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The Daily Mail

THE WEATHER.
Maritime — Strong northwest
winds, fair. Sunday, moderate
to fresh westerly winds, fine
and cool.

VOL. XVI NO. 94

FREDERICTON, N. B. SATURDAY APRIL 20 1912

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LEGISLATURE PROROGUED BY GOVERNOR WOOD

Only a Few People in Attendance at the Ceremony---Session Lasted Six Weeks and Two Days---Considerable Legislation of Importance has been Enacted---Westmorland and Gloucester each Given an Additional Representative---Durant Bill Thrown Out

The fifth session of the present Legislative Assembly was formally prorogued by His Honor the Lieutenant Governor at three o'clock this afternoon. His Honor, accompanied by his private secretary, entered the Assembly Chamber at that hour, preceded by the sheriff and coroner, and being seated on the throne, gave his assent to a number of bills passed during the session. He then read the speech from the throne, declaring the Legislature prorogued. There was no guard of honor and only a few members and spectators were in attendance.

TODAY'S SESSION.

During the session 130 bills were introduced, 10 withdrawn and 120 passed.

The House met this morning and agreed to a bill to provide permanent sidewalks for the City of Moncton.

The bill to amend the New Brunswick Elections Act was discussed and passed with some amendments.

The reports of the Contingencies and Public Accounts Committees were adopted.

Hon. Mr. Flemming said that in future no extra allowances would be made to House employees employed by the day.

Hon. Mr. Maxwell thought the clerk assistant should have \$300. Some other members were of the same opinion, but there was no motion made.

The House met at three o'clock on Tuesday.

Mr. Slipp presented the report of the Corporations Committee.

Hon. Mr. Grimmer presented the report of the Law Committee.

Hon. Mr. McLeod introduced bills to provide for the repairing and improvement of roads and bridges and other public works and service and to provide for the paying of certain expenses of civil government. He explained that the bills were for supply which had been granted.

Hon. Mr. Flemming introduced a bill to amend the act to establish a board of public utility commissioners. He explained that the bill provided for the enforcement of the penalty under the act.

Hon. Mr. Grimmer introduced bills to remove doubt relating to the marriage of Thomas Hoplin and Rose Kaplin and relating to the Town of Grand Falls.

MOVING PICTURE SHOWS.

Hon. Mr. Grimmer introduced a bill to regulate theatres and cinematographs. He explained that the bill was for the purpose of regulating moving picture shows and followed along the lines of the system in vogue in Ontario, Quebec and other provinces and was introduced to protect the morals of children. Under the provisions of the bill no child under the age of fifteen years shall be allowed to attend moving picture shows unless accompanied by a parent or responsible person while there is also a provision to control the moving picture machine which if not properly conducted, would cause loss of life.

Hon. Mr. Grimmer introduced a bill to amend the act respecting the protection of woods from fire.

REDISTRIBUTION BILL.

Hon. Mr. McLeod introduced the bill to further amend the New Brunswick election act, 1902. He explained that the bill provides new boundaries for some of the electoral subdivisions and also provided that Westmorland County should have four representatives outside the City of Moncton and that Gloucester County should have four representatives. He asked that the bill be now read a second time.

Mr. LaBillois said the bill was of great importance and he would like time to study it. He asked that the bill be now read a second time.

Hon. Mr. Flemming said there was no desire to unduly rush matters but having the bill now read a second time it could be referred to the Committee of the whole tomorrow.

He felt that all members desired to complete the business of the session as expeditiously as possible.

Hon. Mr. McLeod said the bill modified boundaries of the polling sub divisions to make their location more convenient for the voters.

Mr. LaBillois said there was an instance in Restigouche County where the electors in the Parish of Dalhousie voted in the Town which was inconvenient and he thought the bill might be amended to change that condition. He withdrew his objection to the second reading.

Hon. Mr. McLeod said that he would be pleased to embody in the bill the change in the divisions if his hon. friend would secure them. Mr. Bentley thought there should be due consideration of the bill with out any unnecessary rush.

Hon. Mr. Grimmer introduced a bill to amend the act to enable the St. John Railway Company to extend its lights and power lines to Kings County. He explained that the bill provided that the vice president of the railway company could sign bonds owing to the absence to the president in Europe.

