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NVESTIGATION COMMISSION HOLD FIRST SESSION AT QUEBEC--NOW BUSY PROBING THE "EMPRESS" DISASTER

Tells His Story of the

SHEET OF FLAME BURST FROM THE DOOMED SHIP

Showing the Storstad Must Have Cut Right Through to the Boilers

OFFICER OF STORSTAD TESTIFIES

Says That Crew of Empress Refused ANDERSEN SAYS HIS To Help in the Work of Rescue

Quebec, June 17.-New chapters illustrating the horrors of the Empress disaster, were added by Capt. Ken-

also given of the distressing scene the Empress and Storstad officers con- when the fog first appeared?" asked the liner, would porting his wheel enacted when Capt. Kendall on the flicting, as it does, suggests that a Mr. Aspinalt. verge of collapse, met Capt. Andersen similar state of cross purposes may "Because I waited a few minutes to Empress was seen just before the col-sport, N.Y., the assembling of the of the collier, when the former reach- be found to be the final explanation of see if it would lift again," was the re- lision. The Captain contended that Wanamaker trans-Atlantic air liner dall was taken away insensible.

of the two witnesses heard as to the ling fast, should have cleared the whistles blown by the vessels, though Storstad. Lord Mersey discovered when ex-

mediately afterwards given an order passed across the Storstad's bow, but

Captain Kendall also acknowledged tion that the Empress was moving.

the fact that, probably for the first time, a British judge is chairman of blow as she rushed across her bows. a Canadian Commission and Butler Aspinwall, an English lawyer, is the other parties affected.

of Ireland at Father Point in the St. being only a slight jar felt.

self in front of their vessel, which his vessel was, she would have gone lier prior to the accident, assumes a

were only emphasized. Straightforward Account

of Peers; Sir Adolphe Routhier, Quebec; Hon. Ezekiel McLeod, St. John, the collier had changed her course occurred. Capt. Demers, Dominion Wreck Com- had taken place.

tice, who outlined the salient features examined during the afternoon. of the foundering of the Empress as at present known.

Why He Stopped Capt. Kendall, questioned by Lord back to the boats and carry on the stad. ed in front of the Storstad, unless another.

CONFLICTING

peatedly Contradict Each Other on Stand

ENGINES WERE REVERSED

But the Momentum of the Storstad Was Too Great to Stop-Her

Quickly

dall in his testimony before the In- Quebec, June 18.—Out of testimony Quebec, June 17.—At the enquiry to- would all say that she easily answer- opment. vestigation Commission, the most that threw very little fresh light on day Mr. Tuftness said that directly ed her helm. startling being his description of how the disaster to the Empress of Ireland Capt. Andersen came on the bridge a sheet of flame burst from the Em- the Dominion Commission inquiring from below, the Empress came out of press after she was rammed, the into it to-day managed to extract a the fog. Collision was then inevit- Storstad's owners asked Capt. Ander- idly within the last fortnight that this prow of the collier evidently pene- few points which, however, only serve able. Capt. Andersen ordered the sen, if the Empress had originally wonder feat of aviation appears now Their Thrilling Rushes in the Closing The first authentic account was ed" and indicate that the evidence of "Why did you not call the Captain of the collier, when she first sighted plishment.

He vehemently argued that the col- Pacific Railway, extracted the opin- marked the counsel. lier had rammed him at full speed, ions from chief officer Tuftness of the while Capt. Andersen contended that collier, that according to the diagram the liner was at fault. No agreement just before the collision in the fog, he you call him?" could be secured from the testimony thought the Empress which was travel

What He Tried To Prove avining the Storstad's first officer, that Aspinalt tried to prove, that the C. he had blown a signal indicating that P.R. claimed, that the liner was standthe collier was stopped, and had im- ing still or otherwise she would have the witness clung fast to his conten-

it had occurred that the order to close stad must have been going slow, the the watertight bulkheads was given, only other way this could have been The Inquiry' was remarkable for of the Storstad officers that the collier struck the Empress a glancing

Contradicted Kendall

lier Storstad, and of the owners of the dicated that her speed supplied strik- so he got help to put the helm hard-acollier, that the Empress placed her- ing power, by saying that, loaded as Important Omission

his testimony at the Rimouski inquest tain's instructions. This use of his was not expected then. discretion as chief officer of the Stor- Lord Mersey pointed out that had Lord Mersey, of the British House stad, who was in charge of the col- the Storstad's engines been reversed

Canadian Administrator, are Admiral- after the fog had hid her from him, ty judges; Nautical assessors are which contingency he was of opinion

