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70 Columns BRANTFORD DAILY COURIER

BRANTFORD, CANADA, TU ESDAY, JUNE 16, 1914

Workingmen! Vote For The Government Which Has Cut Your Electric Light Bills In Half

Captain Kendall Tells Story on Stand To-day Of Empress of Ireland Wreck TAKES UP MANDATE OF

Lord Mersey Surprises Everybody in Manner in Which He Commenced Investigation-"What," He Exclaimed, "No Bible Here, Surely There Must Be"-Storstad Owners Submit Statement As to How Disaster Occurred.

riment would enable every-

then offered a seat, preferred to first class, 48 second and 133 third stand and face the enquiry.

Enquiry Starts.

ewcombe, K. C., deputy minister wounded

C. M. Thomson, Quebec. H. Lionas, is acting for the un-plied to the case.

D. Hazen, Dominion Min-Marine and Alex Johnstone,

ninent British ad- Britain and Ireland and George F. wireless apparatus, number

he Empress called at Rimouski that ourney, left there and put down her

aptain Kendall though still limp- saved on account of the number of ing badly and requiring the assistance of a stick, looked to be practically retowered from his experiences and store of the saved 36 were of the commission and a solemnly took oaths to act they were now placed at 463 saved and 1014 lost. Of the saved 36 were occupant of the first class 48. and the lost were 51 first class, 205

second and 584 third.

Mr. Newcombe remarked that the The Empress of Ireland enquiry sympathy of both, Canada and Great ot under weigh at ten o'clock this Britain went out in the largest meaorning with the little criminal room sure to the friends of those who had and being assured they had not, in the court house crowded with the perished. The case invited the most mbers of the Dominion commis- searching enquiry not only to ascer ion and assessors conducting it and tain the immediate cause of the disaster, but also to Jearn it any Jesson could be learned for future advantage in shipbuilding and navigation. The Canadian and British Governments were communicated with and the best the Storstad wanted to prepare the story of the British Molecular and British Governments were communicated with and the best the Storstad wanted to prepare the story of the British Molecular asked how lother than the story of the British Molecular asked how lother than the story of the British asked how lother wyers representing the various par- aster, but also to learn if any lesson bec and Hon. Ezekiel McLeod, talent possible procured to investiohn, Canadian admiralty judges. gate the disaster. Special legislation nautical assessors are Captain was enacted at the last session of ners, Dominion wreck commis- parliament to make the investigation ner, Engineer Commander Howe, thorough. The cases, direct and readian naval service; Prof. J. mote, contributing to the act would naval architect, New Castle-doubtless be ascertained. The nature of the damage which the Empress Royal naval reserve. Alleyn had received could not be proved hereau, Quebec, is secretary of Divers had been there but he was informed that it was impossible for e examination in chief of the them to ascertain what was her consses is in the hands of Edmona dition as she was lying on her side and in mud. ice. The C. P. R, owners of the The whole question of equipess, placed its case in the care ment and handling would be

tler Aspinall, KC., London, discussed. The accident happend and the following Montreal ed 700 miles or more from the point rs: E. W. Beattie, K.C., F. E. where the St. Lawrence expands in-lith, K.C., and A. R. Holden, to the gulf and yet going inland, it was only at the beginning of the great abreast at Metis Point at 1.30 Sydney was eastern standard time. counsel for Captain Kendall waterway to this country. The chan-time or 2.30 by Montreal time. When counsel for Captain Kendall waterway to this country. The channe officers and crew of the Emwere:

Me Geoffrion, K. C., Montreal, ticipated with confidence that even an interest or desire to disparage the water at 10 o'clock and would have River and Bic. We used our fog

Twenty Questions.

im to read the rules to the court.

No Bible There.

tain accurate figures of the lost and ing from a dozen places and the mem- he saw the mast lights of the Em-

been shown a copy of this document sisted the summary be given to them Aspinall had exhausted his supply of

The court waited for five minutes similar statement. The reply was sev-

"What," said his lordship, "there can only be a few pages." The complaint was made that n stenographic assistance could

"Why, then, I'll write it for you myself," said Lord Mersey, and prepared to do so when it was suggested that a verbal statement could be made. The Storstad Case.

