

First Officer of Storstad Swears So at the Inquiry.

EMPRESS' SPEED WAS 10 KNOTS

Government Worried Over The Hindu Situation.

LAST EDITION

The London Advertiser

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51st YEAR. No. 22060 Tomorrow's Weather—Showery at Night.

THE LONDON ADVERTISER, WEDNESDAY, JUNE 17, 1914. TWELVE PAGES.

Sun rises, 4:35; sun sets, 8:01.

PRICE TWO CENTS.

Peace Conference at a Standstill---City Employees Must Take All Orders From City Engineer In Future---Lake Erie Coal Trade May Be Taken From L. and P. S. Line---Huron Synod Would Enforce Statistical Reports.

REPORTED WITHDRAWAL OF COAL TRADE FROM LONDON AND PT. STANLEY

Semi-Official Statement Made That Bessemer Will Be Transferred To Rondeau Run As Soon As Docks Are Completed There

80% FREIGHT LOSS TO ROAD

The Marquette and Bessemer, now plying between Conneaut and Port Stanley, is to be taken off the Port Stanley run and transferred to Rondeau as soon as a ship dock at the latter port has been completed.

This announcement was made semi-officially today. It is a confirmation of statements that were made during the electrification campaign to the effect that if the road were electrified the business of the Lake Erie Coal Company would be given a new routing and that its unloading business would be concentrated at Rondeau and handled by way of St. Thomas.

Loss of 80 Per Cent.

If the coal, which arrives at Port Stanley on the Bessemer, is taken away from the London and Port Stanley Railway more than 80 per cent of the present business of the road would be lost. This would mean that the city would be certain to face even greater deficits than were

acknowledged by the most sanguine experts after interest and sinking fund had been paid.

As is well known the coal trade on the London and Port Stanley line has been the backbone of its existence, and the Pere Marquette is said to have operated the line at a loss even with the coal trade.

Large quantities of coal have been landed at Rondeau for many years, being carried in bulk. The erection of facilities for the car ferry will be completed within a short time, it is stated.

Storage Tracks Removed.

Some time ago storage tracks were removed from Port Stanley which indicated the intention of the company.

The Merchants' Line of steamers will not call at Port Stanley this year, and practically all outside shipping to and from the city will be suspended. The shippers of this city did not use the steamers last season sufficiently to make the call profitable.

MEDIATION IS AT A DEADLOCK OVER THE MEXICO PRESIDENCY

Huerta Envoys Refuse to Accept Constitutionalist, Wanting Neutral.

A CONFUSING SITUATION

Full Conference Likely to Decide About Continuing the Proceedings.

[Canadian Press.]

Niagara Falls, Ont., June 17.—The unsatisfactory talk between the American delegates and two Constitutionalist representatives at Buffalo, overnight dispatches of friction at Juarez between Carranza and Villa officials, and stories of Federal successes at Zacatecas, produced a confusing situation for the mediation board today.

Justice Lamar and Frederick W. Lehmann, the American delegates, declined to divulge what they had learned in Buffalo from Raul Zubaran and Luis Cabrera, personal representatives of Gen. Carranza, but spoke of the conference as clarifying and valuable.

The Constitutionalist has explained in detail and with emphasis that there could be no compromise in any shape or form with Gen. Huerta or any of his party, that a prominent Constitutionalist alone would be accepted by them for the presidency, and that the military triumph of the revolution was inevitable.

Refuse Constitutionalists. The American delegates realize the futility of further discussion with the Huerta delegates as to personnel. The Huerta envoys say they never will accept.

THE GOVERNMENT GREATLY WORRIED BY HINDU PROBLEM

Fears Are Felt That Japs May Take Unfortunates Off to Mexico and Drive Them Ashore There.

(Special to the Advertiser.)

Ottawa, June 17.—The Government is still greatly worried by the Hindu situation at Vancouver. The administration would like to see the last of them, but the 360 Hindus refuse to allow the ship to raise steam and turn back across the Pacific. There have been communications from England asking the Canadian Government to reach a solution, if possible, which will avert further ill-feeling in India among the natives against English rule and English officials. The Government here, however, has gone so far that it cannot discover any way to back down gracefully.

The arrival of two Japanese cruisers at Vancouver this week complicates the situation on the Pacific coast and adds to official anxiety in Ottawa and Downing street.

It is feared that the Japanese may resort to force to solve their problem. It is thought that an armed party from the Japanese cruisers will be put on board the Komagata Maru to control the Hindus and enable the Japanese captain to get up steam and take his ship beyond the three mile limit, when the Hindus, who are British subjects, would be absolutely at the mercy of a force of exasperated Japanese.

