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H. H. STUART, - - - EDITOR

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NEWCASTLE N. B., MAY 1, 1912

ONE OF CANADA'S RESPONSIBILITIES TO THE EMPIRE

During the last year of incompetent rule by the Laurier outfit an attempt was made to bid for the respect of the Empire and the world at large by a spasmodic appeal for a "Canadian Navy" which was supposed to constitute payment in full of all "Debts, dues and demands" upon us by the Mother Country.

Attached, however, to this apparently loyal and generous contribution was the destroying condition that such ships as Canada should contribute were to be built in Canada. This condition defeated the purpose of the scheme for it has been clearly demonstrated that before a vessel could be built in any Canadian ship-yard the type of vessel so built would be obsolete and entirely out of date. So the bona fides of Sir Wilfred's pretensions have been questioned, and when we consider the attitude of many of his followers—who absolutely condemned any assistance whatever to the Empire—we are inclined to believe that the doughty Liberal Chieftan was "playing to the galleries."

On the one hand we observe a pretended concern for the welfare of the Empire which on the surface would indicate a patriotic resolve to do our duty as a loyal dependency, while on the other hand we noticed that greedy commercialism which was calculated to satisfy the greed of speculators and grafters; and at the same time effectually provide for the nullification of whatever trifling share of national assistance the "tin-pot navy" appeared to stand for. Canada hasn't forgotten the attitude of Sir Wilfred upon more than one occasion when the integrity and honor of the nation was at stake, notably at the time of the Boer War when his determined opposition to any assistance being rendered by Canada was only overcome by an impatient revolution, and the expressed determination of our brave Canadians to go without permission of our government if such refusal was persisted in; again at the time of the great gathering in London of all the premiers of the Dominions—over Seas, which was held a few years ago, his voice was almost the only inharmonious note as far as could be ascertained and he was who insisted upon absolute secrecy regarding the proceedings of the Council.

Our space does not permit a list of any more acts of the exposed Premier which have contributed to the belief that his loyalty was, and is, of a rather questionable character notwithstanding his many of Windsor Uniform and other trappings of exalted rank. The fox may don the lion's skin.

But to return to the matter under review—it is with a feeling of great satisfaction that Hon. R. L. Borden and his colleagues have decided to consider the action of the

late Government and consult with the admiralty authorities with respect to this question of a Canadian contribution to the Imperial Fleet.

People who do not look beneath the surface are apt to lose sight of the fact that in all these long years of our existence as part and parcel of the British Empire we have been indebted, for the peaceful comfortable enjoyment of our national and commercial life, to the never ceasing watchfulness of the British Fleet. It needs no argument to demonstrate that we would not to-day exist as a component part of the British Nation if the Motherland had at any time lost her supremacy on the high seas; and in the face of this admitted fact can any reasonable person dispute our liability in this matter of naval assistance? As surely not.

This spacious "Canadian Navy," the production of the "Little England" Faction which so recently controlled the destinies of Canada, can be dismissed at once as a chimerical and impractical night-mare, and some real practical and beneficial substitute adapted.

Our idea is that a substantial Canadian offering, once made to the Admiralty, that this contribution should be made to conform to the requirement of the hour, and with the concurrence of the Admiralty, that Canada should maintain a patriotic and sentimental interest in such ship or ships to the extent of adopting territorial names and as far as possible by the introduction of Canadian officers and men to man ships; that such ship or ships to be attached to and form part of the British Navy, and that no exemptions or differences are to be allowed by reason of any Canadian interest, either sentimental or substantial; that the Canadian Government should consider with the British Government a project by which ship-building plants may be established at suitable points in Canada for the construction of merchant ships, and possibly vessels of the smaller type of war vessels, with a view to the ultimate production of cruisers and first-class ships, and that such plants should be assisted by a bonus from both Canadian and Imperial sources.

