

SAVE E OF WIND

Across Manawagon- Lake District and Fishing Village

to Move Their Household in Wind Shifted and Drove Towards Musquash—Ar- n Manawagonish Escaped —Large Area Fire Swept.

Friday, May 29.
The fire last night when a shift of
flame away from the village as the
air effects to the beach after the breath
of the houses on the outer edge of the
high in the air, appeared momentarily
naming belt of woods. The men of Lorne-
ville had long to stay the onrush of a
which would have been in vain had not the
wind held from the northeast was the
age said the fire was working towards

ness of fishermen and others who are
responsible for the heavy loss of property
which resulted from forest fires
which originated on the holiday.

A series of fires from Gaspereaux to
South Bay, was the result received from
Welsford last night, and a striking and
significant fact in connection with the
fire before the flames had been fanned
by the wind from the westward, and
the McKenzie family organized a corps of
fire fighters and beat out the burning
sufficiently to become uncontrollable.
A conflagration is reported to be raging
in the backlands four miles from Ne-
peis.

Where Fire Warden Is.

Information was received from Mus-
quash last night that Fire warden
"Den" is directing a large crew of
men in a battle with a forest fire
and Loch Alma, King's county, fifteen miles
from Musquash.

A blaze at Anthony's mountain, Red
Head, has been sweeping the mountain
side for 24 hours. The fire has
in the vicinity is not threatened. Crews
men from Blagdon and Clarendon are
being sent with fierce fires in those dis-
tricts and if reinforcements are sent out
today, it is expected that the flames
can be checked and the dwellings along
the railway saved. Most of the fire has
been confined to Queen's Lake, Simp-
son's Lake, and Squaw Mountain, some
miles back of Welsford, and some of it
has gone over a section of woods burned
about ten years ago. The fire, which
crossed the Manawagonish Road and
threatened Lorneville is thought to be
an offshoot of these lake fires and it
appears to have followed pretty closely
the route of the line of 1908 which swept
down towards Musquash and destroyed
eleven houses there.

A brush fire at Devil's Back, near
Victoria wharf on the St. John river,
yesterday, and all the farmer's effects
were lost.

It is reported that settlers are rushing
to start fires in brush piles during the
present unusual dry spell and that in
the majority of cases the flames have
caused damage. The present month has
been a most inauspicious one for de-
liberately burning brush and other cut-
tings.

SUPPLEMENTARY VOTES TOTAL OVER \$17,000,000

- (Continued from page 1.)
- Huron Island—Breakwater, \$30,000.
- Salmon River, Digby county—Extension of wharf, \$2,500.
- Salmon River, Cape Breton—Wharf, \$800.
- Sandford—Repairs to breakwater, \$5,900.
- Shal Bay—Breakwater, \$2,500.
- Shubensicane—Enlargement draw-
bridge, \$2,200.
- Smith's Cove—Wharf, \$8,000.
- South Bay, Ingonish—Wharf, \$3,000.
- South Lake, Lake Valley—Protection wharf, \$2,000.
- St. Thomas Bay—Extension of wharf, \$2,500.
- Toby Island—Boat harbor, \$1,000.
- Upper Prospect—Extension of break-
water, \$2,200.
- White Point—To complete break-
water, \$1,500.
- West Wood Harbor—Extension to wharf, \$3,000.
- Anderson's Hollow, Water Side—Breakwater wharf repairs, \$2,500.
- Bay Du Vin—Repairs to wharf, \$6,000.
- Durham—Wharf improvements, \$2,000.
- Edgett's Landing—To repair wharf, \$1,500.
- Experimental Farm (below Frederic-
ton)—Wharf, \$5,000.
- Fredericton—Wharf, \$5,500.
- Harvey Bank—Wharf improvements, \$2,100.
- Little Black River—Wharf, \$2,000.
- Martina Head—Breakwater, \$10,000.
- Newcastle—Wharf, further amount re-
quired, \$20,000.
- St. John, including tributaries—
Improvements, \$2,000.
- Shediac Island—Wharf, \$3,700.
- Seal Cove, Grand Manan Island—
Breakwater pier, \$4,500.
- Shipigan—To repairs to wharf, \$1,000.
- Westfield—To complete high water wharf, \$1,400.
- Wilson's Beach—Repairs to wharf, \$1,000.

