

CANADA EAGER FOR EMPRESS INQUIRY

Legislators to Authorize Investigation by Royal Commission.

NEW SHIPPING LAWS EXPECTED TO RESULT

Story That Survivor Was Denied Use of Official Wireless Stirrs Premier Borden.

(By Telegram to The Tribune.) Ottawa, June 1.—In the Canadian House of Commons this morning the government took prompt action to provide for a searching inquiry into the disaster which occurred last week off Father Point in the St. Lawrence. It is considering a special bill to provide authority under the Canada shipping act for the investigation by Royal Commission of the sinking of the Empress of Ireland. Present legislation is not regarded as sufficiently broad to provide an investigating board of the character and with the authority to cope with a casualty of this magnitude. The present act allows the government to appoint but one commissioner for a shipping casualty, while the new act provides for the appointment of two or more, one of whom may be nominated by the British government.

Mr. Hazen, in explaining his bill, said that although the Empress of Ireland was of British register, the disaster occurred in Canadian waters and that there was consequently no doubt that it came under Canadian jurisdiction. He said the British Board of Trade had already dispatched Mr. George Vaux to represent it in the inquiry.

Laurier Approves Measures. Sir Wilfrid Laurier approved of the measure and promised to expedite its passage.

"The presence of a British expert on the board," he said, "will add prestige to the inquiry. All are agreed that the knowledge and experience of British shipping men are of the highest character."

Premier Borden announced that he had received a request from Sir Thomas Shaughnessy, head of the Canadian Pacific Railway, for a most searching investigation. It is expected that the bill will receive its third reading to-morrow. At the suggestion of F. B. Carvell, Premier Borden agreed to have investigated a report that the operator of the government wireless on the steamship Lady Evelyn had refused to take from W. J. Hanks, of Ottawa, a dispatch announcing to his family that he was safe, because he was unable to pay in advance, his money being at the bottom of the St. Lawrence.

Mr. Carvell said that if there had been such a refusal it was a piece of brutality which should be severely dealt with. L. P. Pelletier doubted if the report was true, because he had received a message conveying him that the survivors had been treated with every kindness on the Lady Evelyn.

Membership of the Board.

The Royal Commission will be composed of three members. The Canadian members will be Sir Adolphe Bouthier, chief of the Court of Admiralty of Quebec, and Ezekiel McLeod, chief justice and judge of the Admiralty Court of the Province of New Brunswick. The representative of the British government, who will complete the commission, will in all probability be a judge. G. L. Vaux, a member of the British Board of Trade, who is on his way here, is a member of the legal staff of the Canadian Pacific. E. L. Newcombe, Deputy Minister of Justice, will probably have charge of the case for the Canadian government.

While the commission is being organized Captain Lindsay, the wreck commissioner of the government, is carrying on a preliminary investigation, preparing evidence under oath before Captain Lindsay, and officers and members of the Empress and the collier which sent her to the bottom will be examined.

The royal commission will report upon what measures should be taken to make navigation in the waters of the St. Lawrence more secure, and whether there should be a revision of the rules which now govern shipping in that river. It is expected that a set of drastic rules will be prepared and thoroughly enforced.

Montreal, June 1.—The government investigation of the sinking of the Empress of Ireland and the loss of more than 500 souls aboard will be held in Montreal, and will begin on Tuesday, June 2. This announcement was made to-day at the offices of the Canadian Pacific Railway Company, owners of the lost vessel.

Sir Thomas Shaughnessy, head of the Canadian Pacific Railway Company, issued a statement to-day thanking the people at Rimouski and its vicinity for the care and attention they gave to the living and dead that came to them from the company's lost steamship.

BRITISH FUND STARTED Royal Family Gives \$6,000 to Relief of Survivors.

London, June 1.—The King has given \$2,500, the Queen \$1,250, the Prince of Wales \$1,250 and the Queen Mother Alexandra \$1,000 to the Empress of Ireland fund.

Henry B. Irving, brother of Laurence Irving, who was drowned in the wreck of the Empress of Ireland, at the close of a theatrical performance to-night expressed briefly, in behalf of his family, appreciation of the public demonstration of sympathy and affection for Laurence Irving held here and of the American tribute to his greatness and noble end, so characteristic of the man.

