

NATIONS ASTIR  
NEW WONDER TRAIN

Great Speed Car, Already Described  
Proves, Prove Inventor No Dreamer,  
Recovered New Mysterious Force.

question, a convincing case against every  
argument, and the naval experts freely  
admitted that Mr. Bachelet had made a  
deeply interesting discovery and one that  
promised great things.

They were particularly attracted by Mr.  
Bachelet's passenger carrying model,  
which, unlike the mail and parcel carry-  
ing train, is not intended to be propelled  
by "solenoid" pulling magnets, but by an  
ordinary air propeller and motor. They  
asked many questions concerning the ap-  
plication of the system to the launching  
of aeroplanes from the deck of a battle  
ship.

"Aeroplanes would have to have an alu-  
minium surface underneath in order to be  
raised by this system," said Admiral Sir  
Henry Jackson, and Mr. Bachelet agreed.  
(It is the resistance offered to the mag-  
netic influence by the aluminium under-  
body of the flying train that raises it in  
the air.)

ANCE IN SUBMARINES  
WITH EXPERIENCE

have become available for ocean-going  
work.

Death of Little  
Nell Removes  
Dickens Link

Passing of Mrs. Tice in London Re-  
calls the Novelist and His  
Many Haunts.

(Special Dispatch.)  
London, May 30.

THE death of Mrs. Tice, the little  
lady who claimed to be the original  
of Little Nell in "The Old Curiosity  
Shop," removes another link with  
Dickens.

Some links time will find it very diffi-  
cult to remove. Every time a Londoner  
walks along Fleet street the sight of  
St. Dunstan's tower may remind him of  
Trotty Beck and his exquisite dinner  
trips, and the message of the bells. And  
while nearly all of the unwholesome  
slums east of Chancery lane that figure  
so largely in "Bleak House" have been  
swept away, the water still goes splash-  
ing on in Fountain court as it splashed  
when Ruth was waiting there for Tom.

Dickens' own abode in Doughty street,  
Devonshire terrace and Tavistock square  
still stand to the joy and satisfaction of  
those who can see, or think they can see,  
in the streets surrounding those houses  
the originals of many of his most famous  
passages. To many it is a source of per-  
petual interest to speculate which of the  
streets in Bloomsbury it was that Dickens  
had in his mind when he described those  
wonderful Christmas scenes, those heart-  
warming, glowing scenes of happiness  
through which Scrooge's clerk passed on  
his way home to Tiny Tim.

But while houses and churches and  
streets to a large extent remain the same,  
the persons who formed the models for  
Dickens' characters must now, with the  
death of Mrs. Tice, be totally extinct.  
There can be no one now who remembers  
Dickens' own father, the original of Mr.  
Micawber, who was constantly urged by  
Mrs. Micawber, Dickens' mother, to "throw  
down the gauntlet to society."  
Leigh Hunt, the model of Harold Skim-  
pole, seems already to belong to the dead  
classic past. Mrs. Gamp had her repre-  
sentative all over London before "The  
dark corner of English civilization. Now  
one would search in vain for a model of  
that lady-in-England. A few might still  
be found on the west coast of Ireland.

KAISER'S BROTHER  
AS FILM AUTHOR  
(Special Dispatch.)  
Berlin, May 30.

THE lure of cinematograph play-  
writing has at last seized upon a  
royal personage, and Berliners will  
very shortly be able to see a film for  
the "muse in action" at which Prince  
Henry of Prussia, the Kaiser's brother, is  
responsible.

The film is called "Faithful as Far as  
the Swimming Bath" and is of a hu-  
morous character—as may be deduced  
from the title. It was taken on board  
the "Princess's Journey" to So-

70 Columns

BRANTFORD DAILY COURIER

FIRST  
NEWS SECTION

FORTY-FOURTH YEAR

BRANTFORD, CANADA, MONDAY, JUNE 1, 1914

ONE CENT

DREADFUL TRAGEDY  
HITS BRANT HARD

Today's Despatches Simply Con-  
firm the Worst—No Brantford  
Bodies Identified as Yet—Tri-  
butes Paid in the Churches.

