That Son-in-Law of Pa's—By Wellington

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BOTH CAPTAINS WERE ON STAND AT THE ENQUIRY

Examination of Storstad Captain—Captain Kendall Cross-Examined.

COURT HOUSE, QUEBEC, June 18—The examination of Captain Andersen of the Storstad was continued as follows, yesterday afternoon:

"Could you have done anything moe to keep the bow in the wound?"

"I could not. When the Empress disappeared in the fog he blew continously, but got no answer. He thought at the time that the Empress was leaving him, he did not know she was hurt.

"What do you think was the headway of the Empress when the ships hit '"

"North or northeast, something like that.'

"Is it in your judgment that at the time of the collision, she was heading N 72 east "

"Impossible.'

"What did you do after the collision?"

"I sent the mate to sound the hold"

"You suggest the Empress changed her course?"

"She might."

"Why?"

"I might think that when the fog set in she was trying to get farther off shore." He sounded the hold and ordered the life boats out at once, while he blew the whistle. He turned his ship inshore when he heard cries from the passengers from the port bow. He hauled the ship off from shore towards the Empress. He got about 1 1-8 ship lengths from her and turned round and backed up until some one said "Don't go any closer." We were so near that the Empress passengers could swim from the Empress to the Storstad. I saw them do it myself."

"Did you see the outline of the Empress before she sank?"

"I did. Her bow was heading out from land. One boat made three trips; another two. The boats kept going until nothing but dead bodies remained."

When the Empress crew said the boat was too heavy for them, he sent out the collapsible manned entirely with Storstad men. They did everything they could for the people. He gaev them his clothes and his wife's The survivors were in their night dresses.

"If my ship had been going full speed with the weight that was behind her she would have gone clear through the Empress," said Captain Andersen to question about the impact.

Captain Anderson thought with Mr Aspinall, that the first officer might have called him earlier, though he did not think it would have made any difference. He was positive that he reversed no danger and did not reverse his engines until he saw the Empress

Lord Mersey remarked that if they had been reversed before, the calamity would not have happened.

Witness also agreed with Mr Aspinall that if the Storstad had ported her helm after going into the fog that would have brought her into a position to strike the stationary Empress, but contends that this was not done.

To Mr. Newcombe, acting for the Dominion Marine Department, Capt. Anderson said 338 Empress survivors were brought aboard the Storstad.

Answering questions about the Storstad's condition, the captain said that when she left Sydney she was a few inches above the veritas or plimsoll mark. but this was due to the extra water for her boilers. The shin steered easily when under way.

The adjournment for lunch was taken at this point.

Kendall Cross-Examined.

The cross examination of Captain Kendall by C. S. Haight of New York, counsel in chief for the owners of the Storstad, the statement to the court by the captain that the Storstad changed her course after the fog in which the Empress of Ireland was rammed, enveloped the two ships and the counter hypothesis of Mr. Haignt that the collier kept straight on, but that the Empress herself stopped herself across her bows were the salient contributions to the enquiry into the disaster when it was continued yesterday afternoon in the court house here.

Captain Kendall in answer to the questions of Mr. Haight said he dropped his pilot at Father Point a little over a mile from the dock there. When he started again he steered north by 47 east magnetic After he sighted the Storstad he changed his course to north by 72 east magnetic. When the fog came between them he stopped. The change would tend to take him nearer to the Storstad. He heard the whistles of the Storstad and thought he could rely upon his opinion that they came from the starboard because there was no wind.

Mr. Haight asked how it came about that when he saw the green light of the Storstad and the Empress was showing her a green light he stopped. Captain Kendall said that when he saw the fog coming he thought it duty to stop as a safeguard. Had the weather remained clear he thought the Empress could have safely crossed the bows of Storstad.

The collier radically changed her course.

Captain Kendall was then asked by Lord Mersey to give his theory as to how the Storstad came to change her course and said: "Her helm was ported because the Cocks Point buoy was mistaken for a buoy marking a shoal."

Mr. Haight said no such change was made in the Storstad's course, according to witnesses. His hypothesis was that the Empress' wheel was ordered ported by one man on the bridge and subsequently ordered starboarded in the belief that the big fast steamer could cross the Storstad's bows.

Mr. Haight then took Captain Kendall through his evidence in the morning about the distance that the Empress could be pulled up in, his questions seeming to show his theory that the Empress which it is claimed was stationary when hit could not be pulled up in two ships lengths, as the captain had testified, but the witness stood unwaveringly by the results of a test he said he had made off the Welsh coast on his first trip in the Empress. The captain also denied that the Empress steered hard and said he never heard that her rudder had been changed because of this.

