

**THE MARKETS.**  
Canadian markets generally lower. New York lower. London dull but rather firm. Consols closed 3-16 lower at 75 7-16 for money and 7 1/2 for account. Winnipeg July wheat closed 1/4 higher at 90 3/4.

**THE WEATHER.**  
Probabilities:—Showers.  
The sun rises at 4.48 a.m. and sets at 7.59 p.m.  
Next British mail, via the Calgarian, from Quebec, closes on Wednesday at 6 p.m.

VOLUME LXXI.

TORONTO, MONDAY, JULY 13, 1914—FOURTEEN PAGES.

NUMBER 20,118.

## STORSTAD BLAMED FOR EMPRESS' LOSS

### Commissioners Lay Responsibility on the Norwegian Collier

#### Special Mention of Officer Tuftenes of the Storstad, Who is Accused of Negligence—Captain Kendall's Conduct Not Unseamanlike—Recommendations for Future Guidance.

(Canadian Press Despatch.)

“We regret to have to impute blame to any one in connection with this lamentable disaster, and we should not do so if we felt that any reasonable alternative was left to us. We can, however, come to no other conclusion than that Mr. Tuftenes was wrong and negligent in altering his course in the fog, as he undoubtedly did, and that he was wrong and negligent in keeping the navigation of the vessel in his own hands, and in failing to call the captain when he saw the fog coming on.” (From report on Empress inquiry.)

Quebec, July 11.—The Empress of Ireland wreck Commission held its last meeting in the courthouse here this morning at 10 a.m. for the purpose of delivering its findings on the disaster in the St. Lawrence on May 29, when the C. P. R. liner sank near Father Point, after being rammed by the collier Storstad, and 1,014 lives were lost.

The finding was read by Lord Mersey, the Chairman of the Commission. After giving a summary of the accounts of the disaster, as supplied by Captain Kendall and the first officer of the Empress, and Alfred Tuftenes, in charge of the Storstad at the time of the collision, and other officers on the bridge with him, the judgment proceeded to show that Tuftenes was in the wrong, because the collier's course was changed.

The finding, after the paragraph above quoted, goes on to say:—“It is not to be supposed that this disaster was in any way attributable to any special characteristics of the St. Lawrence waterway. It was a disaster which might have occurred in the Thames, in the Clyde, in the Mersey, or elsewhere, in similar circumstances.

“Such is the conclusion at which we have arrived on the question as to who was to blame for the disaster. But the question of much greater public interest and importance remains to be considered, viz., why the ship sank so quickly, and what steps, if any, can be taken to prevent the terrible consequences which so often follow from such disasters.

“The main difference between the two stories is to be found in the description of the way in which the two vessels were approaching each other at the time the Empress of Ireland changed her course, after having obtained an alarm from Father Point.

“The witnesses from the Storstad say they were approaching so as to pass red to red, while those on the Empress of Ireland say they were approaching so as to pass green to green. The stories are irreconcilable, and we have to determine which is the more probable. Times, distances and bearings vary so much even in the evidence from witnesses on the same ship that it is impossible to rely on to base conclusions upon them. We have, therefore, thought it advisable to found our conclusions almost entirely upon other evidence spoken to by the witnesses and upon their probable sequence in order to arrive at a solution of the difficulty.

Tuftenes Was Mistaken.

“After carefully weighing the evidence we have come to the conclusion

## LORD MERSEY A FOOL, SAYS CAPT. ANDERSEN

### Storstad's Commander Incensed at the Finding

#### FIGHT TO A FINISH

Norwegian Says He Will Begin by Suing C.P.R. for Damages—Will Take Case to the Admiralty Court in Great Britain.

(Special Despatch to The Globe.)

Quebec, July 12.—A very indignant man was Captain Andersen of the Storstad when he left the courtroom yesterday, after hearing his vessel so roundly blamed for sinking the Empress of Ireland, and he was anxious to borrow the tradition which permits counsel three days in which to express opinion about the Judges after losing a case.

“I did not think Lord Mersey would be such a fool,” he angrily exclaimed, “and you can say so in your paper if you like. He may be Lord Mersey, but I can tell you if he ever had any reputation he is going to lose it over this case. It is my opinion that he was trying to find in favor of the Canadian Pacific, and you can say that, too.”

