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The Daily Mail

THE WEATHER.
Maritime — Moderate north-
east and east winds, fair today
and on Wednesday, with a little
higher temperature.

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FREDERICTON, N. B. TUESDAY APRIL 30 1912

TWO CENTS PER COPY

AFTER RAILWAY COMPANIES

The Board of Commissioners to Investigate Many Complaints

Will Find out if Railway Companies have Facilities for Handling the Traffic

(Canadian Press.)
Toronto, April 30—An enquiry has been instituted by the Dominion Board of Railway Commissioners into the unsatisfactory traffic conditions that have been complained of throughout the whole of Canada.
“There is apparently an a solute lack of equipment all over the country,” stated Chairman Mabey.
“We have received thousands of complaints from one end of Canada to the other, against every railway, complaints about shortage of cars, etc. The board proposes to find out whether the railway companies have sufficient equipment to handle the traffic.”
The board last week ordered every railway to submit full reports of cars and engines in use or ordered and contemplated improvements of facilities.
Toronto, Ont., April 30—Chairman Mabey of the Dominion Railway Commission, is in St. Michael's Hospital suffering from appendicitis. He complained of illness at the close of yesterday's afternoon session.
The trouble is a re-occurrence of an illness experienced about six weeks ago. The sitting of the commission will go on under the chairman of D'Archy Scott, K.C.

KNIGHTS OF COLUMBUS TO UNVEIL MEMORIAL

Washington, April 30—The Columbus memorial commission of the Knights of Columbus today received word that about 2,000, including a number of provincial officials, would be in Washington on June 6th, to attend the unveiling of the Columbus Memorial here on June 8th.
The memorial takes the form of an immense shaft at the back of a fountain, surmounted by a huge globe indicative of the world, upon which is delineated the western world in relief the corners of the globe being guarded by eagles in stone. The figure of Columbus is seen standing on the prow of a caravel, which projects into the fountain. On either side of the shaft are replicas of two men, one indicative of the old world (an aged the new world (an Indian). The back patriarch), while the other represents of the shaft carries a medallion of Ferdinand and Isabella.

HOMER D. FORBES DEAD IN VIRGINIA

(Special to The Mail)
St. John, April 30—Mr. Homer D. Forbes, a well known barrister of this city and son of Judge Forbes, died this morning at Richmond, Virginia, where he had gone to recuperate his health. The news of his death was received here with great regret. He is survived by a widow.
The Women's Auxiliary of the Fredericton Diocesan Society met this morning at St. John Stone Church. There was an address of welcome by Mrs. John MacAvity, which was replied to by Mrs. Wiggins of Sackville. About two hundred delegates were in attendance. Those from Fredericton were Mrs. T. C. Allen, Mrs. H. V. B. Bridges, Mrs. Copley, Miss E. Hunt, Miss Sterling, Miss Sherman, Mrs. Baxter, Mrs. Crowley, Mrs. Taylor.

Ottawa, Ont., April 30—The new parcel-post arrangement with France will be inaugurated tomorrow. The Allan Company will handle the business on the steamers which are running from France to Montreal in summer, and Halifax in winter. The minimum charge will be 18 cents for which a parcel up to a pound weight will be handled.