The use of plaid materials is more and
more evident, and smart, striped, plaid,
gauze materials are trimmed with plaid.

VOL. LIII.

NEW BREAKWATERS ARE RECOMMENDED

C. P. R. Officials See Harbor's Need

Strong Resolution Against Renewal of Gutelius Agreement Adopted

Board of Trade Hears of Im- portant Matters—Captain Walsh Would Equalize Har- bor Tolls in St. John and Halifax Suggests Break- waters Extending From Partridge Island Light and From Black Point, Besides Extension of Negrotown Breakwater—Town Plan- ning Report.

Two important matters for the future
of St. John, both depending immedi-
ately on the present action of the citizens
and business men, were discussed at the
St. John Board of Trade last evening.
The first was the terms on which it
would be possible to secure against the in-
valuable winter traffic of the C. P. R. pas-
senger boats as against the present arti-
ficially imposed restriction on the
St. John harbor, and the second, which
will be taken to ensure that by proper "town
planning" the city's future development
will be along lines that will not have
to be remedied at a later date, when
the city's growth has become un-
controllable.

A resolution strongly worded protest-
ing against renewal of the Gutelius-
Boe agreement was moved by W. F.
Hatheway at the meeting, seconded by
R. B. Emerson, and unanimously adopted.
The resolution read as follows:

"That this board renews its de-
mand upon the federal government
for fair and equitable treatment of the
matter of ocean mails, and that it
reiterates its unswerving opposi-
tion to the Gutelius-Boe agree-
ment, or any other agreement
of a similar character which may, in
its operation, discriminate against
the port of St. John, or deprive it
of the geographical advantages it
possesses."

In the summary of council proceed-
ings was given fully the recom-
mendations made by Captain J. T. Walsh,
marine superintendent of the C. P. R., and
Mr. Ommancy, special engineer to Sir
Thomas Shaughnessy, on the occasion of
their recent visit here, showing that
the St. John harbor had in mind extensive
improvements which have hardly been
thought of by the government or those
interested in making the harbor capable
of accommodating the best class of
steamers afloat.

Among these recommendations, not
pressed however, was the proposal for a
new breakwater extending north 62 de-
grees from Partridge Island light about
2,000 feet in length and a sea wall in the
shape of a breakwater from Black
Point out in the bay for a distance of
1,000 feet. The extension of Negrotown
breakwater recommended is for 100 feet
with an open space of 800 to 900 feet
between the end of the breakwater and
the mainland.

J. M. Robinson presided and there was
rather a small attendance owing to the
absence of so many members in the
country.

Report of Conference.

In the summary of the secretary, R.
E. Armstrong, of the work accomplish-
ed since the last meeting of the full
board, reference was made to the recent
conference with Sir Thomas Shaughnessy
at Montreal.

Sir Thomas then stated that St. John
was the Canadian Pacific railway's win-
ter port, that his company had suffered
great financial loss by reason of the traf-
fic arrangements of last winter, and that
they were desirous of utilizing this port
to the fullest extent if adequate facili-
ties were provided there. He said his
information was that there would be no
more ships for this winter's
business. Their large ships, he said,
would go as a rule to whatever port
was ready for them. He did not think
that the St. John harbor had the present
time had facilities for such boats as the
Albatross and Galgarin, and until such
facilities were provided these boats
would probably be placed on another
route.

In accordance with Sir Thomas
Shaughnessy's promise to send the com-
pany's marine superintendent to look
over the harbor, Mr. Ommancy, Sir
Thomas Walsh and Mr. Ommancy, Sir
Thomas Shaughnessy's special engineer,
arrived in St. John last week and in an
evening conference with the committee
of the board suggested various things
which they believed to be required for
the good of the port and for the Cana-
dian Pacific railway.

They asked that the C. P. R. be al-
lowed berths 2, 8 and 6, with No. 1 and its
No. 15. They required that the city
provide all cranes clear of the railway ap-
proach, that same may be kept clear of all
impeding things wharves, and that the
wharves be made tight and in condition
to receive cargo. They ask that all

STRICT INQUIRY INTO DISASTER

Bill Before Parliament Provides for Special Commission to Probe Empress' Loss

THREE ON BOARD

Two Judges and Representative of Imperial Government to Be on It— Carvell Calls Attention to Har- sh Treatment of Survivors by J. C. R. Agent and Wireless Operator of Canadian Cruiser.

