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The Daily Mail.

THE WEATHER.
Maritime — Moderate south-
west winds, showery. Wednes-
day, westerly winds, fair.

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THE WORLD'S GREATEST OCEAN HORROR

Hundreds of Lives Lost By Wreck of Titanic

Latest Despatches Say that 318 of the 350 Saloon Passengers Have Been Accounted for--The Titanic's Captain Believed to have Rigidly Enforced the Unwritten Law of the Sea--Steamer Carpathia has 800 Survivors on Board Including President Hays of the G.T.P.--The Virginian May Have Some Others

New York, April 16—These pinnacles of fact concerning the world's greatest steamship disaster—the sinking of the White Star liner Titanic off the banks of Newfoundland—stood out prominently early today as sifted from the wireless reports.

Revised estimate loss of life 1,234 souls. The \$10,000,000 steamship with a cargo and jewels worth perhaps \$10,000,000 more a total loss.

Many persons of international importance are unaccounted for. J. Bruce Ismay, president of the International Mercantile Merchant Owners of the White Star Line, is among the survivors as is his wife.

Wireless reports say the Cunarder Carpathia has on board 868 survivors, the total thus accounted for. She is steaming for New York and should arrive on Friday. The rescued passengers drifted in life boats for many hours before succor came. Wireless messages to St. John's Nfld report the Allan Line Virginian en route there with possibly additional survivors on board. That she carries survivors had not been confirmed at daybreak this morning, nor had confirmation been found that her sister ship the Parisian had aided the rescue work as was reported yesterday.

Of the foregoing summarized reports concerning the awful tragedy in the ice fields of the Atlantic, two were wrought with hope as the day dawned. The first was that the rescue ship Carpathia carried nearly 800 survivors as against 675 reported to be on board yesterday. The second was the message saying that the Virginian might have others on board whose safety would cut the list of dead.

UNWRITTEN LAW ENFORCED

Captain E. J. Smith, commander of the Titanic probably went to his grave with his ill-fated vessel as he has had no communications with the agents of his line. Aside from the C. Q.D. sent by his wireless operator not one word was received from him up to the time the Titanic sank bow foremost into the ocean. The presumption that he met his death at his post as a gallant skipper should. That he and his crew enforced rigidly the unwritten law of the sea—Women and children first—is plainly stated by the predominance of women and children among the partial list of survivors that the wireless has given.

Although rated as one of the most able commanders since the advent of the modern steamships, Captain Smith's career has been recently marred with ill luck. He was in command of the Titanic's sister ship Olympic, when that vessel was in collision with the British cruiser Hawke. Exonerated of all blame for this occurrence, he was placed in command of the Titanic only to graze disaster when his new charge almost fouled the steamship New York in the Solent, after leaving Southampton on her maiden voyage which has ended so disastrously. He had been in the lines employ for more than thirty years and his first important command was the Majestic.

Although 860 souls are reported to be on the Carpathia, it is apparent that all of them are not passengers, for it was necessary for members of the Titanic's crew to man the life boats which set out from the sinking ship's sides, how many of the crew were assigned to each boat under the conditions prevailing is a matter of conjecture. A similarly unsettled matter is the percentage of first class passengers among those saved.

While the names of survivors obtained are largely those of saloon passengers, the rule "Women first" should apply equally to the second cabin and steerage, a regulation which may have cost the life of many prominent men of above decks. It is natural also, that the names of the more obscure survivors would be slower in reaching land.

CANADIANS ON BOARD

London, April 16—A number of prominent Canadians were on board the Titanic at the time of the disaster. Among them were Mark Forster, a capitalist of Winnipeg, who had been spending the winter on the Riviera, Hugo Ross, son of the late A. W. Ross, of Winnipeg, a politician and T. O. Caffrey, the western superintendent of the Union Bank of Vancouver, all these are known definitely to have sailed.

