

YOU'LL BE SURE TO FIND IT IN "The MAIL and ADVOCATE"

THE MAIL AND ADVOCATE

VOLUME I, No. 128.

ST. JOHN'S, NEWFOUNDLAND, THURSDAY, JUNE 18, 1914.

PRICE:—1 CENT.

INVESTIGATION COMMISSION HOLD FIRST SESSION AT QUEBEC—NOW BUSY PROBING THE "EMPRESS" DISASTER

Captain Kendall Takes the Stand and Tells His Story of the Wreck 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 To Help in the Work of Rescue

Quebec, June 17.—New chapters illustrating the horrors of the Empress disaster, were added by Capt. Kendall in his testimony before the Investigation Commission, the most startling being his description of how a sheet of flame burst from the Empress after she was rammed, the glow of the boiler evidently penetrating clear through to her boilers. The first authentic account was also given of the distressing scene enacted when Capt. Kendall on the verge of collapse, met Capt. Andersen of the collier, when the former reached the Storstad. Apparently Kendall was taken away insensible.

Recriminations He vehemently argued that the collier had rammed him at full speed, while Capt. Andersen contended that the liner was at fault. No agreement could be secured from the testimony of the two witnesses heard as to the whistles blown by the vessels, though Lord Mersey discovered when examining the Storstad's first officer, that he had blown a signal indicating that the collier was stopped, and had immediately afterwards given an order to go slow ahead.

Almost Unique The inquiry was remarkable for the fact that, probably for the first time, a British judge is chairman of a Canadian Commission and Butler Aspinwall, an English lawyer, is leading one section of the interests involved, while an American lawyer, Mr. Haight, is conducting the case of the other parties affected.

Straightforward Account Capt. Kendall was on the stand for several hours and gave a straightforward account of the events of the terrible morning along the lines of his testimony at the Rimouski inquest on the collision.

Why He Stopped Capt. Kendall, questioned by Lord Mersey as to why he stopped his ship when he had turned his green light to that of the Storstad's in conformity with the navigation rules, claimed he took this step as a safeguarding measure, owing to the fog. He could not be got by the lawyer for the Storstad, C. T. Haight, of New York, to admit that his boat could have drifted in front of the Storstad, unless

CONFLICTING TESTIMONY AT THE INQUIRY

Officers of Storstad and Empress Repeatedly Contradict Each Other on Stand

ANDERSEN SAYS HIS ENGINES WERE REVERSED But the Momentum of the Storstad Was Too Great to Stop Her Quickly

Quebec, June 18.—Out of testimony that threw very little fresh light on the disaster to the Empress of Ireland the Dominion Commission inquiring into it to-day managed to extract a few points which, however, only serve to make "confusion worse confounded" and indicate that the evidence of the Empress and Storstad officers conflicting, as it does, suggests that a similar state of cross purposes may be found to be the final explanation of the wreck.

What He Tried to Prove Aspinwall tried to prove, that the C.P.R. claimed, that the liner was standing still or otherwise she would have passed across the Storstad's bow, but the witness clung fast to his contention that the Empress was moving.

Contradicted Kendall Tuftens contradicted Capt. Kendall's claim that the boilers were pierced as shown by a sheet of flame that poured out at the collision. The witness only saw friction sparks while there was no rebounding of the Storstad as sworn by Capt. Kendall, there being only a slight jar felt.

Important Omission From comments made by Lord Mersey that Tuftens did not call Capt. Andersen directly he saw fog coming in accordance with the Captain's instructions. This use of his discretion as chief officer of the Storstad, who was in charge of the collier had changed her course after the fog had hid her from him, which contingency he was of opinion had taken place.

Repeated Former Story This witness also repeated the story that the Empress' crew refused to go back to the boats and carry on the rescue work.

The Storstad lawyer, Haight, supplemented the evidence of Tuftens, at the request of Lord Mersey, by giving as his version of the disaster the belief that the big liner thought she could cross the bows of the Storstad; that her helm was ordered ported by one officer and starboard by another.

DID NOT OBEY THE ORDERS OF HIS CAPTAIN

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

Quebec, June 17.—At the enquiry to-day Mr. Tuftens said that directly Capt. Andersen came on the bridge from below, the Empress came out of the fog. Collision was then inevitable. Capt. Andersen ordered the engines full speed astern.

Saw No Danger The witness contended that he could not see that when the fog came down there was danger. That was why he did not at once call the Captain. He still thought his judgment was right.

First Officer's Story Edward Jones, first officer of the Empress of Ireland, who was on the bridge at the time the collision occurred, told much the same story as Kendall. He claimed that the Empress was stopped and the collier moving, and the lawyer acting for the Storstad's owners tried to indicate by cross-examination of this witness that the Empress master had disobeyed the navigation rules by stopping in a fog when the regulation required him only to go slow under the other ship's stern, after ascertaining the position of the Storstad.

Confusion over the whistles, that is as far as the stories of the two sides coincide, was only heightened by Jones. Haight, acting for the owners of the collier, claims that misleading signals were given.

Lord Mersey pointed out that the officers of the Empress seemed to have followed the rules in this connection.

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 uttered for the first time in years at the recent annual meeting when the usual 33 per cent. dividend was declared. Some shareholders demanded to know why the amount was not larger.

Her Position Mr. Haight, re-examining for the Storstad's owners asked Capt. Andersen, if the Empress had originally been two or three points to starboard of the collier, when she first sighted the liner, would porting his wheel bring her on the port bow, where the Empress was seen just before the collision. The Captain contended that the helm would have to be ported very much, and his ship would have to swing nearly 8 points.

