

# THE "FUNERAL SHIP" REACHES QUEBEC ESCORTED BY THE CRUISER ESSEX

Will killful and Reverent Aid of the Men of H.M.S. Essex the Remains are Borne Ashore and Placed on Supports in Long Freight House—Lady Grey Acts as Funeral Ship.

QUEBEC, June 1.—The deep lying up its dead. Throughout the weary hours of a long, murky night groups of drawn, tense faces gazed uneasily over the silent St. Lawrence, shrouded in deep darkness. Dawn broke clear; sunlight bathed the waters. As the Sabbath bells of the historic Basilica gave forth their early call to worship there rounded into view, far down the great river, the revenue cutter Lady Grey. The "funeral ship," the habitation called her in quaint reverence.

The little steamer, commanded by Captain Mercer, and conveying 176 bodies from the Empress of Ireland, was guarded and escorted by H. M. S. Essex, an armored cruiser despatched by the Admiralty for this service at the personal request of the King. The flags of both vessels dipped at half-mast.

It was shortly after seven o'clock when the two vessels approached the Government pier, half a mile below the city. The warship came to anchor out in the river and reverently saluted. The little Lady Grey, with her sad freight, steamed slowly to the pier. On her bridge with Captain Mercer and the pilot was Commander Tweedie of the British warship, while, standing guard over the tiers of caskets and boxes which crowded both her decks, were lines of British blue-jackets, acting in co-operation with Chief McCarthy of the provincial police and four detachments for many of the coffin containers, jewelry and valuables found on the dead. The Lady Grey docked sharply at eight o'clock.

The harbor-master, Captain Murray, who commanded the Empress of Ireland before Captain Kendall took her over, representing the Marine Department, a group of clergymen,

## STORSTAD IS SEIZED ON REACHING MONTREAL

MONTREAL, June 1.—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 water line, in mute evidence of the tragedy in which she has figured, the Norwegian collier Storstad "imped into the harbor early yesterday afternoon. A few minutes later a warrant of arrest, taken out by the Canadian Pacific Railway, was nailed to her mainmast by order of W. Simpson Walker, 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 Anderson, 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 would be difficult to imagine that the collier had but a few hours 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 Anderson, immediately the collier docked, was in conference with Captain Ove Lange, American chief of the Maritime Steamship Co. of

## FIFTEEN SALVATIONISTS ARRIVED IN TORONTO FROM SCENE OF WRECK OF EMPRESS OF IRELAND

(Special to The Ontario.)

Toronto, June 1.—When the Montreal C.P.R. train steamed slowly into the Union Station at 7:30 Saturday night, 11 minutes later, bearing fifteen of the Salvation Army survivors from the wreck of the Empress of Ireland, there were nearly two thousand crowded on the platform and in the waiting-room of the station.

Friends or relatives were spied by the anxious people on the platform through the windows of the train be-

fore it had come to a stop, and many a cheer rent the air. When the Captain of the train stepped to the door of the car every person cheered. By the time he had reached the bottom step all hats were off and the "Doxology" was being sung. He was soon in the arms of his friends and was carried across the tracks to Station Street, where a motor car was waiting to convey him to Eaton's store. There were about a dozen motor cars waiting to take the survivors to the stores to be fitted out with clothing.

A pleasant medicare for children is Mother Graves' Worm Expeller, and there is nothing better for driving worms from the system.

A want ad campaign will get you acquainted with a lot of people who will buy homes—and the home you want to sell would surely sell some of them. See our want ad campaign.

## CAPT. KENDALL GIVES VERDICT

Captain of Liner Says He Had Warned the Storstad.

### INQUEST IS COMMENCED

In Spite of Serious Illness Master of Empress of Ireland Gives His Testimony Regarding the Disaster—He Asked Collier In Vain to Steam Ahead in Order to Keep Empress Afloat.

RIMOUSKI, Que., June 1.—The inquest into the death of the victims of the Empress of Ireland disaster began Saturday in a little school-house, which has been hastily turned into a morgue to accommodate the 200 bodies brought here. Coroner Pinard conducted the inquest, and all the evidence had to be translated because the jury was French. The center of attraction was Captain Henry George Kendall, master of the lost liner, who consented to give evidence, though he is a sick bed to day.

"Will you tell us what happened when you had the accident?" asked the coroner of Captain Kendall.

