridors directing passengers to the last and went down with the ship.

### WHAT THE CAPTAINS OF THE TWO STEAMERS HAD TO SAY

The disaster happened with terrible simplicity. But no one yet knows how it came to happen. The majority of the passengers interviewed state that there was particularly no fog, but that a haze hung over the water. The temperature was cold. There was a light hoar frost on shore. The Standard secured interviews with the captains of both vessels here. At two o'clock on Saturday morning the Storstad steamed slowly up the river and sailed by opposite the Standard, which was accompanied by the wrecking teamer Lord Strathcona. The captain did not come to port and the correspondent of the Standard rowed out in the darkness to his side. He was not permitted to board the collier, but the pilot who was on the bridge conveyed his message to Captain Andersen who had retired for the night below. Captain Andersen sent back a message by the pilot that he had "done my best" and asked that he be done the justice of stating that with a crew of but thirty-eight men he had rescued 340 souls. Asked as to the cause of the collision Captain Andersen blamed the fog and added that he hoped the enquiry would show he was not to blame. The Storstad was lying low in the water with immense holes pierced in her bow just above the water line. Her huge anchors, hanging from the great steel plates.

mingled with grief there is a feeling of sullen anger, and a growling in the throat toward the last time of saving. It is felt that in addition to the terrible toll of life, the reputation of Canada's great highway to the Atlantic sea is seriously endangered. The government has already taken steps to investigate. It may be that the world has a shock in store for M. GRATTA O'LEARY.

(Canadian Press.) Quebec, May 31.—In the throng that had gathered for the purpose of identification of the bodies of those who were men and women from every part of the globe together on the chance of gaining for the last time the dear dead faces of those whom they had loved and lost. All sorts and conditions of humanity were there and their anguish was so varied as to be almost unbearable. Chief Engineer Sampson accompanied Captain Kendall through to Montreal.

Donation for Firemen. At a meeting of the vestry of St. John's (Stone) church later the following letter was drawn up and forwarded to the Firemen's Relief Association: George Blake, Esq., Chief of the Fire Department.

Dear Sir—Enclosed herewith is a check for \$25 for the Firemen's Relief Association, being a donation from the church in recognition of the services rendered in protecting the church from the spreading of the fire causing the destruction of the York Theatre, Carleton street. The vestry feels very much gratified that the fire was confined, as it was, owing to the splendid efforts of the firemen.

Yours truly, (Signed) O. A. BURHAM, Vestry Clerk.

### BAD FIRE IN SUSSEX SATURDAY AFTERNOON

Special to The Standard. Sussex, May 31.—Shortly after noon on Saturday an alarm from box 3 called out the fire department to extinguish a blaze in a three tenement house on Main street, owned by Mrs. Charles Mitchell. The fire caught in the attic of the west end of the house and gained considerable headway before being discovered, and flames were bursting through the roof when the alarm was rung. The wind was blowing a gale, an ugly conflagration threatened for a time, and only the prompt response of the firemen and the heroic work of the firemen prevented a serious fire. The building, which was occupied by four families, including Mrs. S. R. Ryden and James Bradley, was completely ruined by fire and water and will be a total loss. Mrs. Tait and family had barely time to escape after the fire was discovered, and lost all their household effects, but the other tenants succeeded, with the aid of persons who were handy when the fire broke out, and the salvage corps on their arrival, in saving most of the furniture and some of the clothing. The building was insured for eighteen hundred dollars—six hundred each in the Royal, Liverpool and London and Globe, and the London Mutual. James Bradley had \$200 on furniture in the Royal, but the other items were carried no insurance. To confine the blaze to the building in which it started, with everything so dry and the wind blowing, it is a feat of which the Sussex fire department should be justly proud.

While this fire was in progress an alarm was rung in box 5 for a blaze in a wood pile back of the residence of A. B. Maggs, on Court street, when the fire was extinguished before the arrival of No. 1 hose cart, which responded to the call. The second alarm, coming as it did, caused considerable anxiety for the time being. Much sympathy is felt here for William Creighton at the loss of his son, Major D. L. Creighton, head of the Salvation Army immigrant department, and Mrs. Creighton by the death of her only son, a brother of the deceased officer, left on the C. P. R. for Quebec to look after the bodies of Major and Mrs. Creighton, should either be found.

### MR. AND MRS. PALMER VERY LIKELY LOST

Despatches Received at Fredericton that Mrs. Palmer Might be Among Saved Not Confirmed.

