WEATHER FORECAST.

MARITIME PROVINCES.

Northwesterly Winds; Fair and Quite Cool.

Temperature at 3 A. M. 35 Degrees Above Zero.

The Standard.

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VOL. IV. NO. 27 SAINT JOHN, CANADA, MONDAY, APRIL 29, 1912. TWELVE PAGES

GAVE WRONG DIRECTIONS TO VESSELS HURRYING TO RESCUE

Captain Moore Testifies Error of Eight Miles Made in Message

ICE HELD OFF HIS STEAMER

Investigating Committee Hears How Impenetrable Ice Fields Prevented Assistance From Reaching Ill-fated Liner.

Washington, D. C., April 27.—Failure to give her exact position, a great field of floating ice that offered a frigid barrier to ships hurrying to the rescue and the mistake of her own captain in rushing at top speed through an ice covered sea, all these combined to send the Titanic and her 1600 victims to their watery graves in the North Atlantic. This was strongly indicated today in testimony before the senate committee investigating the ocean tragedy.

Capt. James H. Moore, of the steamer Mount Temple, which was hurried to the Titanic in response to wireless calls for help, told of the great stretch of field ice which held him off.

Within his view from the bridge he discerned, he said, another strange steamer, probably a tramp and schooner, which was making her way out of the ice. The lights of this schooner, he thought probably were those seen by the anxious survivors of the Titanic and which they were frantically trying to reach.

The Captain denounced as "most unwise" the action of the Titanic's commander in rushing at 21 knots through the night when he had been advised of the proximity of ice. The Mount Temple's commander testified that he had spent 27 years in the North Atlantic. Whenever ice was around, he said, he doubled his watch and reduced speed and if he happened to get caught in an ice pack he stopped his engines and drifted until he was clear.

The witness also was emphatic in his declaration that the position sent out by the Titanic was wrong. He said the ship was eight miles further eastward than its operators reported. This, he declared, he proved by observations taken the first thing on the day following the disaster.

With what virtually was a fleet of steamers within a radius of fifty miles of the Titanic, the officer said, that this mistake in fixing accurately the position of the steamer was a fatal one. With icebergs and floating ice covering the northern sea a ship of even the size of the Titanic might well be overlooked through such a variance.

He declared the fact that only so few bodies have been found was probably due to the suction which held the drowning between the decks as the boat sank and that those bodies are still enclosed on the ship.

Senator Smith said he had received scores of telegrams from relatives of the drowned urging that divers be sent by the government to explore the ship.

Senator Smith asked the witness if he did not believe the equipment of each sea-going vessel with a buoy attached to a long cable intended in the case of a ship sinking to mark the spot, would not be a good thing.

The officer did not believe it was practicable, although he endorsed the idea.

"What would you do if you met ice at night?" asked Senator Smith abruptly.

"I'd stop, sir, and drift with it. My instructions from my company are not to attempt to pass through any ice, no matter how thin it might look."

J. Bruce Ismay, managing director of the International Mercantile Ma-

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RAILWAY MAGNATE AMONG THE VICTIMS.

LOST—Charles M. Hays, president of the Grand Trunk Railway. He was born in the United States and got his early railroad training there.

AWAIT ARRIVAL OF FUNERAL SHIP

Halifax Rink Will Be Handed Over to Undertakers and Relatives of Victims—Vincent Astor in Halifax to Recover Father's Remains—Body of C. M. Hays Aboard the Cable Ship Minia.

Special to The Standard.

Halifax, N. S., April 28.—Captain Lardner, of the cableship MacKay-Bennett, sent a wireless message that he would reach Halifax at noon tomorrow with the bodies of the Titanic victims, of which it now appears he has 189 on board and of which but about 20 are identified. The arrangements for the disposal of the bodies here have been very carefully planned and there is no doubt they will be carried out without a hitch.

No photographers will be permitted to be taken in the dockyard nor in the Mayflower rink where the embalming and claiming of bodies will take place. The dockyard pier has been so enclosed that taking of pictures will be almost impossible even if attempted, and if any are caught trying this, the dockyard police will at once eject or perhaps arrest the person.

