

HOUSE FOR SALE—\$1000. Bushelme Park Ground: 6 rooms, hard wood floors, open hall, dining-room beamed and panelled in oak; newly decorated. \$1000 cash.

INSER & GATES, Realty Brokers,
Tanner-Gates Bldg., 26-28 Adelaide St. W.
Main 5882.

HURRICANE—Moderate to fresh winds; thunderstorms; generally fair and

The Toronto World

Senate Reading Rooms
15 June 1914
SENATE P O

EIGHTEEN PAGES—MONDAY MORNING JUNE 1 1914—EIGHTEEN PAGES

BUILDING LOT—\$100 per foot. Warren Road, close to St. Clair Avenue, 20 x 175. West side of street. Builders' terms.

TANNER & GATES, Realty Brokers,
Tanner-Gates Bldg., 26-28 Adelaide St. W.
Main 5882.

VOL. XXXIV.—No. 12,255

Seventeen Bodies of Toronto Victims Will Arrive This Afternoon Government Inquiry Into the Wreck Will Start Today NAMES OF IDENTIFIED DEAD ON PAGE 12

LONG ROWS OF BODIES DAUNTED MORBID SPECTATORS AT QUEBEC RELATIVES OF DEAD OVERCOME

Struggle For Life Imprinted on Faces of Many Victims, and Many Bodies Were So Mutilated as to Be Almost Unrecognizable—Searchers For Missing Wept as They Moved Among Coffins in Improvised Morgue—Bodies of Nine Children One of Most Touching Spectacles—None But Those in Quest of Dead Dare Venture in House of Death.

By Clark E. Locke.

QUEBEC, May 31.—Word pictures can hardly be painted to convey to the world the ghastly conception of the scene of sublime pathos which occurred at the Empress of Ireland disaster. When the government steamer, laden to the gunwales with bodies of the dead, lay in the misty morning like a ghost ship, she anchored at a long, squat corrugated iron structure, duplicated in appearance everywhere in the marts of commerce. While the world waited, she drifted out and moved downstream. She left behind a house, peopled with dead. There in long ghastly rows with bloodless faces upturned, lay the mangled remains of one hundred and eighty-eight persons who had been born with hearts fit to minister music, had strained their vision for the old land. Old men and youths and maidens; mothers, daughters and little children, clad in holiday garb, they had gone forth. But they had returned in grave clothes.

Death in Terrible Form.

Stepping from the blazing hot streets in the building flames of hell, the charred remains air came to the face. At each moment the passionate sobbing, wrung from stricken hearts, broke upon the ear. A deathly nausea gripped the casual sightseer as he reached the door and he turned away. This was no place for the curious; it was the place of death in a terrible form and the fact was soon grasped.

Invariably the morbid spectators moved thick along the pavements, paused on the threshold, shuffled their feet and then melted back into the streets of the city. Only the mourners remained.

Marks of Agony.

With covers thrown back, the coffins stood open, so that visitors might recognize and claim their dead. Little of the art of the undertaker had been exerted to ease the horrifying shock of the sudden scenes, when so no art on practice known on earth could wash out or efface the marks of the last great agony. Nothing could unclasp the vice-like clutch of the hands nor straighten the limbs nor smooth the distorted features. All the plain was shown in the struggle of life for 14 minutes. Faces were battered almost beyond recognition.

Grim jaws of men set in pain showed cords still standing on their foreheads. When the large black nose of the collier rammed into the side of the Empress, the breaking stampede and splintered hulls, all went behind in maimed and bleeding forms a trail of hideous suffering greater than the bursting of a cannister shell in a sand-

(Continued on Page 2, Column 7.)

Richard and Barbara Carlisle in the foreground of Lady Isobel Bowles, their eight month old baby, in the court and conviction of her, and innumerable

Storstad Arrested on Writ By C.P.R. for Damages Totaling Two Millions

Marshal of Admiralty Division of Exchequer Court Boarded Steamer on Arrival at Montreal, and Posted Notice of Seizure on Captain's Cabin Door—Writ Returnable in One Week—Captain Andersen Resisted Attempts of Officers and Newspapermen to Board Her for Almost an Hour After She Docked.

By Hubert R. Evans.

Montreal, May 31.—The collier Storstad crept laboriously up stream this afternoon, and at 1:47 docked at the wharves of the Dominion Coal Company in Hochelaga, just below St. Helen's Point. Five minutes later Marshal Marston of the Exchequer Court of the Province of Quebec, admiralty division, succeeded in boarding and placing her under arrest on a writ issued by the Canadian Pacific Railway Company of Canada. He and his assistant posted this writ on the cabin door of the Storstad, and issued against "The Steamship Storstad" and parts of it read as follows:

"In the Exchequer Court of Canada, admiralty division; Canadian Pacific Railway Company plaintiff, against the S.S. Storstad or dñe. Andersen, captain, for damages caused by collision with your steamer, and to restrain you from sailing the said steamer until you shall release further orders from us.

"(Signed) W. S. Walker,

Duty District Registrar."

Action For Two Millions.

Below this was printed:

"To owners and all others interested in the S.S. Storstad: we command you that within one week after service of this writ, you do cause an appearance to be entered for you in our Exchequer Court of Canada and take justice that in default of your so doing the said action may proceed

THE STORSTAD'S CAPTAIN



Captain Andersen is a typical Norse skipper, a big, broad-shouldered man with a strong, open face. He has been master of the Storstad for four years, and his record is excellent, the agents say.

and judgment be given in your absence."

The amount of the action, an official was overheard to say, is for \$2,000,000.

Captain Would Not Speak.

For almost one hour after she docked all attempts of the marshal, St. Marston and his deputy and two score reporters and photographers to board the Storstad were resisted. Captain Andersen did not come ashore and all efforts to question him for his

version of the disaster were futile. He gave his orders from the bridge in Norwegian, and when his ship was moored allowed the agent, Norwegian Counsel, and insurance surveyor, to leave the ballast saw his chance and served the writ. Up the ladder after him clambered a half dozen newspapermen. They were immediately ordered ashore. The captain hurried up the deck and told them to leave. He

(Continued on Page 3, Column 3.)

COFFIN SHIP WITH 188 BODIES ARRIVES AT QUEBEC; HUNDREDS OF RELATIVES IDENTIFY DEAD

ARMY OFFICER CRITICALLY ILL



Staff Captain David McAmmond, one of the survivors, and his wife, who met him on his arrival in Toronto. Capt. McAmmond is in a critical condition at his home as the result of being immersed in the icy water half an hour before being rescued.

Evidence at Inquest And Agent's Statement Are Entirely Different

Captain Kendall, at Inquest, Blames the Storstad for the Accident, Swears Ship Was Stationary and That the Collier Backed Away After the Collision.

By Frederick W. Ryder.
(United States Consul at Rimouski)

RIMOUSKI, Que., May 31.—Before a coroner's jury Saturday Capt. Henry George Kendall laid the blame for the sinking of his ship, Empress of Ireland, and the death of over 900 persons on the master of the Norwegian collier Storstad, which rammed the Canadian Pacific liner during a fog in the St. Lawrence River early Friday morning. Capt. Kendall's graphic story of the disaster follows:

"I am 38 years of age, and my residence is Liverpool. I was in charge of the Empress of Ireland on the night of the collision, May 29, 1914. We left Quebec at 4:30 p.m. on May 28th, and at 1:45 a.m. the following day, after dropping the pilot at Father Point, I was on the bridge. The weather was clear and we were proceeding at full speed. After passing God's Point, a buoy sighted the steamer Storstad.

"She was then about one point on my starboard bow. At that time I saw a slight fog bank coming gradually from land and coming between the two ships. The Storstad was then about two miles away.

Ran Full Speed Astern.

"Then the fog came and the lights of the Storstad disappeared. So I ran full speed astern and stopped my ship to see if the Storstad had hit the ship so as to stop her suddenly.

"At the time I blew three short blasts of the whistle, meaning 'I am going full speed astern.'

"The Storstad answered me with its whistle, giving one prolonged blast. I then looked over the side of my ship into the water, noting that she was at a dead stop. Then I stopped my engines and blew two long blasts, meaning 'My ship is under weight, but stopped.'

"He answered me again with one prolonged blast. The sound was then about four points on my starboard bow. It was still foggy. I then looked out in the

(Continued on Page 4, Column 1.)

Attorney for Ship's Agents Says Storstad Had Right of Way, Did Not Back Out After Collision and Ask Public to Suspend Judgment Until Investigation.

By Hubert R. Evans.
MONTREAL, May 31.—After a conference with the Storstad's officers, J. W. Griffin, New York attorney for the ship's agents there, issued the following statement of the accident tonight at 10 o'clock. It was dictated entirely upon account given by those aboard the Storstad. It is nothing but the truth, they say. The statement reads as given:

"The fact that the Storstad has only today reached port has made it impossible heretofore to give an authoritative statement on her behalf.

"All connected with the Storstad do more deeply the terrible accident, which resulted in the loss of so many valuable lives. It is not our desire to condemn others, but simply because it is felt that the

(Continued on Page 4, Column 2.)

JUNE WEDDINGS

The silk hat the Dinen Company are sole Toronto agents for Henry Heath, English, makes the most hats for His Majesty—as well as almost all European ladies and the nobility of England.

The Storstad answered me with its whistle, giving one prolonged blast. I then looked over the side of my ship into the water, noting that she was at a dead stop. Then I stopped my engines and blew two long blasts, meaning 'My ship is under weight, but stopped.'

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(Continued on Page 4, Column 1.)

His Master's Voice

The silk hat the Dinen Company are sole Toronto agents for Henry Heath, English, makes the most hats for His Majesty—as well as almost all European ladies and the nobility of England.

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(Continued on Page 4, Column 1.)

For More Than an Hour, a Procession of Sailors Carrying Coffins Was Watched by Thousands, While Relatives and Friends Walked Among the Tiers of Rough Boxes, Examining Names and Numbers—Nine Bodies of Children Deposited Apart—Heartrending Scenes As Bodies Were Brought Ashore.

By Clark E. Locke.

QUEBEC, Que., May 31.—The bluff-browed citadel of old Quebec has, in its day, looked down upon many an impressive spectacle. Nations have fought and bled beneath its cliffs. Kings have been welcomed with all the blaze and splendor of old and new world pageantries combined; war, with all its bloody train has swept the surrounding country. Yet, notwithstanding all this, for infinite pathos and grim tragedy of expression, nothing has surpassed the coming into port today of the funeral ship Lady Grey, bearing in her hold the bodies of sailors and passengers from the foundered Empress of Ireland.

There was something so ghastly about the whole program of arrival and unloading that the city lay under a spell of horror the whole day long.

