

"The master was at one window and the mate and witness at another window together. Commissioner Demers - 'Two heads in one frame, eh? Was there any conversation between the master and the mate, or between the mate and yourself, seeing you were in the family picture?' 'No, sir. I thought the intervals between the whistles from the MIDLAND KING were far. All we heard from the MIDLAND KING was the ordinary fog signal.' 'Were there orders given to the wheelsman?' 'I remember the orders being given, but I could not say when.'

"'When the "hard to starboard" orders were given was the MIDLAND KING in sight?' 'I did not see her then.' 'Do you intend to remain at sea?' 'I have quit three times already, but I have always gone back.' 'Do you intend always to remain a wheelsman or do you hope to go up?' 'I hope to go up, sir.' 'Well, you do not seem to observe very much for one who is anxious to go up.'

"'Were you interested in the ship when you saw her coming up?' 'We sounded the alarm.' 'Do you know the rules of the road?' 'Not all of them.' 'How long have you been at sea?' 'Five years.'

"'What else was done?' 'It was only a few seconds until she struck. She struck aft of the boiler house, though it looked to me as if she was going to strike amidships.' 'Did you report it to the master and mate?' 'They saw it first. I was at the whistle. I was away just long enough to blow it. After the collision I went down and called the crew. Some were awakened by the shock and some were not.' 'I should have thought the shock was enough to waken the dead. Was there any liquor on board, or were any of the men sobering up after drinking the night or day before?' 'Everybody was sober, sir.'

"By F. R. Morris - 'Did you hear any danger signal at all from the MIDLAND KING?' 'No.' By A. J. McComber - 'Witness said he had to go back and forward from the window blowing the whistle. He would look out of the window for half a minute, then go back and blow the whistle. He was away from the wheelhouse fifteen minutes calling the crew. When he got back, the GLENFINNAN was blowing the fog signal. Did the fog signal indicate that all danger was past?' 'It was the regular fog signal.'

"Melville Montgomery, wheelsman on the MIDLAND KING, was the next witness. By Capt. Demers - 'How long have you been in the game?' 'This is my first season.' 'Where were you at the time?' 'I was in the pilothouse when the collision took place. When I first came on watch at 12:15 midnight, I was on the forecastle head. By order of the mate, to blow the whistle, I went to the pilothouse at 3:45. The whistle was blown every minute.' 'How do you know?' 'To the best of my knowledge.'

"The mate called the captain through a speaking tube just before the collision. The mate said: 'Hello, captain, there is a boat ahead of us.' Witness was not sure about what the mate said but he thought those were the words. 'Did you notice how fast the ship was going?' 'Our ship?' 'Yes, that is the only ship you were interested in.' 'No, sir.' 'How was the indicator on the telegraph?' 'Half speed.' 'Was it altered?' 'Not that I heard.' 'Did you look at the compass?' 'No, sir. I was not in the pilothouse immediately after the collision. Ten minutes after the collision, after sounding the tanks, I returned to the pilothouse.' 'Who taught you how to sound tanks?' 'I was shown.' 'And this is your first season? How many trips have you made?' 'Three.'

"Continuing, witness said that at 3:30 in the morning, while on the forecastle head, he heard a whistle on the starboard side. He reported that to the mate. It was a blast of three whistles, more than once. That was not the GLENFINNAN's whistle. He heard another whistle on the port side three or four times (in) five minutes before the collision. He reported it to the mate, and the boat was put at half speed. The mate blew the danger signal,