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G. F. KEARNEY, Mgr.

Empress of Ireland  
Enquiry at Quebec.

Special to Evening Telegram.

Quebec, June 16.—Evidence amplifying known contents in regard to the cause of the disaster on May 29th, was brought out to-day at the opening session of the investigation by the Dominion Commission, of which Lord Mersey is Chairman. So far the main arguments of Captain Kendall are that he was stationary when rammed by the Storstad, whilst the owners of the collier declare that the Empress placed herself in front of the vessel which indisputably had the right of way. 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 inquest.

Edmund L. Newcombe, K. C., Deputy Minister of Justice, examined the witnesses, and outlined the salient features of the foundering, so far as they are at present known. The Commission consists of Lord Mersey, Sir Adolphe Routhier, of Quebec, and Hon. Ezekiel McLeod, of St. John, N. B., as Judges. The nautical assessors are Capt. Demers, Dominion Week Commissioner, Howe, of the Canadian Service, Professor Walsh, Naval Architect of Newcastle-on-Tyne and P. W. Coburn of the Royal Naval Reserve, Albert Taschereau, of Quebec, is the Secretary of the Commission.

Questioned by Lord Mersey as to why he stopped his ship when he had turned his green light to that of the Storstad's in conformity with the rules of navigation, Capt. Kendall claimed that he took this step as a safeguarding measure owing to the fog. F. T. Haight, of New York, the lawyer for the Storstad, could not get him 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 opinion, had taken place.

That the collier had not changed her course after first sighting the Empress; that abortive attempt 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 out of the testimony of Alfred Tufness, the first officer of the Storstad, who was examined in the afternoon. This witness repeated the story that the Empress crew refused to go back in the boats to carry on the rescue work, all at once making for the Storstad. Lawyer Haight supplemented Tufness' evidence, at the request of Lord Mersey, by giving as his experience of the disaster, his belief that the big liner thought she could cross the bow of the Storstad, and that her helm had been ordered ported by one officer and starboard by another.

## Little Gardens!

How to Make the Most of Them.

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HERE ARE THE REST.

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Perpetual Carnations.

Gardening Planning and Planting.

Sweet Peas—how to grow them.

First Steps in Gardening.

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Practical Bulb Growing.

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Tree and Shrub Culture.

All 30c. per volume.

Geo. Knowling.

June 13, 1914.

"then we went from full speed ahead to full speed astern, and gave three short blasts, and later two long blasts to mean that the ship was stopped. The Captain looked over the side of the bridge, and later went to the upper bridge. He only saw the mast-head lights of the Storstad, and not green lights. When the collier collided with us the Empress was stopped."

The Storstad must have been under way, though he did not see anything to prove this, on account of the position he was occupying on the bridge, continued Mr. Jones. He took off his coat and ran along the deck, and was opposite the boat when her siren sounded, meaning "all hands to the boats." He saw the crew come up the companion way. He himself got away three boats on the starboard side. He slid into the water when the ship got nearly perpendicular. After swimming for a short while he was picked up, he was told by an Empress boat. Passengers and members of the crew were in the boat. After putting them on the Storstad he returned and picked up eight ladies and three or four men. These were given the Eastreks, and once more the boat went back but found only four corpses.

## The Seamen's Institute.

Editor Evening Telegram.