Ottawa, June 1.—First and second
reading were this morning given to the
amendment to the Shipping Act, which
will authorize the appointment of a special
commission to enquire into the Em-
press of Iceland disaster and others of a
like nature. There was no opposition,
the bill going through unanimously. It
will get its third reading tomorrow, and
will then go to the senate. During its
discussion Hon. J. D. Hazen announced
he would consider the appointment of
an inspector of mills.

Hon. J. D. Hazen, in introducing the
bill, said it was felt there should be a
special inquiry into the disaster. At
present but one commission could be
appointed, and the amendment gave
power to add "two or more persons"
to the commission of inquiry. Two judges
and a representative of the Imperial
authorities would constitute the present
commission. The latter having already
been appointed, the Premier, Hon. J. D.
Hazen, had requested a strengthening in-
quiry.

Sir Wilfrid Laurier commended the
legislation in every particular, and said
the opposition would facilitate the bill.
F. B. Carvell referred to an Ottawa
newspaper statement that the wireless
operator of the government steamer
Lady Evelyn had refused to send mes-
sages unless paid for, and the J. C. R.
ticket agent at Rimouski refused to sup-
ply tickets to survivors though the lat-
ter were without money.

Premier Hazen promised to make im-
mediate inquiry.

CALIFORNIA VOLCANO IS IN ERUPTION

Redding, Calif., June 1.—Mount
Lassen, a peak in the Sierra Nevada, be-
tween Plumas and Shasta counties
(Calif.), is in eruption. A new crater
has opened in the side of the mountain,
with lateral fissures running in all direc-
tions. Ashes cover the ground for three
miles. Large boulders have been ejected
from the crater. A cloud of smoke and
steam hangs over the mountain. Mount
Lassen is 10,447 feet high and of volcanic
origin.

Word of the eruption was conveyed
to this city today in an official report
from forest rangers. No great damage
is possible, as the country is sparsely
settled.

WANT LORD MERSEY ON INQUIRY INTO EMPRESS DISASTER

(Special to The Telegraph.)
Ottawa, June 1.—It is possible that
Lord Mersey who conducted the in-
vestigation held in Great Britain in con-
nection with the loss of the Titanic will
come to Canada to take part in the com-
pound investigation of the Empress of
Iceland disaster. Correspondence is now
being exchanged between the govern-
ment here and the British authorities
with a view to having Lord Mersey
make a member of the joint British and
Canadian investigating commission.

Mr. Carvell related that if that re-
mark had been made by any other min-
ister he would have asked to have it
withdrawn, but since it was the minister
of militia he would pay no attention to
it. He proceeded to describe Col. Hughes
as "sitting there with a grin like a
chimpanzee" and Col. Hughes shot back
saying, "Also that all harbor col-
leagues, port wharves and water
charges to be equivalent to the amount
charged by the port of Halifax."

COL. SAM GRILLED ON MILITIA ESTIMATES

Minister Says Drill Halls Are More Important Than Technical Schools

Declares He Should Have \$17,000,000 Instead of \$15,000,000 This Year—Liberals Pound War Lord for His Extravagance in Gold Lace, Junkets and Overmanned Staff—Annual Drills Scored as School to Make Drunkards.

(Special to The Telegraph.)

Ottawa, June 1.—Brigades, battalions,
and drill halls were championed in the
commons today. Col. Sam Hughes had
the floor with his budget of \$12,000,000
militia estimates, exclusive of drill halls
and armories. In eight hours he got one
line through, and several million dollars
worth of advice and criticism.

There were some surprising declara-
tions by the minister of militia.
"No technical education can approach
the benefits to Canada of these drill halls
and armories," was one of them. This
came when Hugh Guthrie suggested
that the government would do well to
concentrate on technical education.
"The minister would do well to talk
conscience," remarked Mr. Doherty.
The core of the time ranges and armories
and their sites, particularly were com-
mented upon unfavorably by the opposi-
tion.

J. Hughes, of P. E. Island, said the
government had bought property for the
site of a rifle range at Souris at three
times its value and had injured the possi-
ble in the vicinity by closing public
roads.

Col. Hughes defended the transaction,
and F. B. Carvell advised him to treat
public expenditure with less levity and
to quit grinning like a chimpanzee.