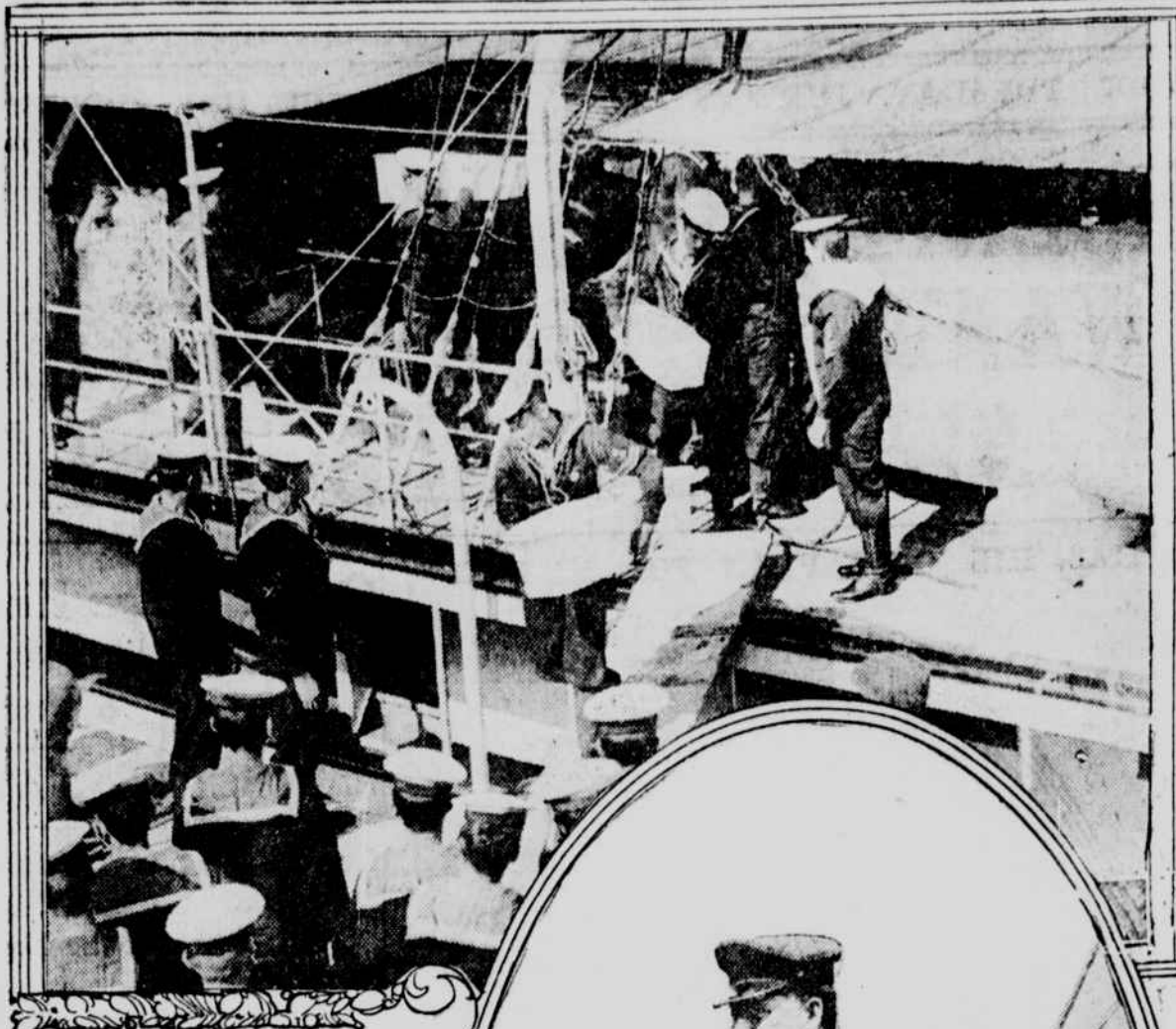
Wilson Sends Sympathy of Nation to King George.

Washington, June 1.—President Wilson to-day sent a message of condolence to King George on the sinking of the Empress of Ireland.

