WEDNESDAY MORNING

## **KENDALL SAID COLLISION DUE TO SHIFT IN COLLIER'S COURSE**

First Officer of Storstad Flat ly Denied That Collier Changed Direction After Sighting Empress of Ireland -Bulkheads Not Closed Un til After Impact.

> "There was no reason." "Did she back away on the angle she it you on?" "No, she backed away with her stern

heard today as to the whistles blown then until the boat stopped dead?" by the vessels, the Lord Mersey dis- "I was."

engines? "Yes."

"I did.'

astern

astern?"

or two.

other, a suggested confusion or orders that Captain Kendall indignantly re udiated.

(Continued From Page 1.)

Burst Into Flame. New chapters illustrating the horror f the disaster were added by Captain Kendall in his testimony, the most tartling being his description of how a eet of flame burst from the Empress after she was rammed, the prow of the offer evidently penetrating clear thru her boilers. The first authentic account was also given of a distressing ene enacted when Captain Kendall, in the verge of a collapse, met Captain andersen of the collier when the

ner reached the Storstad. Apparent-until Captain Kendall was taken away insensible, he vehemently argued that the collier had rammed him at full speed, while Captain Andrews speed, while Captain Andersen nded that the liner was at fault. Bulkheads Wore Open.

No agreement could be secured from

red when examining the Storstad's test officer that he had blown a signal indicating that the collier was stopped and had immediately afterwards given

the testimony of the two witnesses

an order to go slow ahead. Captain Kendall also acknowledged

Captain Kendall also acknowledged that the he knew a collision to be in-evitable when the Storstad came at them in the fog, it was not till after it had occurred that the order to close

the watertight bulkheads was given.

by which three compartments had been

exposed to the sea. The speed with which Lord Mersey

directed the morning proceeedings was continued during the afternoon, his lordship summarily shutting off ex-amination that seemed to be super-

The enquiry is remarkable for the fact that probably for the first time a British judge is chairman of a Cana-

dian commission, and Butler Aspinall, K.C. an English lawyer, is leading one

section of the interests involved, while an American lawyer, Mr. Haight, is

|Capt Kendall of the Empress, re

Capt. Kendali's Version.

ductin gthe case for other parties

different schools West Richmond isit to The World untry have flockbecome the pos

nto World, to the nd Future." they

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his head in the f you haven't you temember the con-

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ub and other prothe week of June ely, will be made two lucky young-

romantic history. the flight of Mexin works of Mexico. ossibly can. Make nond street west,



ered Necessary nmending Stu-High School.

on, was a twin screw vessel and in the event of her engines being put full speed astern, she would go straight and not cant. At full speed she could go from 17 to 18 knots an hour. He said that on leaving port the crew were put thru the customary best drill.

"I went up on the bridge of the Stor-

stad and met her captain. I asked

Heard Storstad's Whistles.

adian admiralty judges.

bear from your vessel?" "I did not take a bearing."

"About three minutes."

light to his port, were you not?"

"Approximately?"

head lights?"

the beam."

magnetic?"

"I was."

overtaken her.

away?

away."

press?"

son why

in part?"

Collier Backed Away.

"Yes."

THE TORONTO WORLD

the boat, telling the men to hold them. We then went to the Storstad and dis-embarked the passengers. I called for volunteers to go back to the scene of the wreck: and all of the ten men in the boat volunteered. I took six. We found no more alive and the dead we saw had life belts around their waists. "I saw two Storstad boats. One had the other had three in a similar posi-tion. Both were pulling in survivors. We made our way to the Lady Evelyn.

