

## EMPRESS PROBE

Inquiry Into St. Lawrence Tragedy Opens at Quebec.

## DUGAL INQUIRY

Commission at Work on Charges Against the Premier.

### WITNESSES TELL STORY OF COLLISION BETWEEN EMPRESS AND COLLIER

First Officer of the Storstad on Stand, Claims Coal Boat Did Not Change Course After First Sighting of the Empress.

CAPTAIN KENDALL AVERS COLLIER RAMMED HIS VESSEL AT FULL SPEED

Witness Says Crew of Empress Refused to Go Back to Scene of Disaster After Bringing Survivors to the Collier—Fog Dimmed Lights of Oncoming Steamer and Captain Kendall Started Full Speed Astern.

Quebec, June 16.—Evidence amplifying the known contentions in regard to the cause of the disaster to the Empress of Ireland at Father Point in the St. Lawrence on May 29 was brought out at today's opening session of the investigating Dominion commission, of which Lord Mersey, of the British House of Peers, is chairman. So far, the main arguments of Captain Kendall of the Empress that he was stationary when rammed by the collier Storstad, and of the owners of the collier that the Empress placed herself in front of their vessel, which indisputably had the right of way, were only emphasized. Captain 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 inquiry.

Questioned by Lord Mersey as to why he stopped his ship when he had turned his green light to that of the Storstad, in conformity with navigation rules he claimed he took the step as a safeguarding measure owing to the fog. He could not be got by the lawyer for the Storstad to admit that his boat could have drifted in front of the Storstad, unless the collier had changed her course after the fog hid her from him, which contingency he was of the opinion had taken place.

That the collier had not changed her course after first sighting the Empress, though abortive attempts had been made to port her helm after she had been slowed down and that the Empress was crossing her bow, were the principal points arising from the testimony of Alfred Tutness, the first officer of the Storstad, who was examined during the afternoon. This witness also repeated the story that the Empress sailors refused to go back in boats to carry on rescue work after once reaching the Storstad. Mr. Haight supplemented the evidence of Mr. Tutness at the request of Lord Mersey by giving as his explanation of the disaster a belief that the big liner thought she could cross the bows of the slow-going collier, that her helm was ordered port by one officer and starboarded by another, a suggested confusion of orders which Captain Kendall indignantly repudiated.

#### CAPTAINS FIX THE BLAME ON EACH OTHER.

The first authentic account was also given of a distressing scene enacted when Captain Kendall, on the verge of collapse, met Captain Andersen, of the collier, when the former reached the Storstad. Apparently until Captain Kendall was taken away in a boat, he vehemently argued that the collier had rammed him at full speed, while Captain Andersen contended that the liner was at fault.

No agreement could be secured from the testimony of the two witnesses heard today 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 order to go slow ahead.

Captain Kendall also acknowledged that though he knew a collision to be inevitable when the Storstad came at them in the fog it was not till after it had occurred that the order to close the watertight bulkheads was given by which three compartments had been exposed to the sea.

The speed with which Lord Mersey directed the morning proceedings was continued during the afternoon, his Lordship summarily shutting off examination that seemed to be superfluous.

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

Lord Mersey—"Were the boats got out quickly, Captain Kendall?"

Captain Kendall—"They were, My Lordship."

Lord Mersey—"You were not short handed?"

Captain Kendall—"No, no."

E. L. Newcombe, deputy minister of justice, then took up the examination of Captain Kendall for a few minutes. He soon ran foul of Lord Mersey, who objected to the re-telling of the whole story of the captain. The captain claimed that all of the company's rules for navigation had been observed.

Lord Mersey—"If you had gone straight ahead this collision would not have occurred?"

Captain Kendall—"Provided that the other ship kept his course. He was inclined to think, the starboard boiler had been torn loose from its cradle in the impact and that it helped to keep the liner from righting herself after the blow was given."

To Mr. Haight Captain Kendall said the pilot was dropped at Father Point at 1:20 in the morning. He had reduced his speed to seven or eight knots per hour on the two occasions earlier in the night when he ran into fog.

Carried Forty-Three Life Boats.

There were forty-three lifeboats on the ship, Captain Kendall said, thirty-two on the boat deck and the rest on the after deck.

Did the seamen who were on duty show any preference in saving their own lives? Captain Kendall was asked. Captain Kendall's reply was quick and sharp—"I do not believe it, I do not believe it," he said.