"The pilot was dropped at Father Point," said Captain Kendall. "We then proceeded full speed. After passing Cockpoint gas buoy I sighted the steamer Storstad, it then being clear."

"The Storstad was then about one point twelve degrees on my starboard bow. At that time I saw a light fog bank coming gradually from the land and knew it was going to pass between the steamer and myself. The Storstad was about two miles away at that time. Then the fog came and the steamer's lights disappeared."

"I rang full speed astern on my engines and stopped my ship. I took the way of the ship so as to stop her quick. As the same time I blew four point blasts on my starboard bow. It was foggy. I looked to where the sound came from. About two minutes after I saw his red and green lights. He would then be about one ship's length from me."

"I shouted to him through the megaphone to go full speed astern, as I saw the danger of collision was inevitable. At the same time I put my engines full speed ahead with my helm hard aport with the object of avoiding the collision. As the ship came at me I saw him come and cut me right in and cut me down in a line between the funnels."

Captain Kendall said he asked the steamer to keep full speed ahead so as to fill up the hole made by the collision. The Empress began to all rapidly and sink. He tried to run the ship ashore, but the engines stopped. All were then ordered to the boats and distress signals sent out. The ship, however, sank in fifteen minutes. He went down and came up clutching a wooden grating on which he was picked up.

British Official Coming.

LONDON, June 1.—Speaking to the Canadian Associated Press yesterday, John Burns, President of the Board of Trade, said George Yaux of the department left with the authorities for an inquiry into the disaster. Mr. Burns said that as early as Friday he suggested to the Admiralty that a party of blue-jackets should be placed at the disposal of the C.P.R. officials. Mr. Burns added incidentally that he had been in personal attendance at his department day and night since the first news of the catastrophe was received.

### GAVE BELT TO ANOTHER

Sir Henry Seton-Kerr Played the Hero's Part.

QUEBEC, June 1.—M. D. A. Darling, of Shanghai, was saved by a life belt, that might have saved Sir Henry Seton-Kerr, Darling said Saturday.

"My cabin was opposite Sir Henry's and when I opened my door he opened his and we bumped into each other in the passageway."

"He had a lifebelt and he offered it to me."

"I refused it," he said, "Go on, man, take it, and I will get another. I told him to rush out and save himself, but he got angry and actually forced the belt over my head."

"He then buried me along the corridor to the deck, leaving me there. He turned back for another belt and a moment or two after he had left the ship went down."

"I was picked up."

Corps camps much suffering, but Galloway's Corn Cure offers speedy, sure, and satisfactory relief.

What did you tell your wife when you got home from the club last night? I told her she was the sweetest woman in the world.

## CABLE FROM KING AND QUEEN

Their Majesties and Several Others Send Condoling Messages.

OTTAWA, June 1.—Cablegrams expressing the sympathy of the King and Queen and Queen Mother 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 also so many Canadian people 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."

(Signed) "George R. and I." Prince Louis, who is the Duke of Argyll, who was at one time Governor-General of Canada, has sent the following message to her brother, the Duke of Connaught: "Terribly grieved at appalling disaster to Canadian liner Empress. My heartfelt sympathy."

## ALL THREE OF THEM JUMPED

But Only Mother and Daughter Were Saved—Father Lost.

MONTREAL, June 1.—To dive into the water with her husband and daughter, and to be separated from them, and to afterwards meet her daughter alone on the deck of the Empress of Ireland, Mr. O'Hara, at first reported saved, was apparently lost. Telling her story, Mrs. O'Hara, arrived Saturday from Rimouski, where her husband, her daughter and herself made their way to shore. The story was that the three were sinking. Mr. O'Hara thought that the ship could not hold up long, and there seemed to be no chance to get into the lifeboats. He told his wife and daughter, who are both good swimmers, "The ship is sinking. Stay with me. Keep hold until the Storstad picks them up. The three went over the side and at first kept together, Mr. O'Hara supporting his daughter. In the darkness they became separated. Mr. O'Hara, Mrs. O'Hara, was picked up by a boat short blast on the steamer's whistle, meaning 'I am going full speed astern.' After that he answered me with his whistle, giving me one prolonged blast."

## SURVIVOR MAKES SERIOUS CHARGE

Survivor Charges Serious Mistakes in Equipment of Liner.