The knowledge that a cargo of coffins, with their human freight, was steaming slowly into port, even as the happy steeple bells were pealing out their Sabbath chimes, filled the atmosphere of every household with a sense of profound solemnity, and subdued every voice for the day.

Little children on the streets flocking to divine service whispered, where a week ago they chattered and laughed.

Inhabitants strolling to the cathedrals, conversed in monotone and kept their eyes upon the harbor flags, flying at half mast. Notwithstanding the glory of the spring sunshine and the balminess of the air a pall of gloom seemed to roll above the city and oppress the soul. The spirit of the tragedy lurked in all the winding narrow roadways of the city and stalked rampant along the miles and miles of dockage and waterfront.

The tears and prayers of Quebec people today mingled with those of the continent and the empire. Churches and tabernacles bowed in mourning with a thousand others for the victims and stout-hearted broad-souled Christian brothers labored all day in the greater service of bringing grief-stricken relatives to their lost ones and blessing them with all the comfort they could extend.

Lady Grey Arrives With Bodies.

Every stage in the day's proceedings produced a deep and abiding appeal of pathos. The coffin ship brought those who had gone out to their doom unprepared. It was not here a case of man battling with men, or man with elements. It was a plunge in the dark, and no man's hand to avail himself or his neighbor. In the gray light of early morning the call came, and at the same hour the return of the funeral ship was made. While the city was yet asleep and the sun's rays began to slash warmly upon the chateau roofs, the first word of the arrival of the Lady Grey was passed about.

To watchers on the river piers, the scene was one of wonderful and effective beauty. A light smudge of smoke showed above the distant banks and then around the corner steamed the little low-lying government craft laden to the rails with her fatigued cargo. Slipping along silently, a league behind, like a gray ghost stealing in pursuit, followed the British armored cruiser Essex, thru the rising haze. She had picked up the tail far out in the gulf and steamed in as naval escort.

A little wizened foreigner in cloth cap and ill fitting suit, who had been straining his eyes across the water, burst into sobbing. His wife and son had gone down on the Empress, and the sight of the marine cortège broke down his reserve. All night he had sat on the stone pier waiting for the coming of his dead.

The vessels passed very slowly down the silent harbor until opposite the Citadel. Here a pinnace was lowered from the cruiser and like a waterbug, shot across the bay to learn the docking arrangements.

Melancholy and Gruesome Occasion.

Then the great bulk of the warship wheeled, slowed about, and anchor was cast. The Grey drove slowly across to the freight docks and prepared for unloading. By this time people had begun to assemble. Clustered on the flat roofs of neighboring buildings a score of photographers snapshot the details. A detachment of C. P. R. police at the doors of the long black-swathed barracks enclosure shut out the populace. Only officials, newspaper men and a few enterprising curious persons in small ricer craft were permitted to view the preliminary stage of the long and melancholy procedure.

It was a melancholy, if not gruesome occasion. Piled to the bulwarks on the decks of the boat were great rough board



SURVIVORS REACH TORONTO AND TELL OF TERRIBLE EXPERIENCES THRILLING STORIES OF RESCUE TOLD BY TORONTO SURVIVORS OF WRECK

coffins. Here and there lay an undertaker's casket, and an occasional emergency wicker carrier with its silent occupant.

Below, the hold was taxed to the very cockpit. Lined up in rows behind stood a hundred Essex sailor boys in uniform ready to share in the last rites of the sea victims.

Gang planks were lowered and at a given signal the exodus began, an exodus lasting for an hour and a half, and involving the conveyance of 188 bodies to the wharf.

Locking arms under a huge box, eight sailors stepped forth and one after another like buckets on an endless chain the procession passed. It was with feelings of vertigo that spectators saw the huge roughly constructed blood-spattered receptacles file past. Inside the building, in long tiers beneath bare ceilings and walls, the burdens were deposited. Pinned to the cover of each, or chalked upon the boarding were names or numbers. The identification process was delayed until later in the day. An hour passed and still the gruesome task was not completed. Outside the crowd was waxing impatient. Pale faces pressed against the pane for glimpses of the interior. Grief-stricken persons in the crowd were growing frantic at the thought that their relatives might be lying within. Sobbing was heard, and men bit hard to restrain their emotion. Women sat hand in hand, dry eyed and awaiting the opening of the doors.

NINE COFFINS CONTAINING CHILDREN.

Last of the load came the tiny white caskets bearing the bodies of the children who had perished in the waters. Nine sailor boys, clasping one apiece in their arms, swung along in jaunty nautical style with the coffin handles clicking in time like castanets. These were all deposited in one corner. They ranged in size from that containing a six month infant to a nine year old girl.

When the doors were first opened in the morning, a gray-haired old man rushed in without permission and refused to be ejected all day. He had spent the night about the docks and was determined to search for his wife and son, who had been given up for lost. His actions were pitiful to behold. From one casket to another he rushed, attempting to read the names and tearing his fingers in a vain effort to open the boxes and search the faces of the dead. Another tragic couple wandering about were a father and his son. The old man was feeble and nearly prostrated, and the boy was supporting him up and down the long aisle. Their quest was fruitless, however, and they will wait for days to see if the sea will relinquish its prey.

IN ALL, 188 COFFINS.

There were in all 188 coffins brought to Quebec. All Saturday night, citizens at Rimouski had labored with chisel and saw, constructing temporary receptacles for the victims. At 1:45 the loading commenced, and steam was raised at 4 o'clock. The journey up the river was made at the rate of 14 knots per hour and after the discharge of cargo, the death ship, with flags at half mast and sailors leaning across the deck rails for a last glimpse of the sheds, stood out into the stream and proceeded on special business.

CRIPPLES BORNE ON STRETCHERS THRU SURGING CROWD AT LEVIS WHEN MIDNIGHT TRAIN ARRIVED

**Touching Scenes Witnessed a s Survivors, Broken of Limb,
Were Conveyed to Hospitals—Others of Rescued Stag-
gered Along With Aid of Friends.**

By Clarke C. Locke.
QUEBEC, May 31.—As the hands of the clock rolled round the far-reaching effects of the steamer tragedy grew more apparent and incalculable, pathetic almost beyond comprehension, followed each other in rapid succession. One of these occurred when the special Inter-colonial passenger train from Father Point and Rimouski steamed into Levis at midnight Saturday. On board were a score of injured persons who, by a miracle in some cases, had been picked up from among the spars and wreckage in the hours following the sinking. It was an awe-inspiring sight to see the weary little band of pilgrims step from the coaches with bandaged heads and arms, or be shifted from the rear of the coaches on improvised stretchers. The night was starlit and, maddened on the Quebec side of the river, crowds of people watched the glowing headlight of the locomotive as it spun down the long winding bank of the river and whirled into the station.

CRAZED TREMENDOUS.
The crowd about the train, notwithstanding the lateness of the hour, was tremendous. Throngs surged forward and defied the policemen, in an endeavor to snatch a glimpse of the saved ones. Leaning on the arm of a friend, a tall woman wearing huge bandages stepped first to the platform and her profound sigh of relief was heard by everyone in the hushed assemblage. Around her forehead was strapped a bandage. The chin bore a large zig-zag of court-plaster and a heavy black bandage covered the numerous painful injuries she had received. She was Mrs. Eddy from Birmingham, Eng. At the crash she had rushed to the deck in night attire and this action resulted in her rescue.

MANY RESCUED CRIPPLED.
Then came the long row of stretchers with their inert occupants. Every man was alive, but in many cases that were not to be expected, save to note the vitality of several. In spite of arms and legs broken in the grinding of wreckage, many of these cripples remained afloat long enough to be seen and gathered in.

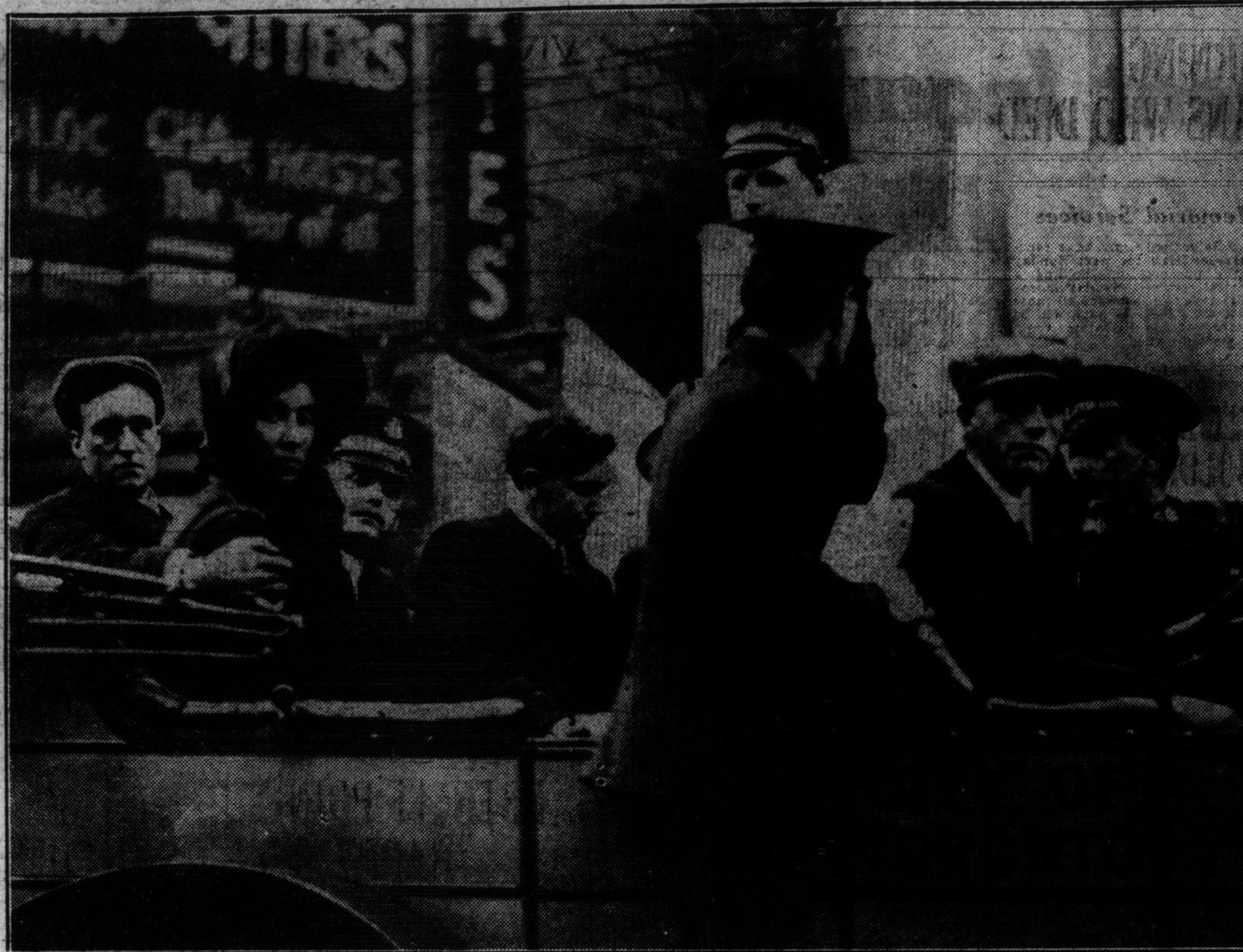
Tourists' paths was the constant of third-class passengers. In little groups they huddled about the water-tight of the ferry, gazing at each other in dumb thankfulness, and rarely expressing a syllable. There were 160 passengers in the Empress of Ireland, bound for their homeland. In the hour of peril they had leaped from the reeling decks, in many instances

A SURVIVOR AND HIS SISTER



Ensign Ernest Fugmire and his sister, Myrtle, Ensign Fugmire had a terrible experience, and was very highly praised for his heroic action when the Empress of Ireland went down.