Col. Hughes replied that he would
take the grin of Mr. Carvell's face for
the day was over.

Gene Wolfe on Drill Hall.

Hugh Guthrie insisted that Col.
Hughes' expenditure would run between
\$100,000 and \$200,000 in village
hamlets. He had even put them up at
cross roads. Last year caretakers and
fence for drill halls had cost \$305,000.
Today there was a paper militia of 60,
000 but they could not be induced to
come out for drill.

"This year," said Mr. Guthrie, "the
militia expenditure would run between
\$14,000,000 and \$12,000,000. When I
think that the government is spending
that a million a year for agriculture,
which is the most important industry,
I wonder how it can afford to spend
\$17,000,000 to \$15,000,000 a year. I feel
that the situation is one calculated to
stagger the agriculturists."

"There is too much money spent for
guards of honor, gold, junketing
trips and private cars. Cut out the
drills, do away with the automobile
parades, out the joy rides, clip the
bandwagons, staff and give the man a
chance."

Colonel Hughes said that the use of
private cars would be continued as long
as he was the minister of militia. He
defended the cost of his expenditures. "I
had my proper allowance of revenue,"
he said, "I would have \$17,000,000 to
spend. I am here to justify every dollar
of expenditure and to say that it should
be greater."

Alphonse Verreille, the Labor minister,
condemned the size of the militia ex-
penditure, and the honor of the minister
of militia to technical education.

Mr. Boulton the Conservative repre-
sentative of Rimouski, stated that the min-
ister had been grossly exaggerating. There
had been no militia trip to the Virginia
battlefields. He went on to state that
he represented the farmers of Canada,
who were opposed to all this militarism
and did not want this country to be an
armed camp. He stated that Col.
Hughes favored compulsory service.

Col. Hughes emphatically denied
pointing out that while he favored un-
iversal service he was opposed to that of
a compulsory character.

When discussion of Col. Hughes' es-
timate was resumed in the evening Al-
phonse Verreille, of Malouine, criti-
cized the estimate. He stated that the
money might be better spent
on technical education.

Charges Drunkenness in Camps.

W. F. Carvell, of South Cape Breton,
said that it was alleged that soldiers
from the maritime provinces who were
being taken home from Petawawa camp
in 1912, had been drunk on the
route, had committed excesses in
Montreal and smashed the railway cars
in which they traveled.

It was also said that Nova Scotia
military camps were places to debauch
during the whole training period.

Col. Hughes, replying to the criticisms
of the soldiers' behavior on route from
1912, said that in the year men-
tioned a number of them had been held
for a day in Montreal and had held a
minor disturbance there. The reports
had been grossly exaggerated. There
had been nothing seriously wrong in
their conduct.

VALLEY RAILWAY FIGHT IN COURT

Members of the Hibbard Co. Quarrel Over Their \$1,000,- 000 Contract

ONE "FROZEN OUT"

F. A. Hibbard Replaced as Manager by Boston Man—Montreal Physician Who Secured the Contract Sues His Partners—Says They Were to Di- vide \$100,000 Profits on Wood- stock-Fredericton Section.

(Special to The Telegraph.)

Montreal, June 1.—An echo of the con-
struction of the St. John Valley &
Quebec Railway was heard in the local
courts here today. The basis of the suit
is \$1,000,000 contract on that portion of
the St. John Valley & Quebec Railway
between Fredericton and Woodstock.

The plaintiff in the suit is Major G.
W. Parke, a local physician, who is su-
ing Col. F. W. Hibbard, president of the
Quebec Public Utilities Commission, and
also F. A. Hibbard, civil engineer. These
three gentlemen entered into an agree-
ment whereby they were to share equal-
ly the profits of the \$1,000,000 contract
on the St. John & Quebec Railway.
The profits on which were expected to
total \$100,000.

According to the agreement in ques-
tion, Col. F. W. Hibbard was to do the
financing of the project, F. A. Hibbard
to superintend and manage the con-
struction of the line, and Major Parke
to secure a franchise for the line from
the St. John Valley & Quebec Railway
Company.

In pursuance of this three-sided agree-
ment, the three gentlemen entered into
the construction of the line between
Fredericton and Woodstock. The sub-
contract from the St. John Valley &
Quebec Railway Company was taken by
Major Parke for the three interests.