York as follows: "The Storstad was running on time

Storstad owners rely on C. A. St. Lawrence route couldn't find any-Montreal, J. W. Griffin and thing to substantiate it in this case. By the patent log we ran six knots; full speed. Later we met more fog Haigh, New York, both mem- The question of pilotage was not then ran west 12 south for five knots. between Bic and Father Point and rethe United States admiralty, involved. The proximity to the land Shortly after the log was taken in duced to half speed and slow. Then Beecher, New York and Arwas not involved. The regulations as not being necessary. Then course we passed on.

for preventing collisions at sea ap
changed to west by south. Then the "We landed the pilot at Father mast lights of the Empress were Point so we had to stand in towards seen on the port bow. She was then Father Point, We landed him on the six or seven knots off. About six or Eureka a mile north of the Father Mr. Newcombe then submitted a seven minutes after seeing her mast Point gas buoy. A course north 47 minister of marine, represen- long list of twenty questions which light we saw a colored light. It was east Magnetic was steered after dropmarine department and J. A. had been served upon the masters and green. Then we saw a change in her ping the pilot. This, he said, was

were heard again the mate in charge the right course for an outward

bers of the commission and assessors press three points to point. He im-bers of the commission and assessors press three points to point. He im-scalamply took on the part without mediately ordered full steam actors. C. P. R Side of Case.

Mr. Aspinall then presented what he called a succinct summary of the case for the C.P.R.

Lord Mersey at once asked if the Lord Mersey at this, but found he could not keep the the ship's side at the foam and air collier's nose in the Empress wound. bubbles on the water. By this time The Storstad was swung around un- I lost Storstad's lights, just before I til she was parallel with the liner, blew the second three blasts. The for consideration, even presenting this he was parallel with the liner, blew the second three blasts. The them with his own copy, because Mr his objective was airaid last lights I saw were the two masthis ship would be struck on the port head lights and her green about one side by the starboard quarter of the point on my starboard bow. She was Empress. He had to swing around in green to green. The only thing that The court waited for five minutes when Judge Mersey asked how long time the Empress disappeared. The porting his helm. I rang the signal Storstad blew signals to the liner, to stop the engines. I was heading but it did not answer. About ten north 74 by compass, ascertained by minutes afterwards the master of the standard purpose for I went up above Storstad heard a chorus of cries and for that purpose proceeded towards them with care, "I heard a prolonged blast from this four boats ready to launch. The the other ship between my three storstad's boats saved several hun-blasts. The sound came from about

manned entirely an Empress boat on the second three blow was given I its trip back to the scene of the heard another long blast saying she was under way. This was four points Captain Kendall said the accident on the starboard bow. This was still happened 6 1-2 to 6 3-4 miles east of Safe for passage, starboard to star-board. The point where the board. "I blew two long blasts to let the

Blew Two Blasts.

(Continued on Page 3)

The latest dodge of some of

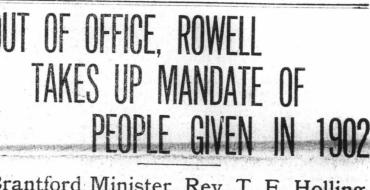
the Ham canvassers is to make

the pretence in certain quarters

Of The Grits

Latest Dodge

that Rowell's policy not only means that liquor shops will be kept open, but also that with regard to hotels only the bars will be removed-that any kind officers of the two ships. These had been accepted by the seamen and their reception was admitted by their countries. Then the green faded and the red reof drinks can be called for and served in hotel rooms. What's the next dodge?



Brantford Minister, Rev. T. E. Holling, Makes a Sorry Admission From Pulpit-Twelve Years For the Grits to Hear Voice of People.

In 1902, according to the Expositor report of the sermon of Rev. E. Holling in Colborne Street Church Sunday, the churches and emperance organizations of Ontario asked the Government to abolsh the bar as the result of the plebiscite which had been taken. According to Rev. Holling, Mr. Rowell has taken the matter up

How did Ontario in 1902 ask for the abolition of the bar? The people asked for it by a majority of 96,201. That is how ev asked for it.