MEETING THE WRECK SURVIVORS



Captain R. Spooner (in rear seat wearing cap) and Herbert Greenaway (in centre, without hat), who survived the Empress of Ireland catastrophe, being taken away in a motor car by Lieut. Wright, Capt. Woolcott and Brigadier Hargrave.

SERIOUS CHARGES BY SURVIVOR STATES THAT DOOR WAS LOCKED

L. P. Godson Says There Were Only Three
Life Belts on Port Side—Boats That Would
Have Helped Could Not Be Released—
Others Went Away Only Half Full.

Charges made by L. P. Godson of King City, one of the survivors, who arrived here last night when interviewed at the Queen's Hotel. His charges are:

That many second and third class passengers were hurried from access to the port side door leading to the exit being locked.

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

After he took two trips to his first class stateroom in search of life belts, none were to be found there, and the same was probably the case in most of the other staterooms.

Even so he was one of the first to leave the promenade deck, there were only three life preservers on the port side.

That these life preservers were fastened with binder twine, and that it was with the utmost difficulty to remove them.

That this crew were the only ones who knew the location of the life belts and that they secured them for themselves.

Few Boats Launched.

That the boats were not in the position they struck the water, did not sink, but owing to no facilities for cutting the ropes being handy, few

boats were launched.

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ENCES WRECK FATE AS IMPRINTED

MONDAY MORNING

THE TORONTO WORLD

JUNE 1 1914

Heart-rending Scenes at the Salvation Army Memorial Services Sympathetic References to Terrible Disaster Made in All the Churches

A DAY OF PUBLIC MOURNING FOR TORONTONIANS WHO DIED

Salvation Army Lying-in-State and Funeral Saturday—Memorial Services Sunday—Public Memorial to Be Arranged.

any-faced girl with fair hair in Dutch fashion. Distracted Father. These fair girls form a group together in their last moments to another man violently. But this was death. He could not continue and cried out continually. So fearing some mistake might have been made he took a casket containing "to make sure you won't." No impression was more pronounced in the eyes of the women, and yet this was hardly the motherly-looking person in sixty and seven years old. The wrinkles of the face were wiped out. Two weeks one of which was married old wedding band were on her bosom peacefully like one who had told Canada and was going to rest in her arms. The serenity of her seemed to indicate that she was following a well.

Officer Identified
ed, chief officer," said one of the seekers. "Poor old him well," the officer was silent man. He had died.

It was a fearsome sight. Her eyes were staring and a strained expression of the fact that her hands indicated, that inspired by a to the body of a young man who had drowned in the Empress of Ireland disaster. "It being the intention of the Salvation Army to have their services and the lying-in-state next Saturday and Sunday at the Arena," said Mr. McCarthy last night, "there is no doubt that something in the nature of a public memorial will be arranged."

At today's council meeting, there will be no definite mention of the amount of the relief fund which it is proposed to raise. The acting mayor has instructed the social service commission to make a full report of the families and dependents of those from Toronto who have lost their lives. After that is brought in, the civic authorities will proceed to take up the matter of the amount which should be raised.

On the arrival of the first contingent of survivors on Saturday night, the city provided the motor cars in which they were conveyed up town and to their homes. The majority of those who availed themselves of the convenience of the Empress of Ireland disaster were Salvation Army members. Others were met by friends and taken home in private conveyances. The acting mayor stated that the city desires to do the same for all survivors for whom it is acceptable. Requests of this nature are being received by the acting mayor. Assistant City Clerk Summers, and Relief Officer Coyle.

"RECKLESSNESS, CRIME AGAINST HUMANITY"
Byron H. Stauffer Characterizes Calamity as Due to Carelessness

"Some one was reckless," appeared to be the explanation of the calamity, said Rev. Byron H. Stauffer at Bond Street Congregational Church last night. While the deepest feelings of sympathy went out to the bereaved there was a feeling of this awful tragedy as in that of the "Titanic," that it was not the fault of nature or the act of God, but the reckless deed of some one in responsibility who was the cause of the sunken ship.

The sun shone brilliantly all day the bay was stirred inside the greatest anguish one can know was being experienced on the decks of the Empress alone in passing time.

on continued on into the coffin after coffin was laid to rest. The survivors came to claim their

for the noble band of men who belonged to the army who were mourning so many of their bravest. The Salvationists were for their missionary work.

SCAPED

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The responsibility for such recklessness must rest in a measure upon the governments, which in the rapid march of invention had not kept pace in protecting life.

A Penal Offense
Crime against individual life or property was a penal offence, but the greater crime of risking the life of hundreds to run forward to the end of coal, was condemned. Such catastrophes as that now casting a gloom over Canada and Great Britain, and especially over Toronto and London, was that recklessness is a crime against humanity.

Rabbi Jacobs dwelt upon the effects of the recent catastrophe while addressing the congregation that packed the "Holy Blossom" synagogue yesterday. The Rabbi took for his message "The revelation on Mt. Sinai."

The event was the feast of "Shevuot" and he pointed out that the Jewish people should sympathize with those who had suffered in the awful disaster. "We build our strong ships, think there is no chink in its seams, no flaw in its plates, no error in its design, but when it comes to the waves forth on its journey."

"The wind passeth over it and it is not, and its place shall know it no more. Man proposes and God disposes." May the sad event remind us of the spirituality of life and death, to the greatest sense of our duty to the great Creator and to each other. May the Father of all consolation send his heavenly comfort to the sorrowing widows, orphans, children and the bereaved, who stand in the friends of those who perished in the awful disaster."

After masses in St. Peter's Church yesterday morning, Rev. Father Michael repeated the prayer of the congregation for those who went down in the Empress of Ireland and expressed great sorrow at the bereavement of so many homes by reason of the sudden wreck.

At St. Paul's Church the prayers of the congregation were requested by the pastor, Rev. Dr. Treacy, for those who had lost their lives in the week of the Empress of Ireland.

SPEAKS HIGHLY OF S. A. DEVOTION

Rev. Dr. McKay paid tribute to Bereaved Organization.

Rev. Dr. McKay, editor of The Canadian Baptist, said to the World last night that he felt personally bereaved by the tragedy, as one of the victims was his old college chum, George Boyne Stuart of Ottawa, Inspector of Immigration, home.

Dr. McKay said that the ministry and membership of the Baptist denomination throughout the world were grief-stricken at the terrible disaster, and were united in sympathy for all who were bereaved by it, and especially for that noble organization, the Salvation Army, to whom the whole world was a debtor for its unselfish devotion to the service of humanity.

PROMINENT SALVATION ARMY OFFICERS



Col. Rees, brother of the lost commissioner, Col. Brungle of New York (seated) and Col. French of Chicago, standing in the motor car in which they met survivors at the Union Station Saturday night. They spoke at the memorial services yesterday.

SURVIVORS ARRIVE IN TORONTO



The two young men in the centre of the photograph with a father, mother and sister were drowned. Seated beside the chauffeur is Geo. Johnston, brother of the survivor, James Johnston (straw hat) of the territorial staff band, who was employed by Green's father.

WILL SHOW THE WORLD AN EXAMPLE

Rev. D. T. Owen Spoke Feelingly—Organist Played "Dead March."

Yesterday morning in Holy Trinity Church, the rector, Rev. D. T. Owen, when giving out the notices for the week, had in his mirror, left one of his children, a boy, who had put all of his other belongings aside from his own, but with it all, wore a heart-felt tone of melancholy and resignation.

Mother and father who had lost

their loved ones spoke in tones of resignation to the will of the Almighty.

"External factors, we are to save,

"Whose arm doth direct the universe."

"Oh hear us when we cry to Thee,

"For Thou art in us, on us, in us."

This was sung by one little boy,

"Bowing in Sorrow and the Weeping."

One loving mother thanked God that He had not taken her all; but that He had, in his mercy, left one of his children, who had put all of his other belongings aside from his own, but with it all, wore a heart-felt tone of melancholy and resignation.

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CAPTAIN KENDALL BLAMES STORSTAD

Empress Was Stationary and Collier Came on in the Dark.

NO PANIC WHATEVER

He Wanted to Beach the Ship, But She Sank.

(Continued From Page 1.)

direction whence the sound came and in a few moments saw the red and green lights of the Storstad. He would then be about one ship's length from the Empress.

"I shouted to him that the megaphone to go full speed astern, as I realized the inevitable danger. At the same time I put my hand full speed ahead, with my hand hard to port, with the object of avoiding the accident if possible."

"At almost the same time the Storstad came and went directly down between the line of the two funnels. I then shouted to the Storstad to keep his ship full speed ahead, to fill in the gap. No signals were exchanged. The Storstad, however, was at once slowed and then stopped.

Heading United.

The heading remained unaltered.

Whistles from the Storstad were answered. The Empress was then in the fog close at hand of the port bow of the Storstad. The Empress was showing her green and was making an admirable heading. The engines of the Storstad were at full speed and he lay way was checked when the vessels came together.

It had been said that the Storstad should not have been taken out of the hold made by the collision.

She did not do so.

The Storstad came together. The Storstad's engine was ordered ahead for the purpose of holding her bow against the Empress and thus preventing the entrance of the Empress between the two vessels.

The headway of the Empress however, was the Storstad around in such a way as to bring the Storstad's bow out of the hold and to beach the ship.

It had been said that the Storstad

should not have been taken out of the hold made by the collision.

The Empress disappeared in the fog. The Storstad sounded her whistle repeatedly in an effort to locate the Empress but could not obtain any indication of her whereabouts until she was heard.

