WEATHER: FAIR

The Journal of Commerce

THE BUSINESS MAN'S DAILY

Vol. XXIX. No. 23 MONTREAL, MONDAY, JUNE 1, 1914. TWO CENTS

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SIR JAMES P. WHITNEY,
Premier of Ontario, who has announced his intention of appealing to the country on June 29th. The present, or thirteenth Legislature was only in existence for three sessions, the last elections taking place on December 11th, 1911

REVOLUTION IN INDIA

Exclusion of Hindus From Canada to Mean Trouble, Cable Predicts.
(Leased Wire to Journal of Commerce)

Manila, June 1.—A revolution in India was predicted to-day by G. D. Kumar, just arrived from Hong Kong, if Hindus are excluded from Canada. Kumar representing the Kumagaters, an organization of Manila Hindus, made a tour of Asia to investigate the situation and on his arrival here to-day sent the following cablegram to Prime Minister Asquith, of Great Britain; Premier Borden of Canada, and Baron Chas. Harding, Viceroy of India:

"A revolution will start in India if Hindus are not allowed to land at Vancouver."

The cables were signed, "The Hindus of Manila."

Kumar declared he found the Hong Kong Hindu regiments and the Singapore Hindu battalions ready to revolt, and asserted that all of the Hindus of the Far East were resentful of the proposed exclusion.

Winnipeg October wheat futures closed at 88⅝; July 95⅝.

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HUERTA TO RESIGN WITHIN THE WEEK

Rumor That General Will Step Down for Provisional Gov't Persistent

CREWS ARE ILL

Naval Forces of U.S. and Great Britain in Mexican Waters Suffering Terribly From Typhoid and Tropical Sickness.

(By Leased Wire to the Journal of Commerce.)

Vera Cruz, June 1.Authoritative reports received here from different sources state that President Huerta will resign within a week in accordance with agreement entered into with the American government. It is understood that General Huerta has consented to turn over his control to a provisional government representative of all factions. This new provisional government will consist of five members, three of whom will be appointed by the Huerta clique. No one having rank in the army as high as a general or a colonel will be allowed to serve on this board.

New Ships to Mexico.

Tampico, June 1.—It is reported that England is rushing a number of new ships to Mexican waters and that several have been ordered to Tampico. The British cruiser Hermione has left for England. The British officers and men have suffered from a mysterious tropical sickness. Dozens crowded the ship's hospital of the Hermoine when she left. There were thirty cases of typhoid and malaria alone. Everyone on the ship has lost weight at an alarming rate. There were three deaths. A marine and an ordinary seaman died of typhoid, and a ship's carpenter died of tropical sickness.

The men on the United States ships are far from well. Many are suffering from the tropical sickness. Some of the officers and men have not had shore leave for months, and a high death rate is feared unless they are speedily relieved.

Vera Cruz, June 1. — Commander Stickney, Collector of the port at Vera Cruz, has imposed a fine of 450,000 pesos on the Ypiranga, the German ship which on Wednesday landed a large cargo of arms at Puerto, Mexico. A bond will be given for the release of both the Ypiranga and the Bavaria, which hope to sail today.

Carl Heinen, general freight agent of the line to Mexico City, says that the two vessels acted entirely within the law, as a special decree issued by the Mexican Congress, and published May 13th, empowers ships carrying cargoes consigned from Vera Cruz to Tampico to discharge their cargoes at Puerto, Mexico, without Consular papers, invoices, or correct manifests.

Decision Goes to Huerta.

The opinion here is that Huerta has once more outwitted the United States, as the fines cannot be collected in view of the fact that the United States is enforcing the Mexican laws at this port.

It is reported here that a large consignment of Japanese rifles and ammunition were landed yesterday at Manazillo. The cargo landed by the Ypiranga included more arms, ammunition and machine guns than are at the disposal of the combined army and naval forces of the United States at Vera Cruz.