Special to The Standard. Fredericton, May 31.—A despatch to the Gleaner on Saturday afternoon stated that David Johnston, who had booked passage from Fredericton on the ill-fated Empress, is named among the saved. The same despatch stated that P. E. Abbott, named in despatches to the morning newspaper as saved after coming from Fredericton, is a Toronto man. The Gleaner had enquiries made as to Messrs. Johnston and Abbott and also as to Mr. and Mrs. Leonard Palmer. No confirmation could be obtained.

WANTED—Cook and Guard for the Boys Industrial Home. Apply to the Governing Board.

Violin Tuition MR. SILAS CASSON Solo Violinist Will receive beginners and advanced pupils at his studio, McLaughlin's building, Union street, St. John, N. B. For terms, apply 178 Charlotte street.

ailed of private despatches which came from Montreal to the effect that Mrs. Palmer might be among the saved. Both Mr. and Mrs. Palmer have been lost.

In the city churches today appropriate references were made to the Empress disaster by preachers and special prayers were offered. At the local Salvation Army chapel there were prayers for the victims, a number of the drowned Salvationists having been well known to officers and members of the local corps.

The Prentice Boys of Fredericton and district paraded this morning to Brunswick Street United Baptist church where they attended service. Rev. A. F. Newcombe preached on "Canada's problem." Grand Master Harry Sellen of St. John took part in the parade and music was furnished by Marysville brass band.

Fredericton troop of Boy Scouts under command of Rev. W. T. Haig, scoutmaster, paraded to Church Cathedral on Friday evening to assist in the school of the preacher. The scouts made a good appearance.

Word has been received here that Dr. F. W. Barbour of this city has been elected president of the Canadian Dental Association, which is at present holding its annual convention at Winnipeg.

The death occurred at Yonkers, N. Y. last week of Arthur Orr, formerly of Yonkers, N. Y. He was about 60 years of age, heart trouble being the cause of his death. The late Mr. Orr was about 49 years of age and was well known here. He is survived by two brothers, John in the West, and Charles in St. John, and one sister, Mrs. Thomas Barker of New York. The funeral took place Saturday at the home of William Estabrook, a friend of deceased, at whose home he died in Yonkers, N. Y.

The roof of a building on Regent street, owned by Mrs. Wm. J. Murphy and occupied by Wm. Grannen as a store, with three tenements, was damaged by fire early this afternoon.

SEIZE COLLIER Her own boats made several trips, and in all about 350 persons were taken on board and everything that the ship's stores contained, was utilized for their comfort. The clothes of those on the Storstad were placed at the disposal of the rescued ones, and every assistance was rendered.

The statements which have appeared in the press, indicating that there was the slightest delay on the part of the Storstad in rendering prompt and efficient aid, do a cruel injustice to the captain, who did not hesitate to send out every boat he had in spite of the desperate condition of his own ship. The owners of the Storstad ask of the public that, in all fairness to both vessels and their commanders, judgment as to where the blame for this terrible disaster should rest, be suspended until an impartial tribunal has had the evidence of both sides.

Claim of \$2,000,000. The seizure of the Storstad was at the instance of the C. P. R. Company whose claim against the owners of the collier, the Maritime Steamship Company of Norway, is for two million dollars less the value of the cargo damaged. The claim may be reduced by the C. P. R. for loss of cargo. The owners of the Storstad will, it is understood, put up bonds to insure that the vessel may be released. No inconvenience will be caused by the arrest, as in the meantime the Storstad is unloading her cargo and re-loading.

House wiring, Knox Electric Co., 36 Dock street, Main 873.

J. CHAMBERLAIN Funeral Director and Embalmer 164 Mill Street Phone M 89 ST. JOHN, N. B.

DEATHS. BECKWITH—At Gardner's Creek on May 28th, Handley Beckwith, aged 71 years, leaving four sons, one daughter, two brothers and two sisters to mourn their loss.

DOMINION TRUST COMPANY "THE PERPETUAL TRUSTEE" Paid Up Capital and Reserve Over \$5,000,000

You should not take any advantage of your closest friend by appointing him your executor. He has his own affairs to look after. Your best executor is the best Trust Company. The best Trust Company is never sick, is never out of town, and the care of estates is its business.

65 per cent. of Private Executors in the past have either shown partially to one heir or another, used estate funds to postpone personal embarrassment or else willfully appropriated the funds to themselves. This is the reason that the Dominion Trust Company—a natural development of modern times.

The Dominion Trust Company, however, co-operates without charge with its clients' own solicitors in the preparation of wills. J. Roy Campbell, K. C., St. John. N. B. Mark Mill, Esq., St. Stephen. Gregory Winslow, Fredericton. Foster & Fessenden, Sussex. Hon. C. W. Robinson, K. C., Moncton. H. A. Carr, Esq., Campbellton. PAUL LONGLEY, Manager, Bank of British North America Building, Market Sq., St. John.