tion. Both were pulling in survivors. We made our way to the Lady Evelyn, who said they had no survivors on board. I then boarded the Storstad." Rammed Boiler Room. In answer to Lord Mersey, Kendall said that at least three of the water tight compartments must have been exposed by the collision, and expressed the opinion that the Empress was ram-med in the boiler room because a tre-mendous sheet of flame came from her. Reverting to the controversy which towards my stern." "You first saw the Storstad about one hundred feet away from you. What was her speed at this time?" as her speed at any "Ten knots." "Do you think she would strike you and bounce away if she reversed her engines fifty feet away?" "Yes, she rebounded to a certain ex-"Shortly after you sighted the Stor-stad, was it before you stopped your

mendous sheet of flame came from her: Reverting to the controversy which took place between Kendall and Ander-sen, Mr. Haight asked the Empress master whether he did not say in an-swer to the charge that he was going full speed: "I wish to God I had been going faster." Witness said what he said was: "I wish to God I had been full speed. then you would never have struck me." "A moment after that, while you were green to green you ordered your engines full speed astern?" "Yes." "Why-should you do this when the Captain Andersen of the Storstad vessels are green to green and in ab-solute safety?" "I have already said I did not know vent into the witness hox at 4 o'clock.

Not Shorthanded George J. Gibson, who represented the sailors and firemen, suggested to the court that there were not sufficient The witness—"I heard it." what the other ship might do. I pre-ferred to stop until the fog had passed "You were going full speed astern "Not only did you take your boat astern, but you did so until she was, stopped and absolutely inert?"

"With the vessels in this position in regard to the green lights you went

"And you continued to see the Storstad lights for some time while going

"For a minute." Lord Mersey: "Will you tell me to day what was your reason for putting your ship full speed astern?" "To take the way off the ship." Lord Mersey Insistent. Lord Mersey: "Yes, yes, I k that. But why did you do it?" know

"Because if I did not stop with the vessel proceeding at her speed she would have carried me a long way. She would probably have run a mile

"Why did you do it?" "Because I could see the fog bank approching from the land." "There was no other steamer co

plicating the situation except the storstad? "No. Not to my knowledge." "Did you anticipate she would do omething she should not do?"

"With the fog dimming the lights."

Engines Stopped.

plying to Butler Aspinall. K.C., coun-sel for the C.P.R., said he had held an extra master's certificate for 12 years. "I did not know what she might do Of the six other officers on board, four held master's certificates. He had been in the service of the C.P.R. for the cloaked by the fog."

Mr. Haight: "You said in direct ex-amination that the collision was only past 11 1-2 years, for the past 6 1-2 possible if the Storstad ported and years as a commander. The Empress, Capt. Kendall went changed her course radically to start

on, was a twin screw vessel and in the with. "Yes." "If you were heading north 72 east when the vessels came into contact

at the angle shown in the Storstad's exhibit?" "No.'

Course Radically Changed.

over on her starboard side, both fun-"I was thrown in the water, and when I came up grasped a piece of starting. I was sweed by some of min superintended the boat down to the water line he boat down to the water line the boat down to the water line the boat down to the storstad and dis-marked the boat down to the storstad and dis-the transmin the boat down to the storstad and dis-the institute in the cline came. We then went to the Storstad and dis-embarked the passengers. I called for the boat volunteered. I took six. We found no more alive and the dead we ing of the engines, might have been changed half a point from west by south, but not more. He thought the speed of the Empress drew the col-

ller's nose out of the hole. He him-self saw the quick water as the Em-

first sighted, Alfred Tuftenes, when asked for his qualifications, said he held a Norwegian master's certificate. He first sighted the mastlights of the Empress when approaching Cock's buoy and changed the course of his vessel to west by south around that time. After seeing the masthead lights the green light appeared. The masthead lights were open and the Empress was on a course across his bows. She would be about three miles away then. Later she changed her course and he saw the green light dis-appear and the red shown. The Empress' stern disappeared into the for. Accused Crew of Cowardice. Mr. Tuftenes said that the Stor-stad had four boats capable of accommodating 30 people each, and one gig, holding 15. No sound came from the Empress until the cries of the peo-ple'in the water, and the boats were lowered directly the Storstad got near them. The crew of one of the Empress' Woats refused to go back to the scene of the disaster after bringing surviof the disaster after bringing survi-vors to the collier, because, they said, the boat was too heavy for them. This boat was then manned by Storstad men, another being partially manned from the Storstad, and survivors were picked up by them on their return trip. He personally thought the boat com-plained about was not too heavy. The cross-examination of this wit-ness by Mr. Aspinall, was left out un-til tomorrow morning, the court adcourse and he saw the green light dis-appear and the red shown. The Em-press was then two miles away. He thought the liner was changing her course to clear the Storstad under the

regular navigation rules, giving port light to port light. There would have been ample room for the ships to pass if the Empress had kept on that course. The fog then came down on the Empress and hid her lights. He heard her give one how blast til tomorrow morning, the court ad-journing after Mr. Haight's examination in chief.

