

came on watch at 12:20 a.m. on May 1. 'It was blowing a gale... The deck was occasionally awash... I was standing aft when the ARLINGTON crew came aboard... Capt. Carson asked Mate Junis Macksey if all the crew were saved but I don't recall what was said... There was talk about difficulty in the firehold getting steam, but I had no conversation with any one as to the cause of the disaster...'"

In response to praise of the COLLINGWOOD's crew by Messrs Wilkinson and Mackenzie, "Capt. Carson replied: 'The crew of the ARLINGTON deserves just as much praise. We only did our duty as one sailor to another.'"

The same paper continued the account the next day. "Midland, May 10 (CP). - "Elmer Callan, wheelsman and first-year man of the ARLINGTON, testified... today that he saw Captain Fred Burke wave before he went down with the grain carrier on Lake Superior... Callan told the court that on the morning of May 1, he told Captain Burke the wheel was becoming hard to turn. He told the captain he thought 'we had better be getting off - he never answered me.

"'When I got to the lifeboat some one asked me where the skipper was, and I told them he was still up there. I said I had asked him if he was getting off, and he did not answer me. I saw Captain Burke wave once as we cast off.'

"Earlier, Junis Macksey, first mate of the ARLINGTON, testified that Captain Burke 'had lots of time' to reach the lifeboat before the grain carrier foundered. The ship, listing badly, was short of steam and 'he was no use on the bridge with the steam off'. Macksey said that after the lifeboat had been lowered into the water, he learned the captain was still aboard, but it was 'too risky' to send anyone back for him. The lifeboat was held for a minute when Callan advised Macksey that Captain Burke 'wasn't coming'. When the lifeboat was sixty feet away from the ARLINGTON, the ship sank 'stern first'.

"W. J. Lee of Toronto, radio operator... said the ship received a storm report at 11:30 o'clock the night previous to the early morning tragedy, but he did not show it to any one because 'the captain never seemed to be interested in weather reports. I wrote out the 11:30 p.m. report, but no one asked me for it... Last year, we had a system. The captain (Graham) wanted four reports a day. This year, the first day or two, I took weather reports to the master (Burke), but he wasn't interested in them. When I got dressed at 4:45 a.m., I went up to the bridge. I asked the captain if he wanted to send a message. He said "No" and mumbled something about the COLLINGWOOD standing by. So I went back to the deck and got in the lifeboat.'

"Macksey told the court that, when the ARLINGTON left Port Arthur there were no storm signals, but as the storm developed, 'we were taking the seas very badly - the most water seemed to be hitting her amidships'. The first mate changed the course of the ship to enable a watchman to examine the hatches, but when Captain Burke arrived on the bridge, he headed the ARLINGTON into the sea again. The captain told him: 'We'll never get anywhere that way'.

"Fred Gilbert, chief engineer and employee (of Burke Towing)... for ten years, said that when he was called from his bunk... he found two small leaks in the bulkhead, caused by loosened rivets. 'I knew there must be something wrong when it was coming through there... I noticed a list. I went back to the second engineer and told him we were sinking. I rang an alarm to the foredeck and then I went up and blew five short whistles and called everybody to the deck. I went to the firehold and the fireman told me the bulkhead had given way.

"'I saw the captain just as I was leaving the ship. He was at his office door on the starboard side, looking to the inside. I hollered at him but I apparently couldn't make him hear. He was braced against the door frame, the other hand on the doorknob.'