

COLLIER'S CAPTAIN MUST NOW EXPLAIN WHY HE DIDN'T SWERVE

New Complexion is Being Placed on Whole Accident By Survivors Coming Ashore at Quebec—Bulk of Explanation at Enquiry Will Rest With Storstad Crew.

By Clarke E. Locke.

QUEBEC, May 30.—The arrival on shore of the comparative handful of persons of the ill-fated Empress of Ireland, plucked from the very jaws of death, and the stories of the wreck which they tell, are putting a new complexion on the whole disaster as it is recognized by the public today. The particular phase which is being taken up and which is rolling about on the tongues of the people in the streets relates to the responsibility for the collision. Absolutely no charge against the Empress has been made against officials in command of either boat, but a most remarkable thing is that the accounts of different survivors agree identically in showing that the accident was not the simple one at first suspected, but one for which there was at least a possible precaution. The substance is that the bulk of explanation in the coming official marine enquiry will rest with the officers on the Storstad, Norwegian collier, and that this explanation will be as eagerly awaited by Capt. Kendall and the crew of the liner as by the waiting world. The circumstances as they read from the lips of Capt. Kendall and other survivors are taken to indicate this. In the first place the fog spoken of was not a heavy, opaque variety, as at first thought. "There was not an actual fog," says the captain. "The weather thickened a bit and it was misty, but that was all."

KING AND QUEEN OFFER SYMPATHY

"Assure You of Our Heartfelt Sympathy," Say Their Majesties

ALEXANDRA'S MESSAGE

"Profound Sorrow" Expressed by Ireland and Newfoundland

OTTAWA, May 30.—Cablegrams expressing the sympathy of their majesties the King and Queen Alexandra, Hon. Lewis Harcourt, the colonial secretary and the people of Newfoundland, with the relatives and families of those who lost their lives in the wreck of the Empress of Ireland, have been received by H.R.H. the Governor-General. The King's message reads as follows:

"I am deeply grieved at the awful disaster to the Empress of Ireland, in which alas so many Canadians have lost their lives. The Queen and I assure you of our heartfelt sympathy with those who mourn for the loss of their relatives and friends."

The Queen Mother's message was: "The terrible disaster that has occurred to the Atlantic liner Empress of Ireland in the St. Lawrence River grieves me more than I can say. To last night we had hoped in London that most, if not all, the lives had been saved, but this morning I learn that the first report was too true, and that over one thousand people had been drowned. I wish to express to you my intense sorrow in this awful catastrophe, and to beg you kindly to assure that my heartfelt sympathy may be conveyed to the relatives of all those who have perished."

Hon. Lewis Harcourt cabled: "I have learned with the deepest regret the wreck of the S.S. Empress of Ireland, and the disastrous loss of life which has occurred. Please take what steps are possible to make known my sympathy with relatives in Canada of those who perished."

The Administrator of Newfoundland sent this message: "Colony deeply grieved by terrible loss. Disaster and loss of life in sinking Empress of Ireland. On behalf of the people of Newfoundland, mine united with yours in tendering to your royal highness assurance of our profound and heartfelt sympathy with the bereaved."

MOTHER'S GRIP ON BABE HELD TO END

RIMOUSKI, May 30.—The heart-rending thing about the death shed on the Rimouski pier was the number of children who were among the dead. Little babies in arms, boys and girls of 8 or 9 years of age, were there. Near one of the doors was a little girl, perhaps 10 years old, with her brown hair quite dry, blew across her face. Right beside her was a young mother, 25 years old, perhaps, with a little baby clasped tight in her arms, close to her breast, the arm curved across the baby's body, a grip which even death could not loosen.

STORSTAD GOING 12 KNOTS AN HOUR

No Statement From Captain, Who Was Sleeping When Boat Arrived at Quebec

QUEBEC, May 30.—Representatives of the press who went out to meet the Storstad could get no statement from Capt. Anderson, as he was asleep. The pilot said the Storstad was going at about 12 knots an hour when she rammed the Empress in a fog. The Storstad had saved 350 passengers and transferred them to the Bureka and Lady Evelyn.