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MR. PERLEY, M.P.P. ON THE WARPATH Junior Member for Sunbury Complains of Shabby Treatment by the Government

The Legislature correspondent of the St. John Telegraph wired his paper last night as follows:—

George A. Perley, M.P.P., for Sunbury, is an angry man tonight. When the permanent bridge bill was before the House, and he learned that no provision had been made for Sunbury County, he said that he would not have voted for the bill had he known that.

Perley later in the evening, talking with the Telegraph, he expressed himself strongly as to the manner he had been treated not only with respect to this, but other matters by the government. His election had not cost him one cent, and he would not have been in the legislature had the party leaders had their way. But he had stood aside often and this time he was the choice of the people.

He had been approached by Mr. Hazen before he ran for Sunbury in the exhibition building in St. John, and it was because of his promised support that Mr. Hazen entered Sunbury county politics. Mr. Hazen had made twenty pledges and relied upon him to carry them out. He went to Hon. Mr. Morrissey and told him what was required in his county costing about two or three thousand dollars, and he had been received very coolly.

He also told them he was alone and wanted nothing for himself, only for his people. He had no uncles or cousin to foist upon them. He did not want any of their money. He had nothing to propose that savored of graft and only wanted fair treatment. This they had not given them. They hadn't treated him as well as they would a colored man, and he was tired of such treatment. He did not owe the government anything. The people had supported him as a councillor and would support him as a member. That was not the way a consistent man should be dealt with. His party services had been of great value to the government, but they did not seem to appreciate them.

Mr. Perley's independent course did not please the government and he was leaving the members' ante-room of the house when seen by The Telegraph representative.

When members of the government learned that Mr. Perley had given The Telegraph an interview he was button-holed by several of them who endeavored to patch up the difficulty but apparently with small success.

1635 LOST AND 705 SAVED IN THE TITANIC DISASTER

Narratives Gathered from the Survivors Pay Glowing Tribute to the Bravery of the Men and Women who were on the Ill-fated Liner---Commission of the United States Senate Investigating Cause of the Great Disaster---Managing Director Ismay Complains of Rough Treatment by the Committee---Big Liners Putting in More Boats

New York, April 19—The seriousness of the enquiry by the senate investigating committee into the Titanic disaster was disclosed tonight when Senator Smith of Michigan chairman of the committee, at first flatly refused to let any of the officers, or the 200 odd members of the crew of the sunken steamship to get beyond the jurisdiction of the United States government.

The men were all to have sailed tomorrow on the Red Star Liner Lapland. Later it was settled that the greater part of the crew would be permitted to sail, that the twelve men and four officers now under subpoena together with Mr. Ismay would not be permitted to depart. The intention of the committee was made clear at adjournment when, with Alfred Crawford, a bedroom steward on the stand, Senator Smith pleaded weariness.

ISMAY AND OFFICERS HELD BY COMMITTEE

"We have been at this all day and into the night," he said, "and I believe we had better cease until tomorrow. I am not through with Mr. Crawford yet and I would like to question him further tomorrow, together with the other members of the crew and officers."

W. C. C. Burlingham counsel for the White Star interposed. "There are 200 men who are to sail tomorrow," he said. "Surely the committee does not intend to hold them. We are perfectly willing to pledge the presence of the four officers and the twelve men desired by the committee, but these men are entitled to return to their homes."

"I am not prepared to admit that," said the senator. "We cannot say whom we may want and they cannot go."

"We cannot care for them," retorted Mr. Burlingham. "When the Lapland sails we shall cease to be responsible for them."

Senator Smith declined to recede from his position at that time. The committee then adjourned until ten o'clock tomorrow morning. At a conference later the decision to let all the men go except those under subpoena was reached.

PASSENGER LIST LOST

New York, April 20—Nearly a week has passed since the Titanic, greatest marine achievement in the history of the world, sank in mid-ocean. Much of her story is still untold and many a day will pass before the world will fully realize or comprehend the significance of a disaster which must rank in many respects as the most stupendous catastrophe in modern history. The number of dead will probably never be exactly determined, inasmuch as the complete passenger list went down with the doomed vessel.

The number of survivors is fixed at 705 by the report of Capt. Rostron of the Carpathia. The White Star Line officials believe that the death list total approximates 1,635.

The narratives gathered piece meal from the liners 705 survivors, pay a tribute without precedent, to the bravery of the men and women of these modern days, a bravery of impulse, unstudied, unassuming and instinctive alike in steerage passenger, stoker and millionaire.