"In the name of your Majesty," the message said, "to accept my deepest sympathy in the appalling catastrophe that has befallen the Empress of Ireland, which has brought bereavement to so many English homes."

Secretary of State Bryan instructed the American Ambassador, Mr. Page, to call at the British Foreign Office and express this government's condolences.

COMING INTO PORT.



CARRYING ASHORE FROM THE LADY GREY THE BODIES OF CHILDREN VICTIMS OF THE EMPRESS OF IRELAND DISASTER.

VICTIM IN COFFIN WITH HIS \$14,000

Continued from page 1

of times on Sunday, but could not call the child his own. When the embalmers had attended to the body this morning and had dressed it for burial Archer was called to the coffin and sobbing pitifully, said: "That is my boy."

Colossus in Tears.

Nyord Zatsky, a Norwegian miner, colossal in build and apparently with the strength of three men, was the most pathetic figure in the morgue to-day. His wife's body probably in the runken Empress and no trace of his two small children among the bodies found, he roamed about the morgue with bare head to-day, peering into coffins for minutes at a time. Suddenly, as if by inspiration, he uttered a groan and threw his great weight on a small white coffin and kissed repeatedly the face of a dead girl, crying: "It is my Vladislavi. I know her now. Give her to me, give her to me, she is mine, mine, and I will have her."

He was told he could have his girl, but would have to give further proof for possession. Like a stag at bay the unfortunate man raised his head and faced those who would ask for further proof. His eyes turned toward another coffin which held the body of his boy Nyord. It was thought the man had lost his mind and was about to claim all the unidentified as his own, but presently his composure returned and he quietly proved the dead children were his own.

Nyord Zatsky spent the remainder of the day beside his dead. Every few minutes the burly Norwegian unscrewed the coffin lid and gently stroked the children's hair and faces. Over and

in charge knew that a constable watched the body of Anderson constantly from the time it was received here until the body was removed to-day. Loose bills of various denominations that had fallen from the clothing at Rimouski were thrust into the bosoms or sleeves of the owners or tucked beside them in the coffins.

Through drafts on the Canadian Bank of Commerce amounting to \$8,000, the body of a young woman was identified to-day as that of Miss Ruth Morton, of Fernie, B. C.

Arrangements were made to-day for a public funeral procession on Wednesday of nine members of the crew of the Empress. An unofficial statement made here to-night says that 1,467 passengers were aboard the Empress when struck by the Storstad, of whom 465 survived.

These figures, which differ from those of the official statement issued at Montreal, were compiled by an agent who had checked up accounts with the Empress's purser from the latter's list. The names of about one hundred passengers taken aboard at Rimouski are not in possession of the officials at Montreal.

Identification More Rapid.

Identification of the dead is proceeding more rapidly than was at first expected. Some of the identifications include the bodies of persons of prominence. They are Sir Henry Seton-Karr, the big game hunter; Dr. E. A. Barlow, a leading geologist, of Canada, and Mrs. W. Leonard Palmer, wife of a London newspaper man. Nearly a score of members of the Salvation Army have been identified among the dead.

The body of Laurence Irving, the English actor, son of Sir Henry Irving, was picked up last night on the west bank of

the St. Lawrence, below Rimouski. This information reached Quebec to-day, and was given out at the office of the Canadian Pacific Railway.

Irving's face was bruised almost beyond recognition. A signet ring with the initials "L. I." on one of his fingers led to the identification. One hand still clutched a piece of cambic, probably torn from the nightdress of his wife, whom he was making desperate efforts to save when they were last seen alive.

Coroner Joliveau of Quebec, who directs the work of identifying the victims, said to-day that bodies not claimed or identified would be held here for a month, after which they will be buried in Quebec.

Finds Ship's Log Book.

Captain E. X. Pouliot of the government vessel Lady Evelyn reported to-day that he recovered the log book of the Empress of Ireland late Friday night while searching for bodies. The book was found in a watertight metal box.

It is supposed that the first officer, whose body was identified here Sunday, leaped with it from the sinking ship, and that when he drowned he loosened his grip on the box, leaving it to drift.

Commander Tweedie, of the British cruiser Essex, which has been aiding in the search for the bodies, declared to-day his belief that it would be impossible to salvage the Empress of Ireland and that the hull of the Empress will have to be blown up with dynamite to prevent it from becoming a menace to navigation.