The Storstad was then able to come to the Empress as was safe in view of the fact that the persons who were already in the boat.

The Storstad at once lowered every one of her boats and sent them to save the passengers and crew of the Empress although she herself was in serious danger of sinking.

When two boats came from the Empress, the Storstad had now also managed those boats and was in a position to rescue the Empress.

In all about 250 persons were taken off the Empress and every possible assistance was given.

A Cruel Injustice.

The statements which have appeared in the press indicate that the Storstad's engine was ordered ahead for the purpose of holding her bow against the Empress and thus preventing the entrance of the Empress between the two vessels.

The headway of the Empress however, was the Storstad around in such a way as to bring the Storstad's bow out of the hold and to beach the ship.

"After getting these people on board, we pulled around and picked up twenty or twenty-five more in the boat and had ten more hanging on to the ropes. We had about thirty people hanging on to the ropes. We then had about thirty people on board. We tried our best to assist in saving others."

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"We tried our best to assist in saving others."

"Our ship was stationary," he said.

The following questions were put by the man of the coroner's jury:

Storstad's Watch Did Not Make Reply.

"When you should call to the Storstad to stand by, did you receive a reply?"

"I did not."

"Was it possible for the officer in charge not to have heard me?"

"No, for I shouted at the megaphone and my voice could not fail of being heard—and he did hear." As a seaman, however, he should have done the same thing to tell him, "I shouted the same thing five times into the megaphone, 'Keep ahead, keep ahead do not stop!' There was no wind and my voice must have been heard. I called to the Storstad."

"It was just 15 minutes from the time our ship was struck that she went down completely."

In reply to a question by the coroner, he said: "I can say the cause of the accident was the Storstad running into a ship which had come to a full stop."

"Our ship was stationary," he said.

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"Was there any explosion?"

"One that I know of. Of course, when ship goes down, as the Empress did, there is certain air pressure which resembles the report of an explosion."

"How many lifeboats were there on the Empress?"

"More than sufficient for 2000 persons."

"Was there any semblance of a panic?"

"None whatever. I had full control of my crew and everybody—crew and passengers—had complete spirituality. The crew were all in their places and were thrown into the sea while doing their duty. Four boats were launched, but the ship going over caused the remaining crew to drown themselves."

The man of the jury asked Capt. Kendall if the survivors were saved by Storstad boats or by the Empress boats.

"The Storstad," he answered, "had three or four of its boats lowered and saved the passengers by taking them from the wreckage. When I saw one of its boats it had only three persons aboard."

BOY KILLED BY FALL FROM RIG

Ernest Ritter Fatally Injured When Car Rammed His Wagon.

Still another fatal accident occurred on the Arthur street car line Saturday evening, when eleven-year-old Ernest Ritter of 228 Campbell avenue was knocked from the seat of a wagon when it was struck by car No. 1324, and died four hours later in the Western Hospital for children. He was the son of Mr. Ritter, who was in charge of Mortician Daniel Shea of 228 St. Clarene avenue, who was afterwards placed under arrest on a charge of manslaughter.

The lad was riding with his father, who was driving the rig when the accident occurred. Ritter had just turned the corner of the car and the lad was thrown directly on his head. An inquest has been ordered.

KEPT EXPENSES TO BUILD A HOME

James Walker Was Nearly Going — Others Cancel Bookings.

To use his money saved for building a home was the reason why James Walker, 22, a local attorney and a prominent member of the Board of Governors of the Salvation Army, did not sail the Empress of Ireland on her ill-fated steamer.

A number of his friends in the Army had since cancelled their passages to the old country, which were booked by later steamers.

H.M.S. ESSEX JOINS IN QUEST FOR VICTIMS

British Admiralty's Offer to Cooperate Accepted by Hon. Mr. Hazen.

By a Staff Reporter

OTTAWA, May 31.—The British Admiralty has called Hon. Mr. Hazen, plenipotentiary of the Canadian government, to Ottawa, in order to take steps to secure the recovery of the bodies of the victims of the Empress of Ireland.

Mr. Hazen has now taken part in the Canadian delegation to the Conference of the British Admiralty to discuss the Empress' "Deeply Sympathetic."

Princess Louise Is Deeply Sympathetic

By a Staff Reporter

OTTAWA, May 31.—Princess Louise, widow of the Duke of Argyll, who was at one time governor-general of Canada, has sent the following message to her brother, the Earl of Connaught: "Terribly grieved at appalling disaster to Canadian liner Empress."

"My heartfelt sympathy."

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MONDAY MORNING, JUNE 1.

MR. MCNAUGHT OR MR. IRISH?

Mr. W. K. McNaught returned to the city yesterday, after a three weeks' absence. Since the close of the legislature a determined effort has been made to arouse opposition to him in the convention of the Conservative Association of the northeast, riding in which his friends most naturally expect him to be invited to continue his membership of the legislature, and to be supported. Mr. McNaught is not a man who has ever sought office. This can be said in no mere conventional sense. It was by general desire and by public support that he became a candidate and was successful in being returned. He has been the only representative of the essentially mercantile interests of the city in the legislature for a number of years. He has given years of his life and the most careful and experienced service to the public, and perhaps the reflections that have, without warrant, been cast upon his character and his work, are the best test of the quality and spirit of those who now oppose him. We can only regret that there are not more like Mr. McNaught, who have been selected by the Conservative party to represent Toronto in the legislature. It is no disservice to any of the late members, nor even to either of the cabinet ministers, to say that no more worthy member has been returned by the city in many years. Mr. McNaught has contributed by his experience, his judgment, his disinterestedness, his public spirit and his modesty, to the efficiency and the dignity of the legislature in a very high degree.

Mr. McNaught has been especially identified with the cause of public ownership, and it is on this ground naturally that he is assailed, and we understand that the opponent chosen, if possible to oust him, is an old assailant on the same score. Mr. Mark Irish was among the strongest enemies of the hydro-electric movement when Mr. McNaught was fighting the long battle which resulted in the triumph of the hydro-electric cause. We are now asked to believe that Mr. McNaught is a foe to the hydro-electric system and that Mr. Irish has learned all the lessons he previously scoffed at, and should be selected to supplant his teacher. This is rather much to expect the intelligent public to accept. A more reasonable explanation is that Mr. McNaught's place is wanted by the Gooderham family compact.

Mr. McNaught is one of the men who has contributed in the most marked way to the success of the hydro-electric and public ownership policy. He has at all times been progressive and constructive in his outlook, and it is practically incredible that the intelligent Conservatives of Northeast Toronto should wish to lose his services while they are available.

TANGIBLE SYMPATHY.

Great catastrophes invariably elicit magnificent generosity and the fate of the Empress of Ireland will afford another opportunity for the exercise of an empire-wide charity. Already Mr. Bibby, the prominent Liverpool merchant and theologian, has headed a proposed relief fund with a subscription of \$5000. The usual Mansion House fund in London is pretty sure to be available, and other cities will have their share in the cause of distress. In a place which has suffered so intimately as Toronto, there should be no delay about giving tangible expression to the sympathy which all now feel. It is to be regretted that these humane sentiments are frequently of a transient nature, and the most effective results are to be had by "striking when the iron is hot." But since it is so, advantage should be taken of the emotions that now exist in the presence of this great disaster, to secure succor for the many relatives left unprovided for by the death of the breadwinners. Over 200 of the crew perished, and a very large number of the passengers left behind them but slender means for the support of their families. The mayor or the president of the board of trade should take action at once and there would no doubt be a moral response.

NEWSPAPERS AND CATASTROPHES.

Some criticism has been directed against the newspapers for publishing the first despatches telling the story of

the loss of the Empress of Ireland. Newspapers can only print the messages sent by the responsible news agencies. It was quite as impossible in Toronto or elsewhere as at the point of catastrophe to say which despatch was more correct than another. At 1:30 on Friday afternoon, special bulletins were posted in the C. P. R. windows, stating that 300 passengers had been landed at Rimouski from the wreck. This was no doubt displayed in good faith, but it was more cruel in effect, perhaps than the first blunt, brutal statement of the loss of all on board. Only 32 persons return to Toronto of 172 who went away, and the whole mystery of life lies behind the answer to the question, why some were taken and some left. The newspapers can only record the harrowing facts as these are transmitted to them, and we believe it is regarded as a commendable feature of Canadian journalism that there has been no attempt to add to the horror of a dreadful and heartbreaking occasion by gruesome emphasis or careless recital of facts.

THE MINIMUM WAGE.
Whether or not the socialist propaganda is making headway in its broader aspects, it is evident that some at least of the measures included in it are becoming increasingly accepted as desirable in the public interest. Britain was considered to have taken an exceptional step when parliament extended the principle of the minimum to miners, having previously applied it to female and child labor in certain of the sweatshops. Yet during the last twelve months eight of the United States—California, Colorado, Minnesota, Nebraska, Oregon, Utah, Washington and Wisconsin—have passed acts establishing a minimum wage. In this they were anticipated by Massachusetts, whose law enacted in 1912 did not, however, go into effect until July of last year. In Utah only "females" are affected, but all the other states include minors—those under eighteen in six states, under twenty-one in Minnesota and without any state aid in Wisconsin. In Michigan a commission is now examining the question, and New York recently instructed a factory investigating committee to report on the advisability of fixing minimum rates of wages.

In an explanatory article that appeared in a recent number of Harper's Weekly, Mr. W. J. Ghent remarks that all the states except Utah and Wisconsin have created commissions to administer the law. Utah giving responsibility to its commissioner of labor and Wisconsin to its previously created industrial commission. All the boards are authorized to determine the wage needed for a living. Utah alone fixes a definite minimum for women and girls—75 cents a day for those under eighteen, 90 cents a day for inexperienced adults and \$1.25 for adults who are experienced workers. All the states provide some kind of penalty for employers who refuse to obey the order of the commission, while four give an alternative of imprisonment. Several states have also imposed penalties of varying degrees of severity on employers who discriminate against any of their wage earners who testify in investigations. Some commissions have received power to determine maximum hours and conditions of labor. All this discloses a movement against the individual which has been so potent a factor in the United States and marks the beginning of an era based on the principle of the greatest good of the greatest number.

HIGH FINANCE AND RAILROADS.
Also the investigation into the history of the New York, New Haven and Hartford Railroad has not yet been completed and may be extended even beyond the examination of the books of the Morgan firm the Interstate Commerce Commission has started its inquiry into the relations between the Baltimore and Ohio and the Cincinnati, Hamilton and Dayton Railroads. This is another of the cases where the late Mr. Pierpont Morgan and the financial interests he controlled were responsible for saddling a company that had been wrecked financially on another still prosperous one with the result that the latter—the Baltimore and Ohio—has been ever since struggling with the burden imposed upon it. This new investigation is expected to throw new light on the processes thru which valuable railroad properties have been impoverished even while their records show a large and increasing volume of business. This, too, has an important bearing on the question of rates and on the efforts made to justify their increase on the ground that the profits earned are insufficient for the proper conduct of the business.