Dear Sir,—It has been a great pleasure for me on my return from England to learn from the Committee of the Seamen's Institute what it has accomplished in rendering services to the people and the city, and to realize from the large amount of patronage received from the citizens what a real need there was for the accommodation it affords. It has been very gratifying to all the friends who had the pleasure of making it possible, to learn that 7,143 beds have been occupied during the year, that at least 5,200 of these were from the outports; that the standing expenses of the Institute are met by the takings; and that the Institute is practically self-supporting which is the best test of its value. The Committee for the Girls' section of the building also say that they are over-crowded and have to turn away applicants for bedrooms. They have decided to take over all the top floor for their work so that their sleeping accommodation will be doubled, and the night school classes which have been so helpful, will have the better accommodation of the large sitting room. Our Secretary has made this possible by resigning his beautiful suite of rooms directly he realized that they were called for for the service of the people. The generous gift of the large electric room sign, the gift of a citizen, and a token of his appreciation of the success so far accomplished is also very gratifying. The Committee have also informed me that they need the sum of \$5,000 for some absolutely necessary improvements to the Swimming Pool, for the hot water service, and for the lavatories; especially with a view of getting full-length baths for the service of fishermen which are constantly being called for, and that there also is need for \$1,500 for the first inside painting for the dormitories and corridors for the visitors.

In view of the coming of the Duke of Connaught who is expected to visit the building, it would be a great gratification to all the friends of the work if they had this last sum in time to enable the Committee to make that expenditure by the 10th of July. No one is more aware than I am of the great taxes made upon the generosity of citizens of late, but at the same time I feel certain that the City is proud enough of this building to want our royal guest to see it in its best possible dress. I am glad to start this subscription with \$100 myself as a token of my gratitude.

(Sgd.) WILFRED GRENFELL.  
St. John's, June 15th, 1914.

QUEBEC, June 17.  
At the enquiry to-day Mr. Tufness said that directly Capt. Andersen came on the bridge from below, the Empress came out of the fog. Collision was then inevitable. Capt. Andersen ordered the engines full speed astern.

"Why did you not call the captain when the fog first appeared?" asked Mr. Aspinwall.

"Because I waited a few minutes to see if it would lift again," was the reply.

"But your instructions were to call the Captain directly fog appeared," remarked the counsel.

"Yes."

"How long after the fog came did you call him?"

"About ten minutes."

"But you saw it coming, and that added several more minutes."

"Yes."

"Why did you not obey instructions?" said Lord Mersey.

"I did not think it was necessary," responded Tufness.

"Your report did not get on the bridge till the damage was done," commented the Chairman. "He said, if you had obeyed instructions he would have come up long before."

The witness contended that he could not see that when the fog came down there was danger. That was why he did not at once call the Captain. He still thought his judgment was right.

Categorical denials by Capt. Andersen of the inference arising from questions by George F. Gibson, representing the Sailors and Seamen's Union of Britain and Ireland, were given when the enquiry was resumed this afternoon. Capt. Andersen said that never at any time during his trip up the river had the hand-steering gear been used, and when the first officer said that assistance had been given to the quartermaster in turning the wheel, he presumed it was because while the engines were stopped he was afraid the vessel would swing around, so he got help to put the helm hard-a-port. The vessel had not a swing; she was not overloaded, and the pilots would all say that she easily answered her helm.

Mr. Haight, re-examining for the Storstad's owners asked Capt. Andersen, if the Empress had originally been two or three points to starboard of the collier, when she first sighted the liner, would porting his wheel bring her on the port bow, where the Empress was seen just before the collision. The Captain contended that the helm would have to be ported very much, and his ship would have to swing nearly 8 points.

Edward Jones, First Officer of the Storstad, who was on the bridge of the ill-fated liner on the night of the disaster, was the next witness. He gave a brief account of the voyage down the river, the courses that were laid, and the sighting of the fog, and the sighting of the Storstad. He saw the masthead light of the Storstad, and that after they dropped the bridge, and that after they dropped the pilot at Father Point, he saw the masthead light of the Storstad, about six miles off on the starboard bow. The course of the Empress was changed shortly afterwards. "A little later the fog came up," said Jones.

This Date  
in History.

JUNE 18.

New Moon—23.

Days Past—168 To Come—196

BATTLE OF WATERLOO 1815. Na-

poleon escaped from Elba in March,

1815, went to Paris, and raised an

Army, marching to meet the Allied

Powers. At this well-known battle

the English defeated the French and

Blucher turned the defeat into a rout.