Will Sue C. P. R. for Damages.

“But,” declared Captain Andersen, “don't you imagine that this thing will stop here. We people in Norway are too much interested in seeing it through. There will be plenty of work in the courts, both in Canada and Britain. We shall start a suit for damages against the C. P. R. here at once. Then we shall take action in the Admiralty Court in Britain, and that is where we shall get at everything out in the open. There will be no Lord Mersey to run rings the money and the angry Norwegian strode away to lunch.

On the other hand, Mr. E. V. Beatty, general counsel for the Canadian Pacific, expressed warm appreciation of the finding. “To my mind,” said Mr. Beatty, “it is an absolutely fair finding, based not only on the evidence, but upon the probability of circumstances and the condition of the vessel at the time. It is a finding which will appeal to the people of Canada as an absolutely impartial and just decision. Further, as a Canadian, I must express my gratification that this great Canadian passenger-carrying concern has been exonerated from all blame for this terrible disaster. I should also be grateful to your Lordships that they so explicitly showed that the St. Lawrence route itself could be in no wise held responsible for the disaster.”

Lord Mersey Not Surprised.

When told of the criticisms levelled against him by Captain Andersen, Lord Mersey merely smiled and remarked:—“Ah, I am not surprised.”

Lord Mersey, with his British assessors and assistants, returns to Britain next Thursday by the Calgarian. Chief Justice Ezekiel Mead returns next in a few days, while most of the lawyers have already dispersed. By the close of this week every trace of the cause celebre which has so disturbed the ancient capital during the past month will have disappeared, and all that will remain to mark it will be five huge graves in the Protestant and Catholic cemeteries, where known and unknown dead sleep their last sleep. These graves have been beautifully laid out with grass and flowering plants by the C. P. R., while later on suitable monuments will be put up.

## Canada Demands More Than Money

(Special Despatch to The Globe.)

WINDSOR, July 12.—Money is not the only asset necessary to be admitted to Canada. This was shown yesterday when a band of Brazilian gypsies from Tampa Fla., was turned back here by Inspector Clyde and Austin, although the four men members of the party had bank-books showing a total deposit of more than \$24,000. The party numbered eight adults and seventeen children.

The tribe had previously been rejected at Sarnia. If they again attempt to enter this country they will be called upon to pay a heavy fine. The band had tickets for St. Thomas.

## QUIETNESS IN ULSTER: CARSON TALKS WAR

### Peace With Honor or War With Honor, He Says

#### SOME ALARMING REPORTS

Belfast Despatches to London Unionist Papers Talk of Exchange of Shots—Big Preparations for the Twelfth of July.

London, July 12.—Although yesterday passed off quietly in Ulster, the tenacious of the situation was very apparent, and while the authorities on both sides are striving to their utmost to prevent trouble arising it will not surprise anybody if a riot occurs at any moment.

During the afternoon there was an outward display of the depth of feeling at Larnie when Sir Edward Carson attended the presentation of the colors to the Central Antrim regiment volunteer force, numbering about two thousand. Many of them were carrying rifles with fixed bayonets. In presenting the colors Sir Edward Carson said:—

“You will value them and take care they shall never be sullied with dishonor. And I pity the men or body of men who ever try to haul them down so long as they are in your hands.”

“I think I would be a false leader if I were to cry ‘Peace, Peace’ when I see no evidence of peace. Heaven knows I pray night and day it may be peace. The only peace that you and I know is peace with honor. All I can say for my part is, if it is not peace with honor, well then, it must be war with honor, because there is no alternative.”

Sir Edward declared that the Ulsterites were not aggressive, but they would never submit to the taking out of the Imperial Parliament, and that decision they would stand, that they would win or go down together, but there would be no drawing back.

Fighting at Killea.

A Belfast despatch to The Daily Mail says that shots were exchanged in a fight late Saturday night between Nationalists and Unionists at Killea, County Derry. The police succeeded in preventing serious disturbances.

