

TO ADVERTISERS.  
To insure prompt change of ads, copy must be in this office not later than eight a.m. on the day they are to appear.

# The Daily Mail

THE WEATHER.  
Maritime — Moderate east to south winds, fair today, showers on Wednesday.

VOL. XVI NO. 109

FREDERICTON, N. B. TUESDAY MAY 7 1912

TWO CENTS PER COPY

## Chairman of Railway Commission is Dead

Judge J. P. Mabey Passes away at Toronto Hospital after Undergoing Second Operation for Appendicitis—Filled a Responsible Judicial Commission in an Eminent Satisfactory Manner—Was the Successor of Late Hon. A. G. Blair—Tribute from Premier Borden

Toronto, May 6.—Judge J. P. Mabey died at 3.15 p.m. this afternoon, following two operations for acute appendicitis. The first operation was performed on April 30, and following it a bulletin was issued to the effect that the patient was doing well, although a gangrenous condition of the appendix indicated that this operation was performed none too soon.

On Thursday there was paralysis of the bowels, with tremendous distension and a second operation was deemed necessary. Although the operation was a simple one, the patient's condition was such that but little hope could be held out for his recovery. He lingered on, however, until this afternoon, when he passed away quietly.

Probably no public official in Canada has been more conspicuously successful than Judge Mabey in gaining the confidence of the community since he was appointed to the chairmanship of the railway commission—the position which was first filled by Hon. A. G. Blair, the author of the legislation under which the transportation tribunal was appointed.

Judge Mabey succeeded to the chairmanship of a tribunal whose procedure had taken definite shape and whose prestige was firmly established in March, 1908. He had been for some years a judge of the Ontario high court of justice, but had not had the opportunity of specializing on railway law in a judicial capacity although, as a practising barrister at Stratford, he had handled many railway cases.

### THE RIGHT MAN FOR THE PLACE

Those who knew the legal attainments and mental force of the new chairman were convinced that he was the right man for the position. That he has in the fullest measure answered the expectations that were formed regarding him is attested alike by the business community and by railway officials, and the marvellous dispatch with which he has got through the immense amount of work he was required to do has been a matter of surprise and admiration.

Judge Mabey had a way of brushing aside merely verbal technicalities and getting at the real substance of the issues that came before him that sometimes caused dismay to practitioners, to whom the letter was sometimes more than the spirit, but everywhere he won a reputation for common sense ability, integrity, courage and industry.

Judge Mabey was of Empire Loyalist descent, his father, Col. S. Mabey, having been a collector of customs at Port Rowan, where the future judge was born in 1859. He was educated at the High School of St. Thomas, and was admitted to the Ontario bar in 1882. He became a member of the law society in 1904, five years after having been made a king's counsel. He was eminently successful in the practice of his profession at Listowel, Stratford and Toronto, and soon became one of the most highly esteemed of the Ontario judiciary, after he was appointed a judge in 1905.

He was married in 1884 to Marie, daughter of Wm. Thorold, of Mt. Williams, Ont.

### BORDEN'S EULOGY.

Ottawa, May 6.—Upon the receipt of the news of the death of Judge Mabey, Premier Borden dispatched a message of condolence to Lionel Mabey, a son of the deceased, who was at his father's deathbed in Toronto. The prime minister feels keenly the loss sustained in the sudden demise of the chairman of the railway commission. Mr. Borden paid tribute to Judge Mabey's worth in the following words:

"It was with the deepest possible regret that I learned of Judge Mabey's death. His service to Canada as chairman of the board of railway commissioners was of the highest value, and as he was still in the full prime and vigor of life, many years of increasing usefulness lay before him when the fatal illness intervened. He possessed exceptional qualifications for the position which he filled so ably, and all who came before him recognized at once his courage, his promptness, his fairness and his devotion to duty."