The services of marine divers of the Essex have been offered to the owners of the Empress. These divers may be used in an effort to recover a part of the valuable cargo and the bodies of some hundreds of persons now believed to be locked in the sunken hull.

The following additional identifications were made here to-day:

- BECKSTEAD, Adjutant, —
- DUNLEVY, Mrs. —
- DUNN, M. L. —
- FAULKNER, Ellen, London, Ont.
- GARNETT, William, Calgary, Alta.
- GUINNESS, Michael, Liverpool.
- HOKOLA, Art., Negeaue, Mich.
- HOWES, M., Birmingham, England.
- HUNT, Miss E. DeV., Castleton, Isle of Man.
- JACKMAN, Franz, Sault Ste. Marie, Mich.
- LOCKIAMS, Lucas, member of crew.
- MAKULA, Tom, Negeaue, Mich.
- MARTIN, Mrs. — Toronto.
- MOIR, Mrs. Charles, Toronto.
- PALMER, Leonard, London, England.
- PRATT, Mrs. L., and child, Toronto.
- RICHARDS, Mrs. George C., Terre Haute, Ind.
- WHITE, Mrs. George, Guelph, Ont.
- ZUPTSKY, Joseph.

A revised list of identified dead, given out to-day at the Canadian Pacific Railway Company's offices in Montreal, contained the following names, in addition to the ones already published:

- BLYTH, Miss, maid to Mrs. F. W. Cullen.
- BRAIME, E., bedroom steward.
- EDWARDS, Cox, Yokohama, Japan.
- HARRIGAN, E.
- HEIKKILA, Matti, Negeaue, Mich.
- HOKOLA, Mrs. Mary, Negeaue, Mich.
- PETERSON, S. J., stewardess.
- PIKERS, E., Lansing, Mich.
- ANNELSON, Earl.

The home of the children of Georg Zue, previously reported to be Winnipeg, is given now as St. Louis.

The following persons, shown on the Salvation Army list of passengers, did not sail:

- BEST, Captain Gilbert.
- CONCOLL, Mrs. F., and child.
- MAISEY, Mrs.
- PEACOCK, E.

Terre Haute, Ind., June 1.—Frank W. Richards, a son of Mr. and Mrs. George C. Richards, who were lost in the sinking of the Empress of Ireland, received a telegram to-day from his brother, George H. Richards, at Quebec, stating that his mother's body had been found and identified. No trace has been found of the bodies of Mr. Richards, Mrs. C. J. Gray, also of this city, or her daughter Mary, the message said.

LINER RIPPED BY COLLIER'S ANCHOR

Bloodstains on Its Flukes Bear Testimony to How Some Met Death.

Montreal, June 1.—The sharp flukes of an anchor projecting from the twisted bow of the Norwegian collier Storstad may explain why that vessel did such terrible execution when she rammed the Empress of Ireland. An examination to-day of the collier's shattered plates revealed the anchor jammed in a position where it must have ripped through the hull of the Empress like a great cannon. The anchor point and portions of the battered steel surrounding it bore stains of blood.

Pilot Nault, who navigated the Storstad up the St. Lawrence from Quebec, said to-day that Captain Anderson told him that Anderson, his first officer, and Pilot Lechance, who brought the Storstad from Father Point to Quebec, were on the bridge at the time of the collision.

"On the way up the river," said Nault, "an examination was made to ascertain the extent of the damage done to the Storstad. As far as we could learn twenty plates forward had been sprung, but from there aft the ship was undamaged. At Quebec the Storstad took in so much water that we were obliged to flood the after compartments in order to keep the ship's bow up. There was no water in the hold of the Storstad."

"Captain Anderson is deeply grieved over the tragedy. Several times during the trip from Quebec I came upon him

SWIMMING, HE SAW LINER TAKE PLUNGE

Salvationist Tells How Comrades Met Death in Canadian Waters.