At the rink one end will be given to the embalmers. In the main part bodies will be laid in coffins and at the rear end there will be a gallery where friends will remain and from which they can emerge from time to time to examine bodies placed on the stands for the purpose. There is accommodation on these stands for more than 200 coffins. The public will not be allowed to enter the dockyard or the rink.

Vincent Astor arrived on a special train today for the body of his father.

The body of C. M. Hays is on the cableship Minia. Capt. Decarteret sends a wireless message that he secured no bodies yesterday, that the north wind has scattered them and that none are now in groups. He adds that he thinks the MacKay-Bennett got all the bodies that are obtainable.

SAINT CROIX STRIKE IS OFF

Details of Basis of Adjustment of Trouble Made Public — Women Get Three Years for Manslaughter.

Special to The Standard.

St. Stephen, April 28.—Thomas Crawford, a native of St. John, who has been in the organ and sewing machine business here for several years, is critically ill with pneumonia.

The strike in the machine shop at the St. Croix Cotton Mill at Milltown has come to an end after a duration of three weeks. The fifteen men concerned asked for an advance of 12½ per cent., and were offered 10 per cent., which they refused to accept and the strike was on. Tomorrow morning they return to work and the most definite information that can be obtained concerning the settlement is that it was "amicably adjusted."

Three weeks ago two young women, Leola Marshall and Ada Dodge, nee Mercier, were arrested in Calais charged with having caused the death of an infant born to the Marshall girl. The case was heard yesterday afternoon in the supreme judicial court in session at Calais. The state accepted a plea of manslaughter in which both young women were equally guilty and each was sentenced to serve three years at hard labor in Thomaston prison.

INSPECTION OF THE G. T. P. TERMINALS STARTS THIS WEEK

Quebec, April 28.—The inspection of the Grand Trunk Pacific terminals in Quebec will be made this week, when Hon. Messrs. Pelletier and Cochrane and Mr. Leonard, chairman of the Grand Trunk Pacific Commission, will visit this city with engineers. The party will arrive in Quebec next Thursday, when the terminals in this city will be inspected. On Friday the party will proceed as far as Harvey Junction. Saturday the party will visit Levis, and proceed on Monday to Riviere Du Loup, the next day going to Ste. Flavie.

NEW GOVERNMENT STEAMER WILL BE LAUNCHED TODAY

Special to The Standard.

Ottawa, April 28.—The government steamer Estevan designed for the Pacific lighthouse and buoy service, will be launched tomorrow at Collingwood, Ont. Hon. J. D. Hazen is leaving to be present at the ceremony. The vessel, which is 212 feet long and of 12 knots speed, will proceed to the Pacific coast under her own steam.

NAVIGATION HAS OPENED

Seiten Reaches Quebec But is Unable to Proceed to Montreal—Sections of St. Lawrence Closed.

Quebec, April 28.—To the Canada Line Seiten, belongs the honor of inaugurating the season of navigation between this port and the far side of the Atlantic, for 1912. The vessel docked here from German ports this afternoon with 1100 immigrants and 4000 tons of cargo. How long it will be before she can proceed to Montreal, is unknown, for although the river is mostly clear the ice is still jammed in the narrows for a distance of 18 miles between Cape Rouge and Point Aux Trembles. The Manchester Line had expected to bring the Manchester Trader up the river to Quebec before all other liners, but today received word that she had put into Louisburg, N. S., and would not arrive for several days.

The Seiten reports that 30 miles south of Cape Ray the first drift ice was met, on April 25, at 11 p. m. and that the vessel pressed through it for 60 miles, not clearing it until April 26, at 6.30 a. m. No further trouble with ice was experienced.

The government vessels left Sorel yesterday to lay the spar buoys down channel from Montreal. Last night's frost has done much harm in rendering the ice jam more solid and it is not likely that the river between here and Montreal will be clear for several days.

FORMER EMPLOYE OF INTERCOLONIAL DIES IN MONCTON

Special to The Standard.