The circumstances attending the unloading of the Cincinnati road on the Baltimore and Ohio are understood to duplicate, in essential features those revealed in the course of the New Haven inquiry. The Cincinnati, Hamilton and Dayton was at one time a successful railroad enterprise. It traversed a rich section, including several important and rapidly expanding cities. Its traffic earned big returns on its capitalization and its future to all appearance was secured. At this stage it passed under control of financiers who proceeded to construct what they called a system by buying out another railroad for the purpose of acquiring western and southern connections. The object was to create a competitive system to the Pennsylvania and other great trunk lines, and the endeavor ended in the

King's Cafe, 14 King street east, have scientific ventilation. Daily luncheon 50c—the best in Toronto.

IT WILL BE A PICNIC FOR THEM

RAILWAY OFFICIALS DID UTMOST
TO AID RESCUED AND BEREAVED

Employees of C. P. R. From Lo west to Highest Labored Without Sleep for Three Days and Vied With Salvation Army in Working for Afflicted

(By Hubert Evans.)

MONTREAL, May 31.—Some of the people of Canada have called the Canadian Pacific Railway a steel-china, cold and imperious, but if on this dreary Sunday, and the two days of awfulness preceding they had been here at its head offices, they would withdraw these accusations. Clean, strong, unscrupulous persons of this great national disaster will stand this memory—the memory of business formality's icy wall melted by a great human kindness, and the charged arrogance discarded by the highest of high. The men who have been here are gruffly kind and clumsy try to console weeping women and sorrowful, anxious men.

There are C. P. R. officials here who are as kind to their officers in lobbies as at 11 in the morning. The leaves in the mid-afternoon, who have not slept for three days, who the really tired have not once ceased to assist the bereaved, care for the rescued and provide what they can for the dead.

Overbearing as the C. P. R. may or may not have been, they are today, as a body of men, doing what they can for their fellow beings.

The rungs in the serial ladder are at present very few between the millionaires officials and Salvation Army soldiers. The former, however, have reached the limit of endurance, and for both this bright Sunday is the grimmest, the hardest of the three days to endure. On Friday and Saturday there were those who were active and at work, but today, as far as the third question is that the deceased were at the place and doing the work assigned to him when the accident happened the plaintiff cannot recover against defendant Wallberg, a house wrecker, who had a contract with defendant Lowes, owner of property known as 32 Sherbourne Street, demolished a number of buildings and outhouses situated theron. It is alleged that defendant Gosnell is the owner of adjoining property and that some one of these defendants ordered deceased to work near the wall he was supposed to be.

Judgment: At the trial the action was abandoned as against Gosnell, counsel for plaintiff consenting to judgment going in Gosnell's favor.

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Waterbass in Record Time Wins the Toronto Cup

REGAN OF BOSTON BEAT W. HITCHEN

Amateur Champions Go Extra Round—International Boxing Finals at Arena.

The final bouts of the Riverside Athletic Club's international boxing show were decided Saturday night before a houseful in the Arena. There were eight bouts, two being declared off because the Montreal men weighed slightly more than some reason or other to go on. 106 lbs.—W. Prior, Cleveland, earned the decision over Chris. The beaten man scored in three rounds. The beaten man had no experience, but put up a game battle.

115 lbs. semi-final—Tompkins of Buffalo, after Arnell of Hamilton, the Canadian champion in a businesslike manner and had a fair margin at the close of the third round.

Final—Regan defeated D. Brown of the Riverdales in a good battle. The winner is a good two-hand righter.

125 lbs. semi-final—Regan, Boston. Wm. Hitchen had to go four rounds. The judges disagreed, but the men were even on blows landed and Hitchen did the better work. Hitchen was best in the two-round period.

Final—Gumbat Smith of the Riverdales worried Regan a lot, but the Englishman was too good.

135 lbs. semi-final—Dan Johnson, the Riverdales won by a good margin.

145 lbs. semi-final—H. Martin scored a knockout in the first round on H. Marsh. Both

were in the Riverdales.

155 lbs. semi-final—Donovan overcame his surprise victory over Mike Johnson, the boxer being solid in the second round. Johnson got over with the right to the nose and jaw and jabbed straight with his left to the body.

Final—Frank Wards of Cleveland. It was a hard close bout.

AMATEUR BASEBALL

A.M.E.B. SCOPES SATURDAY

Riverside Mfg. League.

Ralph Clark... 10 Gooderham & W. 4

Dick Vining... 10 10

Kodaks... 8 St. Pauls... 2

L.C.B.U... 7 Eatonias... 4

Northern Senior League... 16 Barcas... 4

Strollers... 8 10

Dovercourt Senior League... 6

Barcas... 12 Sterlings... 7

Toronto City League... 3

Wellington Senior League... 3

Vermont Senior League... 4

Red Sox... 4 Barcas... 4

Toronto Senior League... 4

St. Andrews... 11 St. Patricks... 4

St. Marys... 9 West Toronto Inter-Church League... 4

Victoria... 14 High Park... 4

Dunn Ave... 10 Bayview League... 4

Arlingtons... 21 Elm St... 3

Toronto T. & C. League... 3

Russell Motors... 6 Parkdale... 4

Anglican League... 4

St. Albans... 7 St. Augustines... 3

St. C. English... 11 St. Trinians... 10

St. Matthews... 4 Ch. of Aeon... 1

Methodist Church League... 1

N. Parkdale... 13 Howland Park... 4

Centennial... 10 Y.M.C.A. Senior League... 4

Federal... 6 E. Toronto... 3

Central... 8 10

Beach Ballou League... 4

Kew Beach... 15 Montefores... 6

A. Welch & Co... 7 A. Gunther & Co. 6

Spaniard Juvenile League... 3

St. Clements... 11 North Ryde... 3

Eaton's Stars... 5 Royal Canadians... 3

Northwestern Inter-Collegiate League... 3

Diamonds... 13 Hillcrest... 6

Western City League... 3

Epworth... 11 Dept. of Works... 7

Garrettts... 5 Dept. of Works... 3

St. James... 10 Dept. of Works... 3

Lifeboats in Tangle of Ropes Washed Down Decks of Empress

BOATS IN TANGLE OF ROPES DEFIED ALL FRANTIC EFFORTS LACK OF DISCIPLINE SHOWN

Torontonians Rescued Say Officers Were Not Seen at Posts — Lifeboats Filled With Women and Children, Slid Down Sloping Decks.

By Hubert Evans.

MONTREAL, May 31.—There is a painful tale implied by the interviews with the Toronto survivors. No one wants to believe them, and no one will force himself to until the very last. It is a tale of duty unfilled. More than a few of these survivors say there were no officers on deck, and that at the supreme moment it was all a scramble for life.

"There seemed to be no discipline as far as I could see," said Major Atwell, Toronto, when seen at the Place Viger before leaving for Trois-Rivières. "I saw a crew of a slight jar, then a list, and when I got above deck, with my wife, everything seemed to be moving. It was a matter of moments. I got rebels for my wife and myself. We clung on to the ship, and as the great dripping black hull rolled, we came nearer and nearer to its keel. Then it sank."

Heard No Orders.

"I did not hear the orders of the ship at all. I heard no orders given. I saw no officers at any post, and as far as I knew, no boats were lowered."

The passengers were left to themselves, each for himself, and no one had the right to help his neighbor.

J. Johnston, another Toronto passenger, confirmed what Major Atwell said.

"I heard absolutely no orders, and I saw not one I thought was an officer."

Died in Lifesaver.

Lieut. with Tamm was another survivor. When the fatal list ended and the Empress plunged, he was left swimming in the icy water for half an hour. "It seemed like eternity," he said.

Miss Jessie Green, 4 Auburn Avenue, in the same boat as Mrs. Debow, told of further disorder. The boat he got into was full with fifty people. Its davit ropes were fouled and people were sitting on the C. so that rowing was for a time impossible. Most of the boat load were members of the crew, he declared.

Fraternal Efforts Failed.

Captain McAmmond of Toronto said:

"When I got on deck people were trying to loose the boats. The lines were foul of the davits and it was difficult to see how frantically they went about their work. Several of the life-boats were filled with women and children broke away and fell down the inclining deck to crash into the lower rail."

The staff captain tells of seeing Commissioner Rees, Toronto, shortly before the boat went down, making his way about the deck, looking for survivors.

The survivors tell of the death of Captain Dods, Toronto, and his wife. He was editor of The Canadian War Cry.

"Just you stay here and I'll get you a lifeboat, darling." These were his last words to his young wife.

Child's Escape.

Grace Hannagan, age seven, probably the youngest survivor, whose father, Bandsman Hannagan, and mother, were both lost, told her pitiful story:

"I went up on deck with papa and mamma. I had to leave them because we were trying to loose the boats. The lines were foul of the davits and it was difficult to see how frantically they went about their work. Several of the life-boats were filled with women and children broke away and fell down the inclining deck to crash into the lower rail."

The woman she spoke of was the wife of a drama teacher, and she kept the child above water.

Captain Keith, 23, Toronto, was interviewed in the sleeper. His story resembled the others as to accident and scenes. He believes he is the last man to have seen Capt. McAmmond alive.

Mrs. Walter Sydney Green, 123 Doverscourt road, Toronto, is called the pluckiest little woman among the survivors. Her statement is:

"I kept swimming for two hours until I found my body starting to shiver for help. Finally a member of the crew picked me up, and we sat on an upturned lifeboat. With us was a young woman holding a child, and we drifted for three hours. The fog was thick, but suddenly we saw a light. We were picked up by the Storstad."

ARCHEAON CODY ON THE MYSTERY

Something Very Peculiar in the Accident, Says the Preacher.

Taking his text from the Book of Revelations, Archdeacon Cody delivered a very eloquent sermon to the congregation of St. Paul's Anglican Church last night, and was followed with an attendance by a large attendance. Referring to the disaster he said that the great calamity had befallen them, and they were almost inclined to cry out, "O God, what has happened?" There was something very peculiar in it. It was terrible to think of the life and beauty that went down in the mighty waves. What a wealth of treasure hidden in the depths! Truly a symbol of mystery. God seemed to allow people to wonder again. His kingdom on this earth, but not all could do nothing. How often had the arm of antagonists been lifted up against Jesus Christ, and that seemed to be the case here.

