

THE UNION ADVOCATE

Established 1867

Issued every Wednesday morning

The Advocate Publishing Co., Limited

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SUBSCRIPTION RATES

If paid in Advance, \$1.00; End of Year, \$1.25 American \$1.50 (in advance)
 ADVERTISING RATES.
 one inch, one insertion, 50 cents. Each subsequent insertion, 25 cents.
 Professional and Hotel Cards, 10c per year, \$5.00

NEWCASTLE N. B., APRIL 24, 1912

THE JUSTIFICATION OF CANADA

Anyone who follows the trend of political events can clearly see the wisdom of Canada's choice in the matter of Reciprocity with the United States.

Already we have negotiations well advanced along the lines making for closer trade relations with the overseas colonies of Britain, and these more intimate commercial connections must of necessity tend to strengthen and consolidate the bonds of Imperial unity and so assist in the grand scheme of an over-world Empire under the protecting flag of the motherland.

Within the last two weeks plans have been formulated at Ottawa, and a basis for better and more lasting trade intercourse with the British West Indian Islands has been practically agreed upon by the Commissioners from these Islands, and the Canadian Government, and these preliminaries have only to be submitted by the Commissioners to their several Governments and receive the ratification of their legislative bodies to become part and parcel of an agreement on their side which it is confidently expected will largely increase the volume of trade between Canada and those out-post Sentinels of the Empire.

The extent of this trade as it is now carried on is considerable, reaching in 1911 the total of fifteen millions of dollars, while with the Islands which are not included in the arrangement referred to our trade in 1911 reached over the two and one half million mark. It is very easy to understand that with better arrangement as regards the carrying trade—better customs facilities—increased interest in both countries—and the additional stimulus of British trade among British subjects, the increase in our commercial dealings will be very marked and the development of this enlarged field will be most encouraging. For a long time the United States has been coquetting with our West Indian fellow-subjects with a view to immediate development in their commercial intercourse, and as a matter of course with the hope of an ultimate absorption of these valuable tropical possessions of the Crown in the political anatomy of our neighbor to the South; but our friends of the Islands are still true to their allegiance and the blandishments of Uncle Sam have so far resulted only in a somewhat increasing material display but with no sentiment. I advance in keeping with the amorous proposals of our republican friends. The refusal of Canada to accept the Reciprocity scheme has resulted in the United States turning their attention to other markets, and while they are averse to

the abrogation of the terms of the "Canadian Reciprocity Act" which they passed before the measure was submitted to the Dominion electorate and are as yet keeping the measure on their statute books, we observe that they are reaching out for closer reciprocal arrangements with Germany as well as with the Argentine Republic and other South American Governments. During the Reciprocity Campaign in Canada the Liberal newspapers, notably the "Globe" of Toronto, made a strong appeal to the electorate for confirmation of the scheme by asserting that as soon as it (Reciprocity) would be agreed to by Canada we should have Newfoundland knocking at our doors for admission as a participant in our advancing prosperity; but, alas! for the pretensions of our great Liberal thunderer, this statement was at once promptly denied by a telegram over the official signature of Sir Ed. Morris, the premier of Newfoundland.

But what now about the "ancient colony"? With the conditions as outlined above, which must be taken to show improved conditions for our Dominion, can it be considered as Utopian to forecast negotiations by which the scruples and timidity of Newfoundland may be overcome and the realization of our Imperial dreams effected, by which a consolidated Canada which will include all the British possessions on this side of the Atlantic, may come into being, a Canada presenting such a solidarity as the world has not yet seen, which will constitute a bulwark and buttress to the Empire and which will continue in perpetuity down the ages of the future?

And with the Spirit of prophecy still upon us will our readers pardon us for suggesting a Canada which may in the coming days be the seat of Government for our glorious Imperial Empire; when the old land, feeling, as it has already, the trammels and restrictions of environment may conclude to exchange for the free expansive continent of our American Canada—a land in the centre of her world-wide possessions—the glory-laden and historical birth-place of Imperial Britain? This change may not be effected in this or the next generation, but who is there so bold as to say it will never occur?