Moncton, April 28.—John Fogarty, who at the time of his retirement on the provident fund, was the oldest member in the Intercolonial died here tonight, aged 86. Mr. Fogarty was a machinist by trade and formerly lived in St. John. He was at one time elected to the city council but was not allowed to take his seat on account of a rule existing at that time.

UNION INSISTS ON INSPECTION OF ALL LIFEBOATS

Seamen's Organization Lays Down Law to the Shipowners—Higher Scale of Wages Will Be Demanded.

Liverpool, April 27.—The Liverpool branch of the Seamen's and Firemen's Union adopted a resolution today that on and after April 29th the men will refuse to sail on any steamer unless representatives of the union are allowed to inspect the lifeboats. The union also demands that the seamen's wages shall be increased to four pounds ten shillings (approximately $22) and the firemen's wages to five pounds per month.

ROOSEVELT SCORES THE PRESIDENT

Accuses Him of Seeking the Support of the Bosses.

Friends in Boston Accord the Colonel Warmest Welcome of Campaign—Deals Briefly with Taft's Charges.

Boston, April 27.—Boston gave Col. Roosevelt tonight the most demonstrative welcome which he has seen since beginning his campaign for the presidential nomination. Speaking in the arena before a tumultuous throng, the former president again criticised Mr. Taft. He, however, did not repeat the severe denunciations which he brought into his speech at Worcester last night. He spoke calmly, and devoted only a small part of his address to President Taft.

"I do not wish this to be a campaign of personalities between Mr. Taft and myself," said Col. Roosevelt. "Last night I felt compelled to answer Mr. Taft at length. Tonight I shall refer to him only as I feel that I must.

"I am more fortunate than Mr. Taft in my friends. When Mr. Taft came here Thursday, he came here, having lost Illinois. I came here having lost New Hampshire. In Illinois Mr. Taft's chief lieutenant had been Mr. Lorimer; in New Hampshire, my chief lieutenant was Governor Bass. President Taft came here to explain he did not like Mr. Lorimer, having kept his dislike private and confidential until after he lost Illinois. I came here and say that win or lose, I am with Governor Bass.

"Mr. Taft originally was against Senator Lorimer. He asked me not to attack Mr. Lorimer lest it might help him. I kept silent until I became convinced that the attack was being conducted with such excessive secrecy that even Mr. Lorimer did not know about it. I then took up the cudgels against Mr. Lorimer, and didn't attack him in Massachusetts after the primary. I did it in Illinois before the primary."

As representing Mr. Taft's supporters, the Colonel named amid hisses of the crowd, Senators Lorimer, Penrose, Guggenheim and Gallinger.

"You can judge for yourself on whose side the bosses are," he went on. "Mr. Taft says I have accepted the support of bosses. So I have when they went my way, but they had to go my way or we parted company."

REPORTED A BIG TORNADO WIPES OUT THIRTY-ONE

Property Damage Cannot Be Estimated and Rumor of Loss of Life Not Confirmed As Yet.

Oklahoma City, Okla., April 27. — Thirty-one persons are reported to have been killed by a tornado that swept southwestern Oklahoma and the southeastern corner of the Texas Panhandle late today. A dozen houses were struck and farming communities suffered.

Communication facilities are paralyzed tonight and it is impossible to confirm the reports of loss of life or to accurately estimate the property damage.

SOCIETY WOMAN SAVED; HUSBAND LOST.

MRS. WILLIAM E. CARTER

A young and beautiful Philadelphia society woman, noted for wearing extreme-fashion garments. Her husband was lost in the wreck.

THOUSANDS WITNESS THRILLING BATTLE

Criminals Makes Last Stand Against Police In Garage

ARE FINALLY SHOT

Gendarmes, Guards and Engineers Join Forces to Beseige Leader of Auto Bandits and Notorious Anarchists.

Paris, April 28.—Bonnot, the leader of an organized gang of automobile bandits who have been terrorizing Paris and the surrounding district for months past, and Dubois a notorious anarchist, were shot to death today in the most thrilling encounter in the annals of French crime.