Vera Cruz, June 1.—Orders have been issued for the battleship Texas to leave this port at once and proceed to Puerto Mexico. No explanation has been given for the action of the United States government in sending the Texas there, but it is very significant.

The Ypiranga was still at her dock yesterday, Captain Stickney of the custom house having refused to accept the bond of the Ypiranga and Bavaria offered by the general agent of the company in Mexico, Mr. Carl Heinen, because it was drawn on Sunday. The bond was executed and the United States Consular seal affixed, and it is expected the former vessel will leave for Havana today.

Garcia Muro Safe.

Washington, June 1.—Garcia Muro, the Cuban messenger of Rear-Admiral Fletcher, who was sent on a secret mission to Mexico City, and who disappeared, has been found in the Mexican capital, and will be given safe conduct back to Vera Cruz. This information was conveyed to the State Department yesterday by the Brazilian minister to Mexico. The Brazilian minister also reported that he expected to learn the whereabouts of the Philippino servant of Captain W. R. Rush, of the battleship Florida, who went beyond the American lines at Vera Cruz some time ago, and who has not been heard of since. No intimation was given as to whether the Philippino was safe.

Mexico to Pay Up.

Mexico City, June 1.—A decree has just been issued by President Huerta authorizing the payments of the principals and interest of outstanding notes of National Railways. The total amount involved is £400,000, approximately $2,000,000, and will be paid with ten-year 6 per cent. government bonds of the 1913 issue.

MAYOR GAYNOR NOT RICH.

New York, June 1. — That Mayor Gaynor died poorer than was generally supposed is indicated by the small amount $9,500 deposited with the state comtroller to pay transfer taxes to the estate. If this deposit is ample to cover the tax, as the executors seem to think, it would indicate that the estate is worth little more than $500,000.

When answering advertisements please mention The Journal of Commerce.

STATEMENTS OF CAPTAINS DIRECTLY CONTADICTORY

Evidence of Captain Kendall Before Inquest Place Blame on Shoulders of Commander of Storstad

C. P. R. CLAIMS $2,000,000

Storstad Now Under Arrest Here. Capt. Andersen Says He Did All That Was Possible To Avoid Accident and Everything in His Power to Succor Those Who Were in Peril.

The statements made by Captain Kendall and Captain Andersen relative to the collision between the Empress of Ireland and the Storstad are completely contradictory one of the other.

The gist of Captain Kendall's evidence before the Coroner at Rimouski on Saturday, when asked to describe the evidence, was as follows:—

Captain Kendall's Statement.

"Empress was stationary when Storstad rammed her—Storstad steaming ahead; Storstad then backed away though requested to forge ahead and block hole in Empress's side. After collision, when asked to come along side, Storstad kept moving away. Passengers rescued, for most part, by Empress' own boats, after clinging to wreckage. Saw two of Storstad's boats but they had only two or three survivors in each. As a seaman, Storstad's captain should not have needed to be told what to do in such an emergency after collision had torn open Empress' side."

In a formal statement given out by the representatives of the Maritime Steamship of Norway, which was a digest of Captain Andersen's version of the affair, was as follows:—

Captain Andersen's Statement.

"Vessels in full view when great distance from each other: Storstad had right of way. When collision came Storstad's engines were reversed—after collision Storstad did not back away; it forged ahead to keep gap closed and keep out water; it was the Empress that changed position; Storstad did utmost to save all, giving up all its boats when in crippled and dangerous condition itself. When vessels first have into view of each other, it was clear; fog settled and Empress changed position. After collision it was Empress which moved away, drawn by its headway."

To discover the error and place the blame will be the duty not only of the Coroner's Jury sitting at Rimouski, but of the Board of Investigation, which will undoubtedly conduct a most searching enquiry into the cause of this disaster unparalleled in the history of Canadian shipping.

