

Storstad Officers Give Their Version Of Empress Disaster

Testimony Contradicts In Part Statements of Capt. Kendall.

FIRST OFFICER BLAMES CURRENT

Admits Disobedience in Not Calling the Captain From Below.

CONTINUE EVIDENCE.

Speed of Empress is Blamed For Twelve Foot Hole In Her Side.

Quebec, Que., June 17.—The captain and first officer of the collier Storstad testified today at the Empress of Ireland wreck inquiry and contradicted in several particulars the statements made on the stand yesterday by Captain Kendall, of the lost liner.

The first officer, Alfred Tuffenes, who was in command of the collier when the collision occurred, insisted that there was no explosion and no sheet of flame from the side of the Empress when she was struck, as Captain Kendall described. Tuffenes swore that all he saw were sparks such as might have been expected from the impact of steel on steel. The first officer admitted that he had not obeyed instructions in failing to call his captain from below when the fog shut down just before the collision. He said he believed that the Storstad had the right of way and that he was entitled to keep his course at reduced speed even though he had signalled previously to the Empress that he had stopped. He blamed the current for swinging the ship. It was the speed of the Empress, he explained, which caused the Storstad's bow to sink twelve feet into the side of the passenger vessel.

Officer Continues Evidence

Quebec, Que., June 17.—Alfred Tuffenes, first officer of the collier Storstad, took the witness stand again today when the Empress of Ireland wreck inquiry was resumed and Butler Aspinall began his cross-examination on behalf of the Canadian Pacific Railway, owners of the Empress. The witness was in charge of the collier immediately prior to the collision.

Tuffenes said he did not know whether the master of the Storstad got a bonus for a speedy trip with coal for the Dominion Coal Company between Sydney and Montreal. Captain Anderson of the Storstad, who was sitting in the rear of the court, was asked about it and replied in the negative. The witness admitted that the ship was unloaded at night at Montreal.

"Time was apparently important then," commented the attorney. Tuffenes conceded that it seemed to be. He denied that the Storstad was navigated in the fog for one hour and a half prior to first seeing the mast and headlights of the Empress. When the light came into view, he said, the Empress was about six miles away and one and a half points on the Storstad's port bow. She was pursuing a course across the colliers bows.

"Now," said Mr. Aspinall, "the ship was travelling at 17 knots an hour. At the end of fifteen minutes where was the Empress when she changed her course?"

"About one point on our bow." "What," exclaimed Aspinall, "in fifteen minutes the vessel had only narrowed the distance a half point? Hadn't she got across to your starboard bow?"

"No." Tuffenes said he ordered the helm apart and a little later hard port. Lord Mersey: "Isn't a fact that in consequence of your helm being put to port your head would go to starboard and that is how the accident occurred?"

"It did not." Lord Mersey: "Why, that was the object in putting it to port." "No, that wasn't it. It was to keep the ship from swinging to port." The witness was inclined to blame the current for swinging the ship. "Did you stop when the Empress blew two long blasts?" continued Aspinall.

"I did not hear them." "That would mean she was stopping?" "It would." "Finding your helm would not act, you put your engines ahead?" "I did." "That would bring you pretty close to the Empress?" "It would." "Did you expect your ship would answer that hard apart helm?" "I did." "Why didn't it?" "The engines were not working and

long enough to give her headway." The witness said the Empress when she came out of the fog, was two ship lengths away. He agreed that if the Empress was going ten knots an hour and the Storstad only one knot an hour, as he said they were, it looked to him now as if he should have cleared safely.

"Your instructions were to call the captain directly fog appeared?" "Yes."

"Why didn't you obey instructions?" asked Lord Mersey. "I did not think it necessary." The witness said he thought the Storstad penetrated the Empress about twelve feet, due to the speed of the Empress.

"But if you were practically stationary and the Empress was moving she should have had to approach you crab fashion to accomplish that," suggested Mr. Aspinall. "Providing that I do not go full speed, but moderate speed," said the witness.

Empress Captain on Stand

Quebec, June 16.—Captain Kendall, skipper of the Empress of Ireland, was the first witness today at the opening of the government's investigation into the collision between his steamer and the Storstad in the lower St. Lawrence river, and the loss of more than a thousand lives. Although Captain Kendall still limped from the injuries he received in the disaster, he refused seat and faced the court on his feet.