By common consent, the churches of the world will set aside their pulpits tomorrow, for a reverend consideration of the disaster and for mourning for the lost.

As to the needs of the living, ample provision is rapidly being made. The relief funds being gathered in New York and London already total well up in the hundreds of thousands and the personal assistance of public leaders, both men and women, in each metropolis is assured.

WELL LOOKED AFTER

Most of the steerage passengers who reached New York, distraught and penniless, have been clad, fed

and housed. They will be given ample time to recover from the shock of their experience, and will start their life in the world with ample funds and kindly advice of excellent counsellors.

The most complete story of the Titanic's fate yet to be related is being rapidly gathered in New York by the members of the Senate investigating committee. The committee listened to the testimony of Mr. Ismay, managing director of the White Star Line, Capt. Rostron of the Carpathia, Charles W. Lightoller, second officer of the Titanic, and others.

The witnesses called for today's sessions included H. J. Pitman, third officer of the Titanic, J. G. Roxhall, fourth officer, G. Lowe also in an official position on the Titanic, and fifteen members of the crew.

THOUGHT HER UNSINKABLE

The burden of testimony thus far presented, emphasizes the unquestionable faith of the Titanic's officers in her unsinkable character, the recklessness of steaming full speed through a sea where dangerous icebergs were known to be located, and the remarkable calmness with which passengers and the crew faced the last moments of the sinking ship. The Titanic's fate has already resulted in prompt action by the trans-Atlantic Lines to insure liners taking a course far to the south, where the iceberg danger will no longer be present. The various lines it is announced, have agreed on a new "Long" course which dips far to the south of the course upon which the Titanic met its fate. There was some criticism among the survivors here today, of the Titanic's crew to handle life boats.

CREW WAS NEW

"The crew of the Titanic was a new one of course," declared Mr. Geo. N. Stone of Cincinnati. "And had never been through a life boat drill, or any training in the rudiments of launching, manning and equipping the boats. Had there been any sea running instead of the glassy calm that prevailed not a single passenger would have safely reached the surface of the water. The men did not know how to lower the boats, the boats were not provisioned, many of the sailors could not handle an oar with reasonable skill."

NO BOAT DRILLS

Albert Major, steward on the Titanic admitted that there had been no boat drills, and that the life boats were poorly handled.

"One thing comes to my mind above all else, as I live over again the sinking of the Titanic," he said, "We of the crew, realized at the start of the trouble that we were unorganized and although every man did his best, we were hindered in getting the best results because we could not pull together. There had not been a single boat drill on the Titanic on which all of the men, of course were sailing for the first time. The only time were brought together, was when we were mustered for roll call about nine o'clock on the morning we sailed. From Wednesday noon until Sunday, nearly five days passed but there was no boat drill."

Another story told by members of the Titanic's crew, which may have a bearing on the investigation of the rapid sinking of the ship, is of a fire which is said to have started in one of the coal bunkers of the vessel, shortly after she left her dock at Southampton, and which was not extinguished until Saturday afternoon.

UNFAIR, SAYS ISMAY

J. Bruce Ismay discussed with interviewers today, the work of the Senate investigating committee, which he characterized as "brutally unfair." He said: "I cannot understand this senatorial inquiry. They are going at it in a manner that seems unjust and the injustice lies

heaviest upon me. Why, I cannot even protest myself by having my counsel ask questions. Don't misunderstand me by thinking I mean questions calculated to twist witnesses up on the contrary questions intended to simplify involved meanings."

ALPHONSO'S SYMPATHY

Madrid, April 20—King Alfonso and Queen Victoria have sent the following cablegram to President Taft:

"We have learned with profound grief of the catastrophe to the Titanic, which has plunged the American nation into mourning. We send you our sincerest condolence, and wish to assure you and your nation of the sentiments of friendship and sympathy we feel towards you."

A similar telegram was sent to the King of England.

HAVE PLENTY BOATS

London, April 20—All the Allan steamers sailing for Canada this week, are carrying extra lifeboats sufficient in fact, to accommodate every soul aboard.

The C. P. R. manager states also that all his company's ships are being equipped immediately with such life saving appliances as will accommodate all the passengers and crew in case of emergency.

It is also probable that the Cunard Royal Mail Ships and the Booth Line will follow.

Among the London passengers who perished on the Titanic was a figure familiarly known to Canadians. This was Austen Partner, Anglo-Canadian stock broker, who was making his annual trip to the Dominion.