The Londonderry correspondent of The Daily Express sends a sensational story of how one hundred Ulster volunteers on Saturday morning recaptured the Londonderry station from a contingent of arms and ammunition which had been seized at Londonderry on Wednesday by the customs authorities. The contingent was being conveyed from Londonderry to Dublin under an armed guard of ten policemen.

At the Enniskillen station the volunteers surrounded the guard with drawn revolvers, and swiftly removed the cases and placed them in motor cars. The police were powerless.

Reports Are Exaggerated.

On Saturday attention was directed to the fact that the correspondents in Belfast of the Liberal papers here in a high tone Saturday night concerning Ulster's warlike preparations were grossly exaggerated, while, on the other hand, the Daily Mail and Evening News allege that Ulster's warlike preparations were deliberately attempting

(Continued on Page 2, Col. 2.)

## ONTARIO WATERS CLAIM TEN YOUNG VICTIMS

### Explosion Kills 35 Naval Cadets

#### Hundreds Seek Water Because of the Heat and Tragedies Follow

#### TWO FOREIGNERS ARE AMONGST DROWNED

#### St. Catharines and Belleville Lost Three Each—Drowning in Lake Rosseau

#### TORONTO ENGINEER SCALDED TO DEATH

#### Murdoch Lloyd Meets Terrible End at Haileybury

#### Injured Man Lingered in Agony for Eighteen Hours—Sister Summoned Too Late to Reach His Side Before Death—Was Native of Aurora.

#### Aeroplanes as Targets for Auto Machine Gun

#### STRAFORD DOCTOR DIED WATCHING BALL GAME

#### DR. PARKER WAS NATIVE OF PERTH AND PRACTISED AT MILVERTON TEN YEARS.

#### DEFENCE ADMITS DEFEAT IN RAILWAY INQUIRY

#### Fails to Prove to Commissioner Pringle That They Were Entitled to Double Subsidy—Interesting Comparison of the Estimates

“Ten persons were drowned in Ontario on Saturday and Sunday. In every case the victims were bathing. The list follows:—

GLADYS BONGARD, aged 15, Belleville, at Massawaga Park.

EVERETT KETCHEN, aged 24, Trent River.

GALBRAITH ESMIE, aged 9, and JAMES COMRIE, aged 12, St. Catharines, in Twelve Mile Creek.

FRED GAUTHIER, St. Catharines, in the old canal.

JAMES E. HIGMAN, Exbridge, in Jackson's Pond.

BERT CARR, 21 Donlin avenue, Toronto, in Coatsworth's Cut, Toronto Bay.

JOHN GRAVES, Hamilton, in Hamilton Bay.

LEO HOPPS, Grimby, in Lake Rosseau, Muskoka.

Unknown Italian, Belleville, in Bay of Quinte.

Belleville, July 12.—(Special.)—Three people have been drowned near this city within the past twenty-four hours. In all cases the victims were bathing. The victims were: Miss Gladys Bongard, Everett Ketcheson and an unknown Italian.

The drowning of Miss Bongard occurred at Massawaga Park, five miles below Belleville, on Prince Edward side of Bay of Quinte. She was a daughter of Mr. Samuel Bongard, jeweller of this city. Mr. and Mrs. Bongard and family had gone to Massawaga on Thursday to camp, but were in Belleville at the time of the accident. Gladys, who was about fifteen years old, was with a girl friend, Doris Vermilyea, bathing. They were on a log on a sandbar. The log rolled and precipitated both into deep water. It is thought Miss Bongard struck her head against the log, as she did not come up. Doris Vermilyea was rescued after some time. Half an hour after the accident the body of Miss Bongard was taken from the water, and physicians from Belleville worked for hours, but failed to restore life. The body was brought to the city in a motor boat, and buried in Trent River.

St. Catharines, July 12.—(Special.)—Two were drowned near here yesterday. While learning to swim in the Twelve Mile Creek, on Saturday afternoon two boys, Galbraith Esmie, aged nine, and James Comrie, a ten-year-old companion, were swept from the bank by a strong current.

(Continued on Page 2, Col. 1.)

St. Catharines, July 12.—(Special.)—A doctor died while watching a baseball game. Dr. Parker, who was a native of Perth and practised at Milverton ten years, died at the age of 48.