Every life that set itself against God was a futile one. There would be a time when there would be no creation and God's name would be gone on earth. In heaven, and thru the tumultuous billows people may hear His voice speaking to the wind and "I'll shake you at rest." And when the poor soul awoke, we shall look to the green homeland, where there are no tempests, where winds will be unknown, and there shall be no more woes," he concluded.

EARLCOURT WOMAN LOST



Miss Jessie Green, 4 Auburn Avenue, Earlcourt, one of the dead.

CHIEF ENGINEER TELLS HIS STORY

W. Sampson Had Been on Empress of Ireland Since She Was Launched.

NINETY-SIXTH TRIP

Struck His Head on Bottom Life Boat After Sinking Into Water.

W. Sampson, chief engineer of the Empress, was too ill to appear at the inquest, but gave his story to the newspaper correspondents on the Empress of Ireland since he was launched, taking her away from the port of Quebec, May 26, 1912, trip on her. I recall that on one occasion, when we were swimming, even when aboard the lady Evelyn, lay on the deck and frantically went thru the motion of swimming.

Greenway's story is the most graphic one given here today, save the steamer of the vessel. The boy died, and she gave a hiss and a gurgle before sinking. I saw scores swimming about, calling for help. Some of them when rescued went crazy. One man, who was swimming, even when aboard the lady Evelyn, lay on the deck and frantically went thru the motion of swimming.

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MONDAY MORNING

THE TORONTO WORLD

JUNE 1 1914

13

**Express
READ—****VATIONISTS
INTO TONIGHT**

victims of the Empress of Canada will be taken care of in state till the leading officers of the Canadian Red Cross, Col. G. C. G. Green (his daughter), Capt. W. J. Simcoe, Capt. Whatman, have not yet been seen. At that time the body of Capt.

**WRECK
REAL TODAY**

Preliminary Examination of Empress—Special Commission

Search enquiry by a committee appointed by the Canadian Red Cross and fisheries. The Empress will send representatives on board; indeed, George V is on his way across the Atlantic. The enquiry will open on June 1st, deal with the general inquiry at sea. Captain Lindsay has concluded his preliminary evidence and will proceed to acquire further information which may be of use.

**WORKS' NEEDS
ATTENDED TO**

McCarthy and J. C. Con Generously Extend Help.

O. McCarthy, who was one of the farewell concertists of the Methodist Church, has given his services to the staff band of the Salvation Army at the Union Station, and with great energy and skill in charge and a complete outfit and a band, has assisted.

He has been taken to the Toronto store on Yonge street, where personally attended to him by the Empress, who is asked by the Empress to convey their best wishes to the controller and those who assisted.

At least two survivors of the Empress have been sent to the hospital, and many others are still missing. The Empress' friends and relatives had to be carried through the crowd till they could be assisted.

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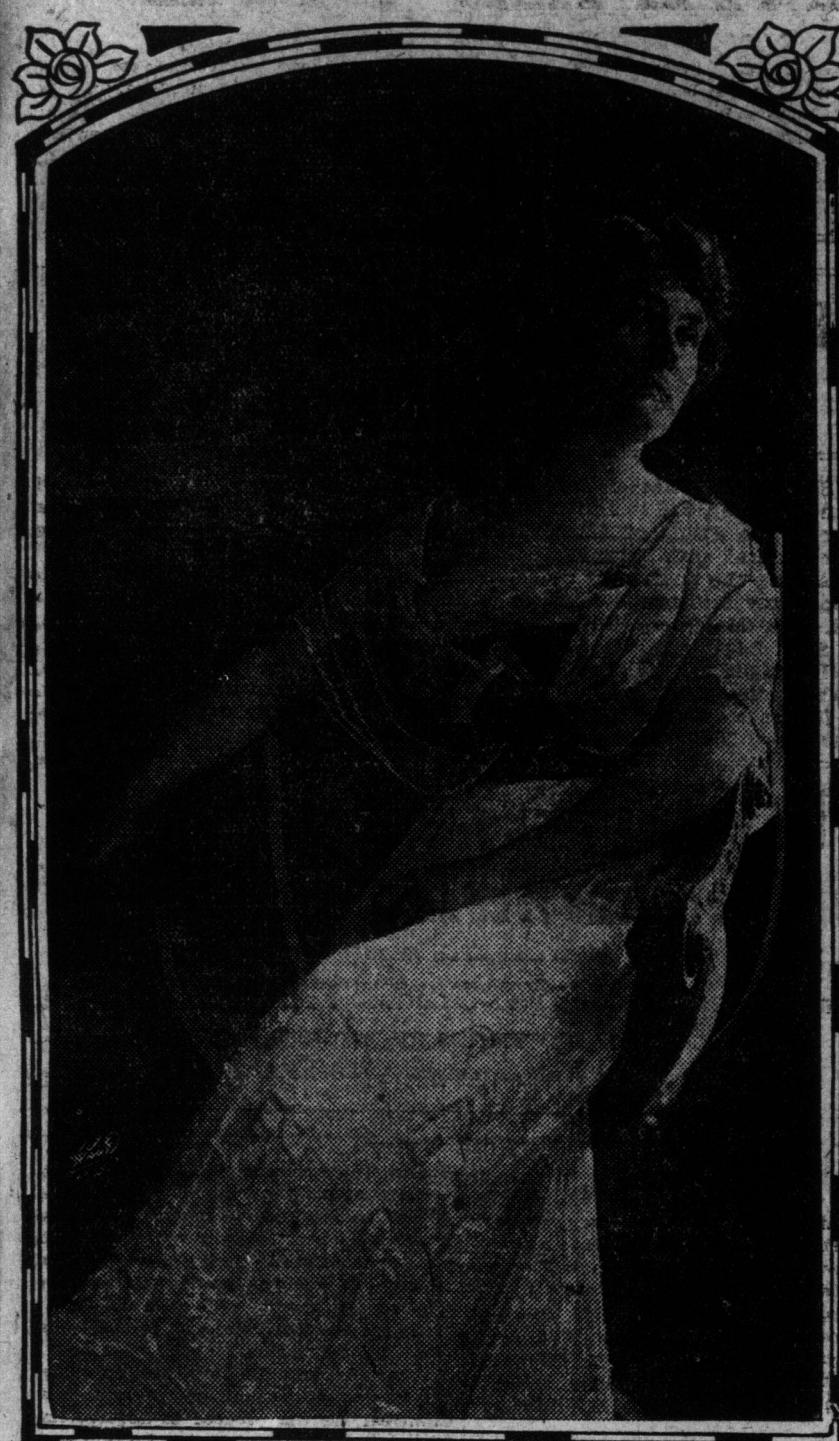
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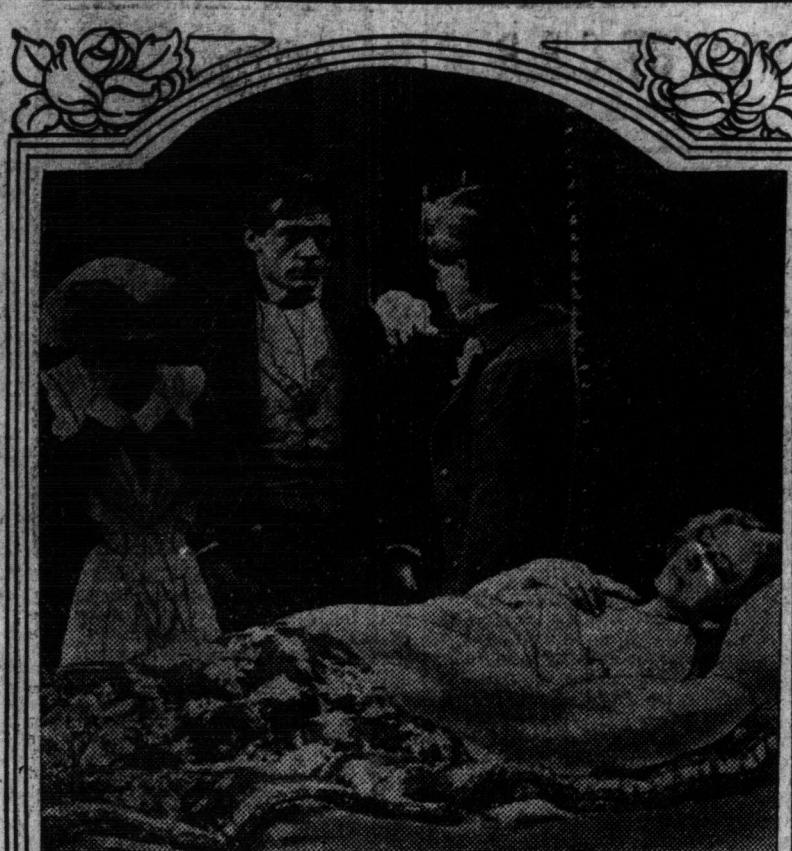
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This Week's Attractions at the Theatres



CLARENCE WILBUR AT LOEW'S



SCENE FROM EAST LYNNE AT THE GRAND



PERCY MASWELL AT THE PRINCESS



MAUDE T. GORDON AT SHEAS

A novelty singing and dancing turn. Prellies' Canine Circus will be seen in the Overland Mail Robbery. Davis and Walker, Allen and Dalton, the double Symphony Orchestra and the Kinetograph completed a great bill.

BEAUTY, YOUTH AND FOLLY.

"Beauty, Youth and Folly" is the title of the new burlesque organization that will be seen at the Gaiety Theatre this week. Tom McRae is the star of the company, and he has been provided with an entirely new two act piece. It is based on the original of "Smoke," altho the part has been entirely re-written. Among those supporting Mr. McRae are: Carl Anderson, Robt. A. Geor., S. Thomas, Dally, Eddie Daniels, Leo Bleck, Fort and Mabel Webb, and a large chorus of elaborately gowned and attractive girls.

LYMAN HOWE PICTURES COMING

The famous motion-picture producer, Lyman Howe, will present his wonder film subject "The Mystery of the White Face" at the Grand Opera House next week. During the engagement a hit will be given every day.

TORONTO BOY A NOTED GYMNAST.

Pollie, the sensational aerial gymnast, who claims a high polo performance, most daring feats upon the top of it, will be the feature act in the free open-air show at Scarborough Beach Park this week. Pollie is a young boy, and will be recognized by hundreds of old friends, despite his stage name. D'Urbano's Band will continue its successful engagement at the Gaiety Theatre this week. Those who like to drop a note to Signor D'Urbano at Scarborough, he will be all requested. The service pictures in the open air will feature a number of new films.

NOW SERVICE BETWEEN TORONTO, SARNIA, FORT WILLIAM, WINNIPEG, CALGARY.

