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TEN PAGES—ONE CENT

ONLY SURVIVORS ON CARPATHIA; DEATH LIST LIKELY 1312

CUNARDER CREEPING TO YORK IN FOG; SILENT YET

Fate of Prominent Men Still In Doubt, But Little Hope For Good News

United States Scout Cruisers Speeding To Meet Carpathia to Hurry News To Anxious Ones on Shore—Taking Coffins to Scene of the Disaster

(Canadian Press) New York, April 17.—Reports this morning indicated 1312 persons probably perished when the Titanic went down. Of the 888 known survivors the names of 325 have been laboriously transmitted through the powerful wireless apparatus of the ship.



CAPTAIN E. J. SMITH, Commander of the ill-fated White Star Liner, Titanic

Members of the crew were saved, their presence to man the life boats being required to insure the safety of the passengers. An estimate of 400 storage passengers saved completes the total of the 888 which the Carpathia has made known she has on board.

Little hope was entertained today that the fishing schooner Dorothy Baird, which passed to the vicinity of the Titanic disaster a little while after it occurred or the freighter Etonan of the Phoenix Line had rescued any of the passengers. Officers of the Etonan thought it probable that the schooner had returned to St. John without knowledge of the disaster.

SAYS CAPTAIN HAD MADE COMMENT ON INSUFFICIENT NUMBER OF LIFEBOATS

Chicago, April 17.—That Captain Smith of the Titanic believed that the steamer was not properly equipped with lifeboats and other life-saving apparatus and that he protested, without success, against lack of preparation is the statement made by John Maxton, a friend of his here, Maxton said while returning from Europe in the Olympic with Captain Smith he was gripped by such a large vessel. It was, according to Maxton, that Captain Smith spoke of the life preserving equipment of

the Carpathia might be secured within a reasonably short time. The injection of the scout cruisers into the zone indeed seemed to afford the only hope of opening up communication with the Carpathia until she reached the wireless zone of Nantuxet, as she was apparently too far off shore, and her wireless apparatus too weak to reach the Sable Island station in a way to admit of the ready transmission of messages.

Other sources of possible rescue were eliminated and the only hope that remained to friends or relatives of the Titanic's passengers was that those they sought might, after all, be found upon the Carpathia when that vessel was able fully to give up the secret she had so long only held since the hour early on Monday when she picked up the floating remnants of the Titanic's company of nearly 2300 souls.

Reach New York Thursday Night New York, April 17.—9:45 a.m.—The White Star Line made public this morning the following message received from the steamship Carpathia probably relayed to New York.

"Carpathia east of Ambrose 596 miles eleven p.m. Tuesday, all well." The Ambrose referred to Ambrose Channel at the entrance of New York Harbor. The vessel will probably arrive here about nine o'clock tomorrow night.

The disaster to the Titanic has thus far had no effect so far as curtailing sea travel is concerned, according to the steamship companies, and they believe that it will have no material bearing on the summer rush of vacation touring which has already begun, but which does not reach its maximum until the latter part of May.

Some of the larger companies, as a matter of fact, are now expressing a contrary effect, in addition to their normal business, for each of them has had to leave these shores on the new white liner. The flags of all shipping in New York harbor are at half mast today in honor of the victims of the Titanic disaster. At the official behest of the marine exchange, which posted a resolution under which the Carpathia, Staten Island and other vessels were ordered to observe a day of mourning.

NOT ENOUGH BOATS FOR ALL ABOARD

Shock to the Public, This, Though Understood By Travelers

AGITATION OVER IT

Matter Came up Just Before First Trip of the Olympic—Electrical Control of Bulkheads Criticized—The News in London

London, April 17.—While travelers generally understand that the great liners do not carry enough boats to accommodate the whole of the passengers and crew, the general public has been shocked to learn that the Titanic did not have a chance of saving their lives in the way came as a rude surprise, and there is likely to be considerable agitation in and out of parliament on the subject. She carried twenty boats.

It is now recalled that, just prior to the first trip of the Olympic, a member of the house of commons, Mr. Hon. Sir John Buxton, president of the board of trade, questioned as to the number of boats she carried. He replied that the Olympic carried fourteen life boats and two ordinary cars, with an aggregate capacity of 2722 cubic feet, which is in excess of requirements under the statutory laws.

The Lord Mayor of London today opened a mansion house fund for the relief of the families of the crew of the Titanic as if any of the crew had been killed in consequence of the disaster. A memorial service for the victims is to be held at St. Paul's Cathedral on April 19.

Much indignation is expressed in connection with the publication of telegrams stating that the Titanic was in tow of the Virginia just after the news of the accident was received. Colonel Charles Yate, M. P. for Leicestershire, will ask the president of the board of trade in the house of commons whether the telegrams and whether their origin could be traced.

The electrical control of the bulkheads installed in the Titanic is coming in for much criticism. It is said here that they are a pet idea of Lord Pirrie, who insists on introducing them in ships built at Belfast despite the condemnation of many well known constructors who pin their faith to hydraulic power as being far more reliable. These constructors say that even a small mishap is liable to make the electric installation useless.