The authentic version of the disaster given by Capt. Kendall before the Coroner Saturday was clear and unequivocal. It was calmly and slowly with frequent repetitions necessitated by the ignorance of English on the part of some of the jurors. In part it was as follows:—

Evidence at Inquest

"At 125 a.m." he began, "after dropping my pilot at Rimouski and passing Father Point, the weather being clear, I ordered full speed ahead. After pasing Cock Point gas buoy I sighted the Storstadt about one point on my starboard bow, the weather being still clear. Then I saw a slight fogbank coming from the land, and knowing that it would come between the fogbank and me, I reduced speed. The Storstad was then two miles away. The fog then came down and the steamer's light disappeared from view.

"I rang for full speed astern, in order to take the way off her and stop her quick. At the same time I blew three prolonged blasts on my whistle; meaning 'I am going full speed astern.' He (the Storstad's captain) answered with one prolonged blast. I looked over the side into the water, and saw that the ship was stopped, so I stopped my engines and blew two long blasts, meaning 'My ship is under way but stopped, and has no way upon her."

The coroner and his assistants seemed to have difficulty in catching the full sense of this statement, but the captain said: "It is perfectly correct as I have given it; it is one of the rules at sea."

Continuing his narrative Captain Kendall said: "I answered again with one prolonged blast, the sound being then about four points on my starboard bow. It was then still foggy. Then I looked out to where the sound came from. About two minutes after I saw his red and green lights about one ship's length from me. I shouted to him through the megaphone to go full speed astern, as I saw that the danger of collision was inevitable. Then at the same time I put my engines full speed ahead with my helm half port, with the object of avoiding a collision if possible. Almost at the time just a matter of moments, he came and cut me right down between my funnels—in a line between the funnels.

"I then shouted to the Storstad to keep the ship full speed ahead, as I wanted him to fill in the hole he had made. He backed away, however, and my ship began to fill, and listed over rapidly. When he struck I had stopped my engines, but I then rang for full speed ahead, to try when I saw the danger was so great, to run my ship ashore, and save the passengers. Almost immediately the engines stopped, the ship filling and going over all the time to starboard. I had in the meantime, given orders through the megaphone to get all lifeboats out, and, leaving the bridge, I rushed along the starboard side of the boat deck and threw the grips off Nos. 1, 5, and 7 boats. Then I went back to the bridge where I saw the chief officer rushing to me. I told him to send along at once and tell the wireless operator to send out the distress signals. He told me this was done. I then said: 'Get all the boats out as quick as possible.' That was the last I saw of the chief officer. In three to five minutes after that the ship turned over and foundered."

"The next thing I remember was being on a piece of wooden grating. How long I was on it I do not know, but I heard some men shout: 'There is the captain, let us save him.' They got to me and pulled me into the boat, which contained about thirty in it. I did my best with the people in the boat to assist, and picked up twenty or twenty-five more. The boat was then full, so we put about. Then more got around the sides in the water, hanging on to them with ropes around their waists.

"Seeing we could not possibly save any more, we pulled to the Storstad, who was then about a mile and half away. I then got all these people put on board the Storstad and then left the Storstad in the lifeboat with six of my crew and went back to the wreckage to save more. When we arrived on the scene everybody was gone. We searched around, but could not see anybody alive, so we then returned to the Storstad."

"What was the cause of the accident?" asked Magistrate Caron.

"The cause of the accident was a collision," answered Captain Kendall.

"Then, what was the cause of the collision?" he was asked.

"The cause was the Storstad running into a ship which was stopped," said the commander. "My ship was absolutely stationary."

"The Storstad did not answer when I shouted to him to keep full speed ahead after he struck me. He must have heard me, for I shouted five times, 'Don't stop, keep full speed ahead.'"

"And if he did not hear me," went on the captain in bitter and angry tones, "as a seaman he should have done that without being told. He must have heard me, for there was no wind and it was quite still."

"When he backed away, I again shouted, 'Come alongside, but he moved away."