DISTRESSING SCENES

Southampton, April 16—Distressing scenes have been witnessed throughout the morning at the White Star Line offices here which have been thronged by relatives of the crew of the Titanic. The town is absolutely stunned by the news of the disaster which is the greatest blow that Southampton has ever sustained. Every member of the crew had his home here and a large proportion of them were natives of the town. No family in the city or its vicinity has not lost a relative or a friend.

NOT UNSINKABLE

New York, April 16—False news and false hopes and an international belief that the palatial Titanic was practically unsinkable followed the slowly unfolding accounts of her loss in a way without precedent. Eager crowds of the different cities of the country besieged bulletin boards when it became known that the giant had really sunk with terrible loss of life, and in New York City hysterical men and women crowded into the White Star Line office seeking news of relatives.

The speed at which the Titanic was travelling when she shattered herself against the iceberg will perhaps not be known until the list of her survivors reach port. Whatever her rate of progress, however, ship builders here and abroad must admit that while the modern steamship may defy the wind and weather, ice and fog remain their present elements of danger. No ship, they point out, no matter how staunchly built or how many water tight bulkheads protect her, may plunge headlong against a wall of ice without grave results. The general opinion is that the Titanic's equipment was put to an extraordinary test which no vessel could have withstood.

NAVAL ARCHITECT'S VIEWS

Lewis Nixon, the eminent naval architect, is inclined to think that the Titanic was either travelling at full speed or perhaps crashed into a berg so tremendous that there was practically no give. If the Titanic hit one of these great ice masses, said Mr. Nixon, "it is likely that she struck one that had no more give than a rock. Under these circumstances, something had to give way, and as the iceberg did not, the great ship had to crumble up. It is conceivable that an impact of this sort might have buckled her longitudinal plates from end to end, shearing off and starting rivets and opening up the watertight compartments through out the length of the vessel." For many years steamship men have asserted that the safest place to be is on a well equipped ocean liner. In proportion to the number carried, the statistics show that less loss of life and less chance of injury on board a modern liner than there is in any other means of transportation. Fleets come and go from New York and other ports with the regularity of tides and among those carrying mails maintain a schedule which almost equals in punctuality that of the railway mail trains. Trans-Atlantic steamers travelling well defined routes, known as steamship lanes. The west bound and the eastbound. This reduces to the minimum the chances of collision, with one another. But bergs have no

respect for these lanes and float into the paths or wallow across to be a dire menace in time of fog or very thick weather. There is no way to give warning until too late. Out of a smother of fog, a pillar shape may be glimpsed over the bows to be followed half a minute later by the crash of the bows against the mass of ice.

HAYS WAS SAVED

Montreal, April 16—Peers Davidson, this morning received a message from Newfoundland saying that President G. M. Hays of the Grand Trunk and Mr. A. Thornton Davidson, his son-in-law, both were saved.

At Mr. Hays' house this morning, it was said that the name of Miss Marguerite Hays included in the list of saved published in the morning papers was incorrect. There was no Miss Hays with the party. The Hays party left Montreal on February 12th and sailed from New York on February 16th. They were preceded to England by Mr. and Mrs. Thornton Davidson, who were making their first trip abroad and who had travelled through Europe before joining Mr. and Mrs. Hays for the return journey. The Hays housekeeper and staff of sixteen servants have been busy for the past two weeks preparing for the return of the family. Countless inquiries have been received at the house.

KEPT FROM THE PUBLIC

Montreal, April 16—Later when an that the Titanic had sunk was known in Montreal yesterday by the officials of the White Star and Allan Lines, but that it was kept from the public. Yesterday morning the statement was made that the steamer had gone down by junior officials of the Allan's. Montreal, April 16—Later when an effort was made to obtain confirmation of the report, the official declared he knew nothing more than that it was denied by many officials. It is thought the White Star people received instructions from New York to keep the news from the public until there could no longer any doubt that it was incorrect.