Out of a total of 29, Brantford  
and Paris to-day mourn the loss  
of all but two who departed on  
the Empress of Ireland. Sunday  
despatches and those to-day only  
confirm the worst intelligence.

The two saved were Philip Law-  
lor and his son Herbert. Brant-  
ford women and children perished  
with the great majority of the  
passengers of the big liner. Al-  
though six Brantfordites, rela-  
tives of those lost in the deep, are  
now at Quebec with the view of  
identifying Brantford bodies, no  
identifications had been estab-  
lished by them up to this afternoon.

Among those who left Brantford  
for the scene of the wreck were  
the following: E. White, W. E. Day,  
Samuel B. Howell, A. Hobbs, Albert J.  
Griffin and Albert J. Griffin and  
Herbert Tarry. The party left on the  
6:45 T. H. & B. train Saturday  
evening, arriving at Montreal on  
Sunday morning.

Touching references were made  
in all the local churches on Sun-  
day in reference to the terrible  
disaster. At the St. John's Roman  
Catholic church, an especially large  
audience, and the services proved  
most impressive.

On Saturday afternoon a telegram  
was received at the street  
railway office from Mr. John  
Steele, whose wife, two children  
and sister sailed on the Empress  
of Ireland. The message read:  
"It looks like the worst," thus  
confirming the report that all had  
been lost.

Mayor Spence announced this  
morning that the city is prepared  
in any way possible to assist the  
stricken ones. In this connection  
the C.P.R. has already come forward  
and are carrying relatives gratis  
to the scene of the wreck.

Meeting Saturday Night.  
Owing probably to the short notice  
given, the meeting called on Saturday  
evening of the relatives of those  
lost, for the purpose of having rep-  
resentatives go to Quebec and assist  
in identifying Brantford bodies was  
only attended by a few. The C. P. R.  
having promised transportation to re-  
latives also, doubtless, negated the

BRAVE WOMAN  
Wife of Captain Andersen  
Decided to Die With  
Husband.

(Special to Courier.)  
MONTREAL, June 1.—Mrs. An-  
derson, wife of the captain of the  
Storstad, gave her story to the re-  
porters to-day. She apologized for  
receiving them 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 by the mate because it  
was foggy.

Mrs. Anderson said her husband  
called her on deck, and while she  
was dressing the collision took place.  
Continuing Mrs. Anderson said:  
"I said to myself something has  
happened and ran up to the bridge  
where Captain Andersen was. Every-  
thing 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