Ship Under Storstad.

On the arrival of the Storstad Saturday she was immediately placed under arrest, the C. P. R. claiming $2,000,000 damage from her owners in compensation for the destruction of the Empress.

According to the report made by the captain to the owners, immediately the collision occurred he heard Captain Kendall's shout, calling upon him not to pull away.

"I won't," shouted the Storstad's captain, as loud as he could. After that the Empress disappeared from the Storstad's view.

Captain Andersen resents any insinuation to the effect that his vessel backed away to such a distance as to impair her efforts to render assistance to the victims of the disaster. On the contrary, the Storstad, herself in a crippled and most dangerous condition, sent every one of her boats to the rescue. Every man on board helped. The victims, as they were picked up, were rushed to the Storstad, where everything possible was done to succor them. Most of the rescued were in an almost nude condition. The ship's stores were raked over from top to bottom. Clothing was procured, the members of the crew even taking their own garments to come to the assistance of the needy one.

SPECIAL BILL FOR INVESTIGATION

Government Moves Quickly To Obtain Searching Inquiry Into Disaster

PROBABLE APPOINTEES

Mr. Justice Routhier, Mr. Justice McLeod are Prospective Selections to Act With Mr. Vaux; the British Expert.

(Special Correspondence.)

Ottawa, Ont., June 1.—Hon. J. D. Hazen, Minister of Marine, introduced, in the Commons, this morning, a bill which will be rushed through Parliament with the greatest possible despatch, and the design of which is to provide for a special investigation under the Canada Shipping Act of the Empress disaster, and of all future shipping c asualties of like gravity which may occur in Canadian waters. The bill will be put through its final steps to-morrow.

Formerly, such an investigation was usually carried out by the Dominion Wreck Commissioner. "The Government has determined that in a case of such gravity as this," said the Minister this morning, "the investigation shall be such as to commend itself to all shipping men the world over." The Minister explained that the ship was registered in Great Britain, but that as the disaster had occurred in Canadian waters, he had no doubt of the jurisdiction of Canada to conduct the enquiry. The British Board of Trade had already despatched a representative, Geo. Vaux, to take part in the enquiry.

Sir Wilfred Laurier commended the measure, and promised that it would go through with all despatch. "The miralty Court work.

OIL HAS UPSET LABOR MARKET

Clerks and Stenographers Formerly Satisfied with $15 A Week Leave Position

WHERE WAS THE CASH

Those Who Complained of Lack of Ready Money Before Strike Now Bringing it Out in Handfulls.

Calgary, June 1.— While the recent oil strike has proved a boon and a blessing to this city, local merchants and heads of public institutions are finding that it has its drawbacks, like nearly everything else. Clerks who were glad to work for $15 to $20 per week during the recent financial stringency, saw their opportunity to make some quick money, and promptly threw up their positions to become oil stock salesmen.

Stenographers who had been earning a like amount soon realized that they could make big money as extra staff workers with the company promoters, and as everything had to be done in a rush they seldom returned to their former typewriters, preferring to take the big money paid in wages and overtime by the prospective oil barons. Many of these girls elected to take part in wages and part in stock, and should the field prove a large one they bid fair to become wealthy.

Naturally some of the stocks are beginning to have violent fluctuations, and rumors are circulated through the city at intervals of a few hours. One man is known to have cleared up over $1,000 in one day through acting promptly on hearing that a certain well had struck favorable indications, and everyone is in the oil business more or less The remarkable feature of the past two weeks has been the large amount of currency which has been put into circulation. Before oil was struck in commercial quantities at "Discovery" well tradesmen and merchants were bewailing the fact that there was no money in the city, but once the oil excitement reached its pitch hundreds of thousands of dollars were spent in a few hours, purchasing shares which may or may not become of greater value than par.

Auto Service to Wells.

