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THE MAIL AND ADVOCATE

VOLUME 1, No. 132.

ST. JOHN'S, NEWFOUNDLAND, TUESDAY, JUNE 23, 1914.

PRICE:—1 CENT.

PROBING CRAFT CHARGES AGAINST PREMIER OF N.B.

Serious Allegations Were Made in Provincial House by a Member

ACCUSATIONS CONCERN PRIME MINISTER AND A COLLEAGUE

Charged That the Ministers Extorted Large Sums From Companies

St. John, N.B., June 20.—The inquiry into the charges of alleged graft against the Hon. J. K. Flemming, Premier; and the Hon. H. F. McLeod, former Provincial Secretary, preferred by L. A. Dugal, Liberal M.P. for Madawaska, is now in progress here before Provincial Supreme Court Justice H. A. McKeown, chairman; former Justice W. W. Wells, of Ottawa; and Mr. W. S. Fisher, a prominent business man of St. John, Royal Commissioners appointed by the Lieutenant-Governor of the province.

The Charges Made. Briefly, the charges are that Premier Flemming unlawfully extorted about \$100,000 from the holders of timber limits in the province—the money is alleged to have been secured through the agency of William H. Berry, chief lumber scaler of the province—the diversion of the money from the Provincial Government to the St. John and Quebec Railway, and compulsion on contractors under the St. John Quebec Railway Company to pay sums of money to the Hon. J. K. Flemming before they obtained their contracts. A similar charge is made against the Hon. Mr. McLeod.

Mr. Dugal Complainant. In his evidence before the Legislature Mr. Dugal declared that he had been informed, and believed that John Scott, of the firm of Scott and Kelly, sub-contractors under the Hibbard Company, who are successors to contractors under the St. John and Quebec Railway Company, were among those who were compelled to pay, and did pay, large sums of money to members of the Government in the year 1912 before they obtained their contracts. Subsequently, however, Mr. Dugal exonerated the other members of the Government in this connection, naming only the Premier and former Provincial Secretary, when he said: "I am advised and believe I can prove, that \$10,000 were so paid to the Hon. J. K. Flemming, and \$1,500 to the Hon. Mr. MacLeod."

The total monies alleged to have "disappeared" is given as about \$600,000.

DOMINION MAKES BIG CONTRIBUTION

Gives \$50,000 To Relief Fund Of Hillscrest Mining Disaster.

Ottawa, June 23.—An appropriation of \$50,000 for the relief of sufferers by the Hillscrest disaster will be made by the Government.

Nationalists Prepare To Resist Any Attempt To Nullify Home Rule

London, June 23.—Redmond's letter to the President of the United Irish League at Philadelphia is the first open admission to overseas sympathizers and friends that the Nationalists are preparing to fight for Home Rule, should the proverbial "slip between cup and lip occur."

The Irish Nationalist leader, having committed himself to the volunteer movement is anxious to find funds as well as men for the organization, knowing that Sir Edward Carson's army is well provided with financial support by Scottish and other Unionists.

That the latest developments in connection with the Irish volunteers is inspiring the Nationalists with greater aggressiveness, is made clear by a despatch from a correspondent of The Morning Post who declares that

OFFICERS OF BOTH SHIPS MADE SURPRISING ERROR AS TO PLACE OF COLLISION

Survey Made by Canadian Officer Shows Kendall and Storstad Officers Were Miles Out

IMPORTANT FACT LEARNED AT SESSIONS OF YESTERDAY

Third Officer of Collier Did Not Tell His Chief That the Helm Had Been Ported

CAUSE OF TREMENDOUS INRUSH

Many of the Portholes Were Probably Left Open and Gave Access to Great Volume of Water

Quebec, June 23.—Maintaining its record for producing contradictory statements that cannot be reconciled to one another, the Empress of Ireland Wreck Inquiry to-day unearthed a fact, when it was given the exact location of the hull of the liner on the bottom of the St. Lawrence, which drew attention to the different explanations of the positions of the ships at the time of the disaster; in the map it was found that the resting place of the Empress is one mile and a quarter south of the place where Captain Kendall, her commander, says she was hit, and one mile north-east of the point at which the chief officer of the collier Storstad contends the collision happened. The location of the wreck was explained by Capt. Gagon, of the Dominion Marine Department, who investigated it.

