

WEATHER FORECAST.

MARITIME PROVINCES. Strong Winds and Moderate Gales, Showers at First Then Clearing. Temperature at 3 A. M. 35 Degrees Above Zero.

The Standard

VOL. IV. NO. 22

SAINT JOHN, CANADA, TUESDAY, APRIL 23, 1912.

SUBSCRIPTION RATES

Daily Edition, By Carrier, Per Year, \$5.00 Daily Edition, By Mail, Per Year, \$3.00 Semi-Weekly Edition, By Mail, \$1.00 Single Copies Two Cents

TWELVE PAGES

UNKNOWN VESSEL REFUSED TO HELP THE SINKING TITANIC

Fourth Officer Tells How Calls for Aid Were Disregarded

SMITH THOUGHT SHE SAW SIGNALS

Captain Believed He Detected Reply from Steamer Five Miles Distant, but Other Officers Failed to Notice It.

Washington, April 22.—With succor only five miles away the Titanic slid into its watery grave, carrying with it more than 1,500 of its passengers and crew, while an unidentified steamer that might have saved all failed or refused to see frantic signals flashed to it for aid.

This ship, according to Boxhall, could not have been more than five miles away and was steaming toward the Titanic. No one saw it that night. The bridge Boxhall plainly saw its masthead lights and then its red side lights. Both with rockets and Morse electric light did the young officer call the stranger.

Did not Want to Stay. He declared he believed it "most desirable" that the survivors of the Titanic's crew be rushed out of the country as quickly as possible.

He denied any knowledge of the message addressed to the representative of West Virginia about the ship being towed to Halifax, and gave other details. But did not say he contributed to the evidence the senate is seeking to throw light on the catastrophe that sank the Titanic, the pride of the seas, sent 1,500 people to their death and plunged the world into mourning.

After denying that officials of the White Star Line had any knowledge of a misleading telegram to Mr. Hughes, it was acknowledged by Mr. Franklin that he had issued reassuring statements when he had no facts on which to base them. Mr. Franklin was the first witness. The witness read from a great sheet of wireless telegrams received Monday morning. None of them contained any information of value, but it was upon this data that the line issued its statement in an effort, said Mr. Franklin, to reassure inquirers.

"Titanic went down this morning at 2:20 a. m.," said Mr. Franklin. "There was not a reporter in the room, they were all racing for the telephone to send the news out. Mr. Franklin said that the White Star Company had any intention to split away from the country any Titanic officers or crew, or that the plans to return the survivors of the crew were prompted by any desire to suppress the facts. He said that nothing that the officers or crew could tell could affect what might be told by surviving passengers.

Passengers Leaving The Doomed Vessel



"LOWER AWAY!"—When disaster comes at sea, the lifeboats on deck are first filled and then lowered by the davits to the sea below. The picture shows the operation.

BRITISH AUTHORITIES TO INVESTIGATE DISASTER

Court With Necessary Powers to Insure Presence of Witnesses Will Be Constituted Before Their Arrival—International Conference to Suggest Legislation to Govern Shipping Suggested—Great Britain Applauds Action of States.

London, April 22.—When the question of the Titanic disaster came up in parliament today, Sir John Buxton said that he was preparing for an immediate conference of the ship owners regarding the measures which the companies themselves contemplated taking, pending a revision of the statutory rules. The president of the Board of Trade also was carefully considering the advisability of approaching other governments whose ships navigate the Atlantic with a view to calling an international convention to suggest legislation for the safety of passengers.

Mr. Buxton reiterated the statement which he made on April 18th that the total number of persons aboard the Titanic according to the information of the Board of Trade was 2,208. Some of the members displayed anxiety regarding the attendance of witnesses at the British inquiry into the Titanic disaster. Mr. Buxton said he had no power to detain them.

PROMINENT PASTOR PASSES AWAY AFTER YEARS OF SERVICE

Special to The Standard. Woodstock, April 22.—Rev. J. K. DeLozier died at an early hour this morning in Glassville, aged 75 years. Rev. Mr. DeLozier was the Presbyterian pastor in Glassville for a quarter of a century. He accepted a call from Anheist, N. S., ten years ago and

DENIES HE SAID CAPTAIN SMITH SHOT HIMSELF

Paul Chevre Accuses the American Press of Yellow Journalism.