Tidings of the Canadian members of the Salvation Army who were passengers on the Empress of Ireland were brought here yesterday by Kenneth McIntyre, one of the survivors and son of the local commander of the organization. Mr. McIntyre addressed an audience most of whom were members of the Salvation Army in the 14th st. headquarters yesterday noon. He was pale and shaken from his experience and spoke in a low tone. His talk lasted about twenty minutes. Then he set out to engage passage on a ship that would get him to London in time for the Salvation Army conference, which will begin on June 11. It was said at the local office of the Canadian Pacific Railway that if the young man applied there his passage on any line that he might prefer would be facilitated.

TWO LIFEBOATS PICKED UP EMPTY

Suddenness of Empress' Sinking Shown by Failure of Their Purpose.

(By Telegram to The Tribune.) Father Point, Quebec, June 1.—Two empty boats belonging to the lost Empress of Ireland were picked up by the steamship Gramplan last evening, twenty-five miles below here. An automobile patrol has been established all along the coast by special sworn constables in every village, and complete communication has been made available day and night by telegraph and telephone. A gas buoy has been placed to mark the wreck.

Perfect soundings establish that she lies in twenty fathoms of water. On top of the ship the least water found was ten fathoms. The distance from Father Point to the wreck is seven miles. The disaster took place three and a half miles from shore. Bubbles are still constantly ascending over the whole length of the ship from the air confined in her. The bottom on which she lies is soft clay.

Mr. Whiteside, manager of the Marconi Company; Mr. McWilliams, manager of the Great Northwestern Telegraph Company and steamship agent here, and Captain Belanger, master of the steamer Eureka, the first three persons to hear the memorable "S O S" and all of whom acted on it by rushing all the help possible, have left for Montreal to attend the investigation there on Tuesday morning.

Captain Belanger and his ship Eureka figured largely in the arrest of Dr. Crippen on the steamship Montrose, which Captain Kendall then commanded. It was Captain Belanger's costume that Detective Dew wore to impersonate the pilot when he arrested Crippen. Mr. Savary, civil engineer, in command of the Canadian government hydrographic survey, had his ship, the Cartier, anchor over the fatal spot last night and held vigil as a lightship in the emergency until the gas buoy could be placed.

Rimouski, June 1.—Several tugs and launches chartered by the Canadian Pacific Railway Company to-day began a systematic search of the St. Lawrence River in an effort to recover more of the Empress of Ireland's dead.

One or more launches remained directly over the spot where the shattered hull lies, three miles off shore, waiting for the bodies of some of the victims to come to the surface of the water.

BULLET REVEALS MARRIAGE

Woman Shows Mother Wounded Hand and Wedding Ring.

A stray bullet, presumably fired by a hunter, wounded Miss Pauline Dorsett, twenty, of Kent, Putnam County, in the left hand, as she was walking through a patch of woods to-day, and revealed that she was secretly married seven weeks ago to Donald Gregory, of Storm King.

When she showed the wound to her mother, Mrs. Hugh Dorsett, the latter espied the wedding ring. Miss Dorsett then admitted that while staying with her aunt in Chapinville she had eloped to Boardman with Gregory, and that they had been married by the Rev. William Baird.

SENATE SAYS BUILD SHIP AT BROOKLYN

Votes to Construct One Vessel at Government Navy Yard.

Washington, June 1.—By a vote of 40 to 15 the Senate adopted to-day an amendment to the naval appropriation bill offered by Senator O'Gorman providing that one of the battleships authorized by the pending measure shall be built at a government navy yard.

By a vote of 44 to 12 an amendment providing for the equipping of another yard in addition to the New York navy yard for building battleships was rejected. The O'Gorman amendment makes it certain, if the House does not interpose an objection, that one of the battleships will be built at Brooklyn.

Because the keel of the new battleship cannot be laid at Brooklyn before January the Secretary of the Navy preferred to have full authority to decide whether one should be built there or at a private plant. Some of the Southern Senators desired to have the government transfer some of its battleship facilities at the South, but the lack of facilities at the navy yards outside of New York stood in the way of their plans.

Woman Survivor Found

Craved by Suffering. Rimouski, June 1.—A woman, apparently a Swede, was found wandering nude to-day near Rimouski. She was dazed and incoherent, unable to give an account of herself. It is believed that she is a survivor of the wreck of the Empress of Ireland who made her way to land on a piece of wreckage and was driven insane by suffering.