The plaintiff alleges that there was
never any legal transfer from the Hib-
bard Company to the Quebec Contract-
ing Company, and that the Hibbard
Company, in fact, was never dissolved.
He claims that the Hibbard Company
was abandoned and it so stated in a resolu-
tion of the directors of the Quebec Con-
tracting Company's books.

Col. Sam Hughes said he had no excuse
to give for the militia estimates. He
believed the drill halls and armories
tended toward the development of Cana-
dian manhood. Col. Hughes told the
committee that the militia estimates for
the department was then \$4,000,000 behind.
He claimed that the present estimate was
the lowest per capita expenditure of
the last thirty years with regard to the
department, and that it would do more
good than any technical education program
prepared by the outfit the late govern-
ment had sent junketing all around the
dominion and other countries.

Hon. Rodolphe Lemieux, minister of
Montreal, paid an editorial on the
minister of militia's trip to the Virginia
battlefields. He went on to state that
he represented the farmers of Canada,
who were opposed to all this militarism
and did not want this country to be an
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of the soldiers' behavior on route from
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GREAT INTEREST IN CAPTAIN'S STORIES

THRILLING TALE OF MRS. ANDERSEN

Wife of Storstad's Captain Tells of Rescue and Care of Survivors

DISPUTES KENDALL

Says Captain of Empress Trampled Over the Injured in Boarding Col- lier and Immediately Laid Down in Chart Room and Didn't Return to Aid in Rescue Work.

(Canadian Press.)

Montreal, June 1.—In almost perfect
English, but in plain and simple words,
Mrs. Andersen, wife of Captain Andersen,
of the collier Storstad, told the Her-
ald and Telegraph her story of the col-
lision, seated in her cabin on the steam-
ship.

She gave all her clothes away, leaving
but the blue cotton dress in which she
was dressed in the morning. She had
just joined her husband two months ago
from her home town, Arendal, in far-
off Norway, where her two children are.

Of Dr. Grant, the young physician of
the Empress, she had nothing but praise,
speaking in the highest terms of his
work.

She condemned three of the Empress'
officers who refused, after being rescued,
to go out and pick up the drowning pas-
sengers.

"My husband was sleeping at the time
of the collision," said Mrs. Andersen, "at
11 o'clock he went to bed, and called up
the whistle that one over there," indi-
cating with her hand the whistle, "and
when the pilot came on board at a
quarter of twelve."

"The men went to sleep in his clothes
only taking off his trousers, and I said
to him: 'What is the matter, are you
anxious?' And my husband answered,
'At about 3 o'clock the telephone
whistle blew, and the mate who was on
the bridge shouted: 'Looks like a fog.'
The mate, I answered my husband, and
he jumped up."

"I had no sooner got on the bridge
than he blew the whistle and told me to
come up on deck, and I answered that I
was dressing. There was no excitement
among the crew, and I was cool."

"You know I was just putting on my
fur coat when there was a terrible crash
and I heard three blasts, whether it was
this steamer or the Empress I do not
know."

"I said to myself something has hap-
pened, and ran up to the bridge where
Captain Anderson was. Everything was
dark and quiet. There was no excitement
among the crew, and I was cool."

"I stayed on the bridge and I asked
Captain Anderson: 'Are we going to
stop?' He answered: 'I cannot tell
you, but I will try to get us out of here.'
'I could not see,' said Mrs. Andersen,
although I felt like it. I said to myself,
my place is here, and I will die with
my husband."

There was a furious array of counsel
on hand to conduct the case before
the superior court, including G. H. Baker,
P. N. K. LaFrampe, the famous crim-
inal lawyer, and Col. E. W. Hibbard, the
Hibbard and F. W. Hibbard, the promi-
nent parties interested. F. A. Hibbard,
the Hibbard and F. W. Hibbard, the promi-
nent parties interested. F. A. Hibbard,
the Hibbard and F. W. Hibbard, the promi-
nent parties interested.

Major G. W. Parke, as counsel, stated
that there was more than sufficient
evidence to show conclusively
that Major Parke was well within his
rights in praying for the conclusions
asked.