MEMORIAL SERVICE

At St. Andrews (Anglican) a most impressive memorial service was held Sunday, April 21st. The service opened with Hymn 331 in the Canadian Hymnal, first lines: "Eternal Father Strong to Save." The usual evening service with the lessons from the burial service and Psalms from the same and collects suitable to the occasion. Then followed Hymns 800 and 18 with a very affecting address by the Rector, after which the Hymn 592 on the Resurrection morning, the Benediction concluding with the Dead March. Mrs. Chas. Sargent presided at the organ.

HOW THE GREAT WRECK HAPPENED

(Continued from page 1.)

He told me to go below and get into the lifeboat from the lower deck. But I said I would jump for it. Taking hold of the halcyon I swung out into space. Luckily I caught my feet against the block and lowered myself to the boat, a distance of four and a half decks, probably sixty feet down a rope into the darkness. I tell you it required nerve.

"Did you land on any one?" asked Major Peuchen's daughter Jessie.

"I didn't. I ran forward into the boat and ordered the seaman to put the plug into the boat. They had neglected to do this. He came back and said, 'This boat is going to founder' referring to the Titanic.

"We rowed away like good fellows. At last I saw there was no hope. The decks were disappearing tier by tier into the sea as the lights on each deck went out. The Titanic was doomed. Just before I left the deck I saw the last man I saw. He came up and said, 'Peuchen, goodbye, this boat is good for eight hours yet. By that time we shall have help and the boats will be able to unload and come back for more passengers. I have it from one of the best seamen on this ship that she cannot sink. I am with Mr. Crosby of Milwaukee, a boat builder, who says she cannot sink.' Then as we left we let off the first rockets. Elsewhere every thing was quiet.

"The storeroom was nowhere in evidence. It was rumored that they were locked in and under control, but I don't know. I knew the boat was doomed. When I got down on the level I saw her serious position. She was sinking bow first. Then we began to row, without compass, without light, but with a little food and water. Our sailor in charge had also got some brandy and was incapable. "Some boats had no provisions. Number 13 was said to have no food or water on board.

"After we had rowed three quarters of an hour towards a certain light, which this fool of ours thought was a vessel, he wanted to know if we thought it was a buoy. Then he called it a fishing smack, but it proved to be the Northern Lights. He was the most stupid man I ever saw. He kept calling out this and that and making incoherent remarks.

"Then we heard an awful sound and a loud report boomed over the icy sea like an explosion. It was said that the tremendous weight of the Titanic going down by the nose caused an air pressure in the centre amidships and she broke in two and foundered.

AWFUL SCENE AS SHE SANK

"Never have I heard such awful cries and shrieks. People came tumbling down like so many oranges, chain ropes, furniture and human beings were hurled in a terrible jumble into the sea as if rolling down a steep hill. During the whole time the orchestra continued to play. First they played rag time, then other tunes, and finally as they sank beneath the waves the strains of "Nearer My God to Thee" were wafted to us till the waves closed over the gallant musicians. Only four persons were saved at the last.

"In the morning the Carpathia went back over the scene of the disaster, but we did not see one person or a single corpse. There were in all sixteen lifeboats two emergency boats and two canvas decked rafts, making twenty. Two were filled with water and sank, and about thirteen came to our big boat the Carpathia. All alone we were on the barren sea. We yelled at intervals, then all at once we saw the headlight of this steamer. The boat came about two hours from the time she first struck the berg. My mind is that she struck at 12.30, and went down at 2.30.

"This steamer was the gladdest sight our eyes ever met. Wind was coming up and it, oh, so cold. Two

of us had to row and we got another man from the boat which the sailors had tied to us. I rowed from four o'clock until eight, when we made that side of the steamer. We were the last to get alongside. The steamer was sixty-five miles away when she got the message. She immediately turned around and put on double strokes and made for us.

"Then, as the sun came up, we could see that she was a big steamer with ladders down ready for us to mount. I climbed up on deck and dropped there exhausted. They took off my life preserver and put a blanket around me. I took a big back coffee and a brandy. They were kindness itself. Nothing could exceed the attention paid us by crew and passengers.