Divers Baffled.

Edmund L. Newcombe, K.C., deputy

heard her give one long blast. Mr. Haight-"Capt. Kendall says he

Temperance Progress in Rural Ontario

during forty-one years

pany rules for navigation had been ob-served. Lord Mersey—"If you had gone straight ahead this collision would not have happened?" Called Captain Andersen. Called Captain Andersen. Chief officer Tuftenes said there was a slight current. He called Captain Andersen from his bed when it got for the van inclined to thiak that the starboard boiler had been torn loose

the sailors and firemen, suggested to the court that there were not sufficient able seamen on the liner. He claimed that there was only 28 in all and that there was not neugh to take care of the size and the slowed in the slowed in

did not answer. "About ten minutes after the mas-

Lord Mersey: 'Meaning what? "We were under way and keeping ir course. We were still heading

our course. We were still here west by south "When the whistles of the Em

About ten minutes after the mas-ter of the Storstad heard a chorus of cries and proceeded toward them with care, his four boats ready to munch. 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

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tinued: "Then we saw a change in her course. Her range lights came to-gether and she showed red and green. Then the green faded and the red re-mained. After, from two to four min-utes, the fog shut her out, the red lights still showing. Then the Em-press blew a signal of one whistle. We answered that signal and our en-gines were ordered slowed. We were not yet in the fog. About two min-utes afterwards the fog then shut us in and we slowed, the fog then shut us in and we stopped. Then there was a second exchange of long blasts be-tween the two ships. A little later we heard three whistles blown by the Empress. To that we blew one long whistle." PRESENT PRIZES

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City's Chief Magistrate Will Officiate at Dominion Day

ENTRIES ARE COMING IN

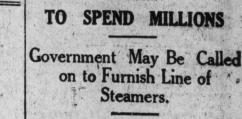
Appeal for Subscriptions Met With Generous Response From Citizens.

were heard again the mate in charge

west by south "When the whistles of the Empress were heard again the mate in charge of the Storstad put his wheel to port and when the the show and port and when the the show and port and when the the sessed had lost steerage way that to port and when the vessel would not become unmanage of the vessel would not become unmanage."
When Collision Occurred.
The captain, who had some below, the vessel would not become unmanage of the starbart of the the show and called the captain out by the fog. He made no mention of the Storstad way are the mate flight the time of the Storstad way around unit to fould be struck on the ports too point to point to point to point to point the Empress them appeared. Three mill that he captain the the show and public be the torstad the the the order that for the Storstad way around unit the the Empress them appeared. The store the partallel with the liner and he way parallel with the liner and the way parallel with the liner and the way or the barries at the tore tarbor of the struck on the port stor point to point to point to point to point to point the the coult to the struck on the port store the parallel with the liner and the way parallel with the liner and the barries the tarbor of the Storstad ways around unit the the mater of the Storstad way around unit the the show and parade to be struck on the port store the show and parade to be the parallel with the liner and the barries at the the show and parade to be show and parade to be show and parade to the struck on the port store the show and parade to the struck on the port store the show and parade to the struck on the tempress them appeared the show and parade to be the show and parade to be show and parade to the struck on the port store the show and parade to the struck on the port store the



Halifax.



# By a Staff Reporter. OTTAWA, June 6.—During the first week in July the government will send five steamers from Halifax with ma-terials and supplies for the construc-tion of the railway terminals, elevators and harbor work at Port Nelson. There

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assed last year by ation allows pupils rols to enter high issing the regular ons, most of the ter the schools unve had to undergo ective schools equirance examination. any of the schools irse as a safeguard he-pupils for high it 360 pupils will hen spelling and

f the schools about senfor pupils will An exception, tho, the Avenue School, lass of 31 will have being recommended Only three out of a ercourt School were and these will he class at Carlton not recommended ccept the principal's write. Fiftee this class. Fifteen were

### EVOLVER IER LANDLORD

ld Clarkson and his d from James 3 E. ouse at 153 Madiecoming habits in midnight Monday turned to Brown's When Brown larkson fired a rebullet missing by afterwards police bedded in the door

ly heard the shot unaware of the ocown swore out a arkson on a charge On this charge McDowell arrested king down Madison afternoon. He had seven chamber retridge discharged.