The Hindus are not likely to be returned to India. The belief at Ottawa is that the Japanese captain will clear for Mexico, and, escorted by one of the Japanese cruisers, will sail to a Mexican port.

Instructs Foremen To Take No Orders From Any Alderman

City Engineer Refuses to Allow Departmental Employees To Be Dictated To By Council Members Over His Head

Written instructions were sent out yesterday by City Engineer W. N. Ashplant to all the ward foremen informing them of their duties and emphasizing a rule of the department that they are not to be influenced in their work by aldermen or controllers.

It is understood that this was done to correct troubles of the department in the past, when city officials would take a

hand on public works jobs over the head of the city engineer.

Mr. Ashplant would not discuss the letter sent out to the men, but it is reported that he strongly resents any interference by city officials who are nursing playground complaints in their wards for the purpose of making votes. The city gang in this department is sufficiently large enough to handle the work as it is now planned, and the employment of more men would complicate rather than aid matters.

SPLENDID SHOWING OF PRETTY FLOWERS

Some Wonderful Peonies Exhibited at Horticultural Society Show.

GREAT RANGE OF COLOR

Blossoms Are From Deepest Red to Purest White—Great Barrie Display.

A splendid showing of early summer blossoms is being displayed by local flower-growers at the annual flower show of the London Horticultural Society, which opened in Hyman Hall today.

By noon much of the available space was taken up, peonies of all shades from deepest red to purest white; roses, rare in scent and beauty; delicate iris; sweet, old-fashioned pinks, and many other varieties vying with each other to attract the visitor's attention.

A showing that receives much comment is the splendid arrangement of peonies, grown by J. H. Bennett, of Barrie, displayed through the kindness of Rev. G. W. Tibbs, of that town, who will lecture in the hall tonight on the growing of peonies and irises. As usual the London Hospital for the Insane has a splendid display, which occupies one long table. S. F. Wood, of Kilworth, is another exhibitor showing a large variety of garden flowers and some especially fine roses.

Other exhibitors are: London waterworks, peonies and roses; W. W. Gammon, peonies; Mrs. Harry Carling, Mrs. Stevenson, Mrs. Becher, Mrs. Phillips, T. H. Smallman, Mr. Bartlett, Malcolm Westland, whose display of Sarah Bernhardt peonies elicits much admiration, and, Charles W. E. Saunders has a collection of unusual blossoms, among them being a gas plant and a single stem of the Eremurus robustus, which grows over six feet in height, the bell-like flowers, of a delicate pink shade, growing near the top of the stalk.

Citizens of London are cordially invited to attend the flower show and to hear the lecture tonight. The exhibition will last until tomorrow evening.

DID NOT WANT TO "HURT ANY FEELINGS"

M. H. O. Has Novel Excuse for Condition of River Near Boathouse.

The board of health meets this afternoon to consider several complaints and transact its quarterly routine business. The London Motor-Boat Club has lodged a complaint against the insanitary conditions of the river in the vicinity of the boathouse. The matter has been brought repeatedly to the attention of M. H. O. Hutchinson, and his excuse to the members of the club for not taking action has been that he "did not wish to hurt anyone's feelings."

Certain provisions of the new public health bylaw recently passed by the council will be discussed and it is possible that some reference will be made to the number of smallpox cases in the city.

POOR TEAM WORK

Waterworks Department Rips Up Street Just Oiled by City Engineer.

The water department is putting down a twelve-inch main on the Hamilton Road. The street was only recently oiled by the city engineering department, and residents are complaining because the two departments don't do better team work. It is intimated that the engineering department will not oil the street again this year as there are too many demands in other parts of the city for the oil carts.

VOTERS ARE SLOW TO REGISTER HERE

Few Names Yet Added to the Voters' List for Provincial Election.

FAR BEHIND OTHER YEARS

Registration Closes Saturday and All Who Wish to Vote Must Register.

With registration closing Saturday and with Friday not counted in, there is little time left for electors to make themselves eligible to vote. Up to two o'clock today only three applications had been made at division No. 1. This makes an aggregate of only twenty-two names entered there. Yesterday 123 names went on the list.

When it is acknowledged that the coming fight will be the hottest waged in London for many years and when the results are certain to be close, the necessity of each citizen possessing the franchise to exercise it, is apparent.

Where to Register.

DIVISION NO. 1.—At the license commissioners' office, over No. 399 Richmond street, for registration districts Nos. 1 to 7 inclusive, the outside limits of which are on the east, Wellington street; on the north, Dundas street, and on the south and west the River Thames.

