

PATHETIC SCENES AS FUNERAL SHIP SEIZE COLLIER WHICH LANDS HER DEATH CARGO AT QUEBEC

Friends and Relatives of Victims Through Pier to Claim their Dead--With Death-like Silence, Broken Only by Occasional Lamentation, Watch Endless Procession of Coffins--Police Restrain Grief-stricken Relatives During Identification.

Stories of Survivors Reveal Many Deeds of Heroism--Crew Remained at Post until Last Moment--No Time to Save the Women--What the Captains say of the Catastrophe.

(By M. Gratton O'Leary, Special Standard Representative on the Scene.

Quebec, May 31.—Over the Laurentian Mountains dawn was breaking. The city slept. Slowly up the mist-veiled St. Lawrence came the "Hearse ship" Lady Grey, freighted with her cargo of dead. Acting as a guard and convoy of the funeral vessel steamed His Majesty's armored cruiser Essex. By seven o'clock they were well within the harbor and as the bells of the historic Basilica solemnly summoned the faithful to early mass, the Early Grey moved into the pier which had been converted into an improvised morgue.

To the sailors of the King's navy, one hundred and eight bluejackets from the Essex, there fell the task of bringing ashore the one hundred and eighty-eight coffins, the remains of those who had found anchorage across the bar.

SILENCE BROKEN ONLY BY LAMENTATIONS OF FRIENDS.

Dark, silent, reverent, efficient, speaking no word and performing their task with machine-like precision, they awakened profound gratitude and respect. Over the side of the ship the crews covered coffins came in a seemingly endless procession, borne on the shoulders of British tars. As each coffin was placed upon one of the long rows of tabling the sailors stood at attention, saluted, and in double order returned for their next gruesome burden. For one hour and ten minutes the spectators stood in silence. A hush of death, broken only by the lamentations of the friends of the lost, had fallen upon the place. At last the final casket was reverently brought down the gangway. The men of the Essex returned to the Lady Grey, clergymen and others raising their hats in tribute.

The coffins all ashore, the work of identification was begun.

SAVED FROM TITANIC ONLY TO PERISH IN EMPRESS DISASTER.

Becoming almost hysterically their grief and anxiety some of the relatives of the dead began frantically tearing the covers from the coffins and had to be driven back by the police. The scene was one to crush the heart with its pathos. One tiny corpse, that of a beautiful girl of tender years, was claimed by two fathers. At each side of the casket stood the grief-stricken men, quietly but firmly asserting ownership. They were F. W. Cullen of Toronto and Mr. Alfred G. Archer of Menen, Saskatchewan. Each was certain that the stricken child was his own, and fondly they ran their hands through the beautiful curls which lay upon the marble-like forehead. At last the evidence of a family maid was called in, and the dead child was at last awarded to the Saskatchewan parent. Mr. Cullen's little girl is yet somewhere in the bottom of the gulf. Rescued members of the Empress' crew who are aboard the Albatross here were called in during the afternoon to aid in identifying the dead. An earnest search was made for the body of Miss Jackson, chief stewardess of the ill-fated ship. Miss Jackson was stewardess on the Titanic when that giant of the ocean was swallowed up off the banks of Newfoundland but was among the rescued. This time fate was less kind, she was the only person on the Empress to play a part in the two greatest tragedies of the deep.

As the day wore away, the crowd outside the roped cordon grew to tremendous proportions, and at times the police were rushed and nearly overpowered. Again the King's marines volunteered their services, formed a guard of honor around the tiers of coffins, and rendered every aid to the bereaved. Towards evening a torrent of rain fell and the crowd at last dispersed.

Anglo-Baxon Canada can doff its hat to the poor habitants who dwell along the shores of the St. Lawrence Gulf. Counting no toll to their weariness, no task too heavy, no danger too great, they opened their hearts and humble homes to the rescued and the dead. Night and day they labored without thought of reward that coffins might be provided for all.

THE SURVIVAL OF THE FITTEST.

Perhaps the thing that was more impressive than anything else when the caskets were being borne ashore, was the preponderantly large number of them to contain women and children, mutes and feeble, testimony to the fact that in that awful night in the gulf, only the strong could survive. Nearly half of the coffins contained women, and in some of the larger boxes babes were tenderly laid upon their mothers' breasts. It was the survival of the strong. There was no time to save the women. Death and destruction came too swiftly—fourteen minutes and Neptune had taken the giant liner captive to his hidden realms.

Continued on page 2.

Pier to Claim their Dead--With Death-like Silence, Broken Only by Occasional Lamentation, Watch Endless Procession of Coffins--Police Restrain Grief-stricken Relatives During Identification.

ROYAL EDWARD ESCAPED BY SMALL MARGIN

News of Empress Disaster Revives Memory of Escape that Edward Had Last Saturday.