The examination of witnesses was preceded by the introduction of brief summaries of the facts by counsel representing the owners of the two vessels. Counsel for the Storstad declared that when she first sighted the Empress, the latter was off the Storstad's port. Two minutes later the fog shut down; the Storstad signalled by whistle that she was under way and keeping her course, heading west by south. The statement continued:

"When this whistle of the Empress was heard again, the mate in charge of the Storstad put his wheel to port while the ship slowed up. The wheel was put hard to port and when she did not answer it, assistance was given by steaming up sufficiently, two long blasts were given to indicate that the vessel had lost steerage way. About the same time the engine room was ordered to go slow ahead so that the vessel would not become unmanageable. The captain, who had gone below, was called up by the mate. He asked 'Can you see Father Point?' and the mate said that it had just been shut out by the fog. He made no mention of the Empress and called the captain because he had asked to be called if it got foggy. 'When the captain got on deck he saw the mast lights of the Empress three points to port. He immediately ordered full steam astern. The vessels were then about 800 feet apart. The green light of the Empress appeared. Three minutes later the vessels came together. The master of the Storstad heard a hail from the Empress telling him to keep going ahead. He had ordered this but found he could not keep the collier's nose in the Empress' bow. The Storstad was swung around until she was parallel with the liner, and the collier's master was afraid his ship would be struck on the port side by the starboard quarter of the Empress. He had to swing around in a complete circle, and in the meantime the Empress disappeared. The Storstad blew signals to the liner, but it did not answer; about three minutes afterwards the master of the Storstad heard a chorus of cries and proceeded toward them with care, his four boats ready to launch. The Storstad's boats saved several hundred of the Empress survivors, and manned entirely an Empress boat on its trip back to the scene of the wreck, and another boat partially."

More Questions

Other questions, not announced yesterday, on which the enquiry will be based, and which are numbered, read:

5—Were the arrangements for manning and launching the boats on board the Empress of Ireland in case of emergency proper and sufficient. Had a boat drill and a bulkhead door drill been held on board, and if so, when? What was the carrying capacity of the respective boats? What was the number and description of the life buoys and life jackets on board the vessel? Where were they carried? Were they in good condition and adequate for the purpose intended?

6—What installations for receiving and transmitting messages by wire-

less telegraph were on board the Empress of Ireland? How many operators were employed on such installations? Was the number of operators sufficient to enable messages to be read and transmitted continuously day and night?

7—At or prior to the sailing of the Empress of Ireland what, if any, instructions as to navigation were given to the master or known by him to apply to the voyage? Were such instructions, if any, proper and adequate, having regard to the time of the year and dangers likely to be encountered during a voyage?

8—When leaving Quebec was the vessel in charge of a Quebec pilot? If so when and where was the pilot discharged and what was the condition of the weather at that time?

9—After the pilot left the Empress of Ireland was a double watch kept on deck?

10—What time in the morning of the 28th of May last did the Empress of Ireland first sight the light or lights of the Norwegian steamer Storstad, and what position was the Empress then, and what time did the Storstad first sight the light or lights of the Empress of Ireland and in what position was the Storstad then? At this time were the vessels crossing so as to involve risk of collision within the meaning of article 19, of the regulations for preventing collisions at sea? If so did the Empress of Ireland comply with the provisions of the said article 21, of the said regulations?

11—After the vessels had sighted each other's lights did the atmosphere between them become foggy or misty so that lights could no longer be seen? If so did both vessels comply with article 15, and did they respectively indicate on their steam whistles or sirens the courses they were taking by the signals set out in article 23 of the said regulations?

12—Were the circumstances of this case such as to bring into operation the provisions of articles 27 and 29 of the said regulations? If so, did the masters of both vessels take prompt and proper means or measures to comply with the requirements of the said articles?

13—In what position in the river St. Lawrence and at what time on the morning of May 29 last did the collision occur? At what time did the Empress of Ireland founder, after the casualty occurred?

14—What messages for assistance were sent out by the Empress of Ireland after the casualty and at what time respectively were the messages sent out received at Father Point wireless station? Were prompt measures taken by those on shore to render assistance? What assistance was rendered by the government steamers Eureka and Lady Evelyn?

15—Was the apparatus for lowering the boats of the Empress of Ireland at the time of the casualty in good working order? How many boats were got away before the vessel sank? Did the boats—whether those under davits or otherwise—prove to be serviceable for the purpose of saving life? If not, why not? What steps were taken immediately on the happening of the calamity? How long after the casualty was its seriousness realized by those in charge of the vessel? What steps were then taken. Were all watertight doors in bulkheads immediately closed? What endeavors were made to save the lives of those on board and to prevent the vessel sinking?

16—How many persons on board the Empress of Ireland at the time of the casualty lost their lives by being killed by the collision or injuries from the collision or from accidents on board? What was the number of passengers and crew taken away in each boat leaving the vessel? How was this number made up, having regard to sex, class and ratings? How many were children and how many adults? Did each boat carry its full load and if not, why? How many persons were means? What was the number of passengers distinguishing between men and women and adults and children of the first, second and third classes respectively, who were saved? What was the number of the crew distinguishing their ratings, and sex, who were saved?