DIVISION NO. 2.—At No. 145 Bruce street for registration districts Nos. 8 to 16 inclusive, the outside limits of which are, on the east, the original allowance for road between lots 24 and 25 in the Broken Front concession of Westminster; on the north, the River Thames and the south branch thereof, and on the south and west the southerly and westerly limits of the City of London.

DIVISION NO. 3.—At No. 321 Richmond street for registration districts Nos. 17 to 23 inclusive, the outside limits of which are, on the east, Wellington street; on the north, Dundas street, and on the south, Dundas street to Kensington bridge, and thence the River Thames to the westerly limits of the city; and on the west, the westerly limits of the city.

DIVISION NO. 4.—At No. 241 Colborne street, for registration districts Nos. 24 to 30 inclusive, the outside limits of which are, on the east, Wellington street; on the north, Dundas street; on the south, Dundas street to Kensington bridge, and on the west, the River Thames.

DIVISION NO. 5.—At the town hall, London East, for registration districts Nos. 31 to 38, 37, 42, 43 and 44, the outside limits of which are, on the north, Dundas street; on the east, Adelaide street, and on the south, Trafalgar street, and on the east, the eastern limits of the City of London.

DECIDE THIS WEEK

Council Will Have Solicitor's Opinion On Appealing G.T.R. Damage Case.

City Solicitor Meredith is expected to inform the board of control the latter part of the week on the question of whether the city can appeal in the case against the Grand Trunk Railroad for \$7,500 damages as the result of the fire truck collision last August. Mr. Justice Kelly in Osgoode Hall last week handed down an opinion which declared the city was negligent and could not recover. City officials believe the case ought to be appealed.

SUE EX-VICE-PRESIDENT

London Foundry Company Asks \$3,988 for Alleged Overdraft.

Samuel W. Widdowson, formerly vice-president of the London Foundry Company, will be sued by the company for \$3,988.55, according to a writ issued today by Jarvis & Vining. The complainant company claim the sum as owing it, and drawn in overdraft by the defendant, while he was vice-president of the company.

ACCORDING TO DIAGRAM OF STORSTAD'S CHIEF OFFICER SHIPS SHOULD HAVE CLEARED

MAN WHOSE SPEED AT DISASTER INQUIRY ASTOUNDED COUNSEL



LORD MERSEY

SYNOD DELEGATES OBJECT STRONGLY TO DRASTIC ACTION

Refuse to Pass Recommendation of Withholding of Funds If Returns Were Not Made.

CRITICIZES GOVERNMENT

Rector Contrasts European Offices With Lack of Relief for Needy.

Practically the whole of the three-hour sitting of the Synod of Huron this morning was taken up by discussion of two recommendations brought in by the committee appointed to prepare a report on the charge made to the Synod yesterday by Bishop Williams.

The first of these was a suggestion that, in view of the delay in making statistical returns to the bishop or synod office, the treasurer should be authorized to withhold an incumbent's monthly check until such returns had been made if he were a beneficiary of the synod, and that where this was impracticable, that the bishop should be asked to write a personal letter of recommendation to the offending minister.

Prof. T. C. A. Wright, of Huron College, immediately objected that such a disciplinary step, besides being too drastic, was altogether unconstitutional. He maintained that the syndical canon of discipline was the proper machinery to use in any such case.

That the recommended course of action was illegal was admitted by A. H. Backus, of Aylmer, a member of the committee. It had been incorporated in the report chiefly with a view to bringing the matter before the meeting and promoting discussion.

Intended to Fool Synod. A ministerial delegate protested that the committee had no right to bring in a recommendation containing a clause which, in his own words, "was intended to fool this synod." The clause was absurd but he did not think it was disastrous.

He contends that Empress was going Ten Knots and Collier Only One--- Confesses He Disobeyed Instructions.

CAPTAIN ANDERSEN ON STAND

[Canadian Press.]

Quebec, June 17.—The confession by Chief Officer Tuftenes, of the collier Storstad, at the Empress of Ireland wreck inquiry this morning that, according to a diagram he had prepared of the relative positions of the two vessels when they sighted one another, just before the collision which sank the liner, it would appear as if they should have cleared, was the breach made by Butler Aspinall, K. C., acting for the Canadian Pacific Railway into the defence of the owners of the Storstad. The officer had contended, in his testimony, that the Empress was travelling ten knots an hour and the Storstad only one, when they were disclosed to one another, two ship's lengths of 800 feet away. Mr. Aspinall, by the questions he immediately asked upon this matter and the carefulness of Lord Mersey to give the witness an opportunity to express his opinion clearly, showed the importance attached to this decision on the part of the witness. Mr. Aspinall followed it up by suggesting that the only way the Empress could have been struck straight into her boilers, if she was not stationary, was for her to move on to the Storstad like a crab, but the witness held to his story that the liner was crossing his bows at a good speed.