This brought to a close the Napol-

eon wars, which had raged for over

twenty years. Napoleon surrendered

in July and was exiled to St. Helena.

WILLIAM COBBETT died 1835,

aged 73. A politician and controver-

sialist who through the medium of his

paper attacked both Radical and Tory

in turn and by merciless personalities

frequently got himself into trouble.

It is to live twice, when you can en-

joy the recollection of your former

life.

—Martial.

## All New Features

AT THE CRESCENT—BIG FEAT-

URES.

The holiday bill at the Crescent

Picture Palace yesterday, attracted

large audiences in the afternoon and

evening. The special feature was the

two-reel drama "When Pierrot met

Pierrette," a clever story of the cap-

ture of a crook and a band of crim-

inals. "The Sponge Industry" was a

very interesting illustration of the

manufacture of this article. The com-

edy "What Happened to Freckles,"

Adventure No. 3 of the famous Preck-

les series was a subject that created

much amusement. To-day the same

bill is repeated and to-morrow the

usual big change for the week and

performance will take effect. "Uncle

Tom's Cabin," the historic Southern

story that was the chief cause of the

Civil War, will be the big attraction

next week. This great picture is ac-

tended for by many stars. During the

past week several alterations have

been made at the Crescent. The pic-

ture curtain has been raised a couple

of feet and the improvement has been

very favorably commented upon. The

work of painting the interior is now

almost completed.

English make! We've just received

a new lot of Chased and other Pretty

Rings from England. If your

thoughts are running in that direc-

tion be sure and see them. R. H.

TRAPNELL—June 18.

june 16, 18, 19, 20

Particulars in Concert.

Editor Evening Telegram.

Dear Sir,—I regret exceedingly

that in my notes on the concert which

was held in the R. C. School at North-

own Bay on the nights of June 4th and

5th, the names of two of the most

prominent participants in the dia-

logues were unintentionally omitted.

These gentlemen, Messrs. Bernard

and James Colbert certainly deserve

credit for the pleasing manner in

which they impersonated their re-

spective characters, and for their

trouble in helping to bring the concert

to a success.

PATRON.

Northern Bay, June 15th, 1914.

Here and There.

You can get a Pretty Engagement

ring ranging in price from \$2.50 to

\$10.00 at TRAPNELL'S.

The vessels Earlsall, Mildred,

Gaspere and Novelty are now in from

Perambuco.

TUGS LEAVE.—The C.P.R. tugs

Gopher and Musquash, leave port this

afternoon for Quebec.

League Football, St. George's

Field, 7 o'clock this evening,

B.I.S. vs. Collegians.—June 18, 11

YESTERDAY'S EXCURSION.—

Over two hundred persons went out

by yesterday's excursion, few of

whom went beyond Bowring Park.

The annual meeting of the

friends and supporters of the

Colonial and Continental Church

Society will be held in the Central

Schools, Synod Building, on

Friday, June 19th, at 4 p.m.—11

FORGERER SENTENCED.—The

accused man Brown, belonging to

King's Cove, B.B., who was convicted

for altering a cheque, was brought be-

fore Judge Knight yesterday for the

second time, and sentenced to one

year's imprisonment. The prisoner

had been asked previously if he wanted

to be tried by a jury or summarily

before the magistrate. The latter

course was selected.

C. L. B. BOAT CLUB.—There

will be a special and important

meeting of the Club at the Ar-

moury on Thursday evening

next, the 18th inst., at 9 p.m. By

order, HERBERT BARNES, Sec-

retary.—June 18, 13

Hunting coats are seen in young

girls' linen suits.

A  
Large  
Selection  
of  
Boys'  
Washing  
Suits.

## Bargains, Bargains

## A Fifteen Day's Sale

—AT—

## Jackman The Tailor's.

A Genuine Reduction of from 10 to 25  
p.c. in Men's and Boys' Readymades.

SALE TO CONTINUE UNTIL JULY 1st.