DETAILS LACKING

New York, April 16—Vice president Franklin made vigorous efforts during the morning to get into communication with Montreal and seaboard cities for any information which was likely to be sent by wireless. "The only authentic news we have so far, is from the Carpathia which is returning with 675 of the Titanic's passengers. All the reports are coming in by way of Cape Race and we expect to hear soon of the details." It is stated at the White Star office that President Taft had sent a number of despatches to Halifax inquiring about the safety of Major Butt.

New York, April 16—A despatch from Cape Race says that out of 350 cabin passengers on the Titanic, 318 have been accounted for.

PARISIAN HAS NONE.

New York, April 16—Two messages received shortly after ten o'clock this morning by the Marconi Wireless Telegraph Company from the company's stations at Cape Race and Sable Island, make it appear that there are none of the Titanic's passengers on either the steamships Parisian or Virginian. One message reads:

"The Marconi station at Sable Island has been in communication with the Parisian and the ship has no passengers from the Titanic."

The other message reads: "The Marconi station at Cape Race reports they have had no communication with the Virginian and does not believe any of the Titanic's passengers are on the vessel."

(Continued from page four)

CATHOLICS ARE PLEASED

The School Question has been Settled by the Roblin Government

Quebec Delegates to Roblin Banquet Enthusiastic over Reception Accorded to Them

(Canadian Press.)

Montreal, April 16—That Manitoba Roman Catholics are well pleased with the changes in the school laws, is the statement of C. P. Beaulieu, K.C., who was one of the eastern delegates to the Roblin banquet at Winnipeg, and who is enthusiastic over the reception accorded the Quebec contingent. Yesterday he received a letter signed by Messrs. Jos. Bernier, M. L. A.; Aime Bernard, M. L. A.; and Albert Prefontaine, M. L. A., the three French-Canadian members of the legislature of Manitoba, which asks:

"We ask you to take to your Province of Quebec the assurance that our situation in Manitoba has become very much improved for at last we are relieved of the double tax which bore so heavily upon us."

ICE MOVED BELOW I.C.R. BRIDGE TODAY

Moved Short Distance at Hawkshaw This Morning and has been Running at Oromocto

Reports from various points on the river both above and below the city are to the effect that the ice is showing signs of breaking up at an early date and at certain points has run or is running. This morning the ice below the Intercolonial Railway bridge ran a considerable distance and the river for a quarter of a mile below the city is clear of ice. Reports from Oromocto this afternoon are to the effect that the ice has been running there since morning and that the river is practically clear. A message from Hawkshaw, about midway between Fredericton and Woodstock, stated that the ice there ran a short distance this morning and then stopped. Between the two bridges opposite this city and above the Highway Bridge the ice yet shows no signs of moving.

Advices from St. John this morning were to the effect that the river is clear of ice below Gagetown and that the steamer Champlain would make the first trip of the season, leaving Indian town, on Thursday.

RAILWAY MATTERS.

It is understood that Mr. A. E. Trites of Salisbury, is to be the contractor on the construction of the Fredericton & Grand Lake Railway, from Gibson to Minto, and that he will open an office here shortly. Mr. W. E. Trites, his son, is now in the city.

HARTLAND POWER BILL WAS WITHDRAWN

The Corporations Committee of the Legislature met this morning and there was some discussion on the bill to incorporate the N. B. Shales Ltd. and it was referred to a special committee for consideration.

The bill to incorporate the Hartland Electric Power Co. was withdrawn and it was ordered that the fee be returned to the promoters.

The committee agreed to the bill relating to the Bel River Light Heat and Power Co. with amendments and also to the bill incorporating the Central and North-eastern Railway Co. with amendments reducing the capital stock from \$500,000 to \$100,000.

The committee adjourned at 1.45 o'clock.