MISCARRIAGE OF JUSTICE

Citizens of Campbellton Aroused over Verdict in Murder Case

Mass Meeting Calls upon Attorney General Grimmer to hold an Investigation

Campbellton, N. B., April 29—A mass meeting of citizens was held tonight in the Opera House to protest against the verdict in the recent Doherty case, and to frame a resolution to submit to the lieutenant-governor. The Opera House was packed, conspicuous among the assembly being many ladies of the W. C. T. U.
Mayor Murray occupied the chair and briefly stated the object of the meeting. Rev. T. P. Drumm moved and J. A. G. Adams seconded the following resolution which was unanimously adopted:
“Whereas, Our esteemed fellow-citizen, Daniel J. Bruce, lost his life at the hands of Dr. W. W. Doherty on the twenty-first day of September, 1911, and
“Whereas, The public conscience of this community has been shocked at the acquittal of the said Dr. Doherty by a jury on the third day of April last, and
“Whereas, We believe that the acquittal of the said Dr. W. W. Doherty was a grave miscarriage of justice and a serious reflection upon the morals of our community, and
“Whereas, The reports of the trial on the public press have left the impression that the said Daniel J. Bruce lost his life through being the aggressor in a political brawl, which report we think is a libel upon the sterling character and upright citizenship of the said Daniel J. Bruce, and
“Whereas, We feel that the public conscience of the community should be awakened to the seriousness of the conditions which will allow the crime of manslaughter to go unpunished and make the administration of justice a farce. Therefore,
“Resolved, That this meeting of the citizens of the town of Campbellton affirm its belief that the death of the said Daniel J. Bruce was not the result of a political brawl, nor was the said Daniel J. Bruce an aggressor in any in the lamentable affair.
“Further Resolved, That it is the opinion of this meeting that this matter should be a subject for investigation by the attorney-general's department of this province, so that means be devised to prevent the repetition of such a serious miscarriage of justice. And,
“Further Resolved, That a copy of this resolution be forwarded to the attorney-general with the request that he hold an investigation into the conduct of the trial and the system which makes such a result possible, and to take into consideration means to prevent a recurrence.”
The indignation of the meeting was clearly shown by its reception of the remarks made by Rev. Mr. Drumm F. M. Anderson, D. C. Firth, J. B. McLean, A. A. Andrew, F. E. Blackball D. A. Stewart, A. McDonald.
The meeting was non-political, the citizens being unanimous in their desire to clear the stigma from Campbellton, and the county of Restigouche which now rests upon them.
A resolution was also passed clearing the character of Alan McGinn, the chief witness for the crown whose evidence was characterized by the lawyer for the defense as “false from beginning to end.”

TO SEND MARCONI GRAMS ACROSS THE ATLANTIC

(Canadian Press.)
London, April 30—Yesterday in the House of Commons, Postmaster General Samuel announced that he had arranged with the Marconi Wireless Company to transmit messages between England and America. The full rate of New York and Montreal, Mr. Samuel said, would be sixteen cents a word, as against the cable rate of the other companies of twenty-five cents a word. Similar reductions would be made to other parts of America.
Plain language deferred messages would be eight cents a word against the cable rate of twelve cents a word.

The Mackay-Bennett Arrives at Halifax With Titanic's Dead

Large Number of Mourners on Hand to Greet the Funeral Ship --Detachment of Men from Cruiser Niobe on Duty at the Wharf--Many Flags at Half-mast in Nova Scotia Capital--U. S. Senate Enquiry at Washington Nearly Completed--Titanic Relief Fund Assuming Large Proportions

Halifax, N. S., April 30—While the city church bells tolled and British flags fluttered down to half mast, the cable ship Mackay-Bennett steamed slowly into Halifax this morning bearing the dead picked up at the scene where the White Star Liner Titanic sank. She reached her dock in the navy yard shortly after 9.30 a.m.
As soon as the ship was sighted down the harbor the canvass curtains shielding the coffins and embalmers' tents on the pier were lowered and twenty sailors from H. M. G. S. Niobe in the yard for repairs lined up as a guard. A patrol boat took up its vigil in front of the pier in order to prevent any craft docking in the vicinity.

The sky was cloud flecked, the air crisp and biting, conditions which surgeons pointed were ideal for the task confronting the embalmers. A woman was the first mourner to arrive on the pier. She was Miss Eliza Luremo, a maid for Mrs. Wm. Augustus Spencer, of 7 East Eighty Sixth Street, New York. Mr. and Mrs. Spencer were passengers on the Titanic. Mr. Spencer was drowned, Mrs. Spencer was saved. The maid hopes to find her late employers body, although it had not been reported among these on the Mackay-Bennett. Other mourners arrived shortly before 9 o'clock with a view to identifying the bodies recovered.
Her own flag at half mast, the death ship docked slowly, her crew manning the decks with bared heads and on the aft deck were stacked the coffins with the dead. Members of the crew, talking over the side, said that every body picked up had been in a life-belt and there was no bullet holes in any. Many uncoffined dead lay on the forward deck, covered with tarpaulins. As the undertakers came aboard, it was decided to take off these bodies first.

White Star Line officials had boarded the ship down the harbor and they superintended the arrangements attendant upon the docking. All told there were not more than half a dozen mourners or their representatives at the pier for they dreaded the sight and preferred to await the work of identification at the morgue.
The first body uncovered was that of a seaman.