Statements Attributed to Him Were Never Made Says Canadian Sculptor—Was Only Interviewed Once.

Montreal, April 22.—Paul Chevre, the Canadian sculptor, a survivor of the Titanic wreck, arrived in Montreal today, and almost his first act was to give categorical denial to certain sensational interviews attributed to him by American newspapers, and by one local daily.

He also denied the story that the Laurier bust, which he had executed for the Chateau Laurier at Ottawa had gone down with the Titanic, as had been stated, declaring that this had been shipped on La Bretagne and was now on its way to Canada.

Referring to the interviews attributed to him, Mr. Chevre declared that the only newspaper man he had seen was the American representative of the Paris Matin.

He had never declared to any journalist that he had seen the captain of the Titanic shoot himself, that he had seen Major Butt shoot seven men who were attempting to climb into a boat, that he had witnessed the overturning of a lifeboat and the subsequent plunge of its full complement of passengers into the icy waters.

"It is most cruel—but I suppose characteristic of the lengths to which yellow journalism will go—that a man who has escaped such a horrible catastrophe as that of the Titanic should be held up to the world gaze of a caribou populace by having utterly preposterous interviews attributed to him," declared the sculptor.

WILL MAKE EFFORT TO SAVE LIFE OF DOOMED MINISTER

Attorneys to Make Final Plea For Commutation of Richeson's Death Sentence on Friday.

Boston, April 22.—Attorney John I. Lee, of Virginia counsel for Clarence V. T. Richeson, will arrive here tomorrow to assist Attorney Wm. A. Stone in the fight for a commutation of the death sentence which was imposed on Richeson for the murder of Sylvia Linnon. Governor Foss will give a hearing to counsel on Friday. Richeson's father will not arrive with Attorney Lee as was expected.

GIVES UP CHURCH TO RETURN TO STAGE AFTER LONG ABSENCE

Ada Ward Decides Evangelism as a Profession is Not Lucrative—She Was Badly Treated.

Sydney, N. S. W., April 22.—Ada Ward, a prominent actress on the stage for ten years both in England and the Antipodes, and who left the profession for the cause of religion about a decade ago, and has since drawn great audiences at evangelistic work, announced in a meeting here yesterday that she had received a call to return to the stage, and that following such prayer she had decided to do so.

REDUCTION IN THE PRICE OF GAS IN THE RAILWAY TOWN

Special to The Standard. Montreal, April 22.—Mr. Reesor, manager of the Electricity and Gas Company, said tonight it was expected to have the gas in general use before July 1st. It has been applied to four of the boilers at the Electric Light Station. At a conference between the city council and the company today the rates were readjusted as follows:

For steam boilers, 15 cents; for gas engines, 20 cents; and for domestic purposes, 38 cents, an all round reduction of 5 to 10 per cent. The city council tonight instructed its collector to report this rate satisfactory at the meeting of the Public Utilities Commission to be held here on Thursday.

ENGINEERS ORDERED TO GO ON STRIKE

Minia Will Relieve The SEARCHERS

MacKay-Bennett Returning to Halifax With Fifty-Three Bodies.

Cable Ship Laden With Coffins and Carrying Clergyman Will Take Up Gruesome Hunt for Remains.

Special to The Standard. Halifax, April 22.—A message from the ship MacKay-Bennett, sent also to New York, states that she has 53 bodies picked up from the Titanic wreck and which either have been identified or are in such condition that it is probable they can be identified when brought to Halifax. Orders were sent to the MacKay-Bennett by the White Star Line to steam for Halifax with the recovered bodies, and the ship was notified at the same time that the Western Union Cable ship Minia would be despatched to the scene to relieve her. The intention of the MacKay-Bennett when she left port was to bring back only such bodies as were identified or identifiable and with the extreme probability that many unknown bodies would have to be returned to the sea, a clergyman was taken to perform the burial service in such cases.

The same thing is being done with the Minia. Rev. H. W. Cunningham, rector of St. George's Anglican church, Halifax, has been directed by the bishop of Nova Scotia to proceed on board the Minia and conduct the last rites over the unidentified remains of those who sank.