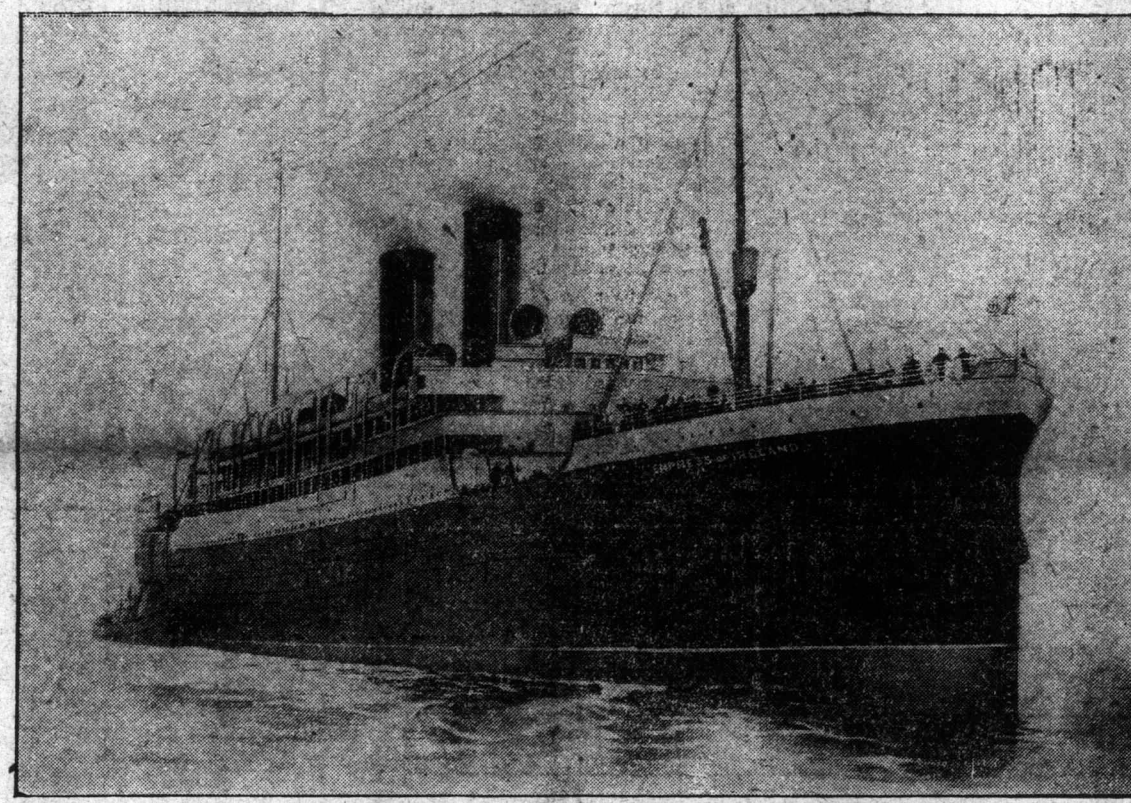
How Fred Rutherford  
Met His Fate Friday

(Special to Courier.)  
MONTREAL, June 1.—Among the  
passengers on the Empress of Ireland  
was Frederick J. Rutherford, living at  
100 Chonedy street. Mr. Rutherford  
was silk buyer for James J. Ogilvy and  
Sons. He had made arrangements for  
a business trip several weeks ago,  
having booked his passage on the  
Steamship Baltic, sailing this morning,  
but cancelled this to accompany  
friend, Mr. Hirschheimer, of Montreal  
who was sailing for England on the  
Empress to close some business trans-

sactions. Both Mr. Rutherford and  
his friend, occupied staterooms near  
the smoking compartments in the  
section which suffered badly from  
the collision. Being in this position their  
chances of escape were very slight.  
When news of the disaster reached  
Mrs. Rutherford, she became danger-  
ously ill and was taken to the home  
of friends at 63 Stayer street, West-  
mount.

Mr. Rutherford was formerly em-  
ployed by T. C. Watkins of Hamilton,  
Ontario. He was a brother of Charles  
and William Rutherford of this city.

The Ill Fated Steamer, "Empress of Ireland"



Captains Conflict In Their  
Statements Of Shipwreck

Latest Phase of Disaster is Now One of Responsibility—Captain Kendall Lays Blame on the Col-  
lier—Details Over the Wire Concerning  
Cause of the Accident.

