

## CAPTAIN ON TRIAL FOR REFUSING TO SAVE CASTAWAYS

No Room for Man Who Neglects to Save Life, Says Chief as Inquiry Begins.

### VICTIMS AT HEARING

Inspection Service and Navy Court Also May Conduct Investigations.

Capt. A. B. Randall, master of the liner Hudson, was called today before a special board of inquiry of the United States Line to explain why he did not stop his inbound ship to pick up three men in a disabled fishing dory which last Wednesday morning was seen drifting out to sea ten miles off Channel Light.

After this investigation the Captain will appear before the United States Steamboat Inspection Service, which has the power to revoke licenses granted ship officers, and after that, if the case justifies it, before a court called by the Third District of the United States Navy.

The three castaways were rescued several hours after the Hudson passed by the coast liner Nantucket, which ran out of its course, throwing itself several hours behind schedule to answer the distress message sent out broadcast by the Navy Communications Service. They were landed at Philadelphia yesterday and appeared today at Randall's hearing at No. 45 Broadway, together with Randall's subordinate officers and the log of the Hudson's radio room.

T. H. Rosshottom, general manager of the United States Line, is personally conducting the investigation. He declined to discuss the case, but in answer to a question said:

"Wherever I find a man who neglects to save human life, he cannot work for this company. If there is no previous rule on our company's books to this effect, I will make it a rule now."

Capt. G. P. Charlton, superintendent of the steamboat inspection service, also declined to comment on the Randall case, but in answer to questions, said:

"There is no law compelling a captain to stop his ship to save life, but in all my life I have never heard of a captain refusing to do so. To pass men up simply isn't done. That's why we have no statute covering the case."

Capt. Randall today explained to an Evening World reporter that he sent a radio to the Shipping Board liner Lackawanna Valley, which, he said, was nearer the castaways than his ship, to pick them up. He then reported to the Navy Communications Service and hurried in with his cargo of mail. The Lackawanna Valley's lone radio operator was asleep at the time and none of its officers saw the men in the drifting boat.

Whatever the outcome of the Randall hearing today it was definitely, though unofficially, learned that he will not be in command when the Hudson next steams from port.

The part played by the Lackawanna

Valley, which docked at Pier 39, Brooklyn, was told by Capt. George H. Williams, who said the first he knew "about the small boat drifting outside the harbor was what he read in newspapers. He said:

"We passed a number of small craft which we took to be fishermen, but none were showing signals of distress. Our vessel being a freighter we have only one radio operator and he was off watch and asleep.

"But if the Hudson sighted the boat in distress and wanted us to pick it up, why didn't she signal to us? We were so close she could have wiggled, it was light enough, as morning had set in.

"In my thirty-seven years at sea I have never known of any master's ship, and of course, refusing to stop to save life. Certainly I would have stopped if I had observed any distress signal."

The three fishermen, Edward D. Young, Albert R. Taveri and William P. Taveri, all of Brooklyn, told graphic tales of their twenty-hour fight to keep their disabled boat from being swamped by heavy seas.

Capt. Randall was in command of the Shipping Board's Hudson, when, as the Powhatan an army transport, in January, 1920, she sprang a leak 200 miles off Halifax while bound for Antwerp. He sent out wireless call after call for aid and a dozen vessels rushed his way. The transport Northern Pacific took off the 270 military and civilian passengers of the disabled ship, which was subsequently towed into Halifax.

With the parting of tow lines Capt. Randall's calls for help continued for days before port was made. All met quick response and he and his men were saved, along with their ship.

## GAVE ROOSEVELT 14 BAGS OF CASH, SAYS MRS. BURKETT

Woman Charged With Forgery Claims Note Was Signed "Col." by Request.

The defense of Mrs. Emma Richardson Burkett, charged with forging the name of the late Col. Theodore Roosevelt on a note for \$29,900, will be insanity, according to Louis Fabricant, assigned counsel for the defense, in the General Sessions Court today.

Mrs. Burkett herself took the witness stand. She insisted that Col. Roosevelt had signed the note in Chicago at the time of the Bull Moose Convention in 1912.

A year earlier, she said, her uncle, Samuel Richardson, had died, leaving her a trunk in which she found fourteen bags, each containing \$5,000 in cash. She told again the story of her

trip to Chicago, said she met Col. Roosevelt, gave him the money and saw him sign his name.

"At first he signed just 'Theodore Roosevelt,'" she said, "and I asked him to write the 'Col.' in front of it, so that I could keep the paper as one of my proud possessions. I liked to see the name that way."

Mrs. Burkett denied that she had ever told anybody the note was a fake, but said that when some people had asked her when, where and how she had obtained it she told them it was "none of their business."

Her counsel brought out the fact that she had suffered from several illnesses in 1905, had borne a child,

which immediately died, in 1913, and that a blood vessel in her head had burst in 1917.

### WALLIS ANXIOUS TO QUIT.

Immigration Commissioner Wallis confirmed yesterday the report that he has urged early acceptance of his resignation. It is expected that Robert E. Todd, the shipbuilder, now in Europe, soon will accept appointment to that place.

W. W. Husband, Commissioner General of Immigration, was at Ellis Island yesterday on his way to Washington from Montreal. He said Ellis Island would be closed on Sundays hereafter because delay in landing from ships to the crowded island detention quarters works no hardship.

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