17—Did the master of the Storstad comply with article 422 of the Merchant's Shipping Act, 1894?

18—Was a good and proper look out kept on board of both vessels?

19—Was the loss of the Empress of Ireland or the loss of life caused by the wrongful act or fault of the master and first officer of that vessel, and the master, first, second and third officers of the Storstad, or any of them?

RUSSIAN BARRISTERS ON TRIAL FOR ALLEGED INSULT TO MINISTER

St. Petersburg, June 17.—Twenty-five members of the Russian bar were placed on trial here yesterday accused of insulting the Russian minister of justice in connection with the case of Mendel Beiliss, who was acquitted last year with Kiev on the charge of the ritual murder of the boy Yushinsky.

The lawyers at the time of the Beiliss trial issued a protest alleging that the minister of justice and the court at Kiev were inspired by racial and national enmity.

SEVEN MORE LIVES LOST WHEN HOUSE CAUGHT ON FIRE

Eighty Persons were Trapped in Old Building at Millford, Mass., Early Today.

TWENTY BADLY INJURED

Scenes of Wild Excitement as Crazy Foreigners Attempted To Save Themselves.

Millford, Mass., June 16.—Seven men were burned to death and twenty injured when eighty persons were trapped in a burning Armenian lodging house here early yesterday.

The bodies were taken from the upper floors of the four and a half story brick and wooden building in addition to the twenty men taken to the hospitals suffering from burns or from injuries received in jumping from windows, thirty sustained minor hurts. The interior of the building was burned out.

The fire, the cause of which has not been determined, started in the dining hall on the ground floor of the structure. When flames arrived flames were shooting through all the four floors. There was a scene of wild excitement as the crazed foreigners attempted to save their lives. The building, erected more than 50 years ago, formerly was used as a shoe factory and its timbers were impregnated with oils. The heat was intense.

AVAILABLE WHEAT SUPPLY IN BRITAIN IS VERY LIMITED

Starting Statement By Member of One of the Leading Grain Establishments.

IN CASE OF A BLOCKADE

London Would Find Its Bread Rapidly Rise to Starvation Prices.

London, June 17.—There are only between two and three weeks' supply of wheat in England. This startling statement was made by Mr. Broome, of Messrs. Thomas Grove & Son, Rotherhithe, one of the oldest and largest firms of grain merchants in the country.

"From the point of view of the working classes," Mr. Broome remarked, "this is an extremely serious matter. It was stated in the house of commons that there is a 16 weeks' supply of wheat available at any time of the year, London having three weeks, country farmhouses three weeks, millers and barbers four weeks, and the grain afloat amounting to a supply for another six weeks. I am afraid those figures are rather deceptive."

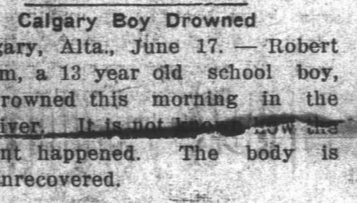
"In the event of a sudden blockade of our ports London would find its bread at starvation prices within a week, and in a fortnight there would be none at all. At the present time London only possesses 39,000 quarters of wheat. Best Australian is quoted at 38s. 6d., the highest figure for weeks. The government should make some provision for storing grain. Very few of the merchants can afford to stock large quantities, and until such provision is made the wheat market, and consequently the price of bread, will always be high."

Killed by Lightning

Calgary, Alta., June 17.—Jessie Bingley, aged 61, a resident of this city, was struck by lightning last evening during a storm that passed over Calgary about midnight. She died one hour later. The deceased lady was sitting in her bedroom washing her feet at the time.

Calgary Boy Drowned

Calgary, Alta., June 17.—Robert Graham, a 12 year old school boy, was drowned this morning in the Bow river. It is not known how the accident happened. The body is still unrecovered.



Monsignor Lega

Monsignor Lega is dean of the sacred tribunal of the Rota. He is one of the highest authorities in the Catholic church on canon law. The Rota passes on the great bulk of law cases arising in the church, subject to canon law, such as the Gould-Castellani divorce case.



HON. ADAM BECK

YOUTHFUL SPECTATOR AT PEACE CONFERENCE

Son of Senor Suarez-Mujica, the Chilean mediator. This boy is one of a number of young people who are enjoying themselves at Niagara Falls while their elders mediate.

