

The Daily Mail

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THE MAIL PUBLISHING COMPANY, Ltd.

Fredericton, N. B., April 16, 1912

MR. MORRISSEY'S ATTITUDE

The local hack organ after reviewing at some length the violent speech recently delivered by Hon. John Morrissey in the legislature goes on to say:

"Hon. John Morrissey has proved himself a capable and honest administrator of the Public Works department and as such he is universally recognized throughout the country. His fearless front before the opposition criticism needs no eulogium."

Hon. Mr. Morrissey is to be congratulated on once more winning the favor of the local hack organ. It will be remembered that during the bye-election in Northumberland in December 1908, when Mr. Morrissey was supporting Mr. J. P. Burchill a Liberal candidate and opposing Mr. F. D. Swim the nominee of the Tory convention, the organ did not have as good an opinion of him and his methods as it professes to have now. Mr. Morrissey on that occasion gave an interview to the St. John Sun in which he declared that the local government was a coalition government and he went on to say that "until it is directly brought to my notice that he (Hazen) has deserted his coalition pledges I shall remain in office unless requested to resign."

Commenting on this interview the hack organ said: "This only serves to add to the mystery of Mr. Morrissey's position. He does not believe in mixing federal and provincial issues which is what the term 'Coalition' in local politics implies, yet he opposes an avowed supporter of the Hazen government, a supporter who publicly endorses the policy of the government . . . and gives his personal support and the support of his department to one whom he admits has not even promised to give the government an independent support. And all this solely because Mr. Burchill is a Liberal in federal politics. In taking this position Mr. Morrissey at once strips himself of the right to be treated as a coalitionist. If there is any such arrangement as he speaks of that the government was to be a coalitionist he has been the first to violate it by attempting to force the federal issue. He is clearly out of harmony with what he says was the understanding when the government was formed. HE HAS TAKEN IT UPON HIMSELF TO LOCK HORNS WITH HIS LEADER apparently without notice of intention to break the compact . . . CLEARLY MR. MORRISSEY'S INTENTION WAS NOT INTENDED AS AN EXPLANATION BUT A 'DEFIANCE'."

Mr. Morrissey further added to the "mystery" created by his interview by repudiating it on the day following its publication. In a telegram to the hack organ he declared that the interview was "entirely and absolutely false."

Commenting on the repudiation the hack organ said: "But the repudiation of the interview does not relieve the awkward, humiliating, and inexcusable situation created by Mr. Morrissey's action in the bye-election in continuing to give his personal support and the influence of his department to Mr. Burchill, after he had declined through his representatives to satisfactorily define his position on the hustings. . . . With a straight supporter of the government in the field, duly nominated at a convention of the friends and supporters of the government it is not possible to justify Mr. Morrissey as a member of the government in endorsing another candidate who refused to make his real position known even to Mr. Morrissey."

That was the opinion the local hack organ entertained of Mr. Morrissey in December 1908. Now we are told by the same high authority that he is a capable and honest administrator of the public works department. If the chief commissioner's position was a "mystery" in 1908, it is a still greater mystery today. He poses as a Liberal and yet attends a political banquet to a Tory cabinet minister who has now surely ceased to be a coalitionist. He pretends to be in favor of reciprocity yet he sits meekly in his seat in the legislature and listens to his leader and his Tory colleagues condemn it as a measure not designed for the good of Canada. The Hon. John is not without his good qualities but we must say that as a politician he is a mystery and as a Liberal he is a sham. In his own county where he is best known he is rapidly losing the confidence of both Liberals and Conservatives and being perched between two stools he is very apt to come to the ground when next the electors get a chance at him.

AN APPALING DISASTER

Although the despatches are somewhat conflicting there seems to be very little doubt that the magnificent steamship Titanic of the White Star Line, reported in these columns yesterday to have collided with an iceberg off the banks of Newfoundland has gone to the bottom and that at least twelve hundred lives have been lost.