In submitting this rather imperfect memorandum for the consideration of our readers, we would draw attention to the moral effect that such a project might have upon any of those nations which might be disposed to try conclusions with Great Britain. We all know what effect the grand rally of the buns' whelps had upon the German pretensions at the time of the war in South Africa, and at this very critical era in the world's diplomatic relations, when the indications all point to a well-defined probability that the peace of Europe and possibly of the whole world may be seriously endangered, who can tell what the effect may be of a whole-hearted generous offer on the part of Canada to her Imperial parent?

We do not wish to be considered an alarmist, but will anyone pretend to say what the Status of Canada would be in event of such a calamity as the destruction of even Britain's home fleet. Some five-hundred warriors would compass the globe, and the Monroe doctrine would prevent any interference with Canada, but such reasoning is childish, if not insane.

United States has already violated the doctrine of this visionary Monroe doctrine and we do

not believe that in any case such an unsubstantial and purely theoretical idea would receive much consideration from any power who felt competent to disregard it in a physical contest. The final work on the Panama Canal and the opening of it in the near future has already excited the commercial activities of the Kaiser, and he is said to be seeking for a base of operations in the West Indies as well as in South America, so there may be a possibility of the Monroe doctrine being tested. In any case the duty of Canada is plain. The hands of our leaders should be strengthened by expressions of public opinion, and every loyal Canadian should be actuated by a sense of vital responsibility to do his part in advancing this project.

THE TITANIC INVESTIGATION

(Continued from page 1)

"Each stateroom steward called his passengers."

MRS. STRAUSS PREFERRED DEATH WITH HER HUSBAND

Andrew Crawford, another steward, brought tears to the eyes of those in attendance when he told how Mrs. Isidor Strauss, after placing her maid in the boat, stepped back and instead of going into the boat, turned to where her husband stood, and, putting her arms about his neck, said: "We have been all these years together; where you go I will go." She refused to get in, concluded Crawford, while sobbing broke out among those who heard him.

THE MOUNT TEMPLE DID NOT SHIRK

Went to Assist Titanic Arrived too Late.

St. John, N. B., April 24.—The rumor that the Steamer Mount Temple was within five miles of the Titanic when she sank and without heeding signals of distress, steamed away, leaving 1600 souls to perish, is indignantly denied by Captain Moore, who was in command of the vessel. His statement is as follows:

"We received a wireless message after midnight Sunday from the Titanic, stating that she had struck an iceberg, and to come at once. We turned about at 12:30 o'clock and steamed back to position given us, arriving there at 4:30 o'clock. We encountered so much ice, however, that we stopped until daylight. We cruised about but could not see any sign of the ship. About 6 a. m., on the other side of an immense field of ice, studded thickly with bergs, we saw the Carpathia. We also saw the Californian, which was to the northward of us, steaming west, then coming down to the southward, and she met us. She did not communicate anything. At 8:00 o'clock, ship's time, we received a general message that the Carpathia had picked up twenty boats. We asked if they wanted assistance, but got no reply. Shortly after we received another general message stating, 'Nothing more can be done; no need to stand by.' We then left the scene and proceeded on our way."

St. John, N. B., April 25.—J. Durrant, the Marconi wireless operator of the steamer Mount Temple, now lying at Sand Point, tells the following story of the wireless calls he picked up from the sinking Titanic. Mr. Durrant explained that on the Mount Temple there is never any great necessity for the operator to sit up late at night. For all that, he never retired much before midnight, while writing letters or reading. It was owing to this habit that he caught the "C. Q. D." message of the Titanic.

Said he: "I was lying in bed reading with the telephone over my ears at 10:15 ship's time, or 12:11 New York time, when I

caught the first call. Immediately getting out of bed, I answered, asking the position of the steamer. This was sent back with the instruction 'Come at once, have struck berg.'"

"As soon as I got the message I notified the Captain, who at once doubled the watch of the firemen below, called all hands on deck and changed the ship's course towards the position of the Titanic. Then I went back to my instruments and sat there. I did not call the Titanic again because other ships, when I judged to be closer were working, and I did not wish to jam them. At 12:21 I heard the Carpathia answer the 'C. Q. D.' calls of the Titanic and heard the operator on that ship give his position, adding: 'Have struck berg. Come to our aid at once.' At 12:34 I heard the Frankfurt answer the appeals of the Titanic. That ship asked: 'What is the matter with you?' The answer was: 'We have struck an iceberg, please tell the Captain to come.'"