CAPTAIN'S WIFE WAS ON STORSTAD

Mrs. Andersen by Husband's Side in the Minutes Succeeding the Collision.

Montreal, June 1.—Mrs. Andersen, wife of the captain of the Storstad, told her story to-day. She apologized for receiving the newspaper men in a blue cotton dress and explained that she had given all her other clothes to the survivors.

She said that the captain was called from his bed on Friday night by the mate because it was foggy. Soon after her husband called her to come on deck, and while she was dressing the collision took place.

"I ran up on the bridge where Captain Anderson was," said Mrs. Andersen. "Everything was dark and quiet. There was no excitement among the crew and I was cool. I stayed on the bridge and I asked Captain Andersen: "'Are we going to sink?'"

"I think so, he answered. "I couldn't cry, although I felt like it. I said to myself, my place is here and I will die with my husband."

"Captain Andersen told me he was trying to keep the Storstad in the hole and that if the liner had not been speeding they would have stopped together for a time at least. My husband ordered two of the officers to go forward to the bow and see if there was any water pouring in."

"Again I asked him if we were going down. He answered, 'I can't tell yet.' He said he thought the Empress was all right."

"I think it was five minutes later that I heard screams and cries. I shouted to my husband: 'Oh, they are calling.' At first it seemed as if the cries were coming from shore. The captain gave orders to go in that direction and proceeded very slowly. Everywhere around me now I could hear screams. My husband gave orders to send out all the lifeboats. That could not have been ten minutes after the vessels had collided."

"I gave all I had to the rescued passengers and have only what I am standing up in. My husband gave two suits and other clothes away."

"The first woman to come on board was a Salvation Army member, clad only in her night dress. When she was brought into the cabin she ran to me and, putting her arms around my neck, said, 'God bless you, angel! If you had not been here we should have gone to the bottom.'"

As the rescued passengers were brought on board Mrs. Andersen went among them with stimulants. All the cabins were packed with shivering survivors, in scanty attire.

JUNE CALLS BRIDES-ELECT

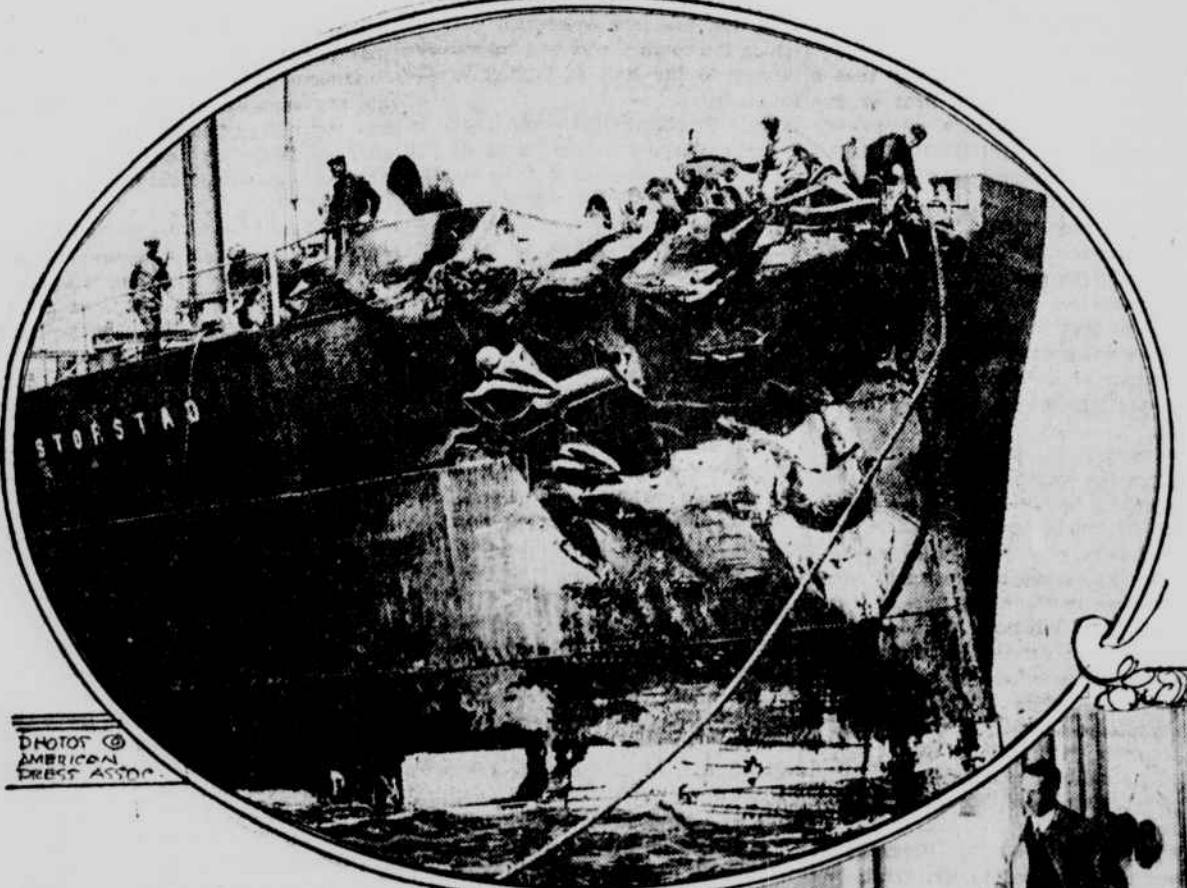
310 Licenses on First Day Breaks City Hall Record.