When the tarpaulin was thrown back, more than fifty bodies were disclosed. They all lay on their backs, the sunlight beating down on their sightless eyes. Some were in a state of apparent repose. The contorted features of others were too horrid to describe.

Men with stretchers quickly came on board and the work of removal was begun silently.

It was announced that the total number of bodies on board was 190, and it had been found necessary to bury no less than 116 at sea. Among those brought to port are the bodies of two women.

ASTOR'S BODY IDENTIFIED.

After a second conference with the commander of the Mackay-Bennett, Capt. Roberts announced that there was no doubt of the identification of Col. John Jacob Astor's body. In the pockets \$2,500 cash had been found and he wore a belt with a gold buckle. The body identified as that of Mr. Widener had been buried at sea.

At eleven o'clock the work of removing the dead from the forward deck had not been completed. None of the coffins had been touched.

It was predicted that the mere work of unloading would take all day. As fast as bodies were put on the pier, they were placed in wagons and taken up the hill to a curling rink, where they will be prepared for inspection.

Citizens of Halifax in general, cautioned by the clergy, remained away from the navy yard and only a thin fringe of humanity lined the walks three hundred yards from the pier.

RELIEF FUND GROWING

London, April 30—The Titanic

DEATH SHIP ARRIVES.
Halifax, N.S., April 30—S. S. Mackay-Bennett entered the harbor at 8.40 a.m., with the bodies from the Titanic disaster.

funds including those collected in Canada and the United States, now aggregate well over \$2,500,000. The suggestion has been made, that sufficient money has been subscribed, but the mayor of Southampton points out that a large number of people are needy at that place, and he wants the collection to continue. It will not be surprising if the amount eventually reached \$2,500,000 on this side. Here are still proceeds of numerous theatre and musical performances to come and most of the incoming steamers are bringing in additional funds, which have been collected on the passage. A benefit performance on the Mauretania realized \$3,250, the Karserin Auguste Victoria brought \$1,070. Affecting scenes were witnessed at Southampton on the arrival of the stewards and stewardesses, who escaped in the disaster.

Captain Richard Roberts seeking Col. Astor's body reported after a conference with Commander Lardner of the Mackay-Bennett, that he was sure the identification was proper. He added however that the body identified is that of George B. Widener of Philadelphia was so mutilated that identification was still in doubt. Capt. Lardner could not say positively whether it was that of Mr. Widener or his valet.

Washington, April 29—After a day of discuss on intended to discover the needed reforms in the use of the wireless telegraphy at sea, the senate committee investigating the Titanic disaster today entered on the final stage of its inquiry.

Tomorrow the officers and crew of the sunken ship will be released and will be free to return to their homes in England. At the same time J. Bruce Ismay, managing director of the International Mercantile Marine, will be quizzed searchingly as to his ideas of regulations to make a repetition of the disaster impossible.

G. Marconi, inventor of the wireless telegraphy; F. M. Sammis, chief engineer of the American Marconi Company; Wireless Operators Bride and Cottam; a passenger, Hugh Woolner, of England, and Fourth Officer Boxhall of the Titanic, were today's witnesses. Virtually all agreed that better regulation of wireless communication at sea was essential.

MARCONI REFUSED NEWS OF DISASTER.

Endeavoring to further repudiate any intimations that he had sought in any way to suppress or delay news of the sinking of the Titanic, Guglielmo Marconi, inventor of the wireless telegraphy, appeared today for a third time before the senate committee of inquiry into the disaster.

Mr. Marconi had discovered after leaving Washington last week that he had sent a message to the operator of the steamship Carpathia urging him to send news of the disaster to the wireless station at Siasconset, Mass., or to vessels of the United States navy. He read a copy of these messages and declared that when he was examined by the committee before he had forgotten about that message. Mr. Marconi also produced copies of many messages which passed between the Marconi office and the Carpathia in an endeavor to get definite information of the wreck and the survivors. Mr. Marconi was excused by the committee in order that he might sail tomorrow for England.

Chairman Smith thanked him for the aid he had given.
F. M. Sammis, chief engineer of the American Marconi Company, also testified explaining what had actuated him in sending messages to Operators Bride and Cottam on the Car-

pathia to hold their stories for “four figures.”