London, May 30.—The Royal Edward arrived at Avonmouth yesterday morning. Her passengers and crew were thrown into a state of consternation when they learned of the fate of the Empress of Ireland, the more so on account of the thrilling narrow escape which they themselves experienced in the ice field of Cape Race last Saturday.

In the fog a large berg was sighted, four hundred yards long and lying low in the water. The Royal Edward's engines were reversed, but an impact being unavoidable the captain decided to take the shock end on, and the liner escaped with a twisted stem and buckled plates of a disaster.

ARRESTED FOR ATTEMPT TO MURDER

Workmen in Halifax Blew Up House With Dynamite—Revenge Alleged as Motive for Deed.

Halifax, May 31.—Thomas Riley, aged twenty-nine, a laborer, employed on railway construction work here, was arrested today on a charge of attempting murder. At five o'clock this morning a tenement house at 163 Almar street was dynamited. The house was wrecked and other buildings for a whole block suffered from the explosion. At least four hundred panes of glass were shattered in the neighborhood.

Detectives were early on the hunt for the perpetrator of the deed, and later in the day they found Riley in the woods near the Three Mile House. The police say Riley was in love with Myrtle Robinson, a girl in the house, who had resented his affections and took up with another man, Gilbert Lattimore. Both the latter and the girl were in the house at the time and the crime is alleged to have been committed out of revenge. No person was injured, but several had narrow escapes.

COLLIER WHICH RAN INTO EMPRESS, IN PORT AT MONTREAL

Montreal, May 31.—The crippled Norwegian collier Storstad arrived in port at 2 o'clock this afternoon. Captain Andersen and other officers were besieged by newspaper men for a statement as to the fatal collision with the Empress of Ireland, but positively refused to say anything. No person was permitted to get to the boat. An officer of the Dominion Coal Company which has the collier chartered, said tonight that the captain would first tell his tale at the inquest.

CARRIED OFF BY HEAVIEST MAILS THIS YEAR

Mail Matter Aboard Empress Included Many Registered Letters and Parcels, all of Which Will be Lost.

Ottawa, May 30.—It is repeatedly stated here that the Empress of Ireland carried one of the largest mail consignments from Canada to Great Britain this year, and even should the vessel be raised this will be a total loss.

The mail included a large amount of registered matter, much of it doubtless of a valuable character, and it will be some days before a full report can be made of this consignment. None of the mail is insured.

Montreal, May 30.—Enquiries made at the general post office elicited the fact that the Montreal portion of the mail sent to the old country via the ill-fated Empress of Ireland was not held off for a week, as was the case with the postal authorities are careful to explain that they have no supervision over the western or any other part of the mail, and so they could give no details of the aggregate, but the mail matter from Montreal and suburbs was as follows: Newspapers, 159; letter bags, 87; parcels, 8; baskets; parcel postal matter containing 301 parcels.

SILVER ORE WORTH OVER A MILLION ABOARD

Hundred and Sixty-three Bars of Silver From Cobalt Lost When the Empress Went Down.

Montreal, May 30.—When the steamer Empress of Ireland was rammed off Father Point yesterday, she carried to the bottom of the gulf with her not only the hopes of many a bereaved family but also a fortune amounting to over a million dollars in silver bullion bars bound from the Cobalt silver fields to London, England.

Watched over by zealous train crews, guarded by pickets and trust-worthy guards, jealously inspected from time to time that not a bar might be missing while on land the bullion was safe on the waters for only a few hours. Now corpses cling around it, fishes nibble at the numerous coverings and other creeping denizens of the deep attach themselves to it where it lies many fathoms below the surface of the St. Lawrence.

The bullion which was contained in 163 bars and was in two packages aggregating in value \$275,000 and \$284,000 was shipped from Cobalt and arrived at an express company's office here early this week. On Wednesday it passed through the Montreal agency of the company and was billed down to Quebec for shipment on the Empress.

Cleared eyed officers of the company, armed to the teeth and intent on protecting the interests of the employers accompanied the precious bars and watched over them as anxiously as a mother watches over her child.

Continued on page 2.

BRITISH PRESS COMMENTS ON THE DISASTER

Hold that Disaster is Another Proof of that Human Ingenuity Cannot Wholly Conquer Perils of the Sea.

London, May 30.—The Daily Mail, after pointing out that the owners of the Empress of Ireland had overlooked no measure which could guarantee the safety of the ship and passengers says:

"The truth is there are certain risks of the sea, which not all the foresight and prudence of men can eliminate, and to one of these she succumbed, thus proving again that no vessel is absolutely safe and no ship unsinkable. The Daily News, comparing the Titanic and Empress of Ireland disasters says:

"The Titanic plunged, heedless of warning, into an ice-infested region, but the Empress of Ireland had been brought to a standstill in the fog and was motionless when she received the death blow. If there can be any mitigation of so profound a sorrow, it is to be found in this, that the doom which overtook the Empress of Ireland was not invited, but came out of those perils of the sea, that, whether avoidable or unavoidable, defy all human presence on the part of the victim and bring all precautions of high seas wisdom to naught."