RSON'S TCH in Dew ELY THE KY IMPORTED ---

N HOTELS. ROYAL shed with new beda horoughly redecorated

American Plan.

JLLAN GRADES OF EPAPER

ffice: 490 Adelaide W

After stating that the collision oc-"You have drawn the Storstad as if curred at about 1.55 a.m. (eastern standard time) on May 24, Capt. Kenshe must have been pointed almost in to the river?" dall said the Empress had left Mont-real about 4.20, Montreal time. The "About nor.-nor.-west."

"So that, assuming that the Storstad originally when she was sighted was proceeding west by south, she er proceeded down the river in clear weather at full speed. A slight fog was encountered between Red Island must have changed her course about seven points before she hit you?" and Bic, and orders were given to reand Bic, and orders were given to re-duce to half speed, which the whistle mounded. The fog later lifted and pilot was dropped at Father Point. When Captains Met. "Apparently."

"There is no reasonable explanation for such a change?"

"I can give no explanation." "It would seem as if she was trying to run you down?" Asked by Lord Mersey what hap-pened when he met the captain of the Storstad. Capt. Kendall said: "I would not say that."

Tried to Avoid Shoal. "You cannot think of any rational excuse for a man changing his course seven points in the fog?"

'Are you the captain?' He said. 'Yes. I said, 'Well. you have sunk my ship "I can give an opinion as to what he did. My own opinion is that this You were going at full speed.' He said I was not. You were going at full man was perhaps on the other side of the fog bank. It did not last very speed.' Then the pilot came up and maid to me, 'Don't talk to him any long.

more just now, sir; you had better go below.' I went below and collapsed." Lord Mersey: "What do you mean by the other side?" The commission is made up of Lord

Mersey of the British House of Peers and Sir Adolph Routhier, Quebec, and Hon. Ezekiel McLeod, St. John, Can-"The other side would be nearest the shore on the south, and that he had sighted on his port bow the Cock Point gas buoy and had put his helm hard to port, knowing he had marked a

Questioned by Mr. Haight, Capt. Kendall said that immediately before shoal. Lord Mersey: "You think he was trying to avoid running on a shoal?" "That is my opinion by his porting. the collision he heard whistles from the Storstad on the starboard bow, at a his helm.

disance of from half a mile to a mile Lord Mersey: "Was he at this time "When you first saw the masthead lights of the Storstad, how did they near it?"

"The shoal was about 2 1-2 miles from my position."

Saw Collision Inevitable.

"Between three and four points on the starboard bow." Capt. Kendall said he saw there was sure to be a collision when he sighted the forward masthead and green and "How far had you got away from Father Point when you saw her mastred side lights of the storstad about 100 feet away. The collier was bearing at right angles to the Empress' course and going fast. He should thru the "Just before getting Cock Point on "How long do you think it was after megaphone to the master of the Stor-stad to go full speed ahead and orderyou had started the engines full speed shead from Father Point?" stad to go rull speed ahead and order-ed his own helm to be put hard aport to save a collision if possible. The engineers had only a few seconds to "You were still heading north 47 E. carry out the orders, he admitted. The Storstad gave three short blasts, "You were showing your starboard the last just as the boats came to-gether. The Empress had given three blasts five minutes before. "So that under the rules you were The stem of the Storstad struck the Empress right on the bulkheads, required to go out of the way and he he said.