VAIN SEARCH FOR HIS FRIENDS

"Then came the sad part of it all. I had ten personal friends, Canadians, on the Titanic. Began the search for them and I saw Mrs. Hays, and the Allison's nurse and baby. I went to look for Hugo Ross, Mr. Hays, Mr. Davidson and Mr. Molson, and I was the only Canadian man on that boat. I kept on going around the deck, but could not find them. One of the most ghastly things of all was to see one of the collapsible boats come in with a number of corpses. The boat, overweighed with passengers, sank below the water level and one by one, as the victims exhausted, sank into the water they were doomed and their corpses floated away. It was a ghastly sight. The boats arrived with the dead and living. Some of the boats we took aboard and some we let go with the bodies still in them.

"We then started to steam away, and another vessel had come up an hour or so before we left. She was the Californian and she cruised around to seek the survivors in hope that some were still alive.

"There were a number of French men and Americans saved. But only four Englishmen, a number of Japanese and Europeans were towed away in the life boats. They, too, were saved.

ACCIDENT SHOULD NOT HAVE OCCURRED

Major Peuchen ventured a criticism of the Titanic's management. He considered that the accident was inexcusable. "If ordinary caution or good seamanship had been used," he stated, "the accident would not have occurred. The Titanic was a good boat, luxuriously fitted up, and I have never seen anything like her.

"When I got on at Southampton I was pleased with her. But when I heard that her captain was Captain Smith my heart rose in my mouth. 'Surely we are not going to have that man,' he said.

"An hour after sailing we got into a needless tangle with several other boats. We had a scratch crew on the Titanic who knew nothing about the business. The weather changed suddenly, thirty degrees on Sunday, from six to half past eleven o'clock. The owners said that they had received wireless messages telling of icebergs. Ismay also is said to have shown to Miss R. on a message regarding the icebergs.

"We will slow down, then," said she.

"No, I guess not," Ismay is reported to have said.

NO SEARCHLIGHT AND HIGH SPEED

"At seven o'clock on the night of the accident the captain went to a dinner in full dress and stayed until nine or ten-thirty, and I am at a loss to understand why a captain with 3,000 souls in his care and in a ship approaching icebergs, should die in a restaurant in that way. It was a calm night and we could have seen icebergs on all sides if we had had a searchlight. We did not have a searchlight, but if we had it would have averted the

accident. We still ran at a rate of about twenty-five miles an hour at exceedingly high rate of speed. We did not even slow up and they did not put on any additional watches. I asked the officers afterwards as to the reason for the omission, but they would not answer.

CAPTAIN DIES LIKE A HERO

New York, April 20.—Taking refuge on the bridge of the ill-fated Titanic, two little children remained by the side of Captain Smith until that portion of the big ship had been swept by water. Survivors of the crew who went down with the Titanic, but were saved by clinging to an overturned lifeboat, to-day told of their gallant commander's effort to save the life of one of the children. He met a sailor's death, and the little girl who had entrusted her life to his care, died with him. He held the little girl under one arm, as he jumped into the sea, and endeavored to reach the nearest lifeboat with the child. I took the other child into my arms as I was swept from the bridge deck. Then I plunged into the cold water. I was compelled to release my hold on the child, and I am satisfied that the same thing happened to Captain Smith.

"I had gone to the bridge deck to assist in lowering a collapsible boat. The water was then coming over the bridge, and we were unable to launch the boat properly. It was overturned, and more of us, mostly firemen, clinging to it. Captain Smith looked as though he was trying to keep back the tears as he thought of the doomed ship. He turned to the men lowering the boat and shouted, 'Well, boys, it's every man for himself!'

"He then took one of the children standing by him, on the bridge and jumped into the sea. He endeavored to reach the overturned boat, but did not succeed. That was the last I saw of Captain Smith.

acGann said that Capt. Smith from the bridge directed the lowering of the lifeboats. He said that the story that Capt. Smith had committed suicide as the Titanic was going down was without foundation.

THE ENQUIRY

New York, April 19.—The official government enquiry into the wreck of the Titanic began this afternoon at the Washington Hotel.

The first witness was J. Bruce Ismay, the president of the International Mercantile Marine.

Mr. Ismay was severely interrogated by the members of the investigating committee.

Though obviously ill he answered every question succinctly. First he told how he came to be on the boat. He said he always accompanied his company's liners on their maiden voyage. He said that he had not in any way interfered with the Captain on the voyage.