The first officer who was in charge of the Storstad when the Empress was first sighted, Alfred Tutness, said he first sighted the mast lights of the Empress when approaching Cocks Bay, and changed the course of his vessel to west by south around

### END OF PEACE CONFERENCE MAY COME SOON

Four Hours Discussion With Carranza's Delegates Fails to Bring Them Into Line.

Niagara Falls, Ont., June 16.—Justice Lamar and Fredrick Lehmann, the American delegates to the conference, went to Buffalo today and talked for four hours with Rafael Zubaran and Luis Cabrera, personal representatives of General Carranza. Their purposes was to find some way to bring the constitutionalists in harmony with the scope of mediation. The mission was a failure.

### ANNUAL DISTRICT MEETING FOR KING'S AND ST. JOHN COUNTIES

Opened Yesterday at Brown's Flats—Nearly Hundred Delegates in Attendance—Rev. B. H. Nobles Chairman

Brown's Flats, June 16.—The annual district meeting of the Baptist Churches of Kings and St. John counties opened here today with sessions morning, afternoon and evening. Nearly one hundred delegates are here and the meetings so far have been very encouraging.

The annual sermon was preached by Rev. E. J. Baras of Kingston, and the evening session addresses were delivered by Mr. Dowell, Rev. W. F. Baker and Rev. M. E. Fletcher.

The officers for the ensuing year were selected as follows: Rev. B. H. Nobles, chairman; W. Camp, vice-chairman; A. H. Patterson, secretary; Mrs. Coggin, assistant secretary; I. N. Secord, treasurer. The date of the next meeting was fixed for July 6 and 7, 1915.

The sessions will be continued tomorrow.

room. After a couple of minutes Captain Andersen was asked from the Empress to go full speed ahead and he ordered it. He thought the course of the Storstad, by the reversing of her engines, might have been changed half a point from west by south, but not more. He thought the speed of the Empress drew the collier nose out of the hole. He himself saw the quick water as the Empress stern disappeared into the fog.

Mr. Tutness said that the Storstad had four boats capable of accommodating thirty people each, and one big holding fifteen.

No sound came from the Empress until the cries of the people in the water were heard and the boats were lowered directly the Storstad got near. The crew of one of the Empress boats refused to go back to the scene of the disaster after bringing survivors to the collier, because they said the boat was too heavy for them. This boat was manned then by Storstad men, another being partially manned from the Storstad and survivors were picked up by them on their return trip. He personally thought the boat complained about was not too heavy.

The cross-examination by Mr. Aspinall was left over until tomorrow morning, the court adjourning after Mr. Haight's examination in chief.

### THE GOLDEN JUBILEE AT ST. JOSEPH'S

Notable Gathering at Inaugural Exercises Held Last Evening.

W. O. McINERNEY THE ALUMNI ORATOR.

Prominent Representatives of Church and State Pay Tribute to the Good Work of Their Alma Mater.

College Bridge, June 16.—Hundreds of graduates and former students of St. Joseph's University, friends of the institution are here today to take part in the golden jubilee exercises of the university. In the gathering are prominent representatives of church and state. The list of alumni include an archbishop, bishops, representatives of the legislature, senate, the bench and the bar. The town is in gala attire and the buildings and grounds are fittingly decorated for the occasion. The new building recently erected is open for the entertainment of the visitors for the first time. Every train arriving during the day brought its quota of visitors and the celebration promises to be a noteworthy one.

The jubilee ceremonies were inaugurated this evening at eight o'clock in Memorial Hall, the building erected in memory of the founder of the college, Rev. Camille Lefebvre. The proceedings took the form of a welcome to the graduates and the celebration promises to be a noteworthy one.

The speakers were Rev. J. J. Ryan, vicar general of the diocese, Rev. J. J. Ryan responded to the welcome on the part of the clergy.

W. O. McInerney Replies for the Old Students.

Reverend President: "Twenty-five years ago, on a fair June day, when all the world was young, and when, as dear old John Bodeau—God rest his soul—so bravely wrote:

"We touched the sun with our finger tips from a hill Acadie,"

A graduate of 14 years stood on the way of the old hall across the way and was telling how this institution had rounded out her first quarter century. He was speaking of the glory that was St. Joseph's and of the grandeur that was Lefebvre. At once he was historical, champion and prophet.

(Continued on page 5)

### JOHN P. BURCHILL SWEARS HE PAID \$2,000 TO BERRY; FEATURE OF THE SESSION

### RUMORS ARE IN TRUE, SAYS PRES. HARRIS

Stories Concerning Scotia Repudiated by Head of Company—No Need for Worry Over Company's Affairs.