A garage at Choisy-Le-Roi, six miles south of Paris, in which the bandits had taken refuge was blown up by dynamite, after these two men had kept at bay for hours a large part of the police force of Paris, a contingent of gendarmes, two companies of republican guards and a company of engineers. Ten thousand spectators viewed the battle from points of vantage.

Today's engagement equalled in dramatic circumstances the encounter in January, 1911, which has gone down in history as "the battle of London," when desperadoes suspected of being the murderers of police in Houndsditch were trapped in a house in the Whitechapel district and went down to their death battling against hundreds of London police and soldiers.

Bonnot and Dubois, after wounding two policemen today took refuge in the garage. They were trapped in the building, which was at once surrounded. Reinforcements were despatched to aid the police, composed of gendarmes, republican guards and engineers. A battery of artillery was on the way from Versailles when a small detachment of soldiers succeeded in placing dynamite against the structure and blowing out the front wall.

Bonnot was captured alive. He was riddled with bullets and died on the way to the hospital. The great crowd that had gathered with cries of "Death to Bonnot," almost tore the bandit from the soldiers, several of whom were injured.

Parisians, particularly automobilists have been in a state of terror because of the reckless crimes of the automobile bandits, which reached a climax in the murder of Assistant Superintendent Jouin, of the detective department, and the wounding of Chief Inspector Colmer by Bonnot on the morning of April 24. The government then ordered all the available police to hunt the assassins day and night. At 7 o'clock this morning, M. Guichard, superintendent of detectives, tracked Bonnot to the isolated garage at Choisy-Le-Roy. As Guichard and his men approached a bandit who proved to be Dubois, was preparing to mount a motor cycle.

He answered the summons to surrender by opening fire while he retreated to the garage. At the same moment there was a hail of bullets from a window, and two detectives fell, one with two bullets in his abdomen. It was Bonnot shooting from the first floor.

The detectives retired and a general alarm was sent out.

CONTRACTS LET FOR NEW BRIDGES

Hopewell, April 26.—Albert E. Smye the well known contractor, arrived in the village today, to make arrangements for beginning the construction of the new Meniel bridge, for which he has the contract. It is understood the contract price is in the neighborhood of $5000.

Daniel Curry, of Mountville, A. Co., has been appointed inspector. The new bridge will be about 250 feet long, with a covered span of 162 feet, resting on concrete abutments.

Mr. Smye has also the contract for building the Fillmore bridge at Turtle Creek, a structure that will be some 288 feet long.

The steamer Lansdowne put out the Shepody Bay buoys today.

Egbert C. Peck, the newly appointed light keeper at Grindstone Island, went on duty today.

A son was born to Mr. and Mrs. Roy Tingley this week. There have also been arrivals at the homes of C. N. O'Regan and Clare Robinson.

Rev. Mr. Love, pastor of the Baptist church, who is suffering from almost total blindness and who recently returned from England, will, it is understood, continue in charge of the church for the summer at least, with the help of an assistant. The reverend gentleman, for whom there is great sympathy, is learning to read by the system used by the blind.

Miss Sarah Smith is visiting in Boston and [illegible] of Sussex, was in the village this week.

DEATH OF GEO. H. WINTER AT FREDERICTON

Heart Failure Hastens End of York County Deputy Sheriff

Formerly Connected With the Northwest Mounted Police and Also Acted As Chief of Force in Capital.

Special to The Standard.

Fredericton, April 28.—George H. Winter, deputy sheriff and keeper of the county jail for the County of York, dropped dead shortly after two o'clock this afternoon. Mr. Winter was in the course of dressing just after taking his bath when he fell to the floor. His wife heard him call, but when she reached him life was extinct.

Deceased who was the son of Robt. Winter of the customs house, was 37 years of age and is survived by a wife, daughter of Nathaniel Inch, two small children, his parents, two brothers and a sister.

He was a popular official. For years he was a member of the Northwest Mounted Police, and on return to his native city a few years ago he was appointed chief of police of the city. After serving in that capacity for two years he resigned to accept the office of deputy sheriff of the county. Heart failure was the cause of death.

Word was received here today that last night the residences and outbuildings of Dr. Camp and Wilmot Chase of Sheffield were totally destroyed by fire. Little furniture was saved. It is understood that there was very little or any insurance on either of the properties.