## AEROPLANE SCOUTING

Good Work Done by British Aviators at the Naval Manoeuvres

Started from Shore and Picked up the Fleet Twelve Miles out to Sea

New York, May 7.—A cable from Weymouth, England, says:—The fleet dressed ship yesterday, to celebrate the anniversary of KING GEORGE's accession, and at noon fired a royal salute. A magnificent piece of aerial scouting was done by Commander Samson, after the first and second squadrons had put to sea, to join the third and fifth, in order to make a spectacular entry into the Bay.

Commander Samson launched a hydroplane from the shore on the opposite side of Portland Bay. It skidded along the surface of the water for two hundred yards, then rose and in the middle of the bay, did graceful right hand and left hand circles. Then the Commander went twelve miles out to sea and picked up the giant fleet heading towards Weymouth, the first aeroplane had ever done this.

Commander Sampson circled in front of the Warships, and then steering by compass, dashed back to the bay flying over the very spot at which he had started his scouting expedition, and brought his machine down.

It settled on the water as gracefully as a seagull. This novel feat was performed after Commander Samson had broken both wings of the short biplane near Lodmoor early in the morning.

Lt. Gray also met with a slight accident, in attempting to land his aeroplane struck the ground with considerable force.

One of the wings was damaged.

Lt. Gregory also made successful aeroplane flights over the fleet. King George today, will pay another visit to the fleet, the third since he came to the throne, for the purpose of witnessing the manoeuvres of the ships and the gunnery practice.

## HOW VIRGINIA OUTLAW ESCAPED BULLETS

Wytheville, Va., May 7.—"It don't take but mighty little of the right stuff to turn bullets," was one of Floyd Allen's first remarks to his guard after his capture at the Hill-ville courthouse, on Mar. 14th with witness at his trial yesterday testified that was his retort when his guard expressed surprise that the old mountaineer had not been wounded until after he had left the court room, where a judge, prosecutor, sheriff, jury and by-stander had been killed. In the prosecutions attempt to show that Allen came prepared for the shooting and were a steel or iron breastplate witnesses testified that at least a dozen shots were fired at Allen by men only a few feet away and that none took effect.

## CHAUFFEUR JUMPS FROM BROOKLYN BRIDGE

New York, May 7.—Chas. McFarland, a despondent chauffeur slipped by the police guard on the roadway of Brooklyn bridge early today and when he reached the middle of the span plunged over the rail into the water 135 feet below. A tug boat headed towards the spot where the bridge jumper had disappeared and a minute later the unconscious body came to the surface. McFarland was hauled aboard the tug and brought ashore. His shoulder was fractured and he suffered from internal injuries. He may recover. McFarland said he was tired of life.

## DEFENDED MR. BRYCE

Premier Asquith Replies to Tory Attacks on British Ambassador

Says that he had Nothing to do with the Views and Policy of the Canadian Government

London, May 6.—The process of smoking out the alleged conspirators who are charged by their political opponents with treason in connection with President Taft's Canadian reciprocity plans, was inaugurated in the House of Commons this afternoon by Arthur Shirley Bann and Henry Page Croft, both Unionist members, who plied Mr. Asquith with questions in regard to the published correspondence between President Taft and Theodore Roosevelt.

A total of eleven questions, bearing on the same points, was fired at the premier, who made a general reply. He said:

"I have seen extracts from the correspondence which appears to have passed between President Taft and Mr. Roosevelt, which have been published in the press. I have no further knowledge of them than that. As the correspondence was private, it was obvious that the British ambassador could have had no knowledge of its contents nor have communicated it to the British government."

"There is nothing in the correspondence so far as we are concerned to effect the relations between the imperial and Canadian governments or our view as to what is to the mutual advantage of Great Britain and Canada. The question of what is most to the advantage of Canada is primarily one for the Canadian government."

(Continued on page five.)