There was a large volume of corre-
spondence in evidence, some of which
concerned the request of Ross Thomp-
son, engineer of the St. John Valley &
Quebec Railway Company, for full in-
formation concerning the exact status
of the Hibbard and F. W. Hibbard, the
Hibbard and F. W. Hibbard, the promi-
nent parties interested.

It appears that as a result of a cer-
tain reorganization which took place in
the Hibbard Company that F. A. Hib-
bard, one of the defendants in the above
case, was displaced from his position as
manager, and was succeeded by W. V.
Polley, of Boston, who is now stationed
in Fredericton.

As a result of being a member of
the militia.

"That is not true," said Col. Smith,
"I have spent many years in the militia,
and I know what I am talking about."
"Then you must have had a great deal
harder experience than I have," said Col.
Smith.

Col. Smith withdrew his remark and
Mr. Carvell went on to say that the best
that can be said of the militia is that it
is a necessary evil.

The house adjourned at midnight.

Kendall Backed Up by Officers

Master of Storstad Still Blames Empress for Disaster

Board of Inquiry, of Which Chief Justice McLeod of New Brunswick is One, to Sift the Truth of Their Statements—Collier to File Bond Today for Her Release

Subscribe to Relief Fund

(Canadian Press.)

Montreal, June 1.—Now that the first
burst of excitement and grief at the loss
of life through the sinking of the C. P.
R. steamship Empress of Iceland has
partially spent itself, and the general
public is settling down to await the gov-
ernment inquiry before giving judgment
as to the responsibility for the frightful
accident, an unhappy controversy be-
tween the commanders of the two ves-
sels involved is looming large on the
horizon.

Dozens each of them feels badly
over the event itself, but at present it
seems to be a case of "blaming the other
fellow," and shifting the blame as far
as possible. While the tragedy is written
so deeply on the hearts of thousands as
never to be erased in life, the two men
who stand out conspicuously before all
the world as possibly more or less re-
sponsible for it are in a waddy conflict
over it.

Captain Kendall, of the lost ship, tells
the corner at Rimouski that the cap-
tain of the Empress, who was in the
vicinity of the Empress, was going fast
prevented loss of life if he had kept the
Storstad's nose in the gap she made in
the Empress' side.

Captain Anderson, of the Storstad, in
interviews in Montreal, says he did try
to do this, but the Empress was going
a good speed ahead, and drew away
in such manner that the bow of the
Storstad was forced out of the hole, all
the while the Empress was going fast
ahead, and it was impossible after the
collision to keep his vessel's bow in the
gap she had made in the Empress' side.
Captain Anderson is backed by his chief
engineer, William Sampson, an Irishman,
and by James Rankin, a marine engi-
neer, both of whom state that the col-
lier should have kept her nose in the
hole and held up the Empress long
enough to allow the crew to launch the
boats and get the people off in safety.

Blames Empress.

Captain Anderson takes quite a differ-
ent view of the Empress' actions just
prior to the fatal crash by the Storstad.
He says the Empress was going fast
ahead, and it was impossible after the
collision to keep his vessel's bow in the
gap she had made in the Empress' side.
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and by James Rankin, a marine engi-
neer, both of whom state that the col-
lier should have kept her nose in the
hole and held up the Empress long
enough to allow the crew to launch the
boats and get the people off in safety.

Chief Justice McLeod One of Board.

The truth, it is hoped, will be drawn
by the official inquiry, which will open
on June 8 or 9 in Quebec or Montreal.
A preliminary inquiry was begun today
in Montreal by Captain Lindsay, wreck
commissioner. He is privately securing
for the government information to be
used by the investigating board. This
board will be composed of two judges
of the Canadian admiralty court, Sir
Adolphe Beaudry, judge of court of ad-
miralty, Quebec, and Hon. E. McLeod,
chief justice and judge of admiralty
court, New Brunswick, appointed by the
dominion government; Geo. Vaux, rep-
resenting the British board of trade, and
probably representative of the British
admiralty.

"Some Lies" in Kendall's Story.

Montreal, June 1.—How an immemo-
rable Norwegian, hard fed by thirty years
at sea, accustomed to command rough
men who would take anything but mat-
ter of fact stability as a sign of weak-
ness, came near to breaking down and
sobbing was told by Delevain Nault,
Quebec St. Lawrence pilot, who steered
the battered Storstad up the river to
Kendall at Montreal. He was describ-
ing