Halifax, N. S., June 16.—Has the recent drop in Scotia been due to the action of hostile market influences seeking to depress the stock for some particular purpose? It would almost seem so, for the directors met today and declared the usual quarterly dividend on the common stock, thus fairly well disposing of the rumors that the company was so badly tied up financially that no dividends could be paid for a time. There has been a very strong bear campaign against this stock for some weeks past, a campaign which drove the price down to 39 1/2 last week, but the action of the directors in meeting the usual dividend materially strengthened the stock which closed at fifty-one.

President Harris told the Eastern Press that there was not the slightest truth in the two rumors which have been most widely current of late and have played an important part in breaking the price of the stock, that the company had sent a circular to its shareholders announcing to raise \$300,000 by short term notes.

Both these stories are pure insinuation, said Mr. Harris. "No such circular was sent out, and the idea of issuing short term notes of this company must have originated in some broker's mind. There is absolutely no truth in them." Mr. Harris was greatly incensed at these rumors gaining circulation for he indicated that there was nothing whatever in the company's situation to warrant any uneasiness on the part of the shareholders. He was doubtful whether General Manager Cantley, Mr. J. C. McGregor, president of the Eastern Car Company and local directors until late in the afternoon.

Mr. Harris said that he had been a part of many of the things he recited and he was filled with a fervor and a pride that came from a sincere love for the institution and the man. And I recall and perhaps some of you present do as well his intense earnestness when he said:

"Wisdom from the dull depths of their studies may exclaim that Christianity is in ruins and that the divine figure of Jesus is passing from our philosophy, but while we have the noble example of generous self sacrifice without hope of earthly fee, laying the foundations of learning and raising the pillars of order in the land, we will still cherish the fond delusion that God yet reigns and Christ is still the word made flesh living amongst us."

(Continued on page 5)

Witness Says He was Informed by Chief Lumber Scaler that Amount Was for Campaign Purposes—Nothing to Prove that Berry Was Acting as Mr. Flemming's Agent.

GEORGE W. FOWLER AND FRANK CARVELL IN TILT OVER MODE OF PROCEDURE WITH THE EVIDENCE

Counsel for Premier Contends That Opponent is Attempting to Show Berry Solicited Monies Without Proving it was by Direction of Hon. Mr. Flemming—Ruling of Court in Favor of Mr. Dugal—T. G. Loggie Morning Witness.

Before an audience that might have been vociferous were it not for the prompt warning of the chairman of the commission, the taking of evidence in the investigation of the charges made by L. A. Dugal, M. L. A., against Hon. James K. Flemming, Premier of New Brunswick, and Minister of Lands and Mines, occupied all day yesterday in the County Court House, and when the sessions closed one witness had sworn that he paid to W. H. Berry, chief of the lumber scalers in the province, the sum of \$2,000 which Berry had told him was for "campaign purposes." The witness making this statement was John P. Burchill of Nelson, N. B., and the statement came at the end of the day's session.

So far nothing has been brought out to show that Berry acted as the agent of Premier Flemming or with the authority of the premier in making the proposal to Burchill. Berry had told Burchill that "they" were asking all holders of limits of more than 100 miles to pay at the rate of \$15 per mile. Burchill will continue on the stand this morning and may take all day.

During the afternoon there was a lively tilt between George W. Fowler, who is of the counsel for the premier, and F. B. Carvell of Dugal's counsel. Mr. Fowler claimed Carvell's idea was to get the evidence in that Berry had solicited money without showing that it was by direction of Premier Flemming as alleged in the charge. After this had been brought out and placed before the wider tribunal of the people, no matter whether the charge was or was not sustained, there would be many who would still think something was wrong. Mr. Carvell should prove first that there was agency and that there was extortion which was also charged.

Mr. Carvell claimed he could prove agency and the commissioners allowed the evidence to go in with the result as stated.

W. H. Berry was not present in court and one witness, John S. Leighton, Jr., of Woodstock, who served the subpoena on him in Boston, swore that Berry told him he did not intend to come back. Mr. Leighton related incidents in connection with the service, which were intended to show that Berry was not in poor health or at least gave no evidence of it.

At the morning session the only witness was T. G. Loggie, deputy minister of lands and mines. His evidence was more or less routine in its nature relating chiefly to the payments of bonuses and the system in vogue in the department.

Premier Flemming arrived at noon and remained in the court room all day. He looks well and did not appear to be worried over the case.

Continued on page 3.