The Daily News adds that the calamity suggests that new and drastic regulations are necessary as to the movement of vessels in fog bound seas. The Daily Telegraph says:

"The Titanic disaster not only struck a chill throughout the whole world, it humbled the boastful pride of man in his conquests over nature. Now comes this second and almost equally crushing blow to remind us once more that the perils of the sea cannot wholly be conquered despite all human skill, forethought, ingenuity and courage."

The Chronicle says: "Once again the inestimable value of wireless telegraphy as an aid and protection to man in navigation of the great sea has been strikingly demonstrated."

The Morning Post says: "By one of the ironies of fate the sinking of the Empress of Ireland follows immediately the introduction of Mr. Burn's bill to give effect to the provisions of the International Convention on safety of life at sea. These provisions represent nearly all that science and international regulation can do to increase safety of trans-oceanic navigation. They mark a signal advance upon present conditions, but it is to be feared that if they had been in the fullest operation they would have done nothing to avert the disaster which has befallen the Empress of Ireland."

Regulations and safety appliances may do much to minimize the risk of disasters at sea, but they cannot abolish the risk."

Montreal, May 31.—A fire which did nearly ten thousand dollars damage broke out between one and two o'clock Sunday morning in the three story wooden building of the Misses McSweeney at the corner of Main and Downing streets. The building was occupied by the Leger Drug Company and Besmont and Chapman, milliners, on the ground floor, and the tenements occupying the second and third stories were Joe King and Patrick O'Brien.

Continued on page 2.

Placed Under Arrest On Her Arrival At Montreal--At Instance Of Canadian Pacific Railway Company.

HER CAPTAIN DENIES REPORT THAT HE BACKED AWAY FROM EMPRESS

Says Attempt Was Made to Hold Bow Against Side of Doomed Steamer To Keep Water From Going In.

Montreal, May 31.—With her bows crumpled in, and twisted around at an acute angle to port, and a gaping rent showing on the port side but a foot or so above the waterline, in mute evidence of the tragedy in which she has figured, the Norwegian collier Storstad limped into the harbor early this afternoon. A few minutes later a warrant of arrest, taken out by the Canadian Pacific Railway, was filed to her main mast by order of W. Simpson White, K. C., registrar of the Quebec admiralty court. By what authority do you come on board my vessel and place it under arrest?" asked Captain Andersen, commander of the collier.

"By authority of the British Empire," curtly replied the deputy sheriff, who was commissioned to execute the warrant, and who forthwith proceeded to affix the warrant in the customary place.

No sooner was the vessel moored than the work of unloading her cargo of some 11,000 tons of coal started, and were it not for the battered condition of her bows, it was difficult to imagine that they had had but a few days previously taken part in one of the greatest marine disasters in the history of Canadian navigation.

The officers and men, however, bore traces of the harrowing experiences through which they had just passed. When questioned on the subject of the disaster they were averse to entering into conversation. Captain Andersen immediately the collier docked, was in conference with the Maritime Steamship Company of Norway, and John J. Griffin, attorney for the company, both of whom had come from New York to get the report of the captain and sailors first hand, and to look into the situation.

Captain Andersen declined at first to discuss the disaster, declaring that he would make a statement later in the evening.

Subsequently, a statement, based on the reports of other officers, to Messrs. Lange and Griffin, was given out.

Did Not Back Away From Doomed Vessel. According to the captain and officers, 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 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 her whistle blowing, she could not locate the Empress, until the cries of some of the victims in the waters were heard. The captain absolutely denies that he was a mile or so away from the Empress after his vessel struck the Empress. The Storstad had not moved. It was the Empress which had changed position.

According to the report made by the captain to the owners, immediately the collision occurred he heard Captain 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.

Continued on page 2.

IDENTIFY THE BODY OF MR. HAMILTON

Montreal, May 31.—The C. P. R. tonight handed out the following addition to their official list sent out Friday night, of first class passengers saved from the wreck of the Empress: Cox, Edward, Yokohama. Kohl, Miss Grace, Montreal. Lee, Miss Alice, Nassau. Lyon, C. B., Vancouver, B. C. Maloch, C., Lardo, B. C. Mullins, Mrs. A. E., London, Eng. O'Hara, Mrs. H. R., and daughter, Toronto. Patton, Mrs. W. E., Sherbrooke, Que. Seybold, E., Ottawa. Townsend, Miss T., New Zealand. Taylor, Miss H., Montreal. Walleit, Rev. J., London, Eng. Wakeford, A. J., assistant purser, Liverpool.

Among the second and third cabin saved according to the additional list are: Mr. and Mrs. T. A. Greenaway. Frank Hamilton identified. The list of dead identified are: Adjutant Everett Debow. Mrs. Morris. Mrs. W. L. Palmer. Frank Hamilton. Total lost—369. Total saved—418.