### F. P. GUTELIUS IN CHARGE OF GOVT. RAILWAYS

Special to The Standard. Ottawa, Ont., May 31.—The National Transcontinental Railway Commission has been organized and F. P. Gutelius is in charge of the government railways, so that the management of the N. T. R. will go to him if these plans are adhered to.

Special to The Standard. Copenhagen, May 26.—The possibility of a defensive alliance between Norway, Sweden and Denmark is occupying the serious attention of statesmen in all three of these Scandinavian countries.

Up to a few months ago such a combination was considered out of the question, because of the friction between Norway and Sweden, whose union was dissolved in 1905.

If Sweden joins such an alliance, it will be because of the so-called Russian peril. On most questions since the dissolution of the union with Norway, Sweden has not been on very cordial terms with the other Scandinavian countries and it will take some great common danger to bring her into closer relations with her immediate neighbors.

The feeling that such an alliance will come is very strong in Norway. One of its strongest proponents is the arctic explorer, Dr. Fridtjof Nansen, who believes that the understanding will come as soon as the necessity for it grows a little stronger. With Norway and Sweden seeking such an alliance, it is certain that Denmark would make no objection to joining.

Every ride on a street car in Copenhagen is now accompanied by an irresistible temptation to participate in a municipal lottery. The litter of used tickets which passengers throw into the streets was such a serious annoyance that the city decided to make the tickets valuable as lottery coupons. Automatic machines have been placed at the various trolley stations, and when the passenger steps from his car he may convert his used ticket into a lottery coupon by inserting an oere, (about the equivalent of half a cent.) The machine stamps the ticket with the number in the drawing. Every month goods of local manufacture are given as premiums in this lottery.

Rough shaggy straw is in fashion again. This mode is rich with darker coaxed of ribbon—Maison Charles Honnard.

OPERA TONIGHT Tuesday and Wednesday, with HOLIDAY Matinee Wednesday The Gwent Welsh Singers H O U S E

Finest aggregation of male voices in the world. Nights: Orchestra and two rows in dress circle \$1.00. Three rows in dress circle 75c. Balcony first two rows 75c. Balcony, last five rows 50c. Gallery 25c. Matinee: 25c. to 75c.

Thursday, Friday and Saturday, with Sat. Matinee June 4th, 5th, 6th Mutt and Jeff in Panama H O U S E

Positively the same company that played Boston for three months this season. Big Beauty Chorus Funniest of Comedians Catchy Music Popular Prices 25c, 50c, 75c and \$1.00

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A Splendid Vitagraph, Featuring Clara Kimball Young, Darwin Karr and Earle Williams. One of those Emotional Plays.

WILL SHE BEAT THE NEW "SHAMROCK"? ACTUAL FIGHTING IN MEXICAN WAR

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FESTIVAL ORCHESTRA Ten Professionals. BOWER OF BEAUTY Our Italian Garden. WED THUR Klaw & Erlanger Latest Big Feature "THE BILLIONAIRE" WED THUR WATCH FOR OUR MARVELOUS GOLD SCREEN WEDNESDAY

### REFERS TO DISASTER IN CATHEDRAL SERMON

During the course of his sermon in the Cathedral yesterday Rev. Charles McLaughlin referred feelingly to the sinking of the Empress of Ireland and the awful fate with which the unfortunate passengers had met. When the world was saddened by the sinking of the Titanic it was thought that this was the greatest steamship calamity which could possibly have occurred, but still with the wreck of the Titanic still fresh in mind a greater gloom has been cast over the people by the sudden sinking of the Empress of Ireland in the Saint Lawrence and the loss of hundreds.

When, he remarked, the facts were brought out in the investigation into the wreck of the Titanic it was proven that one of those in charge was at a place of amusement when he should have been at his post. Nothing he said is known of this appalling disaster but there is deep rooted suspicion that there were some irregularities. He pointed out that it meant to have the care of human lives entrusted to one always fulfilling the duties that are required of a person.

The speaker urged the parents to train the children at the proper age so that they would grow up well grounded in their faith and drew to the attention of the congregation that the time for fulfilling their Easter duty expired on next Sunday.

Old Lady—Does your horse ever shy at motors? Cobby—Lor' bless yer, no, lady; 'e didn't even shy when railway trains just come in—Pearson's Weekly.

THE DAILY HINT FROM PARIS

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