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Capt. Kendall's Story of the Catastrophe.

Rimouski, June 1.—The inquest into the death of those who went down on the ill-fated Empress of Ireland was opened here Saturday before coroner Pinand.

The captain gave his name as Henry George Kendall, age 39, and place of residence as Liverpool. He had commanded the Empress of Ireland, and was in charge on the night of the accident. He left Quebec on the 28th at 4:30 a.m.

"Will you tell us what happened when you had the accident?" asked the coroner.

"The pilot was dropped at Father Point," said he. "We then proceeded at full speed. After passing Cock Point Gas Buoy, I sighted the steamer Storstad, it then being clear.

"The Storstad was then about one point twelve degrees on my starboard bow. At that time I saw a slight fog bank coming gradually from the land and knew it was going to pass between the Storstad and myself. The Storstad was about two miles away at that time.

Then the fog came and the Storstad lights disappeared. I rang full speed astern on my engines and stopped my ship. I took the way off the ship so as to stop her quickly. At the same time I blew three short blasts on the steamer's whistle, meaning I am going full speed astern.

"After that he answered me with his whistle," continued Capt. Kendall, "giving me one prolonged blast. I then looked over the side of my ship into the water, and I saw my ship was stopped. I then stopped my engines and blew two long blasts, meaning my ship was under way but stopped and had no way upon her. He answered me again with one prolonged blast. The sound was then about four points upon my starboard bow. It was still foggy.

"I then looked out to where the sound came from. About two minutes after I saw his red and green lights. He would then be about one ship's length away from me. I shouted to him through the megaphone to go full speed astern as I saw the danger of collision was inevitable, at the same time I put my engines full speed ahead with my helm hard a-port, with the object of avoiding if possible the shock. Almost at the same time he came and cut me down in a line between the funnels.

"I then shouted to the captain of the Storstad to keep his ship full speed ahead to fill in the hole he had made," the witness went on, "but he then backed away. The ship then began to fill and listed over rapidly. I then ran full speed again. I had

stopped her when struck, to try when I saw the danger so great, to run my ship on shore to save the passengers on the ship. But almost immediately the engines stopped, the ship filling and going over all the time to starboard. I had in the meantime given orders to launch the lifeboats. I rushed along the boat deck myself on the starboard side and threw all the grips off number one, three, five and seven boats. Then I went back to the bridge again, 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 distress signals. He told me this was done. I then said 'put all the boats out as quick as possible.' That was the last I saw of the chief officer.

Sinking of Ship.

"In about five minutes after that the ship foundered," he resumed. "I was shot into the sea myself from the bridge and taken down by the suction. The next thing I remembered was being on a piece of wooden grating. How long I was on it I do not know but I heard some men shout from a lifeboat, 'there is the captain; let us save him.'

"They got me into the boat. The boat already had about thirty people on her. I did my best with the people in the boat to assist in saving others. We pulled around and picked up 20 or 25 more in the boat and also put about ten around the side in the water, hanging on 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 a half away.

"I got all these people on board the Storstad and left her again with six of the crew and went back to all the wreckage and tried to save more. When we arrived on the scene everybody had gone. We searched around and could not see anybody alive so we then returned to the Storstad."

Supreme Court.

(Before Full Bench.)

Job Bros. Co., Ltd., Plaintiff, vs. John McMartin, et al., Defendants.

Mr. Furlong, K.C., is heard in closing. The Court takes recess till 2.30. After recess Mr. Furlong, K.C., is heard in closing.

It is ordered that judgment be entered for the defendant John McMartin, that he did not make the note; and judgment for Robert H. Reid and Daniel Ford on the ground that Job Bros & Co., Ltd., have no cause of action. Costs to follow the event.

S. S. DIGBY LEFT LIVERPOOL.—The S. S. Digby left Liverpool at 7 o'clock last evening.

Most Retailers and Provision Stores have learnt by experience that **"BOS" FLANK** and **"Bos" Extra Packet BEEF**

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WHOLESALE.

Missing Man Safe.

Thos. Hurley, who strayed from his companions while fishing in the vicinity of Maher's Station, on Wednesday, as reported in yesterday's Telegram, has turned up safely, and is apparently none the worse for his experience. He walked through the woods for some distance, until he reached a clearing where he could see the railway track, which he followed to Whitbourne, arriving there early yesterday morning. He was hospitably received, and after having a sufficient rest took passage by the first train for here which reached the city shortly after ten o'clock last night.