In answer to questions by Lord Mersey, Captain Kendall said that at least three of the water tight compartments must have been exposed to by the collision and expressed the opinion that the Empress was rammed in the boiler room because following the impact a tremendous sheet of flame came from her.

Reverting to the controversy which took place between Captain Kendall and Captain Andersen when the former reached the Storstad, Mr. Haight asked the Empress' master whether he did not say in answer to the charge that he was going full speed: "I wish to God I had been going faser."

Captain Kendall said what he said was: "I wish to God I had been going full speed then you would never have struck me."

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DAVENPORT, Ia., June 18—Edwin Meper, a young farmer, twenty years old, out-distanced five competitors in an onion race here by consuming 213 onions in thirty-three minutes for a wager of one acre of land in Pleasant valley, an onion-raising centre north of here. The land is worth $1,000 per acre. Meyer grew the onions eaten in the contest. His nearest compitor ate but 178 onions.

When covering a table or shelf with oilcloth, paste at each corner, on the wrong side, a square of cotton. This prevents the corners from wearing out.

Children Cry
FOR FLETCHER'S
CASTORIA
Children Cry
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CASTORIA

Synod Discusses Votes For Women at Session

Poor Argument Against Privilege is Deplored by Mr. John Ransford, Clinton, Who Introduced Motion.

LONDON, June 18.—All day yesterday the gallery at Cronyn Hall was filled with women.

They had heard that the question of votes for women was to be taken up by the synod and they were going to be on hand for the expected flow of eloquence. All through the morning and nearly all through the afternoon they waited, and then the most of them, disappointed, went away. Only for a passing moment during the afternoon were their flagging hopes revived. That was when J. D. Noble of Petrolea, arose to move the suspension of the order of business that the question of the enfranchisement of the ladies might be taken up. But their hopes were rudely shattered when in resonant tones Bishop Williams announced "It shall not be done."

Then it Starts

Finally at a quarter to 6, just before adjournment, Mr John Ransford of Clinton was called upon to present his motion. Mr Ransford, who acknowledged that he had been caught napping when the matter was brought up on Tuesday night, deplored the utter lack last year of any arguement whatsoever against the ladies being enfranchised, and hoped that this year the debate would bring out at least something worth while from the other side. The whole question, Mr Ransford declared, was whether, owing to the accident of sex, an individual was to be debarred from the privilege of the vote. The speaker noted that their sex didn't debar women from forming 7-10ths of the congregation and of the Sunday school teachers, etc. The debate will be continued this morning.

The Census.

At the commencement of yesterday afternoon's session the first order of business was the consideration of the report of the committee on the civil census, which consisted of an imposing array of figures, proving conclusively that the Anglican church has been making great strides forward during the past decade. According to the report, the Anglican church is the only denomination to show an increase in ratio to the population during that time. In Ontario at the present time there are, according to the figures of the committee, 489,704 Anglicans, an increase of121,513 over the estimate of 10 years ago. In the Diocese of Huron the number of Anglicans is 109,496, or 12,063 more than there were in 1901, this despite the fact that in that time the population of the diocese has decreased 977.

Some discussion was raised owing to the discrepancy noted between the civil and synod census returns for the diocese, the synod returns showing a total of only 69,487, as against 109,496 for the civil census. At the suggestion of Bishop Williams a motion was passed directing the various rural deans to inquire as to the cause of the discrepancy and report their findings to the chairman of the civil census committee, Rev. R. S. W. Howard, of Chatham.

Huron College Fund.

The report of the committee on the Huron College jubilee fund, presented by Ven. Archdeacon Richardson, showed a cash balance of $16,434.94, with $7,319 promised. It is hoped to have $20,000 on hand by August.

The report of the committee on religious instruction was next heard. In the absence of the chairman, Canon Davis, of Sarnia, Rev. S. F. Robinson presented the statement, which told of the proposed scheme of Dr. Seath, superintendent of education, to introduce religious instruction in the public schools. Briefly, the plan of Dr. Seath is to offer a bonus to those schools who pass examination in certain Scriptural readings. The plan, if approved of by the various denominations, will be tried out at the entrance exams. next summer. The synod gave its approval of the proposal, Bishop Wiliams feeling that although the measure was unsatisfactory, owing to the fact that no provision is made for teaching religion, it was better to take half a loaf than none.

