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# The Daily Mail

THE WEATHER.  
Maritime — Fresh easterly  
winds, cold and unsettled today  
and on Friday.

VOL. XVI NO. 93

FREDERICTON, N. B. FRIDAY APRIL 19 1912

TWO CENTS PER COPY

## THE TITANIC'S DEAD NUMBER 1601

### NO TENDER SYSTEM IN FAVOR WITH MORRISSY

Interesting Discussion in the House over the Public Works Estimates--Mr. Copp Strongly Condemns the Loose Methods in Vogue in the Department--Federal Government Should Pay the Entire Cost of Wharves as is Done in Other Provinces

The most important item in the estimates--\$270,000 for roads and bridges--caused a sharp debate in the legislature Thursday afternoon and resulted in an utter repudiation of the "public-work-by-public-tender" policy of the government which was emphasized so strongly by them when in opposition.

This declaration came from Chief Commissioner Morrissey, of the public works department. He was also forced to acknowledge that after deducting \$56,000 to repay the deficit and \$130,000 already spent there would only remain \$84,000 to spend during the balance of the year until Oct. 31, upon the roads and bridges of the province, as compared with over \$270,000 spent last year outside of the amount of the deficit.

The amount expended upon public works down to the date the session opened was \$198,000 and of this amount Chief Morrissey said about \$125,000 or \$130,000 was for roads and bridges.

This brought the sharp rejoinder from Mr. Copp that there must have been an enormous array of unpaid bills on Oct. 31 last, in spite of the assertions of the government to the contrary. It was a triumphant session for the opposition. Never was criticism so weakly replied to; never did the government show up in a worse light than this afternoon when their broken pledges and their altered policy upon which they obtained power was ruthlessly laid bare by the Opposition leader and members.

Mr. Morrissey was nailed to the mast upon the violation of his "public-work-by-public-tender" policy. Mr. Copp pointed out that the government was either wrong when laying down that policy or they were wrong now. A few days ago the Chief Commissioner in his speech said that the best way to spend public money was by the day's work.

The House finished with supply at six o'clock.

In the evening Mr. Flemming's bill to encourage immigration was agreed to with amendments.

The House met on Thursday at 3 o'clock.

Mr. Munro presented the report of the Municipalities Committee.

Hon. Mr. Grimmer introduced a bill relating to foxes and other fur-bearing animals.

Mr. Munro asked leave to present a petition in favor of the construction of a bridge across the St. John River between the parishes of Kent and Wicklow, Carleton County.

Mr. Speaker said that the petition asked for the expenditure of public monies and was not in order.

Mr. Labllois moved for correspondence in connection with the settlement of Crown Lands in the parish of Eldon, Restigouche.

Hon. Mr. Grimmer laid the correspondence on the table also a statement of the stumpage returns for 1910 and 1911 as asked for by Mr. Copp.

The House went into Committee on supply with Mr. Pinder in the chair. On the item of \$26,500 for provincial buildings.

Mr. Labllois said he was informed that the legislative building was in a bad condition and unless proper repairs were made immediately it would mean a very large expenditure later on. He asked if the government had taken any steps in regard to improving the Normal School.

Hon. Mr. Morrissey said he was surprised to hear the hon. gentleman say that he had information that the legislative building was in bad condition. This building had been twice examined and repairs made to the roof and ceiling. The government had made extensive repairs to the Normal

School and proposed putting on a new roof on that building.

Mr. Copp said he had information that the sanitary conditions of the Normal School was very unsatisfactory and dangerous to the health of the students.

Hon. Mr. Morrissey said that the matter of building an addition to the Normal School was under consideration and the addition would probably be built this year. The sanitary arrangements would be placed in this addition.

Mr. Copp urged that the government should take steps to have the sewerage at the Normal School connected with the City sewerage.

Hon. Mr. McLeod said that there was no doubt the government would have such connection made and would otherwise improve the sanitary arrangements at the school.

On the item of \$17,000 for wharves Mr. Labllois inquired why the estimate had been increased by \$5,000.

Hon. Mr. Morrissey said that there would be new wharves built in Kings, Northumberland and Queens Counties.

Mr. Copp asked if the government had taken any steps to secure federal government assistance in the building of the wharves.

Hon. Mr. Morrissey said that he had taken the matter up with the old government at Ottawa and they had given much assistance. The present administration had also assisted materially in the building of wharves. He was strongly of the opinion however that the Dominion government and this government would press on built all the wharves in Nova Scotia and this government would press on them the need of building the wharves in this province.

Mr. Labllois said that the old government at Ottawa had built several wharves in northern New Brunswick.