Two More Bodies.

Liscomb, May 27.—Another body, making the eighth, from the wreck of the Lightship Halifax 19, was picked up to-day on the shore three miles from the scene of the wreck. It has the name Alexander MacGeog, in a pocket were accident insurance papers, bearing the address 52 Keith Street, Hamilton, Ont.

There was a marriage certificate stating that he was married April 4th, 1914, to Jennie Gibson, also a small Testament. He had no life belt. The right wrist had been badly injured sometime. The left arm was tattooed. The age is 27.

The body of James Ray, aged thirty-seven residence Glasgow, Scotland, senior engineer of the ill-fated steamer Number 19, was picked up on Crooks Island to-day, taken into Liscomb, and given in charge of Undertaker Scars.—Mail, May 28th.

Gravedigger Buried Alive.

Tragedy Witnessed From a Tramcar. A gravedigger named James Hambleton was buried alive yesterday in a grave at St. Stephen's Churchyard, Audenshaw, Ashton-under-Lyne.

He was stepping out of a grave which he had been making when he fell backwards. The sides collapsed on him, and he was buried head foremost.

A conductor on a passing tramcar saw Hambleton's legs in the air. He ran to the grave, but the man had then ceased to struggle, and he was dead when extricated.—London Express, May 20.

Cape Report.

Special to Evening Telegram. CAPE RACE, To-day. Wind S. E. fresh, weather dull. The steamers Yvelta and Empress of Britain passed west yesterday afternoon, Ascania and Canada and a large number of schooners west this a.m. Bar 29.58; ther. 42.

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Programme Changed to-day, Thursday.

NOTE:—With the change of programme we will repeat by request:—SHAMROCKS FROM IRELAND — COLLEGE DAYS—THE JOLLY BLACKSMITHS.

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Gets 9 Months.

Rogers, who was arrested on two serious charges (1) indecently assaulting a 13-year-old girl; and (2) a similar crime on an 11-year-old boy, was tried by Judge Knight yesterday afternoon. The prisoner admitted his guilt. His Honor commented strongly on the crime, cited a case which was recently tried in Canada in which the prisoner was sentenced to 5 years imprisonment with 20 lashes. In order to safeguard children when they are out of the sight of their parents, continued His Honor, the law of lashing, should be re-enacted here. Rogers was then sentenced to six months imprisonment for the first offense and for the second was ordered to give two sureties for his future behaviour or an alternative of three months. He choose the latter course and went down for 9 months.

Zbysko Winner Wrestling Bout

Montreal, May 28.—Nearly ten thousand people at Sohmer park last night saw Stanislaus Zbysko defeat Raoul de Rouen for the heavyweight wrestling championship of the world, after 70 minutes of as fast and exciting wrestling, catch-as-catch-can, as has been seen in Montreal in many years. The win was a popular one, the Pole being a favorite from the start. The match was somewhat inconclusive as a deciding test of the two opponents' relatives claims to the world's honors.

The first fall after 23 minutes' struggle, was awarded to Zbysko on a foul under most unusual circumstances, these being the interference of an outsider in de Rouen's behalf. Raymond Chazeaux, in de Rouen's corner, was carried away by the excitement of a struggle at the edge of the mat, with Zbysko underneath and closely pressed, and with one hand he seized Zbysko's throat, while with the other he pulled the Pole's elbow from the floor, thus placing Zbysko at de Rouen's mercy. The referee immediately blew his whistle and awarded the Pole a fall. The second fall, which went to de Rouen, after 37 minutes of evenly-matched wrestling, was a rolling fall secured with a wrist hold. While the referee's decision held good, there were many spectators who claimed that the Pole's shoulders did not touch the mat together. Zbysko's second and deciding fall was cleanly scored in 19 minutes, with a combined crotch hold and half-Nelson.

The purse was \$12,000, of which the winner's share was \$7,800, and the loser's share \$4,200.

Jack Curley, New York, was referee.

NO PRACTICE.—There will be no practice for Cochrane Street Choir tonight.

MINARD'S LINIMENT USED BY PHYSICIANS.