

**WEATHER FORECAST.**  
MARITIME PROVINCES.  
Moderate Winds; Fair, Stationary or a Little Higher Temperature  
Temperature at 3 A. M. 48 Degrees Above Zero.

# The Standard

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## IDENTIFICATION OF THE TITANIC'S DEAD

### Mackay-Bennett Brings Gruesome Cargo To Halifax

EMBALMERS BUSY  
Small Chance of Identification of Bodies of More Canadians—Remains of Prominent Men Removed Today.

Special to The Standard.  
Halifax, April 30.—This city had an ordeal it will long remember in the arrival of the Mackay-Bennett with her awful load of dead.  
R. V. Harris, who with Senator MacKeen is searching for the bodies of Hugo Ross and Thompson Hestie of Winnipeg among the dead brought in by the Mackay-Bennett, have practically given up hope of finding them or the bodies of any other Winnipeg men than those of George E. Graham and Thomas McCaffery. The bodies of the two last named had not been found through the embalming process up to eleven o'clock when work ceased and there is no doubt they are included among those in the morgue. The statement is given out that there are no first-class passengers among the unidentified dead at the morgue, so that hope is almost abandoned for any others. As there are only thirteen bodies on the Minia there is not much chance of the Canadian bodies being there.  
The remains of H. J. Allison of Montreal, one of the Titanic victims brought in by the Mackay-Bennett today is apparently the body of the only Canadian recovered from the deep by this ship. His body will be forwarded by tomorrow morning's express, the same train that will take away the bodies of Col. Jacob Astor, Isidor Straus and other well known men.  
There are no changes in the identification as given by the Mackay-Bennett, but it is early yet, for at eleven o'clock tonight when work ceased only about twenty-five bodies had been embalmed and placed on exhibition.

### WANT BRITISH TO PARTICIPATE IN THE EXHIBITION

Panama Exhibition Commission States Case to Sir Edward Grey Who Expresses Appreciation of Visit.

London, April 30.—The Panama exhibition commission appointed by President Taft, which arrived here yesterday, called on Sir Edward Grey, at the foreign office this afternoon, to place before the British government the case for British participation in the Panama-Pacific International Exposition, to be held at San Francisco in 1915.  
John Hays Hammond, a member of the commission, conveyed to Sir Edward Grey the felicitations of President Taft and explained to him the objects of the exhibition. Sir Edward Grey in reply expressed appreciation of the visit.

### BIG INCREASE IN MONCTON BUSINESS

Special to The Standard.  
Moncton, April 30.—Moncton imports in April amounted to \$87,897, as compared with \$56,645 in April last year. The customs collections increased from \$5,623 to \$8,203.

### TAKES MAJOR BUTT'S JOB AS WHITE HOUSE AID.



MAJ. THOMAS RHOADES, who replaces, as the U. S. president's military aide, Archie Butt, who was lost on the Titanic.

## PLAN REGULATIONS OF EQUIPMENT OF TRANS-ATLANTIC STEAMSHIPS

### Additional Precautions to Safeguard Life May Result From Senate Investigation of Titanic Disaster—Enquiry Adjourned Until Friday

Ismy Believes Automatic Life-Rafts, Double Hulls and Extended Water-Tight Compartments Would do Much to Prevent Repetition of Tragedy—Titanic Meant to be Largest and Best Equipped Liner Afloat, Not a Speed Boat.