Debate on the Budget Finished Early Today

Mr. Copp's Amendment Calling for Greater Economy in the Administration of the Public Service was Voted Down--Much Heat Displayed in Closing Speeches of the Debate--Mr. Copp Sums up for the Opposition--Much Talked of Ready Made Farm Bill Before the House--Amendments to the Liquor License Law

In the Legislature last evening Premier Flemming spoke at length upon the budget and was followed by Hon. C. H. LaBillois. Mr. Flemming made one of his old-time attacks on the former administration, and dealt at length upon the Valley Railway question without, however, giving out any additional information. He lauded the federal Conservative government for what it had done for New Brunswick since it came into power, while disclaiming any discussion of federal politics. He made a campaign speech, referring frequently to the elections and the lines upon which he proposed to appeal to the people.

Mr. LaBillois made a splendid speech, in reply not only to the premier, but referred in effective fashion to statements made by Dr. Landry, and dealt vigorously with the attacks made upon him and upon his administration of the public works department.

He took up Mr. Morrissey's charges in detail, showing how small they were and how ridiculous. The chief commissioner had insinuated that because he had asked the secretary of the board of public works to accept a small draft that it was for his personal accommodation, but by reference to the departmental ledger of 1906, page 26, it would be found that he had drawn for \$50 on account of his personal expenses, something that was done frequently by members of the government, and which was not wrong in any particular.

SCORES MORRISSEY.

Mr. LaBillois brought out many facts in connection with the over-expenditures in the public works department under this government and charged Morrissey not only with lending the patronage of his department to assist the federal Tories but with gross neglect of the valuable steel bridges through not having one of them examined or painted since he took charge of the public works.

He reminded Premier Flemming that in 1904, speaking upon the proposed road act, he said that \$1 poll tax paid in cash was better than \$1.50 in statute labor.

Mr. LaBillois said that conditions in the provinces are so serious that the people will throw party associations aside and come to the rescue of the opposition in demanding honest and progressive government.

Mr. Bentley followed Mr. LaBillois and at the outset read a careful statement concerning the manner in which he had been misrepresented by Premier Flemming in his speech Friday evening. He showed how completely the leader of the House was in the wrong and how discourteously he had treated him.

Referring to Mr. Morrissey's statement about his North Shore business connections, Mr. Bentley said that so far as he knew his record there was clean.

It was after three o'clock this morning when the House adjourned, after passing several items of supplies.

The House met on Monday at three o'clock.

VALLEY RAILWAY AGREEMENT. CHEAPER FOR DRUNKS.

Hon. Mr. McLeod laid on the table the agreement to lease between the federal government, the provincial government and the St. John & Quebec Railway Co.

Mr. Copp gave notice of enquiry regarding work on the Petitcodiac Road, Sunbury County; also in regard to work on Spear's Bridge, York County, and as to the development of coal mining in the Parish of Stanley, York County.

Hon. Mr. Maxwell introduced a bill to further amend the Liquor License Act of 1903. He explained that the bill proposed to increase the usefulness of the present act. Under the first and third section provision was made for the inspection of liquor un-

der the Pure Food Law of the Dominion of Canada, and also that any inspector or commissioner may procure a sample of liquors for inspection and may have them analyzed by a competent analyst and it is also provided that deaf mutes will be included under the head of interdicts. The act is further amended to provide that no person selling liquors upon trust or credit shall have any remedy at law to recover the amount of the price of the same.

CHEAPER FOR DRUNKS.

Section 9 of the bill is revealing purely to the City of St. John and fixes the penalty of drunkenness at \$2. This would relieve a very great hardship to a great many women in St. John as under the present conditions the fine for drunkenness is \$4, with the option of ten days in jail, while it is \$8 or twenty days in jail for drunkenness on Saturday night or Sunday. In ninety-nine cases out of a hundred the fine is paid by the woman out of her hard-earned money in order to secure the liberty of her

husband. Provision is also made that the person may be detained until they become sober in lieu of the option of a fine and in any case the term of detention shall not exceed fourteen days.

The bill also provides for the enforcement of the act in parishes where prohibition has been introduced on the order of the lieutenant-governor-in-council. This is chiefly applicable to many parishes in Kent County and one or two parishes in Gloucester County, where prohibition has been introduced as a result of the legislation of this government making provision that when a petition is presented signed by a majority of the ratepayers in any parish favoring prohibition the lieutenant-governor-in-council may make an order that prohibition come into effect.