Last week we opened a \$5,000 shipment of Men's and Boys' high grade clothing. This shipment should have arrived over one month ago, and is therefore too late for our regular trade.

With a view of turning this into cash, we offer a Cash Discount of Ten per cent. on all regular lines of Men's and Boys' Readymades.

We also offer Twenty-five per cent. on special clearing lines of Bexhill and other styles suitable for small boys.

We have a large selection of Youths' Rugby, well tailored, neat patterns, and we specially invite the young lads to see these fashionable lines before buying ordinary slop readymades, mere "hand me downs."

In addition to the Thousands of Boys' and Youths' suits subject to the 10 per cent. discount we have over One Hundred Men's Suits, specially made by our Tailors during the slack season. These are cut in the latest American styles. They range in price from \$16.00 to \$20.00, less 10 per cent.

Terms: Cash. No approval.

Mail order cash patrons will get the discount as if they were at our counters. Please give the boy's age, and state if he is above or below the average in size.

All goods marked in plain figures.

## Jackman The Tailor

Limited.

A Large  
Variety of  
Patterns  
in  
Youths'  
S.B. & D.B.  
Suits.IN OUR YOUTHS SUITS WE HAVE THE LONG ROLL AMERICAN  
CUT, WITH CUFFS ON SLEEVES AND BOTTOMS.We have  
Hundreds  
of  
Boys'  
Rugbys  
to  
Select  
from.We  
have  
Boys'  
Norfolks  
up to  
Size 7.

## GOODRICH MOTOR TIRES!

A Large Shipment now in Stock.



**SAFETY FIRST**

*Grips like the sole of an athlete's shoe*

The cross bars on a football player's shoes give him a firm footing—he is able to run, jump, make sharp, quick turns with more assurance and safety. The specially toughened Safety Bars on Goodrich Tires cut through the film and obtain a firm grip on the road surface—thus preventing the skid from starting. And there's another reason why you should equip with Goodrich Safety Treads—the extra thickness at the point of contact insures extra wear.

**Goodrich Safety Tread Tires**

You want the best Safety Tread—so call or phone at once.

## Bowring Brothers, Ltd.,

'Phone 332.

Hardware Dept.

Also, from F. Dodd's Central Garage.

## Pleasing Presentation

AT K. OF C. ROOMS.

At Tuesday night's meeting of Ter-

ra Nova Council, Knights of Colum-

bus, Mr. V. P. Burke, M.A., L.L.D.,

Lecturer of the Council, was present

with a complete set of Kipling's

works, exquisitely bound, as a sou-

venir of the honors recently confer-

red on him. Mr. C. P. Eagan, Grand

Knight, on behalf of the Council,

made the presentation and in doing

so, voiced the sentiments of the

Council in extending heartiest con-

gratulations to Brother Burke on the

honors achieved, and asked him to ac-

cept their gift as an appreciation of

the distinction so deservedly bestow-

ed upon their Brother Knight. Dr.

Burke was very agreeably surprised

and deeply moved by the laudatory

reference to his honors, and replied

in modest and appreciative terms,

assuring the Knights that the gift

would always be cherished as a pleas-

ing memento of his affiliation with

Terra Nova Council.

SCARCITY CONTINUES.—There

was a very poor sign of codfish on

the local grounds again this morning

and boats only got small fares.

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R. J. Williamson, Mrs.

Mrs. Johnson, Mrs. R.

nibly, Hugh W. Fox, Mrs.

Good, F. G. Payne, Mrs.

by Thomas Burton:

s. Burton, Albert Pacey,

L. Courage, Paul Ibric,

Mrs. T. M. Vallean,

Mrs. W. H. Pike, Jos.

S. Pike, Miss Mary J.

Mrs. Chadbold.

McCoy, Mrs. H. Jones, A.

Gilby, M. M. Harry, J.

Mrs. Fred Wadman, J.

Pippman, Mr