Washington, April 30.—More life-boats on trans-Atlantic liners, an equipment of rafts that automatically would float clear of a sinking ship, and the construction of great passenger steamers with double hulls, and extended water-tight compartments—all these reforms, it was indicated today before the senate committee investigating the Titanic disaster, would follow in the immediate future.  
J. Bruce Ismy, president of the International Mercantile Marine Company, told the committee that in his opinion the ship should be done. He promised to take up the question with the constructors of the big liners as soon as he returned to England.  
The head of the most powerful shipping combination in the world shared Ismy in today's hearing with E. J. Dunn, a New York importer. Mr. Dunn proved a recalcitrant witness, for after telling of information he had received to the effect that the White Star line officials had received positive information of the Titanic disaster twelve hours before they gave it out, he refused to give the name of his informant.  
As a result of Dunn's testimony Senator Smith despatched two officers of the Western Union Telegraph Company, by whom was employed the man who was said to have originally made the statement. Late in the day he learned that the officers were having trouble in getting at the facts. As a result he announced that he possibly would go to New York tomorrow and conduct the investigation himself.  
The hearing today came to an abrupt end, Senator Smith announcing there would be no meeting until Friday, as several members of the investigating committee had to sit on another senate committee, and it was desirable to have all present.  
The senate investigation into the wreck of the Titanic reached its final stages today. J. Bruce Ismy, managing director of the International Mercantile Marine, owners of the liner, was recalled to the witness stand and put through a searching examination by Senator Smith.  
Mr. Ismy indignantly denied that he or any representative of his company had attempted to mislead the committee between the time she went down, and the hour the real news of the disaster became public. He asserted that a wireless message, which he directed to Vice-President Franklin from the Carpathia on Monday morning, April 15, did not reach that official until Wednesday, the 17th. Mr. Ismy said the Titanic was not a "speed boat," but had been constructed under orders given by him to make her the biggest and best equipped vessel afloat. No cost limit had been set.  
Before reaching the senate hearing, this morning, Mr. Ismy and four officers of the Titanic were summoned to give testimony to be used in a contemplated damage suit to be brought against the White Star Line by Mrs. Louise Robinson, New York, for the loss of her husband. While efforts will be made to expedite this hearing, it may result in another delay in the departure of Mr. Ismy and his associates from the city.  
"Did you confer with Captain Smith on the trip?" asked Senator Smith when Mr. Ismy was called.  
"Only once did I confer with him. I saw him frequently."  
Were you ever on the bridge?  
"Not until after the accident. Then I was on the bridge about 10 minutes."  
"Did you see the captain there?"  
"Yes. After the collision, when I went up on the bridge, I asked the captain about it, and he said we had struck ice."  
"I believe you said you dined with the ship's surgeon Sunday night, April 14," the senator said.  
"Dr. O'Loughlin dined with me."  
"Where did Captain Smith dine Sunday night?"  
"In the restaurant," said Mr. Ismy.  
"I think he dined with Mr. and Mrs. Widener, Mr. and Mrs. Carter and others."  
"What time was it?"  
"I left the room about 5 o'clock and they were still there then."  
"Did you dine with the captain at all?"  
"Yes, on Friday night. After dinner I did not see him. I played bridge at that time."  
"Have you known Captain Smith a long time?"  
"Yes, a great many years. He has been in command of our ships for years."  
"Was he in good health on the trip from Southampton?"  
"So far as I know, he was."  
The witness added that the captain was about 62 years old.

### STEEL EARN NOT EARN DIVIDEND

Net Earnings Fell Six Million Dollars Short of the Mark.  
Facts Disclosed at Quarterly Meeting of Directors—Remembered Some Favor Reduction of Common Dividend.

New York, N. Y., April 30.—That the United States Steel Corporation failed to earn its dividends on its preferred and common shares for the first three months of this year, by more than \$9,000,000, was disclosed today at the regular quarterly meeting of the directors. Earnings, after charging interest on subsidiary companies' bonds together with interest on outstanding subsidiary companies' bonds, amounted to only \$17,825,752. After making the usual allowance for depreciation and other regular fixed charges including the sinking fund, net earnings were reduced to \$13,088,415.  
A further reduction of \$5,741,849, representing interest for the quarter on the outstanding issues, reduced the balance applicable to dividends to \$6,346,566. Inasmuch as \$12,658,700 was necessary to meet dividend requirements, on the preferred and common shares, a deficit of \$6,312,134 was created. In the language of the official statement, this was provided from the undivided surplus as of December 31, 1911.  
Earnings and net earnings as reported today, compared with \$23,106,115 and \$18,735,521 respectively for the quarter immediately preceding, and with \$23,519,393 and \$20,000,917 for the first quarter of 1911.  
Today's meeting was largely attended and unusually prolonged. It was rumored that some of the northern directors of the corporation would amplify the financial exhibition. The statement is based on a scale of prices for finished iron and steel which is now prevailing, and covers part of a period when the various subsidiaries of the corporation were working far below capacity.

### WHERE COMMISSION WOULD HAVE HELPED FINANCE MINISTER

Requests for Changes in Duties Deluge Mr. White—Close Study of Tariff Conditions Undertaken.

Special to The Standard.  
Ottawa, April 30.—Hon. W. T. White, who has returned from a holiday at Atlantic City, is actively engaged in the study of tariff conditions. Numerous requests for changes in duties have been received by the finance minister and each has been examined on its merits. For this sort of work the tariff commission, which the senate killed, would have been of great service in sifting evidence.  
"I think it would be better to have the number of lifeboats required on ships based on passenger capacity instead of tonnage."  
"I think," said Mr. Ismy, "in view of this catastrophe that the whole question of life-saving appliances and devices should be carefully gone into to determine just what should be done."  
"Have you taken any steps yourself toward that end?"  
"No, my mind since the accident has been so thoroughly occupied with other things, that I have not had time, but it is my intention to take up the matter as soon as I return to England."  
"Are you willing to admit that you are in favor of increasing the number of lifeboats?"  
"Absolutely. I have given instructions that none of our ships shall leave port without boats sufficient to care for all the passengers. In increasing the number of lifeboats, I probably shall have to make changes in the construction of the ships. As it is now we will have to cut down the number of passengers."  
"Can you make any suggestions as to strengthening the watertight compartments?"  
"No, that is for the engineers."  
"When you left the ship," Senator Smith continued, "I believe you said it was on the last collapsible boat on the starboard side."  
"Yes."  
"Was it full?"  
"Continued on page 2."