(Continued on Page 2, Col. 2.)

Fredericton, N.B., July 12.—The defence in the Southampton Railway inquiry admits defeat. The long promised statement purporting to show the actual cost of the road has been submitted by counsel for the railway, and although not yet complete, it shows that their most optimistic claims cannot bring the cost up to the limit required to entitle the company to the double subsidy received from the Government. The most they can ever claim is that the amount of money put into the road was in excess of the amount of assistance received from the Federal and Provincial Governments. Regarding some items, counsel for the railway admits that the full amount of money shown was not actually spent, but they claim on the ground that it might reasonably have been spent. Some questions were asked regarding other items, indicating a fear that sums properly chargeable to operation had been dropped into the construction account.

The evidence to support several of the very largest items consists of lengthy statements purporting to show exact expenditures, but these have not and apparently cannot be proved, owing to the lack of books, accounts or vouchers.

After looking over the statement Commissioner Pringle remarked that the most the defence seems to claim is that the road cost about \$235,000, and when the accounts are weeded

## ONLY TWO FOR ROBLIN BY LATEST RETURNS

### Recounts Might Yet Result in a Turnover—Liberals Will Contest the Three Deferred Elections

(Staff Correspondence to The Globe.)

Winnipeg, July 12.—The complete returns from St. Rose and Beautiful Plains, which were claimed as doubtful by the Liberals on Friday night, show respective majorities for the Conservatives in those constituencies of 70 and 24. St. George, the third doubtful seat, is regarded as safe for the Liberals. This makes the standing between the two parties now: Conservatives 24, and Liberals 22. But there will in all probability be recounts in Beautiful Plains, where Hon. J. H. Howden won from W. R. Wood, Liberal, by a majority of 24; in Kildonan and St. Andrews, where Hon. Dr. Montague defeated George W. Trout, Liberal, by 3 votes, and in Lakeside, where J. J. Garland won from C. D. McPherson, Liberal, by a majority of 13. In all of these constituencies the Liberals have a very good chance of winning, on the strength of a fair recount.

To Contest Deferred Elections.

The Liberal Executive met yesterday morning and decided to contest the seats in the far northern electorates, Churchill and Nelson, and Grand Rapids and The Pas, which were deferred until later in the month. With the possibility of a victory in the northern ridings, and with favorable returns from the three recounts, the Liberals in Manitoba may be returned to power within another month with 27 seats to their opponents' 22. The Pas election date is July 30 and Grand Rapids August 17.

Hon. Armstrong Defeated.

One Minister, Hon. Hugh Armstrong, was defeated in Fortage in Prairie. The other members of the Cabinet escaped defeat, but with very slim majorities. The nearest defeat

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## THE NEWS OF THE DAY

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Detailed weather report, page 6.

1. Storstad blamed for Empress' loss, two drownings. Only two for Roblin by latest returns.

2. Toronto engineer scalded to death.

3. Hamilton news.

4. Welland dynamite liberated.

5. Editorial.

6. Women at work and at play.

6-7. Toronto news.

8. Sporting news.

10-11. Financial and commercial news.

12-13. Condensed advertising.

14. Birrell attacked by suffragette.

**TORONTO.**

Henry Clay of Windsor has been appointed Registrar of Essex county.

Several numerical records were broken by Saturday's parade of Orangemen.

Bert Carr, a young boy, was drowned in a swimming-hole at Coatsworth's Cut.

Murdoch Lloyd, a Toronto engineer, was scalded to death by a boiler explosion at Haileybury.

Miss Evelyn Cox christened the huge new hydraulic dredge Cyclone, which was launched at the Police docks on Saturday.

The body of Commissioner David Rees of the Salvation Army, who perished in the Empress of Ireland disaster, reached Toronto yesterday.

**THE DOMINION.**

Ten were drowned in Ontario waters yesterday.

The steamer Canada struck a rock at Cape Chatte, in the St. Lawrence.

The commission investigating the Empress disaster blamed the Storstad.

Four hundred hogs were killed in Oxford to prevent the spread of hog cholera.

The defence in the Southampton railway inquiry have tacitly admitted that they are