Was Under Way The Storstad must have been under way, though he did not see anything to prove this, on account of the position he was occupying on the bridge, continued Mr. Jones. He took off his coat and ran along the deck, and was opposite the boat when her syren sounded, meaning "all hands to the boats." He saw the crew come up the companion way. He himself got away three boats on the starboard side. He slid into the water when the ship got nearly perpendicular. After swimming for a short while he was picked up by the boat when an Empress boat, passengers and members of the crew were in the boat. After putting them on the Storstad he returned and picked up eight ladies and three or four men. These were given to the Eureka, and once more the boat went back but found only four corpses.

Collied in the Channel The collision occurred in the English channel, thirteen miles South of the Nab Lightship in a dense fog. Just how it occurred and on which vessel lies the responsibility cannot be ascertained at the present time.

Officers on the Kaiser have permitted no communication to be held with any one on board, and they have refused to give out any information.

Such scant details as have been obtained came from the Incomore. That vessel had virtually come to a stop because of the danger of continuing under way in such a thick fog, when suddenly there loomed up just ahead

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

Plans of Flight So Matured That Feat Seems Fairly Easy of Accomplishment

TO ASSEMBLE AEROPLANE AT HAMMONDSPORT, N.Y. Machine Will Then Be Dismantled And Shipped To This Country

START TO BE MADE NEXT MONTH But Actual Date Will Depend Entirely 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, if that crossing be possible with aeroplanes at its present stage of development.

The plans of the Rodman Wanamaker trans-Atlantic aeroplane expeditions have been matured so rapidly within the last fortnight that this wonder feat of aviation appears now to be actually within sight of accomplishment.

To Be Assembled This week will see at Hammondsport, N.Y., the assembling of the Wanamaker trans-Atlantic air liner and its trial flights over Lake Kenka. Then will follow the dismantling and shipping of the machine to St. John's, Newfoundland, via New York, on June 27 or July 24.

Westbury, L.I., June 17.—The International Polo Cup emblematic of the world's championship, was won by the English team in the second game of the series by a score of four to two and three-quarters. Although American defenders made a desperate stand, they were not quite equal to winning, but their thrilling rushes in the closing minutes of the struggle aroused forty thousand spectators to frenzy.

No previous International Polo struggle ever closed under such tense excitement. Conditions when the eighth and final period opened were the American four was leading by a fraction of a point, but despite their desperate efforts they could not hold their advantage. Each team scored one goal in this period, but the defenders, in their anxiety to clinch their victory, transgressed the rules by sharp crossing and were penalized for fouling, and so it came about that just as the sun sank, Captain Barrett, of the Hurlington Club's successful four was carried to the Club House on the shoulders of the English adherents.

London, June 18.—According to a statement issued from the offices of the North-German-Lloyd Co., the Kaiser Wilhelm II. was rammed by the Incomore at 3.30 in the afternoon and at right angles. She scraped along for some distance, but the water-tight doors in the bulk heads kept back the water which leaked into one compartment.

Directly the fog came Capt. Dahl had closed the water tight doors to be ready for any contingency. The Kaiser has a hole below the water line, nearly amidships, but the extent of the damage has not yet been ascertained.

10,000 Killed By Brigands

Wild Wolf And His Band Perpetrate Fearful Outrage in a Chinese City.

Shanghai, June 17.—Ten thousand men, women and children were killed and massacred, when White Wolf's brigand 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 a cutter.

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.

VICE-PRESIDENT 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

Blaze Occurred At Russian 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-day.

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 censure debated by both the Lords and Commons yesterday, the Government being blamed for inaction, both now and in the past.

Although Ministers defended themselves by throwing the onus on the Opposition, it was noticed that the Marquis of Crewe changed his attitude regarding his refusal to say anything 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.

Grain Steamer Rammed Liner 'Kaiser Wilhelm' In The English Channel

Big German Boat Had a Thousand Passengers On Board When The "Incomore", Groping Slowly Through The Fog, Crashed Into Her—Both Ships Are Badly Damaged.

Southampton, June 18.—The North-German-Lloyd steamer Kaiser Wilhelm II., which left Southampton shortly after noon yesterday for New York with a thousand passengers on board, lies at anchor off Netley with a big hole in her side, caused by a collision with the Liverpool grain steamer Incomore from a Black Sea port for Antwerp.

The Incomore, which is a much smaller boat than the German steamer, is in dock here with her bows badly smashed.

Stood By Each Other The steamers stood by each other until it was ascertained neither needed immediate assistance, then both started slowly for Southampton.

S.S. Meadowfield sailed from Botwood yesterday with 4,900 tons pulp for the A. E. Reed Co., Queensboro.

Bulk Heads Saved Kaiser From Sinking

Captain Had Had Them Closed As Soon As The Fog Came Down—Nobody Injured.

London, June 18.—According to a statement issued from the offices of the North-German-Lloyd Co., the Kaiser Wilhelm II. was rammed by the Incomore at 3.30 in the afternoon and at right angles. She scraped along for some distance, but the water-tight doors in the bulk heads kept back the water which leaked into one compartment.

Directly the fog came Capt. Dahl had closed the water tight doors to be ready for any contingency. The Kaiser has a hole below the water line, nearly amidships, but the extent of the damage has not yet been ascertained.

After waiting on the spot for half an hour the Kaiser returned to Southampton. No one on board was injured; boats were got ready for swinging out but were not used, and there was no excitement on the vessel.