Repeated Former Story that the Empress' crew refused to go certaining the position of the Stor- vessel lies the responsibility cannot the propellor was half out of water,

to that of the Storstad's in conform- plemented the evidence of Tuftenes, coincide, was only heightened by with any one on board, and they have of twelve feet and a width of ten ity with the navigation rules, claim- at the request of Lord Mersey, by Jones. Haight, acting for the owners refused to give out any information. feet. ed he took this step as a safeguarding giving as his version of the disaster of the collier, claims that misleading Such scant details as have been obmeasure, owing to the fog. He could the belief that the big liner thought signals were given. not be got by the lawyer for the Stor- she could cross the bows of the Stor- Lord Mersey pointed out that the vessel had virtually come to a stop stad, C. T. Haight, of New York, to stad; that her helm was ordered port- officers of the Empress seemed to because of the danger of continuing S.S. Meadowfield sailed from Bot- were got ready for swinging out but of a private character, showed that

DID NOT OBEY

Officers of Storstad and Empress Re- Chief Officer of Storstad Had Been Told To Notify Capt. Andersen If It Got Foggy

> BUT WAITED SOME TIME BEFORE HE DID THIS

And When the Captain Came On Deck the Empress Was Too Close To Avoid a Collision

pinalt, K.C., acting for the Canadian the Captain directly fog appeared," re- swing nearly 8 points.

"About ten minutes."

added several more minutes." tions?" said Lord Mersey.

responded Tuftness.

Saw No Danger

Empress approaching her sideways there was danger. That was why he The Captain looked over the side of up, he was told by an Empress boat. victory, transgressed the rules by like a crab, to substantiate the story did not at once call the Captain. He the ship, and later went to the upper Passengers and members of the crew sharp crossing and were penalized tions by George F. Gibson, represent- us the Empress was stopped." leading one section of the interests Tuftenes contradicted Capt. Ken- ing the Sailors and Seamen's Union of involved, while an American lawyer, dall's claim that the boilers were Britain and Ireland, were given when Mr. Haight, is conducting the case of pierced as shown by a sheet of flame the enquiry was resumed this afterthat poured out at the collision. The noon. Capt. Andersen said that never Evidence given to-day amplified the witness only saw friction sparks while at any time during his trip up the rivknown contentions with regard to the there was no rebounding of the Stor- er had the hand-steering gear been cause of the disaster to the Empress stad as sworn by Capt. Kendall, there used, and when the first officer said Captain Andersen of the Storstad quartermaster in turning the wheel, So far the main arguments of Capt. was heard and he dealt a severe blow he presumed it was because while Kendall, of the Empress, that he was to Aspinalt's theory that twelve foot the engines were stopped he was stationary when rammed by the col- of penetration of the collier's nose in- afraid the vessel would swing around,

indisputably had the right of way, through the Empress travelling at ten grave aspect, though Captain Anderson while agreeing he should have Big German Boat Had a Thousand Passengers On Bulk Heads been called earlier, said it would have Capt. Kendall was on the stand for From comments made by Lord made no difference, as the fact that several hours and gave a straight- Mersey that Tuftenes did not call he had reversed the engines directforward account of the events of the Capt. Andersen directly he saw fog ly he came on deck was only due to terrible morning along the lines of coming in accordance with the Cap- the appearance of the Empress which

earlier the accident would not have helm II., which left Southampton a collision, but the short distance

First Officer's Story

Edward Jones, first officer of the missioner; Commander Howe, of the That the collier had not changed bridge at the time the collision oc-Canadian Service; Professor Welsh, her course after first sighting the curred, told much the same story os Naval Architect, New-Castle-on-Tyne, Empress, and that abortive attempts Kendall. He claimed that the Emand F. W. Coborn, of the Royal Naval had been made to port her helm af- press was stopped and the collier Reserve. Alleyn Taschereau, Quebec, ter she had been slowed down and moving, and the lawyer acting for is Secretary of the Commission. that the Empress was crossing her the Storstad's owners tried to indi-The examination of the witnesses is bow were the principal points arising cate by cross-examination of this in the hands of Edmund L. New- from the testimony of Alfred Tuftenes witness that the Empress master combe, K.C., Deputy Minister of Jus- first officer of the Storstad, who was had disobeyed the navigation rules by stopping in a fog when the regulish channel, thirteen miles South of idly filled with water, but the stout lation required him only to go slow the Nab Lightship in a dense fog. bulkhead confined it there, and al-This witness also repeated the story under the other ship's stern, after as- Just how it occurred and on which tho so much down by the head that be ready for any contingency.

Confusion over the whistles, that is Officers on the Kaiser have per- where it was found that the damage when he had turned his green light The Storstad lawyer, Haight, sup- as far as the stories of the two sides mitted no communication to be held to the bows extended for a length

30 Per Cent. Not Enough

Shareholders Suez Canal Thought the Dividend Should Be Bigger.