The Titanic was the largest ship afloat and was on her maiden voyage across the Atlantic, having sailed April 10th. There is no information to hand as to the rate of speed which she was travelling when the collision occurred but no doubt in the anxiety of her crew to make good time, she was moving at a brisk rate. The fact that she sank within a few hours after the accident is proof that she struck the berg with sufficient force to rack her from stem to stern.

The disaster is by long odds the worst in the history of Transatlantic travel and many homes in Europe and America have been plunged into mourning. While the monetary loss will total many millions of dollars, it is insignificant in comparison to the great sacrifice of precious human lives that has been made.

While there is still some hope that the worst fears may not be realized we are free to confess that the despatches today do not contain much of an encouraging nature.

Telegraph: The country will adopt Mr. Copp's motion of censure if the House fails to do so. Mr. Flemming has a majority in the legislature but presently he has to go to the electorate for endorsement. The voters will ask him what has become of the biggest revenue any New Brunswick government ever had. They see little evidence of its having been spent to build up the country. They know hundreds of partizans have been fattened and that the government refused to make public its expenditures in detail. Secrecy in such matters wears an unpleasant color.

Premier Flemming has introduced his much talked of ready made farm bill in the Legislature. It is to be hoped that the high hopes which he entertains in regard to the measure will be realized. One thing seems certain it will be the means of giving farm values a boost. The greatest beneficiaries will be friends of the government who have for months past been quietly at work securing options on farm property.

The budget debate was concluded in the Legislature at an early this morning, and Mr. Copp's amendment deploring the extravagance of the administration was defeated in a slim house by a vote of 20 to 7.

The Fredericton bill to provide a secret ballot to be used in civic elections was introduced in the Legislature yesterday and stands a good chance of becoming law.

PERSONAL

Mrs. Thos. Harris of Gibson, has gone to Holyoke, Mass., to visit friends. She will be gone for three months.

Mr. C. E. W. Dodwell of the Public Works Department Halifax, is at the Queen.

Mr. E. H. Jackson of Oxford, N. S., is at the Queen.

Mr. A. C. Coleby of Montreal is in the city.

Mr. D. McKinney of St. John is registered at the Queen.



THE TITANIC DISASTER.

HAD SIXTEEN LIFE BOATS

New York, April 16—Statistical information of the life saving apparatus of the Olympic sister ship of the Titanic, was given out by the bureau of inspection of its vessels today. Figures for the Titanic are not yet available, but as the two ships are almost identical in size, it is not likely that their life saving equipment materially differs.

The Olympic has sixteen life boats, and four rafts calculated to accommodate 1,171 people. This means about one-third of the total number of passengers and crew together which is 3,447 can be accommodated. It was stated at the bureau that no ship is required to have sufficient boat room to accommodate its complete passenger and crew list.

The Olympic carries 3,455 life preservers, and 48 life buoys and these equipments are made in compliance with the regulations of the British Board of Trade. The United States Bureau has no power except to see that each steamship meets the requirements of its home government.

LIST OF SURVIVORS

Cape Race, April 16—The steamship Carpathia, which is believed to have on board all the survivors of the Titanic disaster started early today to send by wireless to this station, the list of the Titanic's survivors. Great difficulty was experienced in getting many of the names correctly, and more than a score of names as made out here did not appear at all on the Titanic's original passenger list, but it is believed that many of these were passengers who had booked passage at the last moment. The receipt of the list of the first cabin survivors required nearly more than six hours effort so far as names check up correctly the following tailon passengers of the Titanic are safe on board the Carpathia.

Harry Anderson, Miss E. W. Allan, Mrs. E. W. Appleton, Mrs. John Jacob Astor and maid, A. Barkworth, Mrs. Jas. Baxter, Georgie Brayton, Mr. and Mrs. R. T. Beckwith, Karl H. Behr, Mr. and Mrs. D. H. Bishop, Henry Blank, Miss Caroline Bonnell, Miss C. G. Bowen, Miss Elsie Bowerman, Mrs. J. M. Brown, Mrs. J. J. Brown, E. P. Calderhead, Mrs. Churchill Cardell, Mrs. J. W. Cardeza, Thos. Cardeza, Miss Lucille Carter, Mrs. W. E. Carter, Master William Carter, Howard B. Case, Mrs. T. W. Cavendish and maid, Mrs. H. F.