LOST HIS VALUABLES

New York, April 20—According to a story in the Herald this morning, Major A. G. Peuchen of Toronto, left more than \$300,000 in money, jewelry and securities in a box in his cabin, when he left the Titanic. He went back to his cabin for the box, but decided to take instead three oranges. "The money seemed to me a mere mockery at that time," said the major today. "The only trinket I saved, was a little pin, which I remembered had always brought me luck. I picked it up and three oranges instead of the money, and the documents."

Major Peuchen was thrust into one of the boats by the Captain and ordered to man an oar.

TENNIS PLAYER SAVED

New York, April 20—Karl H. Behr, the well known tennis player, who went to Australia in 1910 with the American team, was one of the Titanic survivors. He was with a party of four whom he hurried to the Titanic's top deck at the first alarm. "I knew exactly where the life boats were," explained Mr. Behr today, "so we went to the top deck. All was perfectly calm. We waited while the first boat was being filled and lowered. We went in the second boat. At that time, we supposed there were plenty of life boats for all the passengers. One of the ladies asked Mr. Ismay whether the men could go with her. I heard Mr. Ismay reply quietly, 'why certainly madame.'"

"We all got into the boat. Even then it was not filled, and Mr. Ismay ordered an officer and two, or three more of the crew to join us. We were apparently the last passengers on the top deck."

MRS. ASTOR TALKS

New York, April 20—Mrs. John Jacob Astor was still in a highly nervous condition today, suffering from the shock of her experience on the Titanic. Her physician, Dr. Kimball said that in spite of her nervousness, it had been deemed best to let her talk freely with her relatives and attendants regarding the disaster. It was believed that this would serve to relieve her feelings. Mrs. Astor's

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CAPTAIN DIED HERO'S DEATH

Fireman of Titanic Denies that Capt. Smith Committed Suicide

Remained on the Bridge until it was Swept by Water and then Sprang into the Sea

(Canadian Press.)

New York, April 20—Taking refuge on the bridge of the ill-fated Titanic, two little children remained by the side of Captain Smith until that portion of the big ship had been swept by water. Survivors of the crew who went down with the Titanic, but were saved by clinging to an overturned lifeboat, today told of their gallant commander's effort to save the life of one of the children. He died a sailor's death and the little girl who had entrusted her life to his care, died with him.

"He held the little girl under one arm," said James McCann, a fireman, "as he jumped into the sea and endeavored to reach the nearest lifeboat with the child. I took the other child into my arms as I was swept from the bridge deck. Then I was plunged into the cold water. I was compelled to release my hold on the child and I am satisfied that the same thing happened to Captain Smith."

"I had gone to the bridge deck to assist in lowering a collapsible boat. The water was then coming over the bridge and we were unable to launch the boat properly. It was overturned and was used as a life-raft, some thirty or more of us, mostly firemen, clinging to it. Captain Smith looked as though he were trying to keep back the tears as he thought of the doomed ship. He turned to the men lowering the boat and shouted: 'Well, boys, it's every man for himself.'"

"He then took one of the children standing by him on the bridge and jumped into the sea. He endeavored to reach the overturned boat, but did not succeed. That was the last I saw of Captain Smith."

McCann said that Captain Smith from the bridge, directed the lowering of the life-boats. He said that the story that Captain Smith had committed suicide as the Titanic was going down was without foundation.

THE STOCK MARKET

(By direct private wires to J. C. Mackintosh & Co., 604 Queen Street, Fredericton, N.B.)

	Open	Noon
Amalgamated,	83 1/2	83 1/2
Smelters,	85 1/2	85 1/2
Atholson,	108 1/2	108 1/2
Brooklyn,	82 1/2	82 1/2
C.P.R.,	251 1/2	252 1/2
Great Northern,	131 1/2	131 1/2
Northern Pacific,	120 1/2	120 1/2
Pennsylvania,	124 1/2	124 1/2
Reading,	164 1/2	165 1/2
Soththern Pacific,	112 1/2	112 1/2
Union Pacific,	171 1/2	171 1/2
U.S. Steel,	70 1/2	70 1/2

MONTREAL MORNING SALES

C.P.R., 35 @ 25 1/2.
Detroit, Railway, 21 @ 64.
Steel, com., 50 @ 58 1/2.
Steel, pfd., 10 @ 101 1/2.
Illinois, pfd., 5 @ 92 1/2.
Laurentide, com., 10 @ 176.
Power, 125 @ 200 1/2, 615 @ 200 1/2.
Scotia Coal, com., 12 @ 94.
Rio, 75 @ 118 1/2, 100 @ 118 1/2, 75 @ 118.
Shawinigan, 25 @ 135 1/2.
New Bell Telephone, com., 5 @ 141.
Sherwin Williams, com., 75 @ 40.
Molson Bank, 21 @ 207.
Spanish River, pfd., 5 @ 90.
Spanish River, com., 100 @ 45 1/2, 50 @ 46.