Paris, June 15.—Criticism of the management of the Suez Canal was the usual 33 per cent. dividend was declared. Some shareholders demanded to know why the amount was not Machine Will Then Be Dismantled

Chas. Jonnert, former French Foreign Minister, now president of the company, said the Suez Canal tolls had been reduced to 10 cents a ton, to meet the rates fixed for Panama. He declared, however, that the Panama Canal would have little effect on the Suez Canal. The larger draft of vessels at the present day, necessitated constant dredging and deepening of

Her Position

been two or three points to starboard to be actually within sight of accom-At the morning session, Butler As- "But your instructions were to call much, and his ship would have to Then will follow the dismantling and

"But you saw it coming, and that down the river, the courses that were the earliest possible day in July. laid, and the sighting of the fog, and of the masthead lights of the Stor- way, though he did not see anything the closing minutes of the struggle "Why did you not obey instruction stad. He testified he was on duty on to prove this, on account of the positive archised forty thousand spectators to

port for Antwerp.

The Incemore, which is a much

Collided In the Channel

tained came from the Incemore. That

Was Under Way

FLIGHT ACROSS THE ATLANTIC OCEAN WILL BE ATTEMPTED BY LIEUT. PORTE BEFORE MONTH OF JULY HAS PASSED

Seems Fairly Easy of Accomplishment

ASSEMBLE AEROPLANE AT HAMMONDSPORT, N.J.

And Shipped To This Country

tirely on Weather Conditions. Motor Seems Reliable

New York, N.Y., June 16 .- The Atlantic Ocean will have been crossed by aeroplane before July has passed, port. The vessel had not a swing; if that crossing be possible with aeroshe was not overloaded, and the pilots nautics at its present stage of devel-

The plans of the Rodman Wanamaker trans-Atlantic aeroplane ex-

To Be Assembled the helm would have to be ported very and its trial flights over Lake Kenka. wreck, was the next witness. He departure, but the pilot of the ex- two and three-quarters.

the bridge, and that after they drop- tion he was occupying on the bridge, frenzy, "I did not think it was necessary," ped the pilot at Father Point, he saw continued Mr. Jones. He took off his No previous International Polo the masthead light of the Storstad, coat and ran along the deck, and was struggle ever closed under such tense "Your master did not get on the about six miles off on the starboard opposite the boat when her syren excitement. Conditions when the bridge till the damage was done," bow. The course of the Empress was sounded, meaning "all hands to the eighth and final period opened were that though he knew a collision to be Later Aspinalt sought to show that commented the Chairman. "He said, changed shortly afterwards. "A little boats." He saw the crew come up the the American four was leading by a inevitable when the Storstad came at because the collier rammed herself if you had obeyed instructions he later the fog came up," said Jones, companion way. He himself got away fraction of a point, but despite their "then we went from full speed ahead three boats on the starboard side. He desperate efforts they could not hold to full speed astern, and gave three slid into the water when the ship got their advantage. Each team scored by which time three compartments accomplished would have been by the not see that when the fog came down to mean that the ship was stopped. In the witness contended that he was picked ers, in their anxiety to clinch their anxiety to clinch their anxiety to clinch their The witness contended that he could short blasts, and later two long blasts nearly perpendicular. After swim- one goal in this period, but the defend- Blaze Occurred At Russtill thought his judgment was right. bridge. He only saw the masthead were in the boat. After putting them for fouling, and so it came about that Categorical denials by Capt. Ander- lights of the Storstad, and not green on the Storstad he returned and pick- just as the sun sank, Captain Barsen of the inference arising from ques- lights. When the collier collided with ed up eight ladies and three or four rett, of the Hurlington Club's success-The Storstad must have been under but found only four corpses. Grain Steamer Rammed

Liner 'Kaiser Wilhelm'

Stood By Each Other

ed immediate assistance, then both

MEADOWFIELD SAILS

started slowly for Southampton.

Board When The "Incemore", Groping Slow-

ly Through The Fog, Crashed Into Her---

Both Ships Are Badly Damaged.

collision with the Liverpool grain the impact crumpled up her own

steamer Incemore from a Black Sea bows and tore a big gap in

suddenly there loomed up just ahead for the A. E. Reed Co., Queensboro.

Plans of Flight So Matured That Feat The thirty hour test to which th motors have been subjected, at Hammondsport settled the last doubt in set for sailing. The all-essential power for trans-Atlantic flight, the test proved, has been produced. The engines stood thirty hours of continuous operation under conditions approaching as nearly as possible those START TO BE MADE NEXT MONTH of actual flight. The consumption of fuel was so small that the load of the But Actual Date Will Depend En- trans-Atlantic flyer can be reduced easily within safe limits.