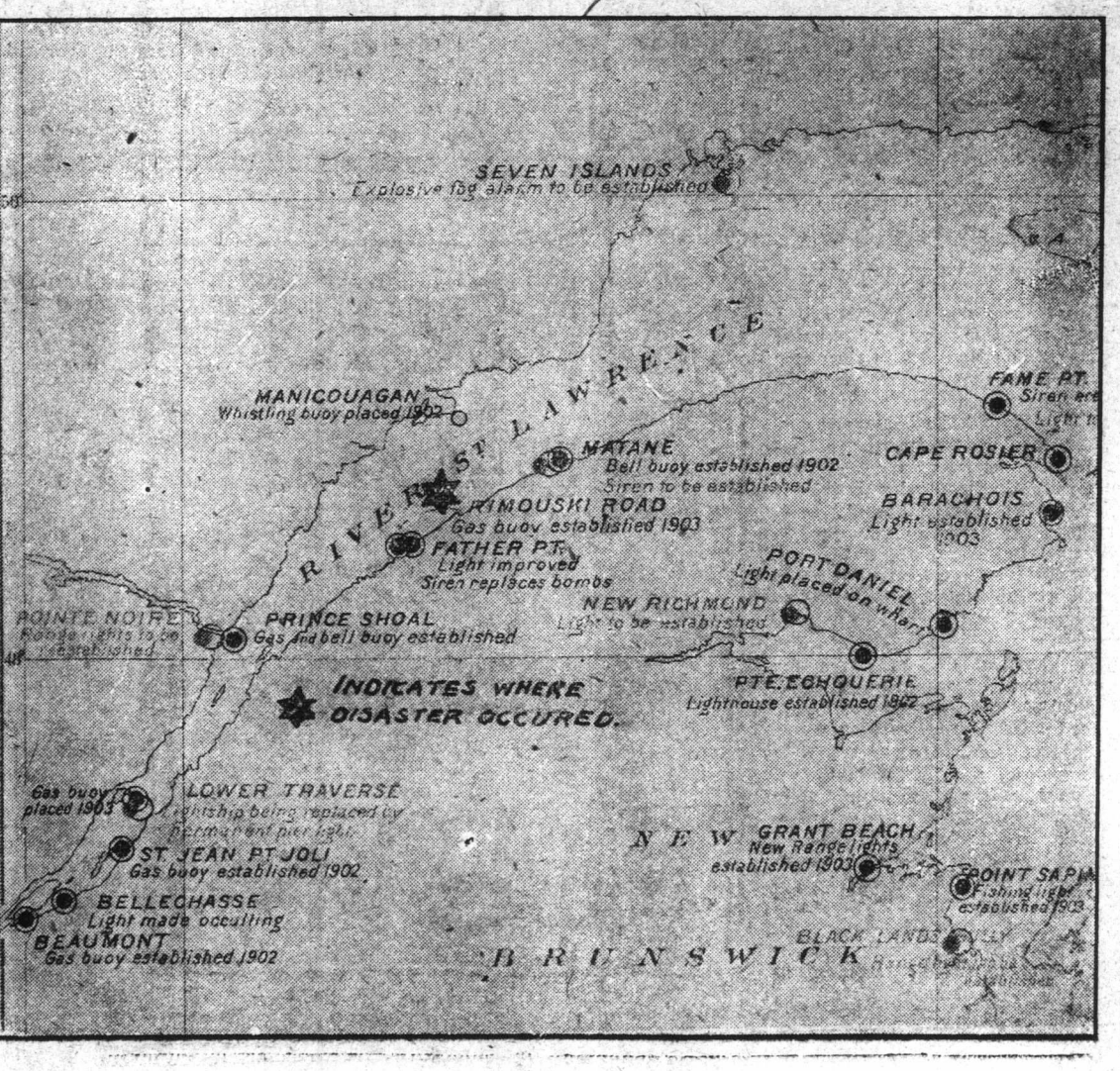
(Special Wire to the Courier.)  
MONTREAL, June 1.—Marine au-  
thorities were busy this morning dis-  
gusting the statements of Captain  
Kendall of the lost liner Empress of  
Ireland, and Captain Anderson of the  
Collier Storstad which rammed her.  
In brief the contentions of the two are  
as follows:

Boats Were Lowered.  
While none of the men on board the  
Storstad will give extended narratives  
of the disaster because they have been  
warned not to do so, it was gathered  
that a moment before the impact the  
engine room of the Storstad was or-  
dered to go astern. Sailors say that  
four boats were lowered immediately  
after the collision, which made the  
way to the scene of the wreck and  
picked up as many living as could be  
helped by the little craft. They were  
all loaded down to their utmost ca-  
pacity and only very careful handling  
prevented them from overturning. A  
second possible was made on the trips  
to and from the Storstad, the living  
always being picked up first.