Interruptions. The taking of evidence was interrupted twice to-day because the members of the commission and the lawyers for the Government, C. P. R. and Storstad had to attend a reception given His Royal Highness, the Duke of Connaught in the Court House, and a luncheon given to the Governor-General by Mr. Justice Lemieux and the Quebec District Judges.

This morning an effort was made to get further details about the operation of the Storstad from chief officer Tuftene, who had filed his scrap and deck log books. The attempt discovered that, like the engine-room log, a number of important facts referred to had been written up after an interval of some hours, and the officer was hurried off to Montreal for the memoranda he made at the time.

Important Fact. One important fact came out, however, and that was that the first officer who was in charge of the collier immediately before the collision, was not told by his third officer Saxe that he had put the helm hard apart when the ship failed to respond to the port helm order.

The cause of the tremendous inrush of water into the punctured hull of the Empress, was again obviously the motive for a number of questions asked by Lord Mersey of Wm. Moir, a night watchman on the Empress, who was examined as to how many port holes were left open. Of this the witness could supply no definite information, though the pre-

Sumption was that the night being fine and the river calm many of them were not closed, and that when the list of the ship grew great, the flow of water through the hole in the hull was augmented by the inrush thru the cabin portholes.

Saylito, June 20.—The resignation of General Villa as commander of the northern constitutionalist army has been handed to General Carranza and accepted by the first chief of the revolution in Mexico. Villa apparently started a second revolution in Mexico and has already arrested all the officials appointed by Carranza in Torreón, Chihuahua and Juarez.

The break has been coming on for some time and has now assumed such proportions as will be impossible to bridge.

Colonel Ornelas commander of the Juarez garrison and chief lieutenant of General Villa, entered the Juarez telegraph office and information bureau, and took possession of them, seizing all papers and documents. The officers have been under Carranza. General Villa will return to Chihuahua city and resume the governorship of that state.

S. S. Mongolian is due from Liverpool to-morrow.

Capt. Bartlett Reaches Nome Will Go North Again In July In Cutter "Bear" For Rest Of His Party.

Nome, Alaska, June 22.—Capt. Robert Bartlett, master of the Karluk, which was crushed and sunk off North Herald Island in February, arrived yesterday from St. Michael, where he was brought from Siberia by the whaler Kernon.

Capt. Bartlett will go north in July on the revenue-cutter Bear, which has been ordered to proceed to Wrangel Island and get the 18 white men and 4 Eskimos of the Karluk's crew, who remained there when Capt. Bartlett and one Eskimo made the trip to St. Michael from Siberia.

Hammondsport, N.Y., June 20.—The Rodman Wannamaker trans-Atlantic flyer begins to take on the outward appearance of an aeroplane. It is now a huge red snapper fish, fresh coated with its finishing layer of paint. The tail is in place, the struts are up for carrying, the two 100-horse power motors, the cabin is finished and the steering gear, or control, is ready for its connecting wires.

Don't imagine we have chosen bright red as the color for the flyer to have it in keeping with the sensational nature of the trans-Atlantic exploit," said Lieut. Porte to-day, for the once lapsing from his accustomed seriousness. "It is because red is the most easily discernible color at a great distance," he continued.

Take All Precautions. "While I do not expect to be needing rescue, I know that every precaution should be taken, and every little detail like this is being looked after by one or many of our good friends who are thinking of our safety. It is highly desirable, of course, to be in touch with passing steamers, even if we cannot communicate directly with them. If they sight and report us by wireless to the next ship, we are almost certain to be picked up soon if we should be in distress."

The big red boat has to take on one side of the wings, and then it will have to be removed from the shops to the flying field at the foot of Lake Keuka, since it cannot be assembled in the Curtiss shops with its entire spread of 798 feet of wing surface, 72 feet wide. All of the supporting surfaces were finished to-day with the exception of the temporary covering of one wing. The silk covering will not be applied until after the preliminary flights.

Put Tanks in Place. The gasoline tanks, of which there are seven, have been put in place. The stowing away of 300 gallons of inflammable fuel and twenty-five gallons of cylinder oil has been one of the biggest problems for the constructors. How to arrange them so as to empty them without disturbing the equilibrium of the craft; whether to arrange them so that the "empties" could be dropped overboard and where best to place them with respect to safety, these were a few of the questions the designers had to answer. Life or death, success or failure, might rest with the decision.