Chafes, Mr. and Mrs. M. C. Chambers, Miss Gladys Cherry, Paul Chevro, Mrs. F. G. Crosby, Miss Crosby, Robert W. Daniel, Mrs. Thornton Davidson, Mrs. B. Devilliers, Mr. and Mrs. A. A. Dick, Mr. and Mrs. Washington Dodge and son, Mrs. Fred C. Douglas, Mrs. Walter Douglas, J. I. Flynn, Mrs. Mark Fortune, Miss Lucille Fortune, Miss Alice Fortune, Dr. and Mrs. Frauenthal, Mr. and Mrs. T. G. Frauenthal, Miss Margaret Frolicher, Mrs. Jacques Fulec-till, Mrs. Leonard Gibson, Miss Dorothy Gibson, Mrs. Samuel Goldenburg, Mill Ellen Goldenburg, Sir and Lady Cosmo Duff Gordon, Col. Archibald Gracie, Mr. Graham, Mrs. Wm. Graham, Miss Margaret E. Graham, Mrs. L. D. Greenfield, Mr. Wm. E. Greenfield, Henry Haraner, Mr. and Mrs. Geo. A. Harder, Henry S. Harper and man servant, Mrs. Henry S. Hawker, Henry J. Hawkesford, Mrs. Chas. M. Hays and daughter, Marguerite, Mrs. Henry Harris, Miss Jean Hippach, Mrs. John C. Hogeboom, Mr. and Mrs. Fred M. Hoyt, J. Bruce Ismay, Mrs. A. F. Leader, Mrs. Ernest Lines, Miss Mary C. Lines, Miss G. P. Longley, Miss Georgietta A. Madill, Pierre Marchal, Mrs. D. W. Marvine, Mrs. W. E. Minnham Miss Daisy Minnham.

New York, April 16—Of the 201 first cabin passengers, thus far accounted for, 132 are women, 63 men and six children, of the 116 second cabin passengers reported surviving 88 are women and 16 men and ten children.

London, April 16—Lord Ashburton and Norman C. Craig, members of parliament, whose names appear in some of the published lists of first cabin passengers, did not sail on the Titanic. Lord Ashburton is on his way to America on another steamer. The family of J. Bruce Ismay, managing director of the White Star line, received no direct news from him, but the appearance of his name in the list of rescued posted by the papers, brought great relief to his friends and relatives.

TVNOSHEB

Mr. M. Lodge of Moncton arrived in the city last night.

Mr. J. E. Angvine of Hampton arrived in the city last night.

Mr. J. E. Sayre of St. John is registered at the Queen.

Mr. H. M. Hopper of St. John is in the city.

Mr. F. R. Fairweather of St. John arrived in the city last night.

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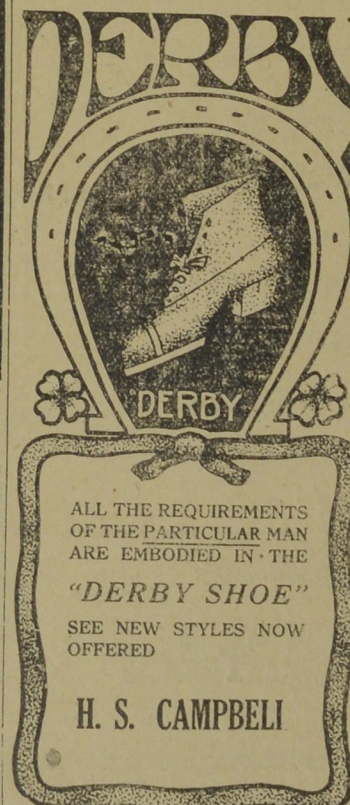
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