Pilot Talks.  
It was not until he had landed from  
the Storstad that Pilot Nault, the man  
who navigated up the St. Lawrence  
from Quebec would make any state-

(Continued on Page Two)

Map Showing Where Empress of Ireland  
Was Rammed and Wrecked by Storstad



SEVEN ISLANDS  
Explosive fog alarm to be established

IDENTIFICATION WAS  
A SORRY EXPERIENCE

Pathetic Scenes at Quebec Where  
Rows of Coffins Containing What  
the Sea Had Given Up Were  
Found—Children Recovered.

(Special Wire to the Courier.)  
QUEBEC, June 1.—Up to midnight  
last night forty-eight of the victims  
of the collision between the Empress  
of Ireland and the collier Storstad  
had been identified. The work of iden-  
tification is very difficult.

Stretched in three rows in a low  
ceiling pier shed are 188 black, brown  
and white pine coffins containing 188  
bodies, less than one-fifth of the vic-  
tims of the collision between the Em-  
press of Ireland and the collier Stors-  
tad.

Twenty-five of these coffins, cover-  
ed with white satin and snuggled ir-  
regularly together, contained bodies  
of babies.

At the heads of these forty lines of  
coffins stood lines of men and wo-  
men, many of them survivor's looking  
for relatives and friends. Each coffin  
lid was lifted by one of the searchers,  
while others crowded close to get a  
glimpse of the body in that coffin.

The line is constantly moving. One  
lid would be dropped with a low-toned  
"No," and the searcher would raise  
the lid of the next coffin.

Suddenly a low moan of a man or  
the muffled scream of a woman broke  
the silence, "Oh, Mary, my husband,"  
or some name of endearment was ut-  
tered.

A stalwart man bent forward and  
kissed the gashed forehead of his  
wife—it is remarkable how many  
heads were cut or bruised.

A woman would fall fainting on the  
lid of the coffin she had just raised.  
Thus it went on all day long until 48  
bodies were identified.

A man would find the bodies of his  
wife and children. A woman would  
identify the body of her husband. In  
the hunt for bodies of the victims  
there was no distinction of class.

Every person, whether finely dressed  
or roughly clad took their turn in the  
line that moved constantly from soft-  
fin, but the great majority of persons  
were disappointed in their hunt for  
relatives. At times a frantic man  
would hurry from coffin to coffin,  
looking over the shoulders of per-  
sons near it and trying to satisfy him-  
self by a quick glance that the victim  
was not the loved one he sought.

Toronto Man's Experience.  
The most pathetic is the experience  
of F. W. Cullen, a buyer for the T.  
Eaton Company of Toronto, who had  
sent his wife, two children and a maid,

Jennie Blythe, on the Empress for a  
summer trip to England. The maid  
alone survived.

Cullen ran from one coffin to an-  
other looking for his wife, but in  
vain. Then he turned to gaze on the  
25 coffins of children. He quickly  
found the body of his daughter,  
Maude, 6 years old. The hunt among  
the babies, ranging from 12 months  
to three years then went on. Some  
of the babies lying in the coffins look-  
ed as if they were asleep, with their  
hair curled or ruffled by a light  
breeze. Others had bruised foreheads,  
suggesting vividly how they had been  
hurled against stanchion or the side  
of the cabins before the water came  
upon them. The legs and arms of  
others were cut and bruised terribly.

Upon the little ones Cullen gazed, and  
finally picked out one baby with  
blonde hair that curled in a wavy  
manner. He turned to Canon Scott,  
rector of St. Matthew's Episcopal  
Church, and said:  
"That is my boy." Then Cullen  
turned again to search for his wife.  
Scarcely had he turned away than T.  
H. Archer of Saskatchewan, who had  
lost a wife and baby in the wreck, and  
had escaped himself, began to study  
the faces of the babies. He had found  
the body of a woman that he sup-  
posed to be his wife. He came upon  
the body of the child marked No. 118,  
which had been identified only a few  
minutes before by Cullen as the body  
of his baby. Archer insisted that the  
boy was his own child. The two men  
were brought together by Canon  
Scott. Both were gracious and af-  
fable and both consented to "bury  
the features of the face again. A  
police officer lifted up the coffin in  
his arms, and he held it while the two  
men scanned the face of the child.  
Cullen could not decide and he said  
he would go and get the maid.