The Minia takes more than a clergyman for this purpose. She is receiving on board tonight a quantity of iron, old furnace bars, to be used as weights in taking to the depths of the ocean the bodies that are not retained by her.

The Minia's equipment for this expedition also includes 150 coffins and 80 tons of ice. The steamer will sail tonight for it is not possible to get up steam and effect the necessary arrangements at an earlier hour. With favorable weather she will reach the scene of the disaster or the point where the bodies have been reported or found in 48 or 50 hours and will return to Halifax on Friday afternoon. She will accordingly be in Halifax on Wednesday evening, when the relieving ship is about commencing her work off the Grand Banks. All the information at the disposal of the MacKay-Bennett will be conveyed by wireless to the Minia.

It was rumored in Halifax this evening that young Astor, of committee to identify his father's body should it happen to be among those recovered, but nothing was known of this by the White Star people in this city.

Now appears that the MacKay-Bennett if she started this afternoon she will not reach Halifax before Thursday afternoon.

CABLE SHIP FOUND SEVERAL BODIES OF TITANIC VICTIMS

Lack of Means of Identification Causes Searchers to Abandon Some of Those Discovered—Few Details.

St. John's, Nfld., April 22.—The work of picking up bodies of the victims of the Titanic disaster, was continued today by the cable ship MacKay-Bennett, which has returned to St. John's with several bodies of the victims. The ship's commander, Mr. Bennett, said that the bodies were in such a condition that they could not be identified, because they were in sleeping garments. A number of bodies, however, have been identified and placed in coffins. Nothing regarding the identification is obtainable here as yet.

SERVICE IN MEMORY OF THE LATE C. M. HAYS

Montreal, April 22.—It has been decided to hold the public memorial service in memory of the late Charles Melville Hays, one of the Titanic victims, on Thursday morning at 11:30 in the American Presbyterian church.

FIFTY RAILWAY LINES EAST OF CHICAGO WILL BE AFFECTED

More Than Half Carrying Traffic of United States Will Suffer When Locomotive Drivers Quit Work

Chief Stone Said: "The engineers committee had considered that its 52 men would start for their respective points tonight and that a strike will be called in thirty-six hours. This will allow 24 hours for the members to get back to their respective points, ten hours in which to put the strike order into effect and two hours in which to notify the different railroads of the intention to strike."

At the time Mr. Stone gave out the statement he had not received any official word from the railroad managers' committee which had been in session nearly all day considering the engineer's strike vote which adjourned at 5 o'clock without having decided to concede to the engineers' demands for an increase in wages amounting to about fifteen per cent.

In Need of Funds. It is understood that Chief Stone will make his headquarters in New York City and issue at once an appeal for an assessment to finance the strike. It is declared by Mr. Stone that 34,000 men will be affected by the strike order. Of these 25,700 are members of the Brotherhood of Locomotive Engineers, and about 6,500 are in the Brotherhood of Firemen and Enginemen who, the engineers declare, will join the strike. The rest are non-union men who Chief Stone said have joined in the strike vote passed by the Brotherhood.

The fifty railroads affected have a mileage of about 50,000 miles, doing 52 per cent of the railway traffic of the United States. They include practically all but three of the railroads in the territory roughly described as east of Chicago and north of the Potomac River. The three exceptions are the Central Railroad of New Jersey, whose contract with the engineers does not expire until June 1st, and the Central Vermont and Rutland Railroads, both of which are in Vermont, and which have separate agreements with the men employed, so that the result will be their taking up the wage question directly with the men.

The engineers' demands for increased pay were made upon all the railroads concerned January 22 and a committee of general managers of the railroads were appointed to confer at New York with Chief Stone and a board of fifty other officers of the Brotherhood of Locomotive Engineers. At the first conference in March the railroad committee announced that the demands, if granted would add to their pay roll \$7,500,000 a year or an increase of 17.5 per cent. Ten days later the railroads formally rejected the demands.

On March 26 Mr. Stone and his lieutenants voted to order the members of the Brotherhood of Locomotive Engineers to ballot on the situation, the question being definitely put whether they would authorize a strike if further negotiations with the railroads should fail. The result of the vote as announced on April 12 was declared to be overwhelmingly in favor of a strike or by a percentage of 92.3 of the 25,700 votes cast. J. C. Stuart, chairman of the managers' conference committee was notified of the strike vote and a second joint conference was held here on April 17 but ended in a deadlock. The engineers formally presented their demands again notifying the railroad management that if their reply was unsatisfactory a strike order might issue at any time, but the engineers agreed to wait until the night of April 18 for further word from the railroads.