The witness came in for some heckling on why he did not call Captain Andersen sooner, Lord Mersey making the suggestive observation that in disobeying his instructions to summon the master at the appearance of fog and using his discretion, it so happened that Captain Andersen did not get on deck until all the damage was done, and his immediate order, when the Empress appeared, to reverse the engines, came too late.

Captain Andersen was placed in the box during the morning and examined by Mr. Haight on behalf of the Storstad owners. About the only conclusions that Mr. Aspinall could get from Captain Andersen was agreement in a hypothesis that if the Empress was stationary, as Captain Kendall claims, and the Storstad travelling at ten knots, had ported her helm, that would have caused the collision, but he added a rider, claiming that the liner was moving and that the collier did not change her course when the fog settled down. He gave as proof that the Storstad was going slow, his belief that she would have gone clean through the liner if she had been travelling at ten knots an hour.

Cross-Examination.

Alfred Tuftenes, the first officer of the Storstad, took his place in the witness-box when the Empress wreck inquiry was opened in the court house this morning, and Butler Aspinall, K. C., began his cross-examination on behalf of the C. P. R. of the witness, who was in charge of the collier immediately prior to the collision.

Mr. Aspinall began by asking witness if he knew whether the master of the Storstad got a bonus for a speedy trip with coal for the Dominion Coal Company between Sydney and Montreal. He said he did not know.

Lord Mersey said the matter could be easily cleared up, and asked C. A. Haight, the New York lawyer acting for the owners of the collier, whether he knew. Mr. Haight at once put the question to Capt.

Andersen, who was sitting in the well of the court, and received a reply in the negative.

Mr. Aspinall then asked the witness if the ship was not unloaded at night at Montreal, and Mr. Tuftenes said she was.

Time Important. "Time is apparently important then?" asked the C. P. R. counsel, and the witness said it seemed to be.

In answer to further questions from Mr. Aspinall, the witness said that the Storstad was not navigated in fog for one hour and a half prior to first seeing the masthead lights of the Empress. When they came into view the Empress was about six miles away and one and a half points on the Storstad's port bow. She was then pursuing a course across the collier's bows.

(Continued on Page Three.)

SCHOOL TESTS NOT ALL FUN THIS YEAR

Question Paper on Composition Indicates Wide Range of Knowledge Demanded.

Maybe you think it is fun going to school these days. Maybe you have wished you could go to school yourself again. If you have thought of either of these things then the appended question paper for the junior high school entrance examination in composition will be of interest.

This is a series of question papers which The Advertiser will run, showing that school is not all play these days.

The first is the examination in composition which the junior high school pupils wrote on.

Note—In valuing this paper, neatness and spelling will be considered.

1. Write a composition of at least thirty lines on one of the following subjects:—

- (a) A storm on the great lakes.
 - (b) Sunday in a city park.
 - (c) Our school garden.
 - (d) My summer vacation.
 - (e) Making maple-sugar.
 - (f) School sports.
2. (a) Write a letter to your cousin, William Phillips, Pentonville, giving him an account of:—
- (i) How you expect to spend next Dominion Day or
 - (ii) An entertainment at which you were present during the past school-year.
- (b) Write in a ruled space the envelope address.

THE WEATHER

LOCAL TEMPERATURES

The following were the highest and lowest temperatures recorded in London during the 24 hours previous to 8 a.m. today: Highest, 65; lowest, 42.

The official temperatures for the 12 hours previous to 8 a.m. today were: Highest, 65; lowest, 37.

TOMORROW—SHOWERY AT NIGHT.

Toronto, June 17—8 a.m.

Forecasts.

Today—Moderate to fresh southwest winds; fine and warm.

Thursday—Southerly winds; fair at first, showery by night.

Temperatures.

The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Stations	High	Low	Weather
Victoria	62	58	Clear
Calgary	80	52	Cloudy
Parry Sound	62	42	Clear
Toronto	66	44	Clear
Ottawa	66	42	Clear
Montreal	58	50	Clear

Weather Notes.

The low area which was centred in Maine yesterday has developed into quite an energetic storm, which is now passing across the Gulf.

The weather is fine everywhere from Quebec westward, with a general tendency toward higher temperature.

SUMMER BLOSSOMS!



A section of the London Horticultural Society flower show, in Hyman Hall, snapped by an Advertiser camera man this afternoon.

REGISTER TODAY! YOUR VOTE IS NEEDED FOR ROWELL