"To this the operator on the Frankfurt replied: 'O. K. Will tell the bridge right away.' The answer to this was: 'Yes, quick.'"

"All this time C. Q. D. messages were being sent incessantly from the sinking liner, and at 1:06 I heard the Olympic answer the call. To this steamer the Titanic said: 'Captain says get your boats ready. Going down fast by the head. Five minutes later the Frankfurt struck in with: 'Our captain will go for you.'"

"At 1:21 the Olympic sent another message which the Titanic answered saying: 'We are putting the women off in the boats. Another five minutes of anxious waiting passed, when the agonized 'C. Q. D.' again cut the air, accompanied by the words 'Engine room flooded. Out of the darkness the Olympic again asked: 'How is the sea around you?' to which the reply was: 'The sea is calm. Another four minutes passed when the operator on the Frankfurt was heard asking the Titanic: 'Are there any boats around you already? To this there was no reply, and two minutes afterwards the Olympic sent a message to the Titanic which the liner barely acknowledged by the code words 'R. D.'"

"That was the last message I heard, and I presume the flooding of the engine room had put the wireless out of commission."

"Meantime everything that was possible was done on the Mount Temple. All hands were on deck, the boats were swung clear of the davits, and the gangways and ladders were got ready to lower at a moment's notice. It was not until 4:30 that we arrived at the position of the Titanic, having been much delayed by the thick field of ice."

"At that time we saw no sign of the ill-fated ship or any wreckage. At 8:11 I had a call from the Californian, and told that boat of the disaster and gave the position in which it occurred. Shortly after the Frankfurt also called me. About forty minutes later I saw the Carpathia and California with the Russian steamer Birma. There was also a tramp steamer cruising about, apparently going in the same direction as us, but as she had no wireless installation and never approached very near, we could not find out who she was. As soon as I saw the Carpathia I asked for news of the Titanic, and if she had seen anything, but got no reply. Other ships asked the same question, but she kept silent to all. It was not until 8:30 the Carpathia gave out anything, and then the only information was that she had picked up twenty boats. There was not a word as to the number of survivors. At the time I received the first message I would judge the Mount Temple to be fifty miles from the Titanic's position, and when the big ship went down there was still twenty or twenty-five miles between us."

When the Mount Temple's captain turned his ship and rushed back among immense fields of ice he was doing so at a great risk, for he had on board 1461 passengers, besides his crew. Nevertheless, he promptly answered the call for help.

Halifax, April 26.—The body of

Chas. M. Hays, President of the Grand Trunk Railway, has been added to the list of identified dead picked up near the scene of the Titanic disaster.

WHY LIFE-BOATS WERE NOT PROVIDED

The Titanic Had Gear For 43 Life-

Boats in Anticipation of New Requirements, But Carried Only 16 as Compelled by Present Law.

Why the White Star Liner Titanic carried only 16 lifeboats while she had gear for 43 is told by the Manchester (England) Leader of the 19th ultimo in words as follows:

The fact that the only persons drowned were those left on the sinking ship proves that the provision of lifeboats was insufficient. It is true the Board of Trade regulations demanding sixteen boats were observed, but it is obvious the regulations are inadequate. The Titanic possessed gear for forty-eight lifeboats, and such a number could easily have been carried. If this equipment had been enforced by the Board of Trade it is probable no loss of life would have occurred, since the number of persons on board numbered 2,353—about 300 less than could have been accommodated. It has become the custom to excuse companies if the letter of the law is obeyed, but the fact that the expense of providing lifeboats accommodation was not borne simply because such was not compulsory is an eloquent illustration of the inhumanity of privately-controlled industry. The White Star Line anticipated changes in the regulations which would require a larger number of lifeboats; hence the preparation for carrying forty-eight boats. This was made clear in a speech by Mr. Axel Welin, the inventor of the Welin quadrant davits, delivered at the Institute of Naval Architects a fortnight ago. He said:—

On the boat deck of the White Star Liner, Olympic, and also of the Titanic, this double acting type of davit has been fitted throughout in view of coming changes in official regulations. It was considered wise by the owners that these changes should be anticipated, and that it should be made possible to double or even treble the number of boats without any structural alterations, should such increase ultimately prove to be necessary.