Why didn't they get it?

Mowat and Ross had promised prohibition, and even the pulpits ere busy on their behalf. Then why didn't the people get it?

The Ross Government was in power at that time. That is why the mandate of the people was not obeyed. N. W. Rowell, K.C., was one of the chief supporters of Ross, and that is probably another

But again it is asked, if the people voted in 1902 by a majority 96,201 to abolish the bar, and Ross, who was supported by Newton Wesley Rowell, did not go out of power until 1905, why were not the

The bars were not abolished because the Grits desired to hold office, just as they desire now to get back into office on false pre-

churches at their word," and brought the mandate of the people of 1902 into the realm of practical politics.

It has taken Mr. Rowell and his friends 12 years, three of which will of the people as expressed in 1902 by 96,201 majority. These ntraverted, not even by Rev. Holling himself

The question for electors to decide just now is this:

If it took Mr. Rowell 12 years, three years in office and nine ears in opposition, to make up his mind to carry out the will of the

The Rowell campaign is one of hypocrisy; and right here it bers of the commission and assessors place points to point. The mediately ordered full steam astern, solemnly took oaths to act without mediately ordered full steam astern, fog was dimming the light, I stopped might be pointed out to Rev. Holling and some other occupants of The vessels were then about 800 feet ship and ran full speed astern to take the pulpits of this city that before they condemn a Government that apart. The green light of the Emaway off the ship. Three short blasts has been honest to the people of this province, they should, without partizan spirit, examine the record of this province and the progress made in temperance matters in the last eight years.

Then they should compare it with the progress of temperance 20 years previous to the Conservatives coming into power. Nothing but blind partizanship, narrow political partizanship, an result otherwise than in a favorable verdict for the Whitney

But, it is said. Mr. Rowell promises to go farther than the

Whitney Government promises To this the answer: N. W. Rowell of 1914 is the same N. W. Rowell of 1905 who supported Rossism in its worst iniquities, who spoke from a public platform the night before Ontario, enraged and

shamed of its predicament, swept Ross from power, and swept the erovince clean; it was Rowell who defended 20 years of the Liberal breach of faith with the temperance forces; the same Rowell aspires to ride into office now on a temperance catch-cry, despite the fact that only a few years ago he supported tooth and nail a party which thwarted temperance at every turn, and which when driven from office left only 27 municipalities in Ontario in the temperance column, as compared with 347 local option municipalities at present and 158 more where no licenses are issued. The Whitney record speaks for itself. No minister in Brantford,

not even Rev. Holling, would go back to the old days, even although nclined to be of Liberal proclivities. Then why not be fair? Give the Whitney Government credit

or doing something in the cause of true and abiding temperance and acknowledge a record which is not to be equalled by any other Provincial Government in the Dominion of Canada.

A GRAND RALLY AT TUTELA PARK ON THURSDAY NIGHT

That the meeting in Tutela Park Thursday night in the intersts of Mr. W. S. Brewster will be a hummer is assured on all sides. Conservatives, Liberals and their lady friends are invited to be present. The Dufferin Rifles band will be on hand, and a splendid rogram is being arranged. Mr. W. S. Brewster, the popular candilate in the cause of Good Government, who is putting up a winning ight at every point, will be supported by several prominent Conserrative speakers. The natural hillside grandstand, which will accommodate thousands, affords splendid scope for a great rally. Line up with the forces of clean Government in this city and hear the exposure of Rowellism with the calcium turned on.



Lord Mersey-Meaning what?

press and called the captain because he had asked to be called if it got

dred of the Empress survivors, and 2 points on my starboard bow. When

wreck and another boat partially. The Storstad owners' case was then liner sank was marked on a chart by outlined by Mr C. S. Hight, of New Captain Kendall while the court wait ed. He admitted that it was difficult to mark the place right. The accident occurred at 1.55 a.m., He had looked got one long blast from her. Then to mark the place right. The accident

be acted for by Dobert F. sel. They related to the number of mained. After from 2 to 4 minutes ficer Jones, third officer Moore, the