TORONTO, June 1.—Charges of a most serious character were made by a survivor of the Empress of Ireland disaster last night, when interview at the Queen's Hotel. He charges that the Empress was not properly equipped for the service.

That many second and third class passengers were barred from access to the deck because of the door leading to the exit was locked.

Although efforts were made by the imprisoned passengers to break down the barrier they died like rats in a trap.

Although he took two trips to his first cabin to search for lifebelts, none were to be found there, and the same was probably the case in most of the other staterooms.

Even though he was one of the first to arrive on the promenade deck, there were only three life preservers on the promenade deck.

That these life-preservers were fastened with binder twine, and that it was only with the utmost difficulty were they loosened.

That the location of the life belts and that they secured them for themselves.

That the lifebelts, no matter in what position they struck the water, they did not sink, but owing to not being handy, few were launched. Could they have been unfastened they would have afforded something to help the drowning passengers could have clung.

That lifeboats left the wreck before taking on a capacity load, leaving scores of struggling beings behind, he himself being picked up by one three-quarters of a mile from the scene less than half filled and hurrying away to the Storstad, he added.

His story follows:

"About 2:05 a.m. I was awakened by the shock of the collision. Realizing that something serious had occurred, I rushed out of my stateroom. No. 21, clad only in my pajamas, and I tried on to the deck and I saw plainly a boat to the stern, which afterwards proved to be the Storstad. Although there was a slight fog, I could easily discern the outlines of a hundred yards away."

Police Notes.

The police had two calls, one to a place where a prohibited later was stated to be drunk and one to an East Belleville residence. No arrests were made.

DEATH OF WM. A. BULL.

Kenora, May 31.—Mr. William A. Bull, an old and well known resident of Kenora, passed away last evening after a lingering illness of some months. Deceased was a native of Belleville, had been a resident of the Kenora Hotel here for some time. He was in his 60th year, and leaves a wife.

## THE RITCHIE COMPANY LIMITED

# Clearing Sale of Our Model Window Drapes

Regular \$5.75 to \$7.00 For \$4.98  
Regular \$5.00 For \$3.48

Latest Designs and Handsomely Trimmed  
Newest Fabrics

These artistic Curtain Drapes were manufactured in our own workrooms and are the remaining lot of our season's display drapes. Made from the newest English Cretonnes and Chintz, beautifully trimmed, including side curtains with valance to match in box-pleated effects, and smartly designed curved and straight valance, 54 in. wide & 2 1/2 yards long; 5 only drapes that sold previously at \$5.75 to \$7, sale \$4.98

3 only drapes made from beautiful figured voiles, in very dainty shades of blue and pinks; standard window sizes; reg. \$5.00 for \$3.48

## 20 to 25c Per Cent. Reduction on Odd Lines of Rugs

They are patterns dropped by the manufacturer and cannot be renewed. Qualities in Tapestries, Brussels, Velvets, Axminsters and Wiltons; all standard sizes and clearing at from 20 to 25 Per Cent. Less Than Regular Prices.

## Sale Extraordinary of Summer Dress Ratines

These handsome Dress Ratines which we are placing on sale are all new materials, and being the season's most popular dress fabrics they should clear quickly at the following drastic reductions:

75c and 95c Check Ratines 59c yard  
In black and white, pink and white, mauve and white and all the season's most popular shades and 40 inches wide. Special 59c yard.

\$1.50 Dress Ratines for 98c  
40 inches wide and come in sky, sage, tango, cerise, pink and mauve. Special 98c yard.

\$1.00 Brocaded Ratines 79c  
They are 28 inches wide and in pink, mauve, cream, sky and sage. Very special at 79c yard.

## May Sale of Women's Suits Values up to \$20.00 on Sale at

\$12.50

Right from the time our doors open tomorrow these suits will be the centre of attraction in our Ladies' Ready-to-wear Section. The values are exceptional and the styles are up to the minute, having been bought for this season's trade, but after a season's heavy selling the range of sizes in each garment is badly broken, so we have grouped several lines together to clear out at \$12.50. They are in Black, Navy, Brown, Fawn, Copenhagen, Black and White and Brown and White, Checks, etc., in Serges, Repps, Bedford Cords and Fancy Tweeds; some are plain tailored while others are fancy. Regular up to \$20.00; May sale price \$12.50.

Store Closed Wednesday Afternoon, June 3rd

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