Everyone connected with the expedition felt, after the ordeal of the motor, redoubled assurance that the conquest of the ocean air passage is

Minutes of the Polo Championship Games, Roused the Forty Thousand Spectators Present to a Very Frenzy Excitement.-Lost by Transgressing Rules of the Game.

Westbury, L.I., June 17.—The Intershipping of the machine to St. John's, national Polo Cup emblematic of the Edward Jones, First Officer of the Newfoundland, via New York, on June world's championship, was won by Empress, who was on the bridge of 27 or July 24. Weather conditions the English team in the second game "How long after the fog came did the ill-fated liner on the night of the will then dictate the exact date of of the series by a score of four to gave a brief account of the voyage pedition is determined to set sail at American defenders made a desperate VICE-PRESIDENT stand, they were not quite equal to

men. These were given to the Eure- ful four was carried to the Club ka, and once more the boat went back House on the shoulders of the Eng-

10,000 Killed By Brigands

Wild Wolf And His Band Perpetrate Fearful Outrage in a Chinese

Shanghai, June 17 .- Ten thousand origand horde captured and looted Tao Chown, in the Kansu Province. The brigands filled the temples with hundreds of defenceless families and set fire to them.

WILL ALTER RIG OF SHAMROCK IV.

London, June 17 .-- A special despatch from Portsmouth, says that the rig of Shamrock IV. is to be altered from that of a sloop to that of

The challenger is to be given a long bowsprit, with jib and foresail. The despatch adds that the removal of lead will reduce the water line and effect the time allowance.

Death Claims Correspondent

Bennett Burleigh, Who Has Seen Many Campaigns, Mustered From This World

London, June 17.—Bennett Burleigh the oldest and most widely known of war correspondents, died to-day. He was a Scotsman, and born in Glasgow nearly 70 years ago

OF G. T. R. DEAD

Montreal, June 17-It was announced at 12.30 to-day that Vice-President Reynolds, of the Grand Trunk Railway, had died this morning.

Fifty Workmen Killed In Fire

sian Saw-mill And Resulted From An Explosion.

Moscow, June 17 .- Fifty workmen were burned to death through the destruction of a wood mill by fire to-

The fire resulted from an explosion.

WILL TAKE UP AMENDING BILL EARLY IN WEEK

Marquis Crewe Makes This Promise In The House of Lords

MEANWHILE THE ORIGINAL BILL IS TO BE DELAYED

Announced That Asquith Has Been In Communication With Sir Edward Carson

London, June 17.—The peril of the two rival volunteer forces in Ireland was responsible for the votes of cen-London, June 18 .- According to a sure debated by both the Lords and statement issued from the offices of Commons yesterday, the Government being blamed for inaction, both now

> Although Ministers defended themthe Opposition, it was noticed that the Marquis of Crewe changed his attithing about the Amending Bill, and promised its production at the beginning of next week, while the parent bill could be deferred in accordance with the wishes of the Opposition.

Considerable excitement was caused by Lord Crewe's announcement that the Premier had been in communication with Sir Edward Carson during After waiting on the apot for half the recess. Sir Edward's explanation the map of Ulster, and the Premier's as a renewal of the 'conversations.'

Fog Came Down--Nobody Injured. the North-German-Lloyd Co.. Kaiser Wilhelm II. was rammed by and in the past. smaller boat than the German steam- The steamers stood by each other

er, is in dock here with her bows until it was ascertained neither needand at right angles. She scraped selves by throwing the onus on the along for some distance, but water-tight doors in the bulk heads kept back the water which leaked in- tude regarding his refusal to say any-The collision occurred in the Eng- The forepeak of the Incemore rap- to one compartment.

Directly the fog came Capt. Dahl had closed the water tight doors to

an hour the Kaiser returned to South- about Mr. Asquith consulting him on

admit that his boat could have drift- ed by one officer and starboard by have followed the rules in this con- under way in such a thick fog, when wood yesterday with 4,900 tons pulp were not used, and there was no ex- it could not be regarded in any way citement on the vessel.

In The English Channel Saved Kaiser From Sinking

Southampton, June 18.—The North- of her the huge bulk of the Kaiser. Captain Had Had Them German-Lloyd steamer Kaiser Wil- Bith captains did their best to aver Closed As Soon as The shortly after noon yesterday for New separating the two vessels rendered York with a thousand passengers on their efforts ineffectual and the Inceboard, lies at anchor off Netley with more struck the liner on her stara big hole in her side, caused by a board side amidships. The force of

The Kaiser has a hole below the water line, nearly amidships, but the extent of the damage has not been ascertained.