Steel of Canada, pfd., 11 @ 89 1/2.
Steel of Canada, com., 10 @ 31.
Coal, pfd., 50 @ 112.
Quebec Bank, 30 @ 134.
Royal Bank, 37 @ 231, 1 @ 230.
Textile, pfd., 2 @ 100 1/2.
Car, com., 10 @ 69 1/2.
Sherwin Williams, com., 75 @ 40.
3 @ 97.
Cement, pfd., 1 @ 91, 1 @ 91 1/2.
Merchants Bank, 26 @ 194 1/2.
Cement, com., 81 @ 30, 100 @ 30 1/2, 150 @ 30 1/2, 50 @ 30 1/2.

Mr. W. E. Outhit of Halifax, is at the Barker House.

RELIEF FUND IS PILING UP

Upwards of 400,000 Dollars Has Been Subscribed in England

Lord Strathcona has Contributed \$5000 --Another Montreal Man Perished on the Titanic

London, April 20—The various relief funds for the assistance of sufferers by the Titanic disaster now amount to upwards of \$400,000. The fund at the Mansion House alone today amounted to \$350,000. Among today's subscriptions is \$5,000 from Lord Strathcona.

New York, April 20—The list of Canadians who went down in the Titanic and those which the disaster widowed is increased by the discovery that Mrs. Mary Welch, is now lying in St. Vincent Hospital. The young woman was travelling to Montreal with her husband, Mr. Welch came out from Switzerland some years ago and settled in Montreal. He built up a nice business as watchmaker, and saved enough money to take a trip back to his native land to fetch his wife who had been waiting for him. The two sailed on the Titanic first class. Mrs. Welch was among the women saved but her husband stayed with the Titanic forever. In the list of survivors wired Mrs. Welch's name was misspelled as Wicks the way it is pronounced. According to hospital nurses attending her she knows very little about the wreck. She was in one of the first boats to get away and only saw the lights of the Titanic go out. She is now in a very weak condition suffering from shock and pneumonia. She says that she got so cold that she asked one of the crew to let her row to keep warm. This she was allowed to do. She kept at her oar until she fainted from exhaustion.

TO HONOR HEROIC MUSICIANS.

New York, April 20—Orchestra and other musical organizations throughout the United States will hold meetings during the next few days to pay their tribute to the bravery of the musicians of the Titanic's band who went to their death playing "Nearer My God to Thee."

Ottawa, April 19—That the Dominion government will make a substantial grant to the Titanic relief fund, was practically decided upon today. The exact amount however, may not be fixed until Premier Borden's return to the capital at the end of the month. Whatever sum may be decided upon will be raised by Governor General's warrant so that the money will be immediately available without awaiting the authorization of parliament.

MASKED ROBBERS MADE A BIG HAUL

Grand Junction, Col., April 20—Two masked robbers took \$14,000 in currency from the Globe Express Co. here early today and gained two hours start on officers and posse of men armed with rifles and shot guns. The money was consigned from the Salt Lake City office of the Globe Express Company, to the Somerset Mining Company at Somerset, the sum being the amount of the mining company's monthly payroll.

PERSONAL

Mrs. Frank B. Black, who made many warm friends by her charming manner during her stay here has returned to her home in Sarkville accompanied by Mrs. H. M. Wood and Miss Pawcett.

Miss Mary Hilyard has returned to St. John after spending Easter holidays here.

Miss Mary Good of Bathurst, is visiting Mrs. J. W. Scott and Mrs. Harry P. McLeod.

Mrs. Clarke and daughters, the Misses Clarke, have returned to their home in St. Stephen.

Mrs. F. B. Edgecombe and daughter, Miss Louise Edgecombe have returned from New York, where they spent Easter.

Mrs. H. Harper Smith has left for Montreal after a pleasant visit with her parents, Dr. and Mrs. William Crockett.