Hon. Mr. McLeod said that the present government at Ottawa had paid the outstanding half of the accounts due on the construction of wharves and were also building very valuable wharves in the province. As an instance the federal government had placed in the estimates an amount for a new wharf in Fredericton. He thought this government should urge on the federal government the necessity of paying for the erection and repairs of all the wharves.

Mr. Hatheway said that the old government had built wharves on the sea front in this province but had only paid a half on the wharves on the St. John River while they had paid the total cost for the wharves in the Saguenay River in Quebec.

Mr. Perley said that Hon. Mr. Hazen had assured him that the federal government would build a wharf in the Parish of Manguerville, Sunbury County.

Mr. Copp said if the federal government had built wharves in Nova Scotia and Quebec they should build them on the St. John River and the other waters of the province. He hoped the government would take the matter up and see to it that the province received fair treatment from the federal administration.

On the item of \$17,000 for steam navigation, Mr. Copp said there might be some steamship companies that were paying and would not require more than the subsidy given them.

#### ROADS AND BRIDGES.

On the item of \$270,000 for roads and bridges, Mr. Bentley said that the amount was \$12,000 in excess of last year's estimate. Hon. gentlemen opposite had given some information that the government had passed its greatest point of expenditure.

(Continued on page four.)

### Band Played "Nearer My God to Thee" as Liner Went Down

### STEAMER CARPATHIA ARRIVES AT NEW YORK WITH SURVIVORS

Passengers Tell Pitiabie Stories of the Terrible Catastrophe--Mammoth Liner Went Down with Bright Lights Flashing and the Band Playing--Passengers who Remained on the Ill-fated Ship Felt Sure that they Would be Picked up

### GRAPHIC ACCOUNT OF THE GREATEST MARINE TRAGEDY IN WORLD'S HISTORY

New York, April 18--The Cunard liner Carpathia, a ship of gloom and sorrow, came into New York tonight with first news direct from the great White Star liner Titanic, which sank off the Grand Banks of Newfoundland early Monday last.

The great liner went down with her band playing, taking with her to death all but 745 of her human cargo of 2,340 souls.

To the awful death six persons were added. One died in the lifeboats which were put off from the liner's side, and five subsequently succumbed on the rescue ship Carpathia.

The list of prominent men missing stands as previously reported and the total death list as brought to port tonight by the Carpathia is 1,601.

#### WILD FIGHT FOR BOATS, SAYS SOME

Survivors in the lifeboats huddled in the darkness at a safe distance from the stricken ship and saw her go down.

As to the scene on board when the liner struck, accounts disagree widely. Some maintain that a comparative calm prevailed; others say that wild disorder, and that there was a maniacal struggle for the life boats.

That the liner struck an iceberg as reported by wireless was confirmed by all.

Sensational rumors told by hysterical passengers who would not give their names said that Captain Smith had killed himself on the bridge; that the chief engineer had taken his life and that three Italians were shot in the struggle for the boats. These rumors could not be confirmed in the early confusion attendant upon the landing of the survivors.

#### SANK WITH LINER AND RESCUED

Colonel Archibald Gracie, U. S. A., the last man saved went down with the vessel, but was picked up. Col. Gracie told a remarkable story of personal hardships and denied emphatically the report that there had been any panic on board.

Col. Gracie told of how he was driven to the topmost deck when the ship settled and was the sole survivor after the wave that swept her just before the final plunge had passed. "I jumped with the wave," said he. "When the ship plunged down I was swirled around and around for what seemed to be an interminable time. Eventually I came to the surface to find the sea a mass of tangled wreckage."

"When I had recovered my breath I discovered a large canvas and cork life raft which had floated up. A man whose name I did not learn, was struggling toward it from some wreckage to which he had clung. I helped him to get onto the raft and we then began the work of rescuing those who had jumped into the sea and were floundering in the water."

#### THIRTY SAVED FROM 'SEA ON LIFE RAFT.

"When dawn broke there were thirty of us on the raft, standing knee deep in the icy water and afraid to move lest the creaky craft be overturned. Several unfortunates, benumbed and half dead, besought us to save them, and one or two made

an effort to reach us, but we had to warn them away. Had we made any effort to save them we all might have perished."

Col. Gracie denied with emphasis that any men were fired upon and declared that only once was a revolver discharged.

"This was for the purpose of intimidating stowaway passengers," he said, "who had tumbled into a boat before it was prepared for launching. This shot was fired in the air, and when the foreigners were told that the next would be directed at them, they promptly returned to the deck. There was no confusion and no panic. 'Before I retired,' said Colonel Gracie, 'I had a long chat with Chas. M. Hays, president of the Grand Trunk Pacific Railway, and one of the last things Mr. Hays said was this:

"The White Star, the Cunard and the Hamburg-American lines are devoting their attention and ingenuity in vying with one another to attain the supremacy in luxurious ships and in making speed records. The time will come soon when this will be checked by some appalling disaster.' 'Poor fellow, a few hours later he was dead.'"