To an interviewer Mr. Ismay said: "I have searched my mind with deepest care, I have thought long over each single incident that I could recall. I am sure that I did nothing that I should not have done. My conscience is clear, and I have not been a lenient judge of my acts.

"I tell you that if I thought that in the slightest way I had done anything wrong, I would never have another happy moment. I took the chance to escape when it came to me. I did not seek it. Every woman and child had been cared for before I left the boat. And more, all the men within reach had been taken care of before I took my turn, and why should I take my turn? There are only two classes of a ship, the crew and the passengers. I was a passenger. It is true I am president of the company, but I did not consider myself any different from the rest of the passengers. I took no other man's place.

Signor Marconi gave evidence that the regulations prescribed two wireless operators on ships like the Titanic and Olympic, but only one on such as the Carpathia. When asked ought it not to be incumbent on ships to have an operator always at the key he said:

"Yes, but shipowners don't like to carry two operators when they can get along with one. Smaller boatowners do not like the expense of two operators."

Chas. Herbert Lightholder, second officer, who went down with the ship, but, after being in the water an hour and a half, reached one of the lifeboats, testified as to superintending the getting of the people into the lifeboats on one side of the ship. The people were orderly and quiet. All the women were attended to first. After the ship went down many men were picked up out of the water. He had seen no women or children left on board the Titanic. There had been 20 lifeboats, four collapsible. One boat had stuck in its tackle and had never been launched.

OPERATORS MERE BOYS

H. T. Cottam, operator of the Carpathia, add second operator Bride of the Titanic were examined. They are aged 23 and 22 respectively.

The enquiry was adjourned till the 22nd at Washington.

Cottam testified that he had not slept more than eight or ten hours between Sunday night when the Titanic called for help and Thursday night when the vessel docked here with its load of un-cured men and hysterical women.

Bride's story was one that core out virtually all that Cottam had established, except that his was one of nervous strain, worry and high keyed suspense.

Bride was closely questioned as to the first call for aid sent out by the Titanic. He said the first vessel to answer was the Frankfurt of the North German Lloyd line. The operator on the Frankfurt, according to the witnesses, apparently considered the call more or less trivial, for half an hour after the imperative appeal of the sea, he called the Titanic to inquire specifically just what was wrong.

Mr. Phillips said he was a fool, Bride testified, referring to the chief operator on the Titanic who lost his life and told him to keep out. Bride declared Phillips meant that the Frankfurt should not keep its wireless going. It should leave the trackless realm of the air free for the Titanic's call. No effort was made to re-establish communication with the Frankfurt, although Phillips felt certain that the vessel was much larger than the Carpathia, with which the communication had been established. This, Bride said, Phillips judged by reason of the greater power of the hertzian waves.

Bride said that probably the Frankfurt's operator could not be reached on that Philip, his superior, had used his own judgment.

1635 LOST

New York, April 20.—The number of survivors is fixed at 705 by the report of Captain Roston of the Carpathia. The White Star line officials believe that the death list total approximately 1635.

MEETING OF C. O. F.

Mr. McLeod Mill, organizer of the C. O. F., has been working in the town for a few days in the interest of Court Loyalist, No. 821. He was successful in winning up seven applications. A special meeting was called by order of chief Ranger on the evening of 22nd, Bro. Mills was present at the meeting and put the Degree Team on after which he was appointed to take the chair and he conducted the initiation which was a success and every one seemed to enjoy it very much. After the initiation Bro. Mills addressed the meeting giving the facts and figures of the order since it was instituted in the City of London, Ont., 1874, which was very interesting to all present. There were then rousing speeches made by some of the members, whose names are as follows: Bros. W. E. Macdonald, A. Brooks, J. A. Mullin, J. M. Lewis, J. Stab, Chas. Crummond, Thos. Cassidy, Arthur Petrie, C. Niven, Allan Macdonald, John Troy, H. R. Moody and Chief Ranger A. H. MacKay. The first visit that Bro. Mills made us we had only a membership of 17 and now we have a membership of over 81 and the Court is in a bustling condition. We are sorry that Bro. Mills could not make us a longer visit as he always does good work for our Court. He is going to visit Chatham Court for a few days. We wish him every success and trust that he will be able to visit us some time in the near future and add a number more to our Court. Bro. Mills is always welcome among us.

Wood's Lament on the Carpathia