## DEBATE ON THE HOWE RULE BILL RESUMED

### APPOINTMENTS ON THE I.C.R.

Several Changes Announced to Become Effective at Once—Two New Offices Created and Filled.

Special to The Standard.  
Moncton, April 30.—The following intercolonial and P. E. Island Railway appointments are announced to become effective tomorrow:  
E. L. Desjardins, Assistant Superintendent of the Montreal and St. Flavia district, with headquarters at River du Loup; L. S. Brown, Assistant Superintendent of Moncton and St. Flavia district, with headquarters at Newcastle; R. Colclough, Assistant Superintendent of Halifax and St. John district, with headquarters at Moncton; W. A. Fitch, Assistant Superintendent of Sydney and Oxford district, with headquarters at Sydney; Thomas McPherson, General Roadmaster of Intercolonial and P. E. Island Railways, with headquarters at Moncton; A. P. Giles, track master of the division from Moncton to Newcastle, with headquarters at Newcastle; vice, Thomas McPherson; J. C. Pfitzner, trackmaster of Oxford to Pictou division, vice, A. P. Giles, transferred as above; A. E. Wilkins, division freight agent at Halifax, vice, E. S. Smiley assigned to other duties; Horace McKewen, Superintendent of P. E. Island Railway, vice, G. A. Sharp, retired.  
The assistant district superintendent and general roadmaster are new appointments.

### Measure Comes Up For Second Reading In Commons

SEVERAL SPEAKERS  
Divergent Views Expressed on Question by Government and Opposition Members—Tribute to Spirit of Irish.

London, April 30.—The debate on the second reading of the Home Rule Bill began in the Commons today. Winston Churchill said that he believed the bill would further consolidate the Empire and cited the methods of Germany and the United States.  
Mr. Hon. Walter Long moved the rejection of the bill. Mr. Long said that it was not peace that the bill would bring, but war—blister war—in every word and clause of it. The government had no right even for the sake of settling the Irish question, to run grave risks with respect to national defence which would exist under the Irish parliament. They sought to pass the bill by dishonest means, with the object of retaining the Nationalist votes in the House of Commons.  
Stanley Young, a Protestant, representing a Catholic constituency in Ulster, supported the bill.  
"I have lived for years among Catholics," he said. "There is no spirit of despotism or tyranny among them. They do not desire to put down the Protestant minority, but are anxious to give fair play to all. It is the opposition to the bill in Ireland which is based on hatred and bigotry and the opposition to it in this House is based on party spirit."

### MONARCHISTS ARE ACTIVE

Several Outbreaks on Frontier Render Despatch of Reinforcements Necessary—Attempt to Seize Provinces.

Lisbon, April 30.—There are marked indications that the Portuguese monarchists intend to make another attempt to seize the northern province of Portugal, according to information received by the government authorities here. This step is said to be preparatory to an effort to restore the king on the Portuguese throne. At San Gregorio on the frontier, between Portugal and Spain, the customs officers were attacked by a body of monarchists who succeeded in capturing some arms and then returned to Lizania where they have established their headquarters.  
Similar movements are also reported from other points in the northern provinces, and the cabinet has ordered the war ministry to despatch reinforcements of troops to the disturbed districts.

### CANADIAN MONEY FOR PORTO RICO

Canadian Investors are becoming more and more interested in the industrial of Porto Rico and are being well repaid for their confidence in the island. The Porto Rico Railway has shown large increases in their net earnings each year and now the Porto Rico General Telephone Co. which has exclusive franchises over a large part of the island, are increasing and improving their lines and plant. Their net earnings for 1910 were \$24,641,241; 1911, \$27,965,203; 1912, with part of the improvements made, are estimated at \$38,000,000, and after all extensions are made, the net profits are estimated at \$50,000,000 per year, as a minimum. J. C. Mackintosh and Co. are offering 7 per cent. general mortgage gold bonds of the company as an exceptional investment.

### OPERATION UPON CHAIRMAN OF THE RAILWAY BOARD

Toronto, April 30.—Judge J. P. Mahee, chairman of the Dominion Railway Commission, underwent an operation for appendicitis this morning at St. Michael's Hospital, and is resting well. He stood the operation very well and will be around again in a few weeks.

### INHERITS THE GREAT ASTOR FORTUNE.



VINCENT ASTOR, son of John Jacob Astor and heir to the greater part of the \$200,000,000 Astor fortune by the death of his father who perished in the Titanic. He will also be head of the American Astor family, and its official representative in many enterprises. One of the stories told last summer, at the time of his father's marriage to 19-year-old Madeleine Force (who survives her husband) was that young Vincent had been interested in Miss Force before his father met her.

### FIGHTS SAVAGE BULL WITH THREE INCH JACK-KNIFE

Regina, Sask., April 30.—With a three-inch jack-knife, J. S. Bell, a prominent Regina grain grower, fought for his life nearly an hour with an infuriated bull in his pasture, last night. He was gored to death, expiring an hour after help arrived. He grabbed the beast by the horns and stabbed him in the throat but each time was shaken off and again attacked.