He said he had made an arrangement with a New York paper for them to sell their personal stories and had sent the messages to the “boys” informing them of that fact. GOT NEWS OF ASTOR AND HAYS.
Mr. Marconi read several additional messages asking news of individuals, among them Charles Y. Hays, Col. John J. Astor, Mr. and Mrs. Straus, Benjamin Guggenheim and Major Archibald Butt.

“Now,” said Senator Smith, “I want to know why you failed to get any reply to these messages, sent by high officials of the Marconi Company?”

“I have no explanations to give, except that the operators, I believe, were busy on the Carpathia all the time, sending messages from the survivors on board to other families and relatives and friends ashore.”

Mr. Marconi said he did not believe that the captain of the Carpathia had any disposition to prevent the sending of news.

Chief Engineer Sammis, of the Marconi Company, interrupted to explain that he had handled all the messages from the family of C. M. Hays, of the Grand Trunk, and the Astors and that the information did not come that neither Mr. Hays nor Mr. Astor was on board.

“We can show that during those days personal messages were coming from the Carpathia at the rate of forty to fifty an hour,” said Mr. Sammis. “The captain of the Carpathia would not handle any other business but that, getting the news of the survivors to relatives. These messages were not made public to any extent.”

ANY PERSONAL MESSAGES SENT

Mr. Marconi said that Operator Bride told him that from 400 to 500 messages had been sent from the Carpathia.

“How can we ascertain what messages were sent by Mr. Ismay or others to or from the Carpathia?” asked Senator Smith.

“Only by getting the records from the ships themselves,” answered the witness. “There is a prohibition against the publication of these records in English law.”

Senator Smith said he should not believe that matter should affect the present hearing.

Senator Smith said that the committee desired all messages passing between the Carpathia and J. Bruce Ismay, managing director of the International Mercantile Marine, and operators of the White Star line.

P. S. Franklin held a hurried consultation with Mr. Ismay and then withdrew.

“I want to say in behalf of Mr. Ismay, of the International Mercantile Marine, for the White Star line, for myself personally,” he said, “that we absolve all telegraph, wireless and cable companies from withholding from the committee any message sent or received in connection with the disaster.”

Senator Smith thanked Mr. Franklin and Attorney Griegs announced that he would issue instructions at once to all wireless stations to transmit to the company at once all the messages desired.

Senator Smith then read into the record a cablegram from the commander of the steamship Frankfurt. It follows:

“Bremen, April 29, '12.
“Aldem Smith, Chairman Senate Committee investigating the Titanic Disaster, New York:

“First advice from Titanic about collision 10.40 evening, New York time 39.47 N., 52.21 west. Frankfurt took position to Titanic after thirty minutes. Maximum speed 13 miles. Total distance 140 miles. Arrived 3.30 morning, New York time.

(Signed) “HATTORFF.”

“Commander Frankfurt.”

Fredrick M. Sammis, chief engineer

(Continued on page five.)

STEAMSHIP BLOWN UP

The Texas Struck a Mine and Went to the Bottom Last Evening

One Hundred and Forty Lives Said to have been Lost in the Gulf of Smyrnia

(Canadian Press.)
Smyrnia, April 30—The steamer Texas, belonging to the Archipelago Steamship Company, struck a mine at the entrance to the Gulf of Smyrnia last evening and sank. One hundred and forty persons on board were drowned.
The Texas was flying the Turkish flag and was engaged in carrying mails from Constantinople to the Levant. It was first stated that the Texas was an American vessel, the error arising from the fact that she is part of the fleet of a local concern trading under the name of the Archipelago American Steamship Company.
The Gulf of Smyrnia is one of the finest harbors in the Mediterranean, and Smyrnia itself is the principal seaport of Asiatic Turkey. The entrance to the Gulf of Smyrnia was extensively mined some time ago by the Turkish authorities in order to protect the port against an attack by the Italian fleet.
Ninety passengers out of the 156 on board the Texas were rescued, according to reports received here.

TRAPPER FOUND DEAD IN ONTARIO WOODS

Lindsay, Ont., April 30—A trapper, L. D. Porter, who left his home near the Minden on Thursday to go to his traps, was found dead in the woods about three miles southeast of Minden with two bullet holes in his body. Porter was unpopular in the district and it is believed he was shot on the road and his body dragged into the woods.