STRIKE OVER--MEN WILL RETURN TO WORK AT OLD RATE

Moulders of Record Foundry Will Resume May First After two Months Stoppage of Work.

Special to The Standard.

Moncton, April 28.—The moulders of the Record Foundry and Machine Company, who have been on strike for the last two months against a reduction of wages, return to work May 1st at the former rate.

Rev. G. A. Lawson, of Moncton, leaves this week for England, as a delegate to the National Division of the Sons of Temperance of Great Britain and Ireland, which meets in Sunderland May 25th to 29th. Mr. Lawson will be absent about six weeks.

THE EARL GREY BADLY DAMAGED BY GROUNDING

Special to The Standard.

Ottawa, April 28.—The government steamer Earl Grey, which went on the rocks at Cape John, N. S., last week, is more damaged than was thought at first. The plates beneath her boilers are twisted and the ship is making water. After divers ascertain the exact extent of the damage the vessel will be repaired temporarily and then brought to the Davie drydock at Levis. The court of inquiry into the accident has not yet reported.

GOLF CHAMPION TO REST.

Pinehurst, April 28.—The absence of Miss Dorothy Campbell, former American golf champion and the from competitive events will be keenly felt during the summer.

Miss Campbell, who is leaving after a month's sojourn here, will spend the summer at Banph, in the Canadian Rockies, on the imperative order of her physicians, with the assurance that it means complete recovery from the effects of a recent operation.

TWO UNUSUAL ACCIDENTS ON C. P. R.

Freight Train is Derailed and Engulfed by Land Slide.

Wrecking Train Collides and Works Considerable Damage, Injuring Two Members Crew and Wrecking Crane.

North Bay, April 28.—Two accidents of an unusual nature occurred on the Canadian Pacific Railway, Toronto-Sudbury branch, near Parry Sound, resulting in serious injuries to two employes. The first accident occurred late Saturday afternoon. A freight train was passing through a deep cut when a landslide of rocks and earth engulfed the train, ditching twenty freight cars, but without injuring the train crew.

The wrecking train from North Bay was despatched to the scene last night and by some miscalculation, crashed into the wrecked train in the darkness putting the big steam crane completely out of business.

The car containing the wrecking crew was badly damaged, and the car foreman, J. E. Hughes of North Bay, was seriously injured, while J. Bailey of the bridge and building department, received injuries, which are painful but not considered serious. Both men were taken to Parry Sound hospital

GOVERNMENT WILL HAVE HANDS FULL IN QUEBEC ELECTIONS

Opposition Preparing to Put Up Stiff Fight in Provincial Campaign — Elections Fifteenth of May.

Montreal, April 28.—By tomorrow night both the Conservative and Liberal parties will have their lists of candidates complete for the approaching provincial elections. There were a number of week-end conventions and tomorrow will see the last of them. So far no saw-offs are indicated and it is probable that there will be polling in all of the eighty-two constituencies. Voting will take place May 15 and nomination day is a week earlier. In Gaspe voting will be two weeks later than in the other divisions. Armand Lavergne is leading the opposition fight in the Quebec district, while J. M. Tellier, leader of the opposition, is commander in chief of the Montreal section. Sir Lomer Gouin is touring the province and making many forceful speeches.

ENGLISH INQUIRY COURT.

London, April 28.—Rear-Admiral S. A. Gough-Calthorpe, Capt. A. W. Clarke Commander F. C. Lyon and Prof. John H. Biles, vice-president of the Institute of Naval Architects, have been appointed assessors to assist Lord Mersey with the court of inquiry into the Titanic disaster. The fifth assessor will be announced later. Capt. Charles Clive Gigham, a son of Lord Mersey has been made secretary of the court.

The first sitting of the inquisitorial body will take place next Thursday.

CAPTAIN WHO BROUGHT SURVIVORS HOME.

CAPT. A. H. ROSTRON of the Carpathia, the Cunarder which turned back and picked up the Titanic survivors, bringing them into New York harbor. He is one of the younger commanding officers of the Cunard line.