Colonel Gracie said that, despite the warnings of icebergs not slowing down of speed was ordered by the commander of the Titanic.

#### A SURVIVOR'S EXPERIENCE.

New York, April 18--Dr. Henry Frauenthal and his wife of this city, were the first persons off the Carpathia. They were driven off quickly in an automobile without having spoken to anyone. They were followed off the ship by a man who said he was James Googht of Philadelphia.

Googht said that it was exactly 2:20 a.m. on the 15th when the liner sank. He says he was thrown bodily into a small boat and it was 5 o'clock that morning when they were picked up by the Carpathia.

Googht was met by two brothers and a sister, and after he had made this short statement, he was driven away.

#### HOISTED ON THE CARPATHIA.

A passenger on the Carpathia made the following statement:

"I was awakened at about 12:30 at night by a commotion on the deck, which seemed unusual, but there was no excitement. As the boat was moving, I paid little attention to it, and went to sleep again. About 3 o'clock I again awakened. I noticed that the boat had stopped. I went to the deck. The Carpathia had changed her course. Life boats were sighted and began to arrive, and soon, one by one, they drew up to our side. There were sixteen in all, and the transferring of the passengers was most pitiable. The adults were assisted in climbing the rope ladders by roped adjusted to their waists. The little children and babies were hoisted to the deck in bags."

#### SOME BOATS NOT HALF FULL

"Some of the boats were crowded, a few were not half full. This I could not understand. Some people were in full evening dress, others were in their night clothes and were wrapped in their night clothes and were wrapped in blankets. Those with the immigrants in all sorts of shapes, were hurried into the saloon, indiscriminately for a hot breakfast. They had been in the open boats for four and five hours in the most biting air I ever experienced."

"There were husbands without wives, wives without husbands, parents without children without parents. But there was no demonstration, no sobbing, scarcely a word spoken. They seemed to be stunned."

"Immediately after breakfast divine service was held in the saloon. Others died soon after reaching our deck. Their bodies were buried in the sea at 5 o'clock that afternoon. Nons. One woman died in a life boat, three of the rescued had any clothing except what they had on, and a relief committee was formed and our passengers contributed enough for their immediate needs."

#### WENT DOWN WITH BAND PLAYING

"When her lifeboats pushed away from the steamer, the band was brilliantly lighted, the band was playing and the captain was standing on the bridge giving directions. The bow was well submerged and the keel rose high above the water. Suddenly the boat seemed to break in two. The next morning everything disappeared."

The survivors were so close to the sinking steamer that they feared the life boats would be drawn into the vortex. There were preparations for a brilliant party to be given on board the next evening. On our way back to New York we steamed along the edge of a field of ice which seemed limitless. As far as the eye could see to the north there was no blue water. At one time I counted thirteen icebergs."

#### DEAD NUMBERS 1601

New York, April 19--The Titanic disaster as written into history today by many of the 639 survivors account for the loss of 1595 persons at sea off the Newfoundland Banks on Monday morning and the subsequent death of six persons who had been rescued, bringing the total loss of lives up to 1,601. These official figures magnify greatly estimates which had come by wireless and the stories which survivors tell make certain as had already been judged from the meagre wireless reports that the disaster is the greatest that ocean travel has ever known.

#### BAND PLAYED A HYMN

The big facts which came to the surface in the flood of narratives are that there is hardly a shadow of hope that 1601 persons met their death, that this grand total will be curtailed by a single additional survivor, that several men of wealth and world wide prominence are, as had been feared for several days, among those who perished, that practically the only women who were not saved were those who chose to die in their husbands' embrace, that nearly all of the survivors saw the Titanic sink, and heard the band play "Nearer My God to Thee," and the shrieks of those whom the sea claimed as they sank in two thousand fathoms.

#### BERG NINETEEN FEET HIGH

The Titanic struck an iceberg about ninety feet high which ripped the liner's sides open and made the watertight compartments useless and

(Continued on page five.)

### THE TITANIC'S PASSENGERS ISSUE A STATEMENT

Presence of Iceberg which Caused Disaster had been Reported but too Late to Avoid a Collision--Total Number of Passengers and Crew was 2340--Supply of Life-saving Apparatus Inadequate--Rescued Passengers Kindly Treated on the Carpathia

New York, April 18--The following statement issued by a committee of the surviving passengers was given to the press on arrival of the Carpathia:

"We, the undersigned surviving passengers from the S.S. Titanic, in order to forestall any sensational or exaggerated story, deem it our duty to give to the press a statement of facts that have come to our knowledge, and which we believe to be true."