THEIR LIVES FOR THE WOMEN AND CHILDREN

Millionaires and Great Men Of Various Walks of Life Heroes of Titanic

THE SCENE IMAGINED

Men Like Astor, Hays, Cuggenheim and Others, Standing Back to Give Place in Boats to Sable-Shod, Illiterate Peasant Women of Europe

New York, April 17.—Carefully compiling the available lists, the record of the named survivors of the Titanic disaster stands significantly thus: Men—97; Women—253; Children—16; Total, 358.

Nothing could show more plainly the heroism of the crew and the men passengers who stood by the doomed ship, facing practically certain death, and sent the women and children away in the lifeboats. Some would have to be left, but by a certain number in fact were left. But to a appearance the men who were left stood behind deliberately, calmly sleeping away to let the weaker ones, those to whom they owed protection, take their way to safety.

The picture which in view of what is known, inevitably presents itself, is of men like John Jacob Astor, master of a score of millions; Charles M. Hays, a great railroad magnate; Benjamin Guggenheim, a noted financier; William G. M. Rankin, a noted banker; and others, standing back to give place to the women and children of Europe.

Montreal, April 17.—C. M. Hays, president of the Grand Trunk, and Mrs. Hays are safe, according to a special despatch received this morning from New York by the Herald. Mr. and Mrs. H. J. Allison have gone to their death in the Titanic. The Times' revised list does not mention Thornton Davidson, Mackland Molson, James Baxter, V. Payne, President Hays' private secretary, or U. W. Parr, all of whom are declared to have perished.

Those Montrealers reported on the Carpathia with Mr. and Mrs. Hays are Miss Allison and nurse, Paul Chiere, a sculptor, Mrs. Thornton Davidson, Mackland Molson, James Baxter, V. Payne, President Hays' private secretary, or U. W. Parr, all of whom are declared to have perished.

ICEBERG LIKE THIS SENT TITANIC DOWN

Offsprings of the Glacier, They Drift South Toward The Atlantic Steamship Lanes Each Spring, a Menace to Navigation



BLOCKING THE CENTRAL RY. MATTER

Quibbled by Government to Prevent Publication of Report Submitted by H. A. Powell

(Special to Times) Fredericton, N. B., April 17.—The legislators talked of little else this morning but the distressing news of the steamship disaster, which had a depressing effect upon everyone. The corporations committee was in session but a short time and the public accounts committee is about winding up its deliberations. Mr. Robinson was expected to return this morning, but was detained by business and some matters will be held over until his arrival.

The assumed eagerness of Chairman Pinder to further investigate the Central Railway, as suggested by Mr. Robinson, has received a serious check. The government says he has no authority to look into accounts back of 1911, and that, as the payment to Mr. Powell does not appear in that year, he cannot be called upon to produce his report to the attorney general.

STEAMER EARL GREY ASHORE

Pictou, N. S., April 17.—(Special)—The Government steamer Earl Grey, from Charlottetown to Pictou, went ashore at half-past ten this morning between Tony River and Cape John, according to a wireless received here from the Grey. The Minto, from Pictou to Charlottetown, which was anchored off Carleton Harbor in a fog since seven a.m. has gone to the Grey's assistance, the fog being lifted.

FORMER DIGBY MAN MURDERED

Captain M. J. Starratt Killed in New York on Board His Vessel, Evidently With Motive of Robbery

(Special to Times) Digby, N. S., April 17.—Year correspondent is in receipt of details of the murder of Captain Melville J. Starratt, formerly of Digby, but who had been a member of the Pennsylvania railway for twenty years. Mrs. Frederick Dillon, now residing here, is a daughter of Captain Starratt.

He was found murdered on board his craft at the Morgan line pier. His head had been crushed with an axe, which was lying near the body. The cabin had been rifled in an unsuccessful search for his wages, which he had received the day before. Starratt's wrist, elbow and ankles had been tied. Although the blow had been enough to kill him it is thought the murderer was afraid he might regain consciousness.

IN THE COMMITTEES IN FREDERICTON TODAY

Bills Relating to Edmundston and to Two Railway Companies Fredericton, N. B., April 17.—The municipalities committee this morning agreed to a bill relating to the town of Edmundston, with amendments. The bill was supported by Mr. Cyr. It gives power to issue bonds of \$10,000 for completion of an electric light plant.

MAY BE PLEBESCITE ON THE LIQUOR LAWS

Ontario Government May Submit Proposed Changes to The People

Toronto, April 17.—The Evening Telegram tonight states that there is declared to be a possibility of the provincial government submitting the opposition's "banish the bar" proposal and the government's proposal to abolish treating, to the electors in the form of a referendum. There is a feeling among many of the supporters of the government that they have already gone as far in the suppression of the liquor traffic as public opinion will warrant, and they believe that a referendum on the two suggestions is the best possible way of determining what is the feeling of the electors regarding them.

COMING TO CLOSE OF WINTERPORT SEASON

I. C. R. Terminal Agent Speaks of Increased Business and General Activity

When the C. P. R. and I. C. R. were working in the old sheds the staffs had all they could do to keep abreast of the work, but now with the C. P. R. handling their own business, there was even a further increase in the work to be done in the Intercolonial shed. The wharves were all busy and coal bunkering caused by the strike in England, was still in progress. A bill to incorporate the Nerepis and Long Island Railway Company was considered. R. B. Hanson appeared in support of it. It was recommended with amendments.

THE WEATHER

Probabilities—Moderate west winds, fair; Thursday, unsettled and showery.