When that time came Mr. Stuart requested an armistice for 48 hours so that the members of the committee could be rounded up and the armistice was granted.

Truce Expires. It expired last night, but Mr. Stone agreed to continue it until this afternoon and announced that he would wait word of the committee at the conclusion of its deliberations today before despatching the assistant chairman of the brotherhood to their various headquarters for the purpose of calling a strike.

After a day spent in discussion of the situation the committee of railway managers sent the following reply to Mr. Stone: Mr. W. S. Stone, Grand Chief, Brotherhood of Locomotive Engineers. In reply to your favor of the 19th inst., the managers in conference today and with the approval of the president, beg to state, they have carefully reconsidered the whole subject at issue and regret they see no way

WILL INSURE THE SAFETY OF PASSENGERS

Marine Department Considers Changes in Present Inspection System.

Action in Conjunction With British Board of Trade Proposed—Provision for Discipline on Immigrant Ships.

Special to The Standard. Ottawa, April 22.—Following the Titanic disaster, Deputy Minister Alexander Johnston, of the marine department, today issued an order to Acting Chairman Adams, of the steamboat inspection board, to proceed here at once and the chief officials of the department will meet in conference as to the necessity for changes in the present methods of inspection. Heretofore each vessel carrying passengers to Canadian ports got an annual certificate stating that it had been inspected and fulfilled the requirements for life saving appliances. This yearly inspection of each vessel usually took place in June and July. Arrangements are now being made here to act in conjunction with the British board of trade in the matter of inspection.

Information has reached here that improved methods for the carrying of life saving appliances will be enforced by the British Board of Trade. Besides the necessity for more lifeboats the question of discipline especially in immigrant ships will be taken up. It is not unlikely that the Italian method on this class of ships will be adopted by which a trained Royal Navy officer is sent with each boat and in moments of danger he will assume the responsibility for discipline, while the captain will look after the ship.

The department has been busy collecting data and not only will present reports for the safety of passengers be enforced but other further reaching in effect will be brought into place. One document on fish files will show that not only are present rules inadequate but also are the present regulations sent ideas on the number of life boats on passenger ships all over the world. 456 persons travelling weekly are totally unprotected in case of disaster.

SWEDISH ENGINEER LOST HIS LIFE IN TITANIC DISASTER

C. A. Gjestedt Returning to Canada on Government Mission Among the Victims—Bringing Report on Mines

Special to The Standard. Ottawa, April 22.—E. A. Sjostedt, a Swedish mining engineer, of Sault Ste Marie, who had been on a mission to Sweden and Norway for the Department of Mines, lost his life in the Titanic disaster. His name appeared on the list of first cabin passengers who had been drowned.

Mr. Sjostedt, while not in reality a government official, was bringing a valuable report in connection with the treatment of copper sulphide ores, similar to those occurring north of Lake Huron. He sailed on January 25th for Sweden and Norway under the direction of Dr. Hagan, chief of the mines department, a committee, to investigate fully the feasibility of the method employed in Norway and Sweden of economically treating and smelting copper sulphide ores.

Chief Stone announced shortly after 7 o'clock that he had received a letter from labor Commissioner Neill and Justice Knapp tendering their friendly offices in the hope of averting a strike and he said he would lay it before his committee of engineers tonight. It was said unofficially, that the proposal did not appeal to the men. A letter to the same effect was also sent to J. C. Stuart, chairman of the committee of the railroad managers.

Chief Stone announced at 5:30 that he would recommend to the committee of fifty district chairmen that the proposal of Messrs. Knapp and Neill to arbitrate the difference between the railroads and the engineers be accepted. The committee will probably make public its answer tomorrow. The committee will not leave here tonight.

J. C. Stuart, chairman of the conference committee of railroad managers, announced at 8:40 that he had held a meeting of the committee on Monday morning to consider the proposal of mediation submitted by Messrs. Knapp and Neill. Mr. Stuart said he was not in a position to state tonight what the attitude of the railroads towards mediation would be.