"On Sunday, April 14, 1912, at about 11:40 p.m., on a cold, starlit night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but not early enough to avoid the collision."

"Steps were taken to ascertain the damage and save the passengers and ship. Orders were given to put on lifebelts and the boats were lowered. 'The ship sank at about 2:20 a.m. Monday, and the usual distress signals were sent out by wireless and rockets fired at intervals from the steamer."

#### NUMBER OF PASSENGERS.

"Fortunately the wireless message was received by the Cunard S. S. Carpathia at about 12 o'clock midnight, and she arrived on the scene of the disaster about 4 a.m. Monday. 'The officers and crew of the S. S. Carpathia had been preparing all night for the rescue and the comfort of the survivors and the last mentioned were received on board with the most touching care and kindness, every attention being given to all, irrespective of class. The passengers, officers and crew gave up gladly their staterooms, clothing and comforts for our benefit, all honor to them."

"The English Board of Trade passengers' certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for life boat accommodation for approximately 950 in the following boats:

"Fourteen large life boats, two smaller boats and four collapsible boats. Life preservers were accessible and apparently insufficient in number for all on board."

#### NUMBER OF PASSENGERS.

The approximate number of passengers carried at the time of the collision was:

"First class, 330; second class, 320; third class, 750; total, 1,400."

"Officers and crew, 940. Total, 2,340."

"Of the foregoing, about the following were rescued by the steamship Carpathia:

"First class, 210; second class, 125; third class, 200; officers, 4; seamen, 39; stewards 96; firemen, 71. Total, 210 of the crew."

"The total, about 745 saved, was about 80 per cent. of the maximum capacity of the life boats."

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for on modern passenger steamships and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection:

"The insufficiency of life boats, etc.; lack of trained seamen to man same (stokers, stewards, etc., are not efficient boat handlers); not enough officers to carry out emergency orders on the bridge and superintend the launching and control of life boats absence of searchlights

#### 75 FEET ABOVE WATER.

"The Board of Trade rules allow for entirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat deck was about seventy-five feet above water and consequently the passengers were required to embark before lowering boats, thus endangering the operation and preventing the taking on of the maximum number of the boats would hold. Boats at all times to be properly equipped with provisions, water, lamps, lights, etc. Life saving boat drills should be more frequent and thoroughly carried out; and officers should be armed at boat drills. Greater reduction in speed, in fog and ice, as damage, if collision actually occurs, is liable to be less. In conclusion, we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea and we urge the United States government to take the initiative as soon as possible."

#### STATEMENT NOT SIGNED.

(Note--Although the foregoing was given out as a signed statement by a committee of passengers, their signatures were omitted, attendant upon the confusion when the Carpathia docked.)

### THE STOCK MARKET IS RATHER LISTLESS TODAY

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

New York, April 19--The market opening was dull and lower. Nobody seemed to be inclined to do anything and there was no real certainty as to whether the market was more affected by attack buying enthusiasm or by disinclination of bears at this time. N.Y. Central opened at 119 and considering stocks recent advance and increase probability of strike of locomotive engineers it was conceded that issue acted well.

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

Open Noon  
Amalgamated ..... 82½ 82½  
Atchafson ..... 108 108  
Smelters ..... 84½ 84½  
Canadian Pacific ..... 251½ 252  
Great Northern Pfd ..... 131½ 131½  
Pennsylvania ..... 124½ 124½  
Reading ..... 164½ 164½

Southern Pacific ..... 112½ 112½  
Union Pacific ..... 171½ 171½  
U.S. Steel Com ..... 70½ 70½  
Virginia ..... 49½ 49½

#### MONTREAL MORNING SALES

Merchants Bank--14 @ 194½  
Commerce Bank--14 @ 228  
Iron Com--50 @ 59; 150 @ 59½; 25 @ 58½  
Cement Pfd--105 @ 91½  
Power--25 @ 201½; 600 @ 201; 120 @ 201½; 300 @ 200½  
Car Com--5 @ 70; 10 @ 69½  
N.S. Steel--10 @ 94  
Ottawa Power--26 @ 156  
Woods--20 @ 142  
Havana--5 @ 116; 67 @ 117½  
Shawmigan--200 @ 135  
Pennmans--25 @ 56½  
Crown Reserve--110 @ 315  
Coal Pfd--5 @ 112½  
Soo--50 @ 142  
C.P.R.--100 @ 153½  
Iron Pfd--10 @ 101½  
Steel of Canada--40 @ 31  
Car Pfd--5 @ 104