THE CANADA NATIONAL FIRE INSURANCE COMPANY

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SUBSIDIARY CAPITAL: \$1,000,000
(INCORPORATED IN CANADA)

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SALVATIONIST BAND PLAYED NO DIRGES

Inspiring Hymn Tunes Heard in March Thru Galt Streets.

OTHER MEMORIALS

Rectory of Trinity Church Referred to Heavy Loss of Parish.

GALT, May 31.—Memorial services marking the Empress disaster, which claimed as victims several Galt people, were held today in Trinity Church, Lincoln Avenue Methodist Church and the Salvation Army Citadel. At the first named the chancel and pulpit were draped in mourning. Rev. Canon Ridley preached, making reference to the Galt lives, embracing almost one entire family of his parish, blotted out, and emphasizing the lesson of the marine catastrophe with profound impressiveness. The organ voluntary was "The March in Saul." Little baby Leck, the motherless infant, whom the Burrows family were taking to her aunt in England, had been baptized by Canon Ridley a few weeks ago.

Rev. C. Sinclair Applegate, in the Methodist Church, preached an affecting sermon to a large congregation. The service in the Citadel. The attendance at the Salvation Army Barracks was large. The captain, who conducted it, spoke of the heroic soldiers, who had departed this life in the midst of God's service, as the blessed who die in the usual parade, played no dirges, but inspiring hymns.

Relatives of James Burrows, who was saved, but lost his wife and two children, are expecting his return tonight. The fate of Miss White is still unknown.

SCORE OF AMERICAN DELEGATES CANCEL THEIR PASSAGES

News of Empress Disaster Shocked Many—Seven Hundred Sail on Olympic

NEW YORK, May 30.—Nearly 700 delegates to the international convention of the Salvation Army, to which more than a hundred of the ill-fated passengers of the Empress of Ireland were bound, sailed today for London on the White Star liner Olympic. A score or more of them learned, canceled their passage at the last moment after hearing of the steamship disaster, in which many of their comrades had been drowned.

LADY GREY STILL TAKING ON DEAD

Weather Conditions Are Ideal for Search for Victims

(Special to The Sunday World).

QUEBEC, May 30.—The marine signal department neither the marine signal department nor the Marché wireless knew the whereabouts of the Lady Grey. The marine and fisheries department said they understood she was still at Father Point when it sank on the dead. They predicted she might not arrive until Sunday. The weather has cleared down the river and conditions are ideal for the search for victims.

CHILD BORN WITHOUT EYES

WHEELING, W. Va., May 30.—Surgeons were puzzled today when it was discovered that a child born last night in Warwood, a suburb, is without eyes. The eyebrows are normal, spaces where eyes should be are blank. Incisions made today failed to find any trace of the eyes. The child is healthy and otherwise normal.

CRAWLS A MILE TO GET AID.

WILBUR, Wash., May 30.—James Connelly, a retired farmer, was killed on the knee by a horse. His knee cap was broken. Being alone on the farm, he was obliged to crawl a mile to a neighbor's place for help. He was brought home, revived, and was then taken to Sacred Heart Hospital.

Brand new Road S

RAILROADS

CHICAGO

Through Michigan Central Tunnel, via Windsor. Now in Effect.

THE CANADIAN NO. 10. EASTERN RIVER.

Leave Toronto (Wholesale Street Depot) 8:45 a.m.

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Arrive Chicago (Central Station) 12:55 a.m.

Leave Chicago (Central Station) 1:55 a.m.

Arrive Toronto (Wholesale Street Depot) 2:55 a.m.

Leave Toronto (Wholesale Street Depot) 3:55 a.m.

Arrive Chicago (Central Station) 4:55 a.m.

Leave Chicago (Central Station) 5:55 a.m.

Arrive Toronto (Wholesale Street Depot) 6:55 a.m.

Leave Toronto (Wholesale Street Depot) 7:55 a.m.

Arrive Chicago (Central Station) 8:55 a.m.

Leave Chicago (Central Station) 9:55 a.m.

Arrive Toronto (Wholesale Street Depot) 10:55 a.m.

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