### Sending Supplies for Work at Port Nelson

Five Steamers to Leave Halifax Next Month With Materials—Troubles in Discharging Cargo Met With Last Year Not Likely to be Repeated.

Special to The Standard

Ottawa, Ont., June 16.—During the first week in July the government will send five steamers from Halifax with materials and supplies for the construction of the railway terminals, elevators and harbor work at Port Nelson.

There are altogether 20,000 tons of freight to be taken in this summer. If these five vessels are not unduly delayed by ice in the Hudson Straits or in the Bay, they should reach their destination much earlier than the first vessel last year which arrived only on August 7th. The government has been busy on the construction of dockage and has also had three small steamers built to serve as lighters. The troubles of last year in discharging cargoes are not likely to be repeated. The large suction dredge that was sent north last summer is now at work on the channel and the other preparations are said to be going ahead satisfactorily. The completion of wireless communication by means of the stations erected at Port Nelson and at Le Pas, 148 miles west, enables the railway department to keep in constant

touch with the work. Over six million dollars has been spent to date on the railway and terminals and the appropriations voted at the session just closed, included \$4,500,000 for the railway terminals and elevators. The Hudson Bay Railway which is being built from Le Pas by J. D. MacArthur is now just half finished. The government will also proceed this year with the establishing of the necessary aids to navigation all along the northern route. These will include light houses and wireless stations on the vessel last year which arrived only on August 7th. The government has been busy on the construction of dockage and has also had three small steamers built to serve as lighters. The troubles of last year in discharging cargoes are not likely to be repeated. The large suction dredge that was sent north last summer is now at work on the channel and the other preparations are said to be going ahead satisfactorily. The completion of wireless communication by means of the stations erected at Port Nelson and at Le Pas, 148 miles west, enables the railway department to keep in constant

### MARINE ENGINEERS ON TRAMP STEAMERS HAVE GONE ON STRIKE

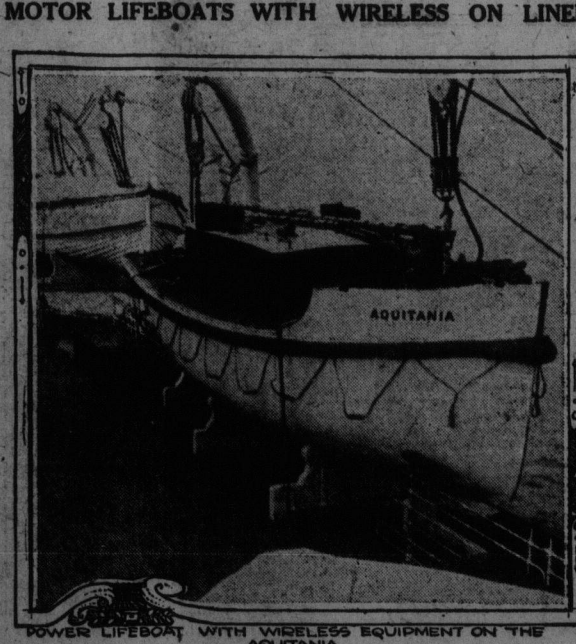
London, June 16.—A general strike of marine engineers on tramp steamers began in the United Kingdom today. The engineers demanded an increase in wages. It is expected that between five hundred and eight hundred vessels will be laid up.

### REDMOND WINS HIS FIGHT FOR CONTROL OF VOLUNTEERS

Dublin, June 16.—John Redmond, the Nationalist leader, has gained control of the National Volunteer movement. The committee in charge of this movement, after much demur, has accepted his suggestion that the existing self-selected committee of the volunteers should be strengthened by the addition of twenty-five representatives of the Irish party.

### THREE CANDIDATES IN DUFFERIN COUNTY.

Orangeville, Ont., June 16.—There are three candidates for the legislature in Dufferin county. A temperance convention held here today de-



MOTOR LIFEBOATS WITH WIRELESS ON LINER

POWER LIFEBOAT WITH WIRELESS EQUIPMENT ON THE AQUITANIA

In addition to eighty lifeboats on the sumptuous Aquitania there are two large motor lifeboats, equipped with wireless telegraph. Each of them is thirty feet in length. They show a radical departure from any previously accepted form of ship's lifeboats, as their primary function is to tow the ordinary lifeboats propelled by oar and sail. In their Marconi outfit they have a range of from 100 to 150 miles, which will enable them to keep in constant communication with steamers in case of emergency. Convenient, quick acting and up to date appliances for lowering the lifeboats have also been installed. One of the wireless lifeboats is carried on the boat deck on each side.