June lived up to its name, "the month of weddings," yesterday. All records were broken at the marriage license bureau in City Hall when Clerk Scully, at the end of the day, counted up 310 licenses he had issued.

In Brooklyn more than 100 were obtained. The best previous record for Manhattan was made a year ago, when 142 licenses were issued at City Hall in one day.

Seek Clemency for Dynamiters. (From The Tribune Bureau.) Washington, June 1.—E. N. Zoline, accompanied by Representative Sabath, of Illinois, presented to President Wilson to-day petitions with 100,000 signatures appealing for executive clemency for Frank Ryan and twenty-nine others, international bridge and structural iron workers' Union, convicted of dynamiting Senator Hughes, Gorman and Keating in a conspiracy to defame the president.

THE DAMAGED BOW OF THE COLLIER STORSTAD.

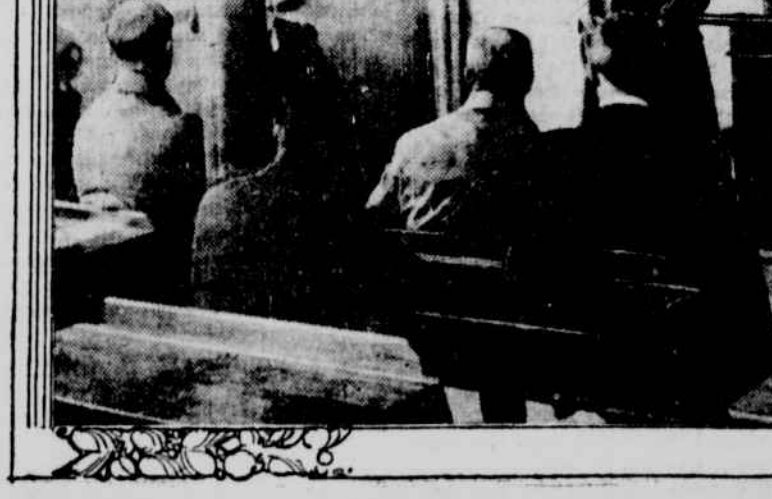


over he arranged their shrouds, each time putting back the lid as he had found it. Late to-night he was induced to leave the morgue.

Honesty Triumphant.

Honesty in its fullest sense has been the watchword of all who have handled the bodies at this port and at Rimouski. Reports of thefts from the person and clothing of victims gained little credence here. Rings were plentiful on the fingers of the dead passengers, and it was not until the bodies were stripped to-day for emblaming that valuables in the clothing were removed.

In a belt taken from the body of Albert Anderson, of London, England, was \$14,000 in drafts and English bank notes. As hundreds of persons lingered by the coffin on Sunday, no one but the steamship officials and the police



CAPTAIN KENDALL TESTIFYING AT THE CORONER'S INQUIRY AT RIMOUSKI.