H. C. JEWETT NEW ROADMASTER, OTHER CHANGES AMONG OFFICIALS

The City Council in special session last night appointed city officials for the ensuing year and fixed salaries. As was forecasted by The Mail some time ago, changes were made in the offices of road commissioner, municipal home commissioner and caretaker of the Old Burying Ground. In several instances salaries were increased also. In accordance with a city by-law, all civic officials were notified some time ago that there services would not be required after April 30th. Last night with the exceptions named they were re-appointed.

Mr. William McKay, for many years road commissioner, was not re-appointed. Ald. H. C. Jewett being made road commissioner at an increase in annual salary of \$200. Ald. Jewett resigned his seat at the council last night and his resignation was accepted. A by-election will be held shortly to fill the vacancy in Queens Ward caused by his resignation. There are some rumors regarding probable candidates but nothing definite is known. Mr. R. H. Boone, who had held the office of commissioner of the Municipal Home for some years, was also not re-appointed. Mr. Thos. A. Niles receiving the appointment. Mr. J. E. Smith, caretaker of the Methodist Church, is the new caretaker of the Old Burying Ground, succeeding Mr. M. McQueen, who was not re-appointed.

SALARY INCREASES

The items of increase in the various salaries are as follows:
Road Commissioner \$200, Chief of Fire Department \$50, Superintendent of Fire Alarm System \$50, Caretaker of City Clock \$18, Caretaker of City Hall \$50, Fireman at Pumping Station \$50, Drivers of Fire Department \$60. There are also small increases to the members of the fire department.

ATTACKING A COMBINE

Government Takes Action against the International Harvester Co.

Said to be an Illegal Combination in Restraint of Trade and Injuring the Farmers

St. Paul, April 30—Suit against the International Harvester Company charging it with being a monopoly in restraint of the trade and asking that it be dissolved was filed by the Government in the U. S. district court here today. In a petition in equity this \$140,000,000 corporation, popularly called the harvester trust, is declared to exist in violation of the Sherman law, and its dissolution is sought. To accomplish the disintegration of the so-called trust, the Government asks the court to issue injunctions to bar from interstate commerce the products of the international harvester company, or the international harvester company of America, its selling agency. The appointment of receivers to take charge of the property and wind up the business.

“If the courts showed the opinion that the public interests will be better thereby” is suggested.

The government charges the Harvester Company with being a combination in restraint of trade. Monopolize the manufacture and sale of harvesting machinery. It is alleged that the company has advanced the price of these articles, “to the grave injury of the farmer and the general public,” and is extending its business into all lines of agricultural implements, with the purpose of monopolizing control.

The government alleges that the International Harvester Company controls at least, 90 per cent. of the trade in the United States in harvesters or grain binders, 75 per cent. of the mowers, and more than 50 per cent. of the binder twine. There are only three or four manufacturers of harvesting machinery in the United States, other than the International Harvester Co.

COLLECTION CHANGES

A change was made in connection with the system of tax collection, the serving of tax-notices being made part of the duties of the collector Mr. H. C. Rutter. Formerly the notices were served by City Marshal Roberts at a charge of 5 cents each.

OTHER BUSINESS

Other business transacted by the council last night was the receiving of a statement from Ald. Cruikshank concerning the personnel of the Fire Department and concerning new regulations which it is intended to put into effect in the department. Ald. O'Neill reported upon the city market and Ald. Wilkinson upon the wharves.

CITY OFFICIALS

The city officials appointed last night and their annual salaries are as follows:

G. R. Perkins, City Treasurer, \$1,200.
J. W. McCready, City Clerk, \$650.
J. D. McKay, City Auditor, \$200.
J. L. Marsh, Police Magistrate and Judge of City Court, \$900.
H. C. Jewett, Road Commissioner, \$800.
Thos. A. Niles, Municipal Home Commissioner, \$200.
Wm. McLennan, Keeper of Municipal Home, \$400.
H. C. Rutter, Chief of Fire Department, \$200.
Wm. M. Clark, Assistant Chief of Fire Department, \$100.
Wm. Millican, Superintendent of Fire Alarm System and City Electrician, \$250.
Wm. Millican, Caretaker of City Clock, \$50.

(Continued on page four.)