Commencing Monday, June 8, westbound and each Monday, the Grand Trunk Railway Company will commence a fast "Steamship Express" between Toronto and Sarnia Wharf, leaving the former point at 11:15 a.m., and stop-



FRANCES GOODRICH AT THE ALEXANDRA



MASTER VITALE AT HANLON'S POINT

ping at Hamilton, Brantford, Paris, Woodstock, Ingersoll, London, Stratford, and arrive Sarnia Wharf 4:30 p.m., with direct connections will be made with the North-West Navigation Co.'s palatial steamship, the "S.S. St. Marie." For Arthur and Fort William.

Special trains will also be operated between Fort William and Calgary, via Galt, Waterloo, Kitchener, Waterloo, Galt, St. Catharines, Niagara Falls, and Fort William, leaving the latter point at 5 p.m. for Winnipeg, Regina, Saskatoon, Edmonton, and arriving Calgary 7:20 p.m. second day. The Grand Trunk will run the shortest and quickest route between Winnipeg and Edmonton.

EASTBOUND: Fast special trains will run the reverse way, leaving Calgary Mondays, Wednesday and Fridays, commencing June 8, to connect with steamships sailing from Fort William for Fort Arthur, Sault Ste. Marie and Sarnia.

SARNIA WHARF Tuesday, June 9, and each Tuesday, Friday and Sunday thereafter, making same stops as westbound.

The service afforded by this route is the first in east-west connections to be established.

THE SERVICE is in every respect equal to that of the G.T.R. and the G.T.C.

Special trains will also be operated between Fort William and Sarnia Wharf, via Galt, Waterloo, Kitchener, Waterloo, Galt, St. Catharines, Niagara Falls, and Fort William, leaving the latter point at 5 p.m. for Winnipeg, Regina, Saskatoon, Edmonton, and arriving Calgary 7:20 p.m. second day. The Grand Trunk will run the shortest and quickest route between Winnipeg and Edmonton.

FULL PARTICULARS reservations on steamships or train tickets can be obtained from Grand Trunk ticket agents, or write C. E. Horning, district passenger agent, Union Station, Toronto, Ont.

STEAMSHIP EXPRESS will leave Sarnia Wharf for Toronto on arrival of steamships from Fort William, first trip from

Fort William and Edmonton, in both directions.

IT is the hope of the management that the service will be a great boon to the people who are spending their vacation in Northern Ontario. It enables them to keep in touch with the movements of the business world thru the columns of the morning papers, which will now receive on day of publication.

It shows the quick responsiveness of public opinion to the commissioning of the T.N.O. Railway in rearranging their summer time table which permits this connection to be made.

AQUITANIA LEFT LIVERPOOL.

LIVERPOOL, May 30.—Promptly at 2:30 o'clock the Cunard Line steamer Aquitania left Liverpool, the world's largest liner.

Admiral Sir Edward Smith, captain, and his crew of 1,000 souls, started their maiden voyage from this port to New York.

The banks of the Mersey were

decorated with cheering crowds, and a great convoy of craft, with sirens blowing, accompanied the Leviathan down stream.

CITY PARK CONCERT

The band of the 48th Highlanders,

under the direction of Lieut. John Slater, will play the first of the summer concerts in Queen's Park Monday evening.

MASONIC CEREMONY.

The Alpha Lodge No. 324, A.F. and A.M., will hold a Masonic ceremony

over the grave of the late Adj. Hannagan, who perished in the wreck of the Empress of Ireland. The ceremony will be held in conjunction with the Salvation Army funeral.

SHOULD THE GOVERNMENT attempt to deal with the requests of the Grand Trunk Pacific and the Quebec and Saguenay Railways, practically referred back to the cabinet, it is rumored that the situation is being complicated by a demand for a subsidy in aid of the Quebec and Saguenay Railways. The demand is being made by Sir Rodolph Forgeson, and is supported by a number of the National members here from the Quebec district.

Held a Conference.

It is rumored in this connection that a conference of government supporters had been held last night.

It was on this account that the government unexpectedly adjourned at six o'clock.

While it is generally assumed that the redistribution bill will go over

until next session there are some per-

sons who believe the effect that it

may yet be supported.

Should the government attempt to

deal with the requests of the Grand

Trunk Pacific and the Quebec and Saguenay, and also with redistribu-

tion prorogation may be postponed to a much later date than has been anticipated.

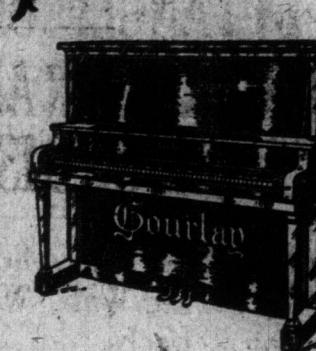


THE HIPPODROME.

The Nine White Hussars, a first-class miniature musical comedy company, presented yesterday at the Hippodrome, will be the headline attraction at the Hippodrome this week. Harry Tate's satire entitled "Motoring," is filled with laughs and fun. It is the kind of farce that people like to see after a hard day's work. Frankie Fly and his Four Sweethearts have a bright, happy

Gourlay Pianos

DAILY
BARGAIN
LIST
JUNE 1st



Two exceptional bargains are offered you today. The instruments are both of the very highest quality, and are offered at an extraordinary cut in price. The easy terms put these splendid pianos within the reach of all:

MASON & RISCH An Upright Piano that, while not new, is in perfect order. Case, action and all other parts have been renewed by our experts. The tone is exceptionally good, and we guarantee it as to durability. Sale price \$185.00. Terms of Payment \$10 cash \$36 per month.

GOURLAY-ANGELUS Player-Piano. A most exceptional bargain. Our most expensive style of player, containing the original Angelus action. Plays 88-note music. Very much under price at \$535.00

FARMING, LIVE STOCK, HORTICULTURE AND EVERYTHING OF FARM INTEREST

FARMING SCHOOL WELL EQUIPPED

BIG PROFITS GAINED IN RAISING SHEEP

Initial Outlay More Than Doubled at Woodville Station in Two Years.

The Sheep Breeders' Association, desirous of obtaining reliable figures as to the profit to be derived from raising sheep in Ontario, obtained the aid of five live stock stations of the Ontario Department of Agriculture, and organized in different sections of Ontario. These stations were placed in the hands of good average farmers with experience in handling grade sheep. They would keep a complete account of all expenses of feeding and care and would make a detailed report as required.

One of the stations was situated at Woodville under the charge of D. C. Ross. He started with twelve good Leicester ewes, valued at \$8 each, and a large acreage of wheat and other grains, corn, roots, grasses and clover will be raised each year. A rotation of crops will be planned, such as will tend to maintain the fertility of the soil and make for a permanent system of agriculture on the prairie.

One hundred acres lying close to the campus is devoted to demonstration work in field husbandry, plant breeding, methods of tillage, crop rotations and soil-fertility. Sixty acres are allotted to the sheep, while the remainder of the campus is a plot of ground comprising about fifty acres to be used for farm buildings, including the judging platform, barns and poultry houses.

The total cost of the agricultural equipment is approximately \$10,000.

This station is an environment of life in the first year in the associate course and \$1 in the second year, while there was an attendance of 541 at the short courses held at the college.

In the two-year course will be given in home economics for farmers' wives and daughters.

The president of the college is Dr. Walter C. Murray, with Prof. W. J. Rutherford as dean.

There have already been about twenty-five appointments made on the staff with several professors still without a head.

SPRAYING POTATO CROP INCREASES YIELD

Diseases Attacking This Plant Easy to Control by Simple Means.

There is no more valuable work performed on the farm than that of consistently spraying the potato crop. If spraying were properly accomplished on all potato areas the average yield would be increased 100 bushels per acre, providing proper culture was indulged in to make the spraying fully effective. As the crop is protected from insects and diseases the majority of the vines find the strength to grow and bear, which cuts short the growth of the crop six to eight weeks. Sprayed areas are still green when frost comes in October.

There are many insects and diseases that attack the potato, but they are easily held in control. A single combination spray mixture will prevent, repel and eliminate the worse pests.

This spray is bordeaux mixture—arsenate of lead combination. Add ammonia, three pounds of arsenate of lead to fifty pounds of bordeaux will prevent the diseases and kill or repel the insects.

Spraying should begin when the plants are a few inches high and continued until the vines reach the water line, until five to seven applications have been made. Early spraying is advisable and altho no insects may be seen at the initial application the combination spray should be used.

1000 ACRES IN POTATOES.

RHINELANDER, Wis., May 30.—Preparations are being made to enlarge the State potato farm east of this city. More than a thousand acres were cleared during the last two years and will be planted to potatoes. The crop on 400 acres of potatoes last year more than paid for the land; its improvement and the growing and marketing of the crop.

CAT ADOPTS LITTER OF PIGS.

SHERWOOD, N. D., May 30.—Mourning the loss of her kittens, which had been taken to a nearby home, the population on the farm east of town, belonging to A. E. Chapdelaine has adopted some two-day-old pigs. She was inconsolable over the loss of her kittens and so locating the pigs in a pen, her highly developed maternal instincts led her to take possession. When the mother hog arrived the cat flew into a rage and by scratching and tearing at the sow drove her away from her own offspring.

GETS \$500 FOR A LOST TOE.

MILWAUKEE, May 30.—A jury in Judge Fritz's branch of the circuit court returned a verdict of \$500 in favor of Alfred Polzin, 17 years old, who brought suit against the John Schneider Ice Co. for \$3000 for the loss of a toe.

COBALT FIRM ASSIGNS.

R. Abdou & Co. Cobalt and Haybury, have assigned to N. L. Martin, a meeting of creditors will be held June 6.

HOLIDAY AT LONDON.

LONDON, May 30.—Holiday on the stock exchange. Bar silver saw at 200 per ounce. Money, 24 to 28 per cent. Discount rates, short bills, 15-18 per cent; long bills, 13-16 per cent.

Bullion amounting to £155,000 was taken into the Bank of England on balance today. Gold premium at Madrid, 6.22%; at Lisbon 18.00.

GETS FOODLESS FOR FIVE WEEKS.

POND DU LAC, Wis., May 30.—Tom, a big Maltese cat, owned by Charles Hall of Waupun, was released on Friday from imprisonment covering a period of five weeks.

Tom, who was sent to the police station to remain in the custody of the board of health in Indianapolis for examination. The dog was suffering from hydrophobia. It had neither food nor water.

154 DUCK'S EGGS IN 167 DAYS.

LAFAYETTE, Ind., May 30.—A duck on the Purdue poultry farm in the last 167 days, has laid 154 eggs. She was hatched May 24, last year, and began laying Nov. 22. The duck belongs to William Stephan, a junior of the Purdue School of Agriculture.