Was required to keep his course?" Gave Prompt Orders. At Long Range. The distance between the two ves-sels was too far to consider any danger "Did you give any orders to your fficers immediately after you were officers struck, or an order immediately be-fore you were hit?" "Just before I saw that a collision of collision. If he had continued on his course, the captain added, he would

was inevitable I sent Mr. Jones to get the boats ready. I called out: 'Get the boats ready and all hands.'" have crossed the bow of the Storstad at very great distance. The speed of the Empress was so much greater that the Storstad could not possibly have "Now, as to the efforts made to save life, what did you do next, Capt. Ken-

"When the yessels came together, dall?" "I gave orders to the Storstad to go full speed ahead thru a megaphone. "Only an instant." The vessels, however, separated."

"Did the Storstad immediately back "Why?" "Because the Storstad's engines were working full speed astern." "No, she turned aside as she fell "How long did the stem of the Stor-

"The moment the collier came out of the hole, what resulted?" stad remain in the wound in the Em-"The Empress keeled over immedi-ately to the starboard. I ordered the

"A matter of seconds. The Storstad was only in contact a few seconds bulkhead doors to be closed.' Capt. Kendall ordered full steam ahead in a vain effort to beach the and then backed away, and the Emhad stopped and there was no way on ship. Had the steam held out he could have done so in a short time. The there was then absolutely no readeck was swarming with passengers

and he saw three boats lowered by the Storstad might not have stayed in the wound and perhaps have the crew. He continued: saved this fearful catastrophe, at least Captain Kendall's Escape.

"The Empress then keeled over further, and, finally, with a jerk went right



**Temperance conditions in rural Ontarie** under Liberal auspices after thirty-

PLEASE COMPARE WITH MAP BELOW

White shews "dry" districts.

and harbor work at Port Nelson. There are altogether 20.000 tons of freight to be taken in this summer. If these first vessels are not unduly delayed by ice in Hudson Straits or the bay they should reach their destination much should reach their destination much earlier than the first vessel last year, which arrived only on Aug. 7. The government has been busy on the con-struction of dockage, and has also three small steamers built to serve as lighters. The troubles of last year in discharging cargoes are not likely to be repeated. repeated.

The completion of wireless communication by means of the stations erected at Port Nelson and at Le Pas, 418 at Port Person and at Le Pas, 418 miles west, enables the railway depart-ment to keep in constant touch with the work. Over six million dollars has been spent to date on the railway and terminals, and the appropriations voted at the session just closed included \$4.-500,000 for the railway terminals and elevators.

elevators. Hudson Bay Railway. The Hudson Bay Railway which is being built from Le Pas is now just half finished. The government will half finished. The government will lishing of the necessary aids to navisation along the northern route. These will include lighthouses and wireless stations on the Hudson Straits. A very important feature of this transportation route from western Canada to the old country must be faced by the government at an early date. It is the question of a line of specially-built steamers. If a private company cannot be induced to undertake such a contract or demands too large a subsidy the government will have to build and operate a line of steamers of its own. The government was urged during the past session to decide this matter at once. It replied that the ships would be provided time for the traffic.

#### AMATEUR NIGHT.

Tonight the amateurs are to perform at the Park Theatre. This is always a big night at this popular west end theatre, as some of the very best ama-teur talent is displayed, being interesting and amusing.

The 11th series "Adventures of Kathyln" will be shown Friday night, together with six of the very latest releases in photo plays.

#### NEW ROADS ON WILFE ISLAND.

Special to The Torento World. KINGSTON, June 16.—An engineer of the Ontario Highways Commission is on Walfe Island making a survey for two road systems, which it is pro-posed to establish on that island, in connection with the highways scheme. Howe and Amherst Islands are also to be taken into the scheme.

#### **Dunning's Hotel and Restaurant** 27-31 West King Street **28 Melinda Street**

Solicits your patronage; appreci-ates your business. We have the facilities to guarantee satisfaction. Spe-cials today: Timbal of king fish, maltaise; boned turkey with Waldorf salads.

#### SMALL FIRE.

At 6.30 last night fire broke out in the Harris. Paperneck tailoring estab-lishinment on Ftancis street, and caused \$2000 damage. The cause of the fire is unkonwn. The building and contents are insured for \$22.800 in nine different companies.

Temperance conditions in rural Ontario under Whitney administration after) nine years.

Black shews license or "wet" districts.