## ROOSEVELT WON OUT IN MARYLAND

Had a Small Lead over Taft in Republican Primaries—Champ Clark the Favorite with the Democrats

Baltimore, Md., May 7.—Returns early today from the Maryland primaries, were meagre and made no material change in the majority indicated for the ex-President Roosevelt and Champ Clark, at the state conventions. Although Roosevelt, had only one delegate to spare, the result in his favor had not changed since shortly after midnight. Clark retains his 72 delegates or seven more than a majority.

Although the result was close and Col. Roosevelt, on the face of returns, had but few more than the number of votes necessary to control the state, latest counts do not materially change the result indicated before midnight. The Primaries divided the delegates to the state convention as follows: Republicans—Roosevelt 66; Taft 63. Democrats—Clark 72; Wilson 44; Harmon 4. In doubt 9. Majority necessary to control the convention 65.

## ST. JOHN WOMAN DIES AT SPRINGFIELD

St. John, May 7.—Word has been received here of the death at Springfield, Mass., of Mrs. Raymond McLaughlin, formerly of this city. She resided in Fredericton for ten years and went to Springfield about a year ago.

(Special to The Mail)

Florence Roberts is to appear in a vaudeville sketch entitled "The Revelation." She will be supported by a company of six players.

## British Public Apathetic Over Titanic Enquiry

Only a Few Spectators in Attendance when Lord Mersey Resumed the Investigation ---Passengers Asked to be Represented by Counsel---Fireman of Ill-fated Steamer Gave Testimony---Helped to put the Women and Children into the Life Boats

Men Engaged in Old Country Shipping Trade have Quit Work

Employees of Peninsular and Oriental Steamship Co. Refused to Concede to Demands

London, May 7.—The apathy of the British public which has been one of the features thus far of the Board of Trade inquiry into the Titanic disaster, was again demonstrated by the thin attendance when the commission resumed their investigation this morning. Some members of parliament, and attorneys applied to Lord Mersey to be permitted to represent the Engineers Union and certain of the passengers of the Titanic.

Lord Mersey acquiesced in some of the applications but refused others, on the grounds that presence of too many counsels, threatened to involve the inquiry in extricable confusion. The first witness called today was Geo. Baughamp, a fireman of the Titanic, who testified.

"I did not know which was my boat station. I heard that a list had been put up, that morning, but I did not see it. None had been put up before."

Lord Mersey asked—"When did you look for it?"

Baughamp replied—"It may have been on the second day out." Continuing his narrative, he said: "I did not know where to go so I went up to the boat deck, and to lifeboat No. 13 on the starboard side where I helped to put in the women and children. There was an officer there, and when the lifeboat was full he gave the order 'There are enough in that boat, lower away.' I heard two or three ladies say 'I will not go,' some of the men passengers then got in. 'I could not say how many, but there were between sixty and seventy in all the boats.'"

Baughamp continued: "Everything was orderly and all the people were quiet."

Baughamp said he could not tell whether the passengers were first or third class. There was no light compass, nor water in the boat. Every one looked for them.

Baughamp testified that he had no boat drill on the Titanic, nor had he seen any. He had been ten years at sea, and on most of the liners on which he had been engaged, there was a weekly try at drill. On the liner New York boats drill was held on Sunday. Baughamp made the statement that a stoker took charge of boat

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No. 13, Thomas Scanlan, member of parliament for North Sligo, who is appearing as counsel for the seamen's unions, in cross examination asked Baughamp:

"Have you ever before known of a stoker being placed in charge of a liners life boat?"

An interesting colloquy followed. Lord Mersey announced that the question was not relevant. Mr. Scanlan protested.

"But I wanted to show that under ordinary circumstances a stoker would not be in charge of a boat."

"These were not ordinary circumstances," Lord Mersey announced. "They had to do the best they they could."

Quartermaster Robert Hitchens testified that he was on duty on the bridge of the Titanic at eight o'clock. Second Officer Lightoller, who was on the charge sent a message to the Carpenter to look out for his 'fresh water for it was going to freeze. He heard Lightoller, through the telephone give an order to the men in the crows nest to keep a sharp lookout for ice, and growlers.