Young People's Work.

The committee on Anglican Young People's associations reported that this branch of the work was in a very flourishing condition. Mr R M McElheran, of London, raised a slight flurry when he charged that in the case of one A. Y. P. A. he knew of card playing and dancing having been indulged in. Mr. McElheran was with no support in his charges, several delegates voicing their opinions that the society was doing excellent work. They also stated that they had never heard of any card playing or dancing in connection with the A. Y. P. A. in the diocese and they were sure none existed.

After listening to the report of the committee on interdiocesan reciprocity funds, it was decided to memorialize the general synod approving of the principle of the movement, without committing the local synod to any definite scheme of action.

The report of the committee on Sunday schools showed an increase in membership during the year of 1,358 and an increase in the number of schools of 8, making 245 now in operation in the diocese.

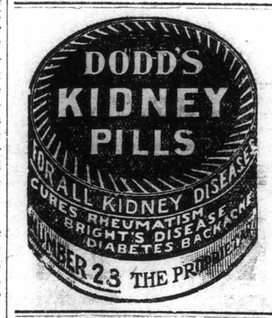
The Orphan Farm.

"I have been informed by a prominent local physiican that if I go ahead with this orphanage scheme of mine I will anticipate 200 infant murders in London in a year," was the startling declaration of Rev. T. B. Clark, at yesterday morning's session.

The statement was made during the course of a discussion as to whether the synod should give the scheme its support without having further information as to its working out. A number of speakers thought that conditions in London could not be so bad as Mr. Clark painted them. W. F. Cockshutt, M. P., for Brantford, doubted it, and thought that he could support his doubt with facts, if necessary. The upshot of the matter was that the synod decided to make no recommendation at the present time.

A clause in the report of the committee on the bishop's charge to the effect that recommending the holding up of the synod's grant towards incumbents' stipends, in case of failure to forward returns to the synod, was the cause of some hot argument. Rev C. R Gunne was particularly annoyed at the legislation proposed and remarked, "No committee has the right to bring in a clause in its report intended to befool this synod. The clause is silly, but I don't think the action of the committee on the bishop's charge was intended to be dishonorable." The clause did not meet with the approval of the synod, and the bishop prevailed on the committee to strike it from its report.

A yellow frosting may be made for cake by beating the yolks very lightly and thickening them with fine sugar, as you would the whites.



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GIANT LINER IN COLLISION IN THE ENGLISH CHANNEL

Kaiser Wilhelm II Is Struck at Right Angles by the Incemore.

SOUTHAMPTON, Eng., June 18—The North German Lloyd steamer Kaiser Wilhelm II., which left Southampton shortly after noon yesterday, bound for New York, with 1,000 passengers, lies at anchor off Netley, three miles to the southeast, with a big hole in her side amiships, caused by a collision with the Liverpool grain steamer Incemore, bound from a Black Sea port for Antwerp.

The Incemore, a much smalled craft of 3,000 odd tons, is in dock here with her bows badly damaged.

The collision occurred in the English Channel, 13 miles south of the Nob lightship, in a dense fog. Just how it occurred, and on which vessel lies the responsibility, cannot be ascertained at the present time.

Officers Silent.

The officers of the Kaiser Wilhelm II. have permitted no communication to be held with anyone on board, and they themselves have refused to give out any information whatever. Such scant details as have been obtained came from the Incemore. That vessel, it is stated by those on board, 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 of her the huge bulk of the Kaiser Wilhelm.

Both captains did their best to avert a collision, but the short distance separating the two vessels rendered their efforts ineffectual, and the Incemore struck the liner on the starboard side amidships. The force of the impact crumbled up her own bows and tore a big hole in the Kaiser Wilhelm's side.

Both Stand By.

The two steamers stood by each other until it was ascertained that neither needed immediate assistance; then both started slowly for Southampton.

A statement given out by the London office of the North German Lloyd Company last night said that the Kaiser was rammed at right angles, but the watertight doors in the bulkheads kept back the water, which leaked into one compartment. Directly the fog came on Captain Dahl had closed his water-tight doors to be ready for any contingency.

The Kaiser Whilelm II. has a hole below the waterline nearly amidships, but the extent of the damage has not yet been ascertained.

The Kaiser, which will return to Bremerhaven, carried 152 first cabin passengers, 188 in the second cabin and 700 in third, with a crew of 640

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