In this work, as in everything else connected with the designing of the cross ocean flyer, common counsel among Glenn Curtiss and his engineers, Dr. Zahn, of the Smithsonian Institution, Capt. Chambers, aeronautical expert of the United States Navy, Lieut. Porte and others. While the "liner" is essentially a Curtiss flying boat, in detail it will be the product of many men's genius.

The six gasoline tanks will drain simultaneously into a small supply tank from which the fuel will be pumped up to the motor, eight feet above. Danger of explosion is thereby minimized. The simultaneous draining of the tanks will not affect the balance of the load. The six tanks are located in the middle of 150, 50 and 50 gallons, are in one compartment separated by a partition from the cabin. Four 25-gallon tanks are stowed in corners of the cabin. The tanks are fitted with splash boards and set on pads to prevent vibration starting leaks in the connecting joints.

Several Trial Flights. There will be several trial flights here, as the lifting capacity of the planes must be thoroughly tested un-

Every Detail, Even to the Appropriate Color of the Aeroplane Carefully Attended To

SOME PROBLEMS DESIGNERS HAD TO TACKLE AND SOLVE

One Big Difficulty Was in Connection With Storage of Gasoline—How It Was Solved

GIVEN NUMEROUS TRIAL FLIGHTS

Airship Tested Over Lake In Stormy Weather To Ascertain Her Behavior in Rough Sea

der various speeds. It is likely also that trials will be made in rough weather on the lake to determine how the flyer would act if compelled to come down in the middle of the Atlantic in a moderately quiet sea.

George Hallett, the young mechanic chosen by Lieut. John C. Porte as his assistant, is getting himself into practice by going out in every Curtiss boat that flies over Lake Keuka. Hallett is up early and late with the flyers, giving them the benefit of his experience with the Curtiss engine, on which he is a recognized expert, but for the time being adding to his own knowledge by questioning each aviator here on details that might serve him in his flight.

Not being yet a licensed pilot Hallett is "gramming" with flying experience so that he may feel perfectly at home at the helm, though his duties will be mainly with the motors while Lieut. Porte holds the air liner to her course.

Lieut. Porte's plans for navigating the craft and overcoming the obstacles heretofore considered insuperable in aviation over the sea are secrets which he purposes to keep until he discloses them in subsequent articles. It may be stated, however, that Lieut. Porte, is confident he has surmounted these obstacles, and that he will be able to hold his course almost, if not quite, as accurately as on a ship at sea.

BRITAIN IMPORTS BIG CARGO OF OIL

Port of Spain, June 22.—The British Admiralty oil tank steamer Araxazi, sailed from here last night for Plymouth, England, with 6,000 tons of Trinidad oil for use in the British Navy. This is the first of several shipments contracted for by the British Government from the Trinidad oil fields.

MORE ALTERATIONS MADE SHAMROCK IV

London, June 22.—The Daily Mail's yachting expert announces that another alteration has been made in Shamrock IV., which has been kept secret.

Saturday's trial, an expert says, showed that in off wind running the yacht had been improved by the alteration, but her windward work showed no improvement. She will be tried out again, but it may be assumed that there will be no further alterations made.

Twelve Drown On Pleasure Trip Motor Boat Struck Sunk Log And Upset—Only Seven Escaped.

Syracuse, N.Y., June 22.—Twelve persons, most of them women and children, were drowned in the Oswego Canal, when the launch upon which they were riding struck a submerged log and capsized.

There were 19 passengers on the little vessel, and 7 reached the Canal bank safely.

They were on their way home after a day spent at Lake resorts.

CONTRADICTORY EVIDENCE GIVEN AT EMPRESS DISASTER INQUIRY

FOR THE EMPRESS FOR THE STORSTAD

Cause of Collision

"The collision occurred only because the Storstad changed her course radically, porting her helm."—Captain Kendall.

"The Storstad's helm was never ported, she absolutely persevered in her course. The Empress changed her course, starboarded her helm and went to port."—Mr. Haight.

Speed of the Ships at Time of Collision

"The Storstad was going fast, as I saw foam at her bow. I should say 10 knots."

"I had stopped my ship and set the engines full speed astern. I could tell by the foam and air bubbles alongside that there was no way on the Empress."—Captain Kendall.

Events Preceding the Collision

"Saw two masthead lights six miles away, three or four points to starboard."—Captain Kendall.

