



BARONESS KALINOWSKI

tempted to Keep Storstad Ahead.

Investigation of Sinking of the Empress to Be Held in Montreal.

Woman Relates Graphic Description of St. Lawrence Collision.

Montreal, June 1.—The government investigation of the sinking of the Empress of Ireland will be held in Montreal and will begin on June 9. This announcement was made today at the office of the Canadian Pacific Company, owners of the lost vessel. The investigation will be conducted by a board composed of two judges of the Canadian admiralty, to be appointed by the Dominion Government and one representative of the British admiralty appointed by the Imperial Government.

A preliminary enquiry for the purpose of getting together the necessary witnesses and procuring their statements is being held in Montreal today under Captain Lindsay, Dominion wreck commissioner. Captain Lindsay stated that although he had not got into touch with the witnesses at that hour, he knew the majority of them were in Montreal and that he would open the enquiry here today in private.

Now Preparing Way.
"We are merely preparing the way for the inquiry proper," he said, "and eliminating those witnesses whose evidence can have no bearing on the case. This will clear the way for later proceedings."

Pending the full investigation into the disaster little can be learned to throw light on the cause of the tragedy. Captain Kendall's statement has been offset by that of Captain Anderson and the members of his crew, and until evidence is given on both sides before competent authority, it will be impossible to say which of the two was at fault.

Mrs. Andersen, wife of the captain of the Storstad, told her story today. She said the captain was called from his bed Friday night by the mate because it was foggy. Her husband called her to come on deck, and while she was dressing the collision took place.

"I ran up to the bridge where Captain Andersen was," said Mrs. Andersen. "Everything was quiet and dark. There was no excitement among the crew and I was cool. I stayed on the bridge and 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."

Says Liner Was Speeding.
"Captain Andersen told me he was trying to keep the Storstad in the hole and 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 to the bow and sea if there was any water pouring in."

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

"I think it was five minutes later I heard screams and cries and 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 I could hear screams. My husband gave orders to send out all the lifeboats and that could not have been ten minutes after the vessels had collided.

"I gave all I had to the passengers and have only what I am standing up in. My husband gave two suits and other clothing away. The first woman to come aboard was a Salvation Army member, clad only in her nightdress. 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 hadn't been here we would have gone to the bottom.'"

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

FORCED AWAY FROM BOAT, HE DECLARES

Winnipeg Youth Thinks His Mother Might Have Been Saved.

Montreal, June 1.—Cedric Gallagher of Winnipeg, a youth who is returning to Winnipeg with his mother's body, charges that when his mother attempted to enter a lifeboat a sailor forced her away and the two leaped into the water together, hand in hand. There they were separated, but he caught sight of her caught in the rigging of the mainmast. As he swam towards her the liner sank and Mrs. Gallagher was carried down. Young Gallagher insisted on remaining in the baggage car with the casket in which his mother lay on the trip from Quebec to this city.



Sir Arthur Conan Doyle, Lady Doyle and William J. Burns, photographed on the Olympic on their arrival at New York, a few days ago, Sir Arthur and his wife plan to spend a few weeks camping in Jasper Park, British Columbia.

THREE MEN KILLED ON P. G. E. RAILWAY

Laborers Working Over Missed Hole Lose Their Lives When Explosion Occurred.

Bodies Have Been Brought to the City for Inquest.

While working over a missed hole on Pacific Great Eastern Railway construction near Green Lake on the Cheakamus section, north of Squamish, last Friday afternoon, three Russian laborers lost their lives and another was injured.

One man, C. Iskl, was instantly killed, another, K. Kantefryv, died 40 minutes after the explosion and the third man, K. Jaretzki, lingered for twelve hours in the hospital maintained by the contractors at Camp No. 1 at Cheakamus. The fourth man is expected to recover, it is stated.

The bodies of the three men were brought down to the city yesterday in charge of the provincial police. It is understood that an inquest will be held this afternoon at Harron Bros., where the bodies now lie.

A "missed hole" is a blasting hole where the powder charge has originally failed to go off.

TWO MORE ADDED TO NAMES ON DEATH LIST

Mr. J. H. Clark, Keefer Street, Believes His Wife and Son Were on Empress.

It is feared that two more names will have to be added to the list of those from Vancouver who perished on the ill-fated Empress of Ireland when she sank in the St. Lawrence last Friday. Mr. J. H. Clark, of 1149 Keefer street, called at the office of The Province this morning to enquire whether the names of his wife, Helen, and his son, Thomas, appeared on the revised lists.

They were passengers on the vessel when she sailed from Quebec, he is convinced, but their names have not been shown on any of the lists, either of those saved or unaccounted for. Mr. Clark, junior, was a bricklayer by trade and was a sergeant in the Irish Fusiliers. He and his mother were on route to Exham-on-Tyne, near Newcastle, to spend a holiday in their old home. The son was unmarried.

Constable Duffy of the Vancouver police force left for Quebec on Saturday to identify the body of his wife, who was drowned when the vessel went down. It is now believed that Mr. Ralph Spooner, Gartley road, South Vancouver, was not saved, as first reported. The only Spooner so far reported saved is R. P. Spooner, thought to be in Toronto.

AWFUL NIGHT, SAYS CAPTAIN POULIOT

Master of the Steamer Lady Evelyn Tells of Work of Rescue.

Has Received Instructions to Keep Up the Search for Bodies.