The maids after a quick glance,  
agreed that the baby belonged to  
Cullen. Then came a deadlock. Both  
bereaved father clung to the belief  
that the child was his.

Someone suggested that the deci-  
sion be left to Mayor Brouin, of Que-  
bec, to whom each father presented  
what he considered proof that the  
child belonged to him. The Mayor  
finally awarded the baby to Cullen.

Both the Cullen children were  
placed in boxes and forwarded to  
Toronto Sunday night.

Memorial  
Service Here

A memorial service for the  
victims of the Empress of Ire-  
land will be held next Sunday,  
and arrangements are now un-  
der way. The memorial will be  
under the auspices of the Salva-  
tion Army, and will probably be  
held in the armories. The Min-  
isterial Alliance, it is un-  
derstood, is being asked to name  
representatives to deliver ora-  
tions at the memorial.

MAJOR LEONARD  
DESIRES TO QUIT

And Government Will Re-  
Arrange Handling of  
G.T.P.

A despatch to the Toronto Globe  
from Ottawa says: The Government  
has decided to dispense with the  
services of Major R. W. Leonard, Chair-  
man of the National Transcontinental  
Commission and to turn the work of  
the Commission over to the Railways  
and Canals department, to be han-  
dled direct by the Minister. Legis-  
lation authorizing the change will be  
passed before prorogation.

It is stated that Major Leonard de-  
sires to retire and that the transfer  
of the work of the commission to the  
direct control of the Department of  
Railways had been urged for some  
time by various interests. It is pos-  
sible that General Manager Gutelius  
of the Intercolonial, will be put in  
charge, under the Minister, of the  
entire system of Government rail-  
ways, including the Hudson Bay rail-  
way and the National Transcontinen-  
tal.

The fourth fire of apparently in-  
cidental origin within a few weeks  
at Listowel damaged J. C. Hays and  
Sons' tile plant to the extent of \$5,600.

LEGAL CASES  
STRUCK OFF

Not One Obstacle in Way  
of Brantford's Posses-  
sion of Railway.

(Special Wire to the Courier.)  
TORONTO, Ont., June 1.—The ar-  
ray of counsel was warlike enough  
when the old time line-up confront-  
ed the Second Appellate Division at  
Osgoode Hall this morning in the  
ancient struggle over the Brantford  
and Grand Valley Railways, but while  
the sapient batteries were there, a  
flash in the pan constituted the gun-  
nery.

City Solicitor Henderson represent-  
ed Brantford, J. A. Paterson, K.C.,  
appeared for the National Trust and  
J. Grayson Smith was spokesman  
for Receiver Stockdale, Trusts and  
Guarantee Co., Grand Valley Rail-  
way and Brantford Street Railway.

Mr. Henderson saw no good rea-  
son why the two cases on the list  
should not be taken off. An applica-  
tion had been made to vary the min-  
utes of judgment, dismissing appeals  
in which Brantford had been suc-  
cessful. Brantford was buying the  
railway and the agreement contract  
had been executed. Mr. Smith thought  
the cases should remain on the list.  
A hitch might occur, and as a mat-  
ter of fact no deeds had been given,  
and the transfer had not yet been  
completed. "All I ask," said Mr.  
Smith, "is to put this over."

Mr. Henderson took issue and the  
court struck the cases off the list, but  
without prejudicing any party's right  
to restore them on two day's notice.  
Brantford's street railway troubles,  
presumably are nearing an end.

The fourth fire of apparently in-  
cidental origin within a few weeks  
at Listowel damaged J. C. Hays and  
Sons' tile plant to the extent of \$5,600.