Hitchens went on duty at the wheel, at ten o'clock. Closely questioned by Sir Rufus Isaacs on the point of the speed of the Titanic, Hitchens testified that the logbook showed it to have been 45 knots in two hours and that there was no change up to the time the Titanic struck the iceberg at 11.40.

New York, May 7.—All the Insurance Companies having executive offices in this city, have decided to pay their losses on Titanic passengers, without further evidence that their policy holders on the Titanic were not among the survivors.

Certificates by the Steamship Company that they sailed and were not rescued is to be accepted as proof. A complete list of the life and accident policy holders who were lost with the Titanic indicates that the companies total losses will reach almost \$2,000,000. The Insurance Field publishes a table showing the amounts of insurance carried by Titanic victims. In the list it appears that Chas M. Hays carried \$25,000 life and \$150,000 accident insurance; Mark Fortune, Winnipeg had \$14,300 life, and C. A. Fortune, \$4,000 accident; J. H. Ross, Winnipeg, \$17,500 life; T.

(Continued on page 5)

## STOCK MARKET SHOWS A FURTHER DECLINE

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

New York, N.Y., May 7.—The market opening was lower and irregular. Commission houses were still hopeful of a rally on shorts but many of the most prominent of room traders showed an inclination to work for decline. There was increased selling of Amalgamated Copper, which opened half down at 80½, and seemed to be in considerable supply. Selling was partly induced by weakness of the metal in the London market. U. S. Steel was weak on the persistent talk of bad earnings for the current year and a possible reduction of dividend.

Reading opened at an advance of ½ and rose to 172½, where it showed a gain of ½ on Monday's close. The Street attributed the stock's strength to support rendered by Daniel G. Reid.

quotations from direct private wires of J. M. Robinson & Sons, Bankers, St. John, N. B., members of the Montreal Stock Exchange

Open Noon	
Copper, .....	80½
Smelters, .....	83½
Brooklyn, .....	81½
C.P.R., .....	25½
Great Northern, .....	130½
Reading, .....	172½
Pennsylvania, .....	122½
Southern Pacific, .....	109½
Union Pacific, .....	167½
U.S. Steel, .....	64½
Virginia, .....	51½

### MONTREAL MORNING SALES

Commerce Bank—4 @ 227.  
Bank of Montreal—46 @ 254

Union Bank—10 @ 162½	
Bank of N.S.—4 @ 275½	
Cement Com—27 @ 30; 50 @ 29½; 2 @ 29.	
Iron Corp—150 @ 61; 25 @ 61½; 250 @ 60½; 50 @ 60½; 50 @ 60½	
Cement Pfd—20 @ 89½; 11 @ 90	
C.P.R.—25 @ 257½	
Rio—11 @ 125; 425 @ 125	
Toronto St.—25 @ 135	
Shawinigan—20 @ 135	
Power—23 @ 201	
Porto Rico—1 @ 79	
Woods—50 @ 120	
Illinois—10 @ 92	
Cotton—10 @ 29½; 50 @ 29½	
Spanish River—40 @ 50½; 160 @ 51; 50 @ 50½; 225 @ 50½	
Spanish River Pfd—140 @ 92½	
Crown Reserve—60 @ 317; 100 @ 316	
125 @ 315.	
Textile—50 @ 70	
N. S. Steel—10 @ 94½; 2 @ 94½	
Paint Pfd—25 @ 98½	
Mon. Cotton—111 @ 54	

## MINISTER OF RAILWAYS VISITING CHATHAM

(Special to The Mail)

Chatham, May 7.—It was announced this morning that Hon. Frank Cochrane, minister of railways, would arrive here this afternoon.

At a meeting of the Town Council this afternoon the assessment for the year was fixed at \$42,000.

Omelets should be quickly cooked; therefore have the frying pan hot all over before pouring in the batter.