The act is further amended to increase the scope of the act and a section will be added providing a heavy penalty for automobiles carrying liquor into any place where its sale is prohibited.

(Continued on page two.)

EDWARD S. GILLMOR
PASSED AWAY MONDAY
Former Resident of Carleton County and had been Councillor for Aberdeen Parish

Edward S. Gilmour of this city passed away at Victoria Public Hospital yesterday afternoon after a brief illness leaving to mourn their loss a widow and two daughters the Misses Kathleen and Lou Gilmour all residing here. One brother George of Carleton County and seven sisters, Mrs. Scott, Mrs. Banks, Mrs. Foss, Mrs. Lindsay and Mrs. Millbury all residing in Carleton County and Mrs. Johnston of Vancouver also survive.

The funeral took place this afternoon from the late residence of the deceased, Regent Street where service was conducted by Rev. J. E. Wilson. Interment was made at the Rural Cemetery. The funeral was under the auspices of the Independent Order of Foresters.

The deceased was a native of St. George, Charlotte County but for many years had resided in Carleton County where he had been engaged in lumbering and milling. He removed to this city about two years ago. Throughout his lifetime he was a stalwart member of the Liberal party, and on one occasion was a candidate in that interest in Carleton County. For twenty-two years he was councillor for the Parish of Aberdeen in that municipality.

PROPOSITION NOT ENTERTAINED

City Engineer Peeney has written informing Lieut. C. B. Russell, Royal Canadian Engineers, Halifax, in response to a query, that the city will not consent to the proposition to pay half the cost of a concrete sidewalk along the military property on Regent and Campbell streets. The Militia Department paid the entire cost of the other walks laid in front of military property in this city.

POLICE MAGISTRATE SICK

On account of the sickness of the police magistrate Lt. Col. John L. Marsh, City Clerk McCready acted as magistrate this morning. One prisoner was given five days in jail for drunkenness and ten days for assault on the Chief of Police it is and this man drew a knife when arrested. Another drunk was let go, and a third forfeited a deposit.

Mr. J. A. Haines of Toronto, is at the Queen.

S. S. CONCERT
WAS GRAND SUCCESS
Successful Entertainment on Friday and Saturday Evening--Fine Program

A most delightful entertainment was given on Friday and Saturday evenings by the scholars of the Cathedral Sunday School. The hall was crowded on the first night. It would be very difficult to choose any one item of the programmes as being the best or most enjoyable—for they were all excellent. "The Farmer's School" was most charming and we were much taken with the chief farmer. The Tea-party and Parasol songs by the little girls were most pretty. The musical drill by the boys showed high standard of efficiency and reflected the greatest credit on their instructress. The Cantata "The Feast of Days" formed the centre piece of the entertainment and contained almost as many performers as there are days in the year—but certainly every notable day had its representative. The costumes were all pretty and effective and the various "days" acted in accordance with the usual associations we have with them. "The Spirit of Times" deserves the highest praise for her faultless acting of a part both long and difficult. "Easter Days" was gaily crowned as Queen of days both for the associations connected with Easter Days and because of the charming fashion in which it was represented to us.

The Dumb parade by the Mission Class boys created much amusement and interest.

The concluding item, a play entitled "Ennui at Madame's Academy" was quite a piece de resistance, the various parts being performed in a talented way by the girls actors. On the second evening Miss Constance Randolph, owing to an indisposition did not appear but her part was taken in a most capable way, although at the shortest of notice, by Miss Dorothy Pitt.

Altogether the entertainment proved most enjoyable and reflects the highest credit on its organizers who worked hard and loyally at it.

Hon. William Pugsley M. P., accompanied by Mrs. Pugsley, left Saturday evening for Montreal and will be absent for two or three days.

Mrs. W. E. Smith, formerly of this city, is here from the United States on a visit.

Mr. O. P. Boggs of Moncton is at the Queen.