It is a ninety mile round trip from here to the scene of the strike, and enterprising automobile companies have already organized a regular auto service to the points where wells are being drilled. Cunningham Craig, the noted English geologist, has equipped a wireless outfit at the well in which he is interested, and many other companies propose doing the same. Everyone is nervous, and it only takes the slightest rumor an hour to circulate throughout the city. The business men of the city have put into operation a charter for a stock exchange, which was drawn up some months ago, and it is hoped that through this medium some level in values may be obtained. At present it is a common sight to see brokers next door to each other displaying boards with stock of $1 par quoted at several dollars difference. The same applies to leases, and values seem to be determined simply by how urgently the owner needs the money. One lease may be quoted at $50 per acre while another lying alongside is valued at $100 per acre.

Those with capital can pick up some of the choicest holdings on offer at a very low figure, but the big interests areg radually acquiring the pick. A popular deal in leases is to take so much in cash and the remainder in shares, and on this account many former lease holders are now selling their stock against the brokers An oil exchange has also been formed, and while seats in the Stock Exchange are assessed at $500 with a bond of $5-000, seats on the oil exchange are valued at only $50.

Drilling Night and Day.

A number of wells located at various distances from "Discovery," one in fact being about eighty miles north of the pioneer well, are drilling night and day. The majority are down over 1,000, and the extent of the field should soon be known approximately. That a large body of crude oil lies in the vicinity of "Discovery" is the opinion of every geologist in the field, but whether it is deeper down and under the existing bore or at a considerable distance from it, will only be proved by developments. Meantime Calgary is in an uneasy slumber, and liable to burst into an activity, the like of which has never been seen in this country, at any moment.

WOULD KEEP WARSHIPS.

Buenos Aires, June 1.—The Chamber of Deputies has passed a resolution offered by Senor Olmedo asking the government to give its reasons for its refusal to sell the dreadnoughts Rivadavia and Moreno. The cabinet will meet to-morrow to discuss the matter. It is understood that the Government will declare that it is decidedly opposed to the sale of the warships.

A general census is being taken, making the third since the independence of Argentine. No census has been taken since 1895. The Government proclaimed to-day an official holiday for that reason.

fact of having a British expert on the board," he said, "will add prestige to the enquiry, all are agreed that the knowledge and experiences of British shipping men are of the highest character."

Premier Borden stated that he was in receipt of a message from Sir Thos. Shaughnessy, urging that the most searching and thorough inquiry be held into the disaster.

The prospective selections of the Government to act with Mr. Vaux in conducting the investigation are Mr. Justice Routhier, of Quebec, and Mr. Justice McLeod, of New Brunswick. Both have had long experience in Ad-

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FEAR INVESTIGATION

(Leased Wire to Journal of Commerce)

New Haven, June 1.—Consternation has seized many occupants of public offices in this state, high and low, because of a seemingly well authenticated report that the interstate commerce commission purposes to reveal the manner in which the New Haven Road persuaded the legislature to balk the parallelling project of the Hartford and Connecticut Western R.R. thirteen years ago. It is said that the New Haven spent nearly a million dollars to prevent the Hartford and Connecticut Western from closing a gap two hundred feet long in its line, being between Hartford and Springfield, Mass. Most of this money, it is said, went into the pockets of legislators and of legislative agents and "go-betweens."

ARMED TO THE TEETH.

London, June 1.—A meeting was held yesterday in Limerick in support of the Nationalist Volunteers. Among the speakers were two members of the parliamentary party, Alderman Joyce and Thomas Lundon, who were enthusiastically received, regarding the organization. It was given out that number of volunteers enrolled was over 120,000, nearly one-third of this number coming from the northern side of the River Boyne.

Mr. Lundon, who is a member of Parliament for East Limerick, said that at the risk of their lives they would keep the Home Rule Act on the statute book. With or without any proclamation, he added, the volunteers would get rifles into Ireland. The County of Limerick, said Mr. Lundon, would be the first outside Ulster to be armed to the teeth.

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