"Saw the Empress' green light three miles away. When two miles away, saw her change her course and swing to starboard, showing her red light."—Officer Tuftene.

When in fog, slowed engines, blew one long blast. In two minutes stopped engines.

Heard one long blast only.

Blew two blasts, "not under steering way," and then ordered engines slow ahead.

The collision

Saw masthead lights of Empress on port bow, and then green sidelights one or two ship-lengths away.

Captain Andersen ordered his engines full speed astern.

Shouted to Storstad: "Full speed ahead."

Heard Empress shout: "Don't go astern."

PORTE'S BIG AIRSHIP NOW ALMOST IN SHAPE FOR VENTURESOME TRIP

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WEATHER REPORT.

Toronto (noon)—Moderate W. to S. winds, fair and warm to-day and on Wednesday.

Roper's (noon)—Bar., 29.50; ther., 67 above.

Abandon The Attempt To Release The Bodies From Sunken Empress

Quebec, June 23.—All attempts to get the bodies entombed in the sunken hull of the Empress was abandoned to-day following a conference between Lieut.-Commander Forbes of the H.M. S. Essex and the divers of the man-of-war at the scene of the wreck.

As a result of the death of Edward Cossboom, of New York, on Sunday from his fall off the slimy hull of the ship, Capt. Walsh, after consulting with Capt. Wilson, reluctantly decided everything possible had been done to secure the bodies and that nothing could be gained by the divers remaining at Father Point.

They were, accordingly ordered to return to their ship.

This decision of the C.P.R. does not affect the operations of the company attempting to salvage the ship, but it is thought here this concern will also

5 BRAVE MEN GAVE LIVES FOR COMRADE

Went Into Gas-field Hold of Oil Ship In Self-sacrificing Attempt at Rescue

KNEW THEY RISKED ALL IN MAKING THE DESCENT

Others Would Have Followed but the Captain Refused Them Permission

Philadelphia, June 20.—The story of the remarkable bravery of six men, five of whom, unmindful of their own fate, plunged one after the other into the hold of an oil ship filled with poisonous gases in an attempt to save a comrade, was brought to light, when the British steamer San Valerie docked at Point Breeze from Tuxpam, Mexico, where six unfortunate members of her crew are buried in a single grave alongside the Standard Oil pipe line. The men who lost their lives are:

H. F. Elliott, first mate, Sunderland; W. Shuff, boatman, Dover; H. C. Cousins, ship's carpenter, Eastham; W. Cannell, seaman, Suffolk; W. Garbhen, seaman, Finland, and W. F. Stanhope, fireman, address unknown.

Strange Tale. Fiction never invented a stranger tale than that told by the surviving forty-five members of the boat's crew. First one man went down into the gaseous interior of the ship, then another, and another, until six were in the hold. Each man who went to the rescue of the first victim fully realized what he was doing, for there was little chance he would emerge alive.

Elliott was the first to descend. He went down to stop a leak. He was closely followed by the sixth engineer, named Keith. Keith felt himself being slowly rendered unconscious by the fumes and with his last bit of strength managed to crawl back to the deck. He told those about him of the probable fate of Elliott and at once five men volunteered to risk a descent into the hold.

Were Overcome. One by one they went below and remained there. A thud was the only evidence that their bodies were at the bottom of the hold. Apparently the men lost consciousness when they got barely twelve feet from the top of the ladder. Finally the captain would permit no more men to go to certain death and he signalled by wireless to the shore of Tuxpam for help.

Meantime a fireman wearing a smoke helmet went below and brought the bodies to the deck, soon after which the Standard Oil launch came alongside with Dr. James Williams, who pronounced the men all dead.

The bodies were taken ashore in the launch and buried by the crew of the ship.

Capt. Gadou can offer no explanation for the presence of the gases in the ship's hold.

NEW MASONIC LODGE

A new Masonic lodge under the Scotch jurisdiction will be opened at Bay Roberts, shortly.

To Chase Mad Mullah In An Aeroplane

Aden, June 20.—Lieut.-Commander Frederick L. M. Booby, who, with Lieut. Richard B. Davis, has been investigating the possibility of using an airship in British Somaliland for an expedition against the Mad Mullah is returning from Berbert. He will proceed to England this week by way of India. Lieut. Davis apparently remaining in Somaliland for the present.

Nothing has been divulged concerning the conclusions arrived at by the officers.

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