In other words, the White Star Line had made arrangements to carry forty-eight boats in order to save the cost of structural alterations, but they were not willing to go to the expense of providing the extra boats until they were compelled to do so.

Titanic Crew Summoned For British Inquiry

Every Survivor Returning to England Served With Subpoena

London, April 26.—Every survivor of the crew of the Titanic, who is returning to the country on the steamer Lapland, will be served with a subpoena to appear before the court of inquiry, when the vessel arrives at Plymouth to-morrow.

MANY BODIES RECOVERED

C. M. Hays, John Jacob Astor, Isidor Strauss and More Than 200 Others Recovered From the Sea.

Halifax, April 26.—The body of Chas. M. Hays, President of the Grand Trunk Railway, has been added to the list of identified dead picked up near the scene of the Titanic disaster.

Among others the bodies of Col. John Jacob Astor and Isidor Strauss have been entombed. Of the 203 dead on board the names of nine of them have been sent ashore by wireless.

Honored Memory of Chas. M. Hays

Montreal, April 26.—It was a solemn and deeply impressive moment at the memorial service to the late Mr. C. M. Hays yesterday, when the congregation rose and stood with bowed heads in silent tribute to the dead railway chief. But a moment before there had been floating from the organ, like faint echoes from the far-off disaster, the strains of the hymn "Nearer my God to Thee," softly played and painfully reminiscent of the noble band of musicians who stood on the decks of the Titanic and played this very tune as the great ship slowly sank to her doom. Not only did this incident add to the solemnity of the service but there was also a thought that at the same instant the congregation rose every wheel on the Grand Trunk system in Canada and the United States was stopped, every tool in every workshop of the company laid down, every ship on the great lakes and on the Pacific connected with the company slowed down, and every employee of the company in Canada, the United States and Great Britain, standing with bowed head in an organized silence as a tribute to the great man who had been their leader, and who had gone to a hero's death. The American Presbyterian church, where the service was held, had been the place of worship of Mr. Hays ever since he had come to Montreal. To it there flocked scores of the leading citizens of the Dominion, famous industrial and financial leaders, civil and military dignitaries, deputations from the government, the capital, and some of the leading cities of the Dominion, heads of great railways, and the chiefs of numerous great railway departments.

There were three addresses, the first by Rev. Dr. T. S. MacWilliam, the predecessor of Dr. Johnston at the American Presbyterian Church; the second by Principal Peterson, of McGill University; and the third by Rev. Dr. Johnston.

In London, England, an impressive memorial service for the dead was held at the church of St. Paul, attended by many prominent persons including Earl Grey and Hon. W. S. Fielding.

In Montreal the Grand Trunk Pacific offices were draped as a mark of respect to the late Mr. Hays, and the period of suspense from work was observed, as elsewhere on the G. T. R. system.

OLYMPIC ABANDONS TRIP

Southampton, Eng., April 26.—The White Star Liner Olympic, which has been held off Ryde, Isle of Wight, since Wednesday by a strike of her firemen, today abandoned the scheduled trip to New York and returned to port. This course was made necessary by the desertion of her seamen this morning, when the line attempted to replace the striking firemen with non-union men.

The firemen struck on Wednesday five minutes before the vessel was due to sail. Their grievance was the alleged failure of the company to properly equip the steamer with lifeboats. Subsequently a deputation of union firemen witnessed a test of the life-saving apparatus and being satisfied with the same, agreed to return to work. Meantime however, their fellows had dispersed leaving word that they would not rejoin the ship until eighteen firemen who had remained aboard, when the others left, had been discharged. This concession was refused by the company, who stated that they would pay the Olympic rather than suffer coercion.

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