Ottawa, June 1.—Captain Pouliot of the government steamer Lady Evelyn, which has been engaged in the work of rescuing survivors from the Empress of Ireland, has been instructed to carry on assiduously the more ghastly task of recovering the bodies of those who perished.

"Do not wait for instructions," Hon. L. P. Pelletier wired on Saturday. "Continue to use your own judgment and never mind expense or trouble. Report from time to time by wire. I have a report from Matane that many dead bodies are on and off the coast. Start at once to pick them up as fast as you can."

The following graphic letter was received yesterday from Captain Pouliot, giving details of the work so far done by the Lady Evelyn:

"Weather permitting will leave tomorrow morning to search for the bodies from the Empress of Ireland. I have landed 237 people alive and have given almost all the ship's linen to cover their nude or partly nude bodies. The crew have also given part of their clothes. I have also picked up 137 bodies in the water, men, women and children, but mostly women. I have turned over all the capsize lifeboats to look for bodies. Found two under one boat. We left two new boats along the wreckage to pick up anyone while we went to land passengers who badly needed a doctor's care. I patrolled the place until dark on Friday and went back on Saturday and today. I have also put a small buoy on the wreck with a Jack and have taken soundings over and around it. The Druid put a gas buoy out today."

"It was an awful night," the message concludes, "the like of which I hope I will never witness again. I will do all possible to recover the bodies."

HINDU ENQUIRY CONVENES

Immigration Court Opened Proceedings at Noon Today.

The immigration court of inquiry into the status of the Hindu passengers on the Komogata Maru convened at the departmental headquarters at noon today. Superintendent of Immigration Malcolm R. J. Reid presided and with him were associated Assistant Superintendent Howard and Inspector Elliot. The immigration department was represented legally by Mr. W. H. D. Ladner and Mr. A. King. The Hindus were represented by Mr. J. Edward Bird. The proceedings were private.

LAURENCE IRVING'S BODY RECOVERED

Piece of His Wife's Night-dress in the Actor's Dead Grip.

Rimouski, June 1.—The body of Laurence Irving, the actor, was picked up on the west shore of the St. Lawrence, below Rimouski, last evening, and information was given to the C. P. R. officials here this morning. His face was badly bruised and hardly recognizable, but on his finger was a signet ring with the initials L. I. He had a piece of a woman's night dress in his dead grip, and it was evidently Mrs. Irving's, because, when last seen alive the distinguished actor was making a desperate effort to save his wife. It was through his brave efforts to save her life that he lost his own.

NUMBER OF DEAD NOT YET CERTAIN

Total of Those Who Perished in Empress May Never Be Known.

Montreal, June 1.—It is doubtful if the exact number of dead in the Empress disaster will be ever known. This morning a special effort was made to secure an authenticated list from the C. P. R., but the officials were unable to even give an approximate number of the dead. According to the official statement there were 1357 passengers, made up as follows: First, 87; second, 153; third, 714; crew, 413. C. P. R. officials state that the number of known survivors is 37 first-class, 35 second-class, 210 in the crew, with the number in the third-class uncertain. Published names as to the known saved differ considerably from the figures given out by the C. P. R. The latest available list puts the number of known saved at, in the first class, 17; second-class, 59; third-class, 197, and in the crew 219. There is grave reason to believe, however, that among the 197 names given as being saved in the third-class are many of the crew and possibly even of second-class passengers.

Winters Couple Rearrested.

Newcastle, Ind., June 1.—Dr. W. A. Winters and Mrs. Bird Winters, his wife, and W. H. Cooper, boarder at the Winters home at the time Catherine Winters, nine years old, disappeared March 20, 1913, were rearrested today charged with conspiracy to commit murder and burn the body of Catherine Winters. Dr. and Mrs. Winters obtained their release on bonds of \$1000 each. Cooper already was in jail in default of bonds.

VANCOUVER WINS DEADMAN'S ISLAND

Judgment Given in Famous Case by Mr. Justice Cassels.

Deed Executed by Sir Frederick Borden Is Declared to Be Void.

Ottawa, June 1.—The Exchequer Court this morning gave out its judgment in the Deadman's Island case argued on Tuesday last. As expected, Justice Cassels has decided in favor of the contentions of the City of Vancouver and the department of Justice. His judgment finds that the deed executed by Sir Frederick Borden in 1881 purporting to give perpetual rights in the island to Theodore Ludgate and his associates to have been void from the start and therefore null and void. The Vancouver Lumber Company have to pay the costs of the crown in the action.

EMPRESS LOG-BOOK HAS BEEN FOUND

Picked Up in Watertight Metal Box by the Lady Evelyn.

Quebec, June 1.—Captain E. Pouliot of the government steamer Lady Evelyn reported today that he recovered the log book of the Empress of Ireland and late Friday night while searching for bodies. The book was found in a watertight metal box.

This morning's train brought W. H. Atherton, secretary of the Catholic Sailors' Club of Montreal and Ritchie Bell, manager of the Montreal Sailors' Institute to aid the engaged in the uphill task of identification. They came with Mr. Andrew A. Allen, president of the Shipper's Federation. Both men have wide circles of acquaintances among sailors entering Canadian ports, and Atherton was able to identify two sailors immediately. The work of preparing the bodies for burial is being carried out as rapidly as possible in an enclosed portion of the shed. No announcement has as yet been made by the C. P. R. officials with regard to a public funeral. It will of course be deferred as long as possible in the hope that the greatest number of identifications may be made. It will have to be held without much delay, however.