DEVICE FOR CAUSING EXPLOSIONS MILES AWAY INVENTED BY ITALIAN

Journalists Write of Time When Coast of Their Country Will Be Invulnerable.

Rome, June 17.—Remarkable experiments conducted by Signor Ulivi with his device for causing explosions at a distance by means of the "M" rays, form one of the chief topics of discussion in the Italian press. In their forecasts of future applications of the invention the newspapers are sanguine to a degree which, in view of the success of the tests carried out at Florence, is at least pardonable.

Perhaps the most astonishing outcome of the Florence experiments is the demonstration of the fact that the object to be blown up need not be actually "sighted" by the Ulivi apparatus. The latter was placed on a small eminence, and its murderous emanations passed without let or hindrance through the Monte di Piesole and the houses and palaces of Florence until they found their target, mines sunk in the river Arno, 13 or 14 miles away.

If this manifestation appears uncanny, the remark must apply with much greater force to the manner in which Signor Ulivi locates his target. Apparently his method is to send out certain rays in all directions by way of "feelers." From the spot in which the target is situated these rays are reflected back to the instrument, enabling the operator to launch the rays of destruction with mathematical precision in the required direction.

Colonel Torrotti, who watched the experiments at Florence on behalf of the Italian war office, is credited with the following comment: "If the experiments which are to be made at Nettuno with artillery projectiles give results similar to those attained at Florence, then the system underlying existing engines of war will undergo a radical transformation."

Sanguine journalists write of a time when the mounting of Ulivi machines along the Italian coast will render the country invulnerable against the attacks of the most powerful fleets. In like manner they picture the extraordinary possibilities of the invention as a weapon of offence.

The tests at Nettuno, which is on the sea coast not far from Rome, are likely to be of a decisive character, and it is stated that the King, together with the minister of war, will be present.

Meanwhile it is to be hoped that Signor Ulivi's invention is unquestionably susceptible of improvement, and that, even as it stands, its power can only be regarded as colossal.

HOSPITAL SHIP RAN ASHORE OFF SCOTTISH COAST

Large Number of Patients Were On Board at Time of Accident—Due to Fog.

HELP CALLED BY WIRELESS

Vessel Was Presented to British Nation by American Women During South African War.

Glasgow, Scotland, June 17.—The hospital ship Maine, presented to the British nation by American women during the South African war, went ashore today in the Firth of Lorne, on the west coast of Scotland, during a fog, and it is feared she will be a total loss.

The Maine was attached to the home fleet of the British navy and had a large number of patients on board at the time of the accident. All were placed in the ship's boats where they remained until the arrival of other vessels summoned by wireless.

MOST WIDELY KNOWN WAR CORRESPONDENT DIED IN LONDON TODAY

Was Twice Sentenced to Death in American Civil War—Extensive Travels.

London, June 17.—Bennett Burleigh, oldest and most widely known war correspondent, died here today. A Scotsman, born in Glasgow nearly seventy years ago, he joined the ranks of the confederates in the civil war and fought through the entire campaign, being twice captured and sentenced to death by the northern troops.

Later he returned to newspaper work and reported a number of campaigns for a newspaper. In 1882 he began his connection with the London Advertiser which lasted till his death. He followed for that paper the England-Egyptian war and the various Sudan campaigns, the French annexation of Madagascar, the Ashanti war, the Spanish expedition in Morocco, the Somali war, the Russo-Japanese and the recent Balkan war.

For many years he was able to visit his home only on rare occasions owing to his constant service in the field.

At one time Burleigh went into politics and stood for a Scottish constituency. He was the author of a number of books.

Burleigh was well known by many Canadians and was a welcome visitor to the Canadians at the Bisley meeting. During the American civil war he was jailed in Toronto, accused of belligerent acts on Canadian soil. He was eventually liberated by order of the Imperial government.

GREEK REFUGEES ARRIVE AT ATHENS FROM ASIA MINOR

Tell of Massacre by Turks in Vicinity of Smyrna—Horrible Details.

BODIES THROWN IN WELLS

Athens, Greece, June 17.—Greek refugees from Asia Minor today brought reports of the massacre by Turks of 100 Greeks, including priests, old men and children, in the town of Phokia, 25 miles northwest of Smyrna.

The town, according to the official report, was invaded by a horde of armed men who looted and then proceeded to all buildings, they are said to have been assisted by the Turkish police.

The inhabitants, most of whom were Greeks, fled, leaving their property behind them and 3,800 of them have reached Saloniki. They declare that the bodies of the massacred people were thrown into wells. The refugees many of whom were suffering from wounds, are in a state of starvation on their arrival.

FALSE STATEMENT MADE BY NORRIS

Absolute and Unqualified Falsehood Declares Premier Roblin When Told Of It.