Agricultural Legislation Advances in Ontario

The recent session of the legislature was marked by legislation which greatly strengthens the agricultural department in the different lines of work being carried on.

One of the bills passed places the entire department of agriculture, and a series of demonstration stations, organized in different sections of Ontario. These stations were placed in the hands of good average farmers with experience in handling grade sheep. They would keep a complete account of all expenses of feeding and care and would make a detailed report as required.

One of the stations was situated at Woodville under the charge of D. C. Ross. He started with twelve good Leicester ewes, valued at \$8 each, and a large acreage of wheat and other grains, corn, roots, grasses and clover will be raised each year. A rotation of crops will be planned, such as will tend to maintain the fertility of the soil and make for a permanent system of agriculture on the prairie.

The Sheep Breeders' Association, desirous of obtaining reliable figures as to the profit to be derived from raising sheep in Ontario, obtained the aid of five live stock stations of the Ontario Department of Agriculture, and organized in different sections of Ontario. These stations were placed in the hands of good average farmers with experience in handling grade sheep. They would keep a complete account of all expenses of feeding and care and would make a detailed report as required.

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One of the stations was situated at Woodville under the charge of D. C. Ross. He started with twelve good Leicester ewes, valued at \$8 each, and a large acre

Store Opens
8.30 a.m.**The Robert Simpson Company, Limited**Store Closes
5.30 p.m.**Vacation Time Specials**

The needs of the summer home and of summer wear are myriad—and they are all considered from a cost standpoint in our stocks—quality first, price always. These two afford the reasons why we invite you so freely to see and appraise our wares. This page is merely a sample of the values.

A Wealth of Oriental Beauty

In the Little Bazaar off the Blouse Section, on the Third Floor, there is the loveliest collection of Turkish and Oriental Cushion Slips, Table Covers, Scarves, Runners—all of them redolent of the true Orient, the colorings delicate and brilliant at once.

Here's Just a Splendid Suggestion for a Wedding Gift! The Jute bride will be delighted with a rich Bag, Slip Cover, or Scarf, so different from the usual sort of thing.

Incidentally, a lucky purchase made this exhibition of over two hundred pieces possible. The Prices Are Half What They Would Be Bought For in the Usual Way. Why not visit the Bazaar and see the pretty things yourself?

"Carlsbad" China Dinnerware

Excellent quality, fine, hard and thin "Carlsbad" china, decoration of pretty spray, violet, gold-lined edges and handles:

Platters, each	49 and 69	Cups and Saucers, each	19
Gravy Boats	35	Dinner Plates, each	12
Slop Bowls, each	15	Small Plates, each	11
Cream Jugs, each	20	Toasted Bread Plates, each	8
Salad Dishes, each	25	Bread and Butter Plates, each	6
Sugar Bowls, each	25	Fruit Saucers, each	6
		Vegetable Dishes	69

75c JAPANESE CHINA MANICURE SETS, 49c.

"Royal Nippon" China, hand-decorated designs, on thinnest quality china. Regular price, 75c, for the set 49

25c SUGAR AND CREAMS, 19c.

Prettily Decorated Japanese China Sugar and Creams, splendid quality, clear, even ware. Regular 25c. For the pair 19

20c CHINA CUPS AND SAUCERS, 10c.

100 dozen for Tuesday's selling. Finest Quality English Bone China, with pretty gold leaf decoration. Regular 20c each. For, each 10c (Basement).

(Basement).

Dining-room Chairs—Consisting of five small and one arm chair, made of solid quarter-cut oak, "Colonial" design, in golden finish. Have panel backs and leather upholstered seats. Regularly \$45.00. Special 19.75

Dining-room Chairs—Made of solid quarter-cut oak, in fumed finish. Have loose silk seats, covered in genuine leather. Set has five small and one arm chair. Regularly \$28.50. Special 22.50

Dining-room Chairs—in selected quarter-cut oak, in fumed or gold finish, have neatly designed backs, genuine leather seats and set consists of five small and one arm chair. Regularly \$21.00. Special 16.50

Parlor Suite—Consisting of settee, arm chair and rocker, in mahogany finish. Have loose cushions, well upholstered and covered in crushed plush. Regularly \$24.50. Special 21.00

Parlor Suite—In solid mahogany, have upholstered spring seats. Suite consists of settee, arm chair and arm rocker, in silk tapestry. Regularly \$40.00. Special 32.00

Parlor Suite—In solid mahogany, consisting of settee, arm chair and small chair. The seats, backs and arms are well upholstered and covered in green striped silk. Regularly \$44.00. Special 36.50 (Fifth Floor).

Children's Finest Summer Hose, 25c

In the lot are mercerized, fine ribbed lisle thread, close and very elastic weave, colors tan, sky, pink, white and black; also Buster Brown's in white, and princess lisle in black and white, plain black cotton and ribbed cotton. Sizes 5 1/2 to 8 1/2. Extra value Tuesday, at 25

WOMEN'S FINEST SUMMER HOSE, TUESDAY AT 25c.

In the lot are plain black cotton and mercerized cotton, and tan, white; embroideries in colors, in black and tan; black cotton with natural wool sole and unbleached Mao sole; laces and outside width; best finish. All sizes. Exceptional value Tuesday at 25

MEN'S FINE SUMMER HALF HOSE.

Silk Lisle Thread Socks, finest qualities, bright brilliant thread, great range of colors. Included are black, tan shades; also silk embroidered design, in colors. Spliced heel, toe and sole. Sizes 9 1/2 to 11. 35c value. Tuesday, at 25

WOMEN'S FINE SUMMER GLOVES.

Grouping includes long, plain lisle thread, black and white, wrist length, pure silk, double tipped fingers, black and white. Also washable chamoisette, in natural and white, wrist length. In all sizes. Perfect finish and fitting. Extra value Tuesday, at 20

(Main Floor.)

Sale of One Hundred Trunks

An assortment of Tourist Trunks, odd lines, some a little marked. Canvas covered and metal covered, fibre binding, sheet iron bottoms, heavy hardwood slats. All with good locks, corner clamps and bolts, and fitted with trays. Sizes 30 and 32-inch have outside straps. Sizes 34 and 36-inch are without straps. The small size are strong, durable trunks, suitable for holiday travelling; the larger sizes are a good, serviceable traveling trunk; campers and cottagers will find the larger trunks convenient for carrying goods to the Summer homes. Early shopping will be necessary to share in this big value:

Size 30-inch, regular \$4.95, for	2.50
Size 32-inch, regular \$5.35, for	2.50
Size 34-inch, regular \$4.85, for	2.50
Size 36-inch, regular \$5.25, for	2.50

No phone or mail orders. (Sixth Floor.)

Extra Values in Cameras

We have just received a fresh stock of our No. 34 Camera, taking picture 3 1/4 x 4 1/4, fitted with high-grade apertur and symmetrical lens, x 4 1/4 size it sells at \$15.00, and postal size at \$16.50. We have the same camera, fitted with an astigmat lens, at \$20.00 for the 3 1/4 x 4 1/4, and \$25.00 for the postal size. The very finest negatives can be made with these cameras, the detail being perfect. You must have a good negative to get good prints. (Main Floor.)

**Today's Box of Bargains**

Hot Weather Frocks, for women, plain and flowered crepes and voiles. Today 2.95

Suits of Brocaded Materials, etc., some with tiered skirt. Today 6.50

Clever Coats for Girls' Summer Wear, ages 6 to 14 years. Today 9.95

Mohair Lustre, bathing costumes weight, in all shades. Today 27

Pure Silk Taffeta Ribbon, 5 inches wide. Regularly priced 20c. Today 10

Men's and Youths' New Straw Hats, boater and negligee styles. Regularly \$2.00 to \$3.50. Today 75

Real Leather Hand Bags, a manufacturer's clearance. Regularly \$1.50 to \$3.00. Today 89

Dinner Set, of handsome chinaware, with gold band, 97 pieces. Today 12.75

Semi Annual Millinery Sale begins with sale of Milan Tagals at 1.50

English Washing Chintz. Regularly priced from 85c to \$1.50 per yard. Today 49

Table Cloths. Regularly \$2.50 to \$3.00. On sale today at 1.95

Curtain Values

Striped Asyrian Curtains, 95c pair, in soft shades of green, blue and tan on linen background, 2 1/2 yards long, neatly fringed top and bottom. Value \$1.50. Tuesday, per pair 95

Nottingham Lace Curtains, 95c pair, 200 pairs, a big saving on every pair. White only, 3 and 3 1/4 yards long, strong quality net, well finished edges, pretty lace designs. Tuesday, pair 98

Dainty Frilled Muslin Curtains, 75c pair—Plain or with spot, frilled one side and bottom, 3 1/2 yards long, fine quality muslin, will wash and give endless wear. Tuesday, per pair 75

Scotch Madras, 49c Yard—Rich Quality Scotch Madras, in plain cream and white, also a few pieces in unfaded colors, 45 to 50 inches wide, no fabric here, more gracefully, or washes and wears better; some pieces are slightly soiled on the edge. Regularly 75c, 85c and \$1.00 yard. Special, Tuesday 49

English Chintzes in a profusion of colors and designs:

English Cretone, 32 inches wide, a table of dainty chintzes at a small price. Tuesday	19
At 85c Yard—A high-class quality of Chintz and Cretone, 30 and 32 inches wide, very dainty designs. Tuesday, per yard 33	33
Chintzes and Cretones, in living-room, dining-room and den colorings, good designs, verdure and conventional patterns, 30 and 32 inches wide. Tuesday, yard 28	28
50-inch Wide Shadow Cloth, \$1.50 Yard—Beaded wide, in all the wanted stripes, laundries, etc., rich, dainty fabrics for summer hangings. Tuesday, yard 1.50	1.50
Double Warp Shadow Cloth, 85c Yard—20 inches wide, no material so effective, guaranteed fast colors, specially adapted for slip covers. Tuesday, yard 85	85
Awning Duck, 55c Yard—Fast colors, 20 inches wide, in all the wanted stripes, in greens, browns, crimson, blue and tan, a very heavy durable quality. Tuesday, yard 55	55
Estimates given at your house by qualified men. Samples submitted on all—Awnings, verandah curtains, window shades, upholstering work, door and window hangings, etc., etc. Call, phone or write Drapery Dept. (Fourth Floor)	49

Knives and Knives and Knives—Pliers, Biscuit Cutters, Crowded Bodies, Wires, etc. in Many Room for of injuries.

ROYAL BANK FOR RENT—We offer for all, only two left. St. George's Bank.

BANNER & CO. Banners—Gates, Bl

PROBS—

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