MADE IN BURST OF FURY

Sifton, Man., June 16.—At a Liberal meeting here today, Mr. T. C. Norris, in a burst of fury, while discussing educational questions, said: "I was asked by Premier Roblin in his office to join hands with him and enact legislation which meant a separate school system."

An Absolute Falsehood

Miami, Man., June 16.—Sld Rodmond Roblin's attention was tonight called to the statement made by Mr. T. C. Norris, leader of the opposition, at Sifton today. The premier said: "That is an absolute and unqualified falsehood. There is not a word of truth in the statement. Mr. Norris has been in my office a number of times on business, but not on that kind of business. There never was a conversation there or at any other place between us that could be interpreted in that way. I repeat, it is false, absolutely."

COWAN DOYLE WILL TRY TO SCALE MOUNT ROBSON

Edmonton, Alta., June 17.—Sir Arthur Cowan Doyle, creator of the "Sherlock Holmes" adventures, who is accompanied by Lady Doyle, is camping in the Yellowhead Pass of the Canadian Rockies, west of here, the guest of Colonel S. Maynard Rogers, superintendent of the new national park. He will attempt to scale Mount Robson, 17,576 feet above sea level, before returning to England, early in July. He will also join Colonel Rogers and party on a big expedition outside the reserve, making part of the trip in a canoe.

Aeronauts Reach Blue Lake

Portland, Ore., June 17.—Roy Donaldson and Wilbur Henderson, who left here Thursday in the balloon Springfield, arrived at Blue Lake in the Bullrun river district.



HON. ADAM BECK

COAST AUTHORITIES PUZZLED BY HINDUS

Men on Board Komagata Maru Say They Will Fight If Attempt is Made to Move Ship

Vancouver, B.C., June 17.—C. G. Johnson, agent for the owners of the "Komagata Maru", last night formally notified Gurdi Singh that the vessel would have to leave for Japan on Thursday on her return trip. It is hardly likely that the climax in the Hindu case will come before the end of the week. When Captain Yamamoto hopes to borrow a party of armed marines from one of the visiting Japanese warships. Yesterday morning the Hindus refused to allow the Japanese crew on board the ship to fire up for steam to move the vessel to another part of the harbor to give room for the visiting Japanese war boats. Yesterday afternoon the Hindus declared that if a tug was sent to move them by towing the ship they would fight.

They finally won the day, for the officials decided that they would leave the Komagata Maru where she is. The Hindus insist that they will fight if any attempt is made on board to move the ship or even hoist anchor while they are aboard. Just how to place guards aboard or otherwise to assist the departure of the vessel is a problem that is puzzling the authorities.

ALLEGED BIGAMY BY EX-ARMY OFFICER

Regina, Sask., June 17.—Clando Stanley Darby, at present serving a term in the R.N.W.M.P. guardroom for vagrancy, will be arrested at the end of his term on a warrant charging bigamy. Darby was formerly a British army officer in South Africa, married a Boer woman in Johannesburg, left her, then came to Canada and married a young lady of Kutawa, Sask.

Collision in Mouth of Thames

Sheerness, Eng., June 17.—Torpedo boat destroyer Vulture collided with a mud scow in the mouth of the Thames today and was badly damaged. The hull was badly torn.

WISCONSIN BANKERS ON BUSINESS TRIP THROUGH NORTH PART OF STATE

Milwaukee, Wis., June 17.—The Wisconsin Bankers' Association is in charge of a trip which, beginning this evening, will last four days, and which will show the bankers of southern Wisconsin what is being done throughout the upper part of the state and make them better acquainted with the resources of the country to the north. Another reason why the trip has been arranged is the organization of the Wisconsin Mortgage and Securities Company, which was formed to loan money with Wisconsin land as security. Most of the money will probably be borrowed by owners of land in the northern part of the state and loaned by residents in the southern part, who will profit by knowing something about the country in which their securities lie. All of the officers of the Wisconsin Bankers' Association have planned to start on the trip this evening.

SECRETARY OF NAVY TO BE PRINCIPAL SPEAKER

Lexington, Va., June 17.—Joseph Daniels, secretary of the navy, will be the principal speaker and deliver the annual commencement address at Washington and Lee University today. The annual alumni address was delivered yesterday by the Rev. D. Hopkins Rolston of Charlotte, N.C.

Received by Queen

London, Eng., June 17 (C. A. P.).—Queen Alexandra yesterday received General and Mrs. Booth of the Salvation army, and also members of the Danish contingent who are attending the convention here, at Marlborough House. The visitors sang hymns in Her Majesty's native tongue.