GREAT FIFLDS OF HEAVY ICE WHERE TITANIC WENT DOWN

Captain Moore, of the C. P. R. Liner Mount Temple, Tells Telegraph That He Never Before Saw So Much Ice That Far South—Made Hard Attempt to Reach the Disabled Vessel.

Capt. Moore, of the C. P. R. liner Mount Temple, which arrived in port about noon Saturday from London and Antwerp, told a Telegraph reporter about his attempts to rescue some of the passengers of the ill-fated Titanic, which foundered after striking an iceberg in the North Atlantic late Sunday night.

Call for Help.

Captain Moore said that it was about 12.30 when his Marconi operator picked up the "C. Q. D." call for help. The first call was "We have struck iceberg; come to our assistance at once." The Mount Temple was put about at once and with all possible speed headed for the Titanic, her position having been indicated in the first message.

In reply to a message sent by the Carpathia, the Mount Temple heard the Titanic reply: "We want all the help we can get." To get to the position of the Titanic the Mount Temple had to go through an immense field of ice with more than fifty bergs. As Captain Moore had about 1,600 people aboard, including crew, the undertaking was a hazardous one, in fact they were compelled to stop for a time. About 4.30 in the morning the Mount Temple arrived at the position of the Titanic to find her gone.

The Carpathia was sighted on the other side of a row of bergs and she advised the Mount Temple that she had picked up twenty boats. As she came up with the Titanic's position Captain Moore had his lifeboats swung out from their davits ready to lower away and the gangway lowered over the side ready to take on any passengers that might be found.

At the ocean grave of the Titanic at one time were the Mount Temple, Carpathia, California and German steamer Burmah. The Mount Temple picked up the following message from the Titanic to the Olympic: "We are putting the women off in boats." The steamer Frankfurt asked the Titanic: "What is the matter," and the reply came back: "We have struck an iceberg and are sinking; tell captain to come."

After cruising about the vicinity for some time the Mount Temple proceeded on her way. Captain Moore said that in all his experience he had never seen so much ice so far south. Before he received the call for help from the Titanic he was in a course clear of ice, but in the locality where the big liner foundered there were gigantic bergs and the heaviest kind of field ice. While going to the Titanic men were kept in the "crow's nest" and every point of vantage scanning the ocean for signs of the ill-fated liner or her boats. The commander and his officers used their glasses continuously. "In fact, our eyes were sore from looking," said Captain Moore.

Captain Moore's Statement.

Captain Moore told the following story:

"We turned about at 12.30 and steamed back to the position given us, arriving there about 4.30. We encountered so much ice, however, that we stopped till daylight. When it was light enough to proceed we cruised around but could not see any sign of the ship. About 6 a. m. on the other side of an immense field of ice studded thick with bergs we saw the Carpathia. We also saw the California, who was to the northward of us steaming west, then coming down to the southward, and she met us. She did not communicate anything. At 8.46, ship's time, we received a general message that the Carpathia had picked up twenty boats. We asked him if he wanted any assistance but got no reply. Shortly after we received another general message that all possible had been done and to turn back."

Captain Moore expressed the view that Captain Smith, of the Titanic, was taking no short cut, as had been inferred, and from his chart pointed out the Titanic's position, showing that she had been making every effort to escape ice. In fact, the Titanic seemed to have been going to the southward to clear the ice fields.

The Mount Temple brought out 1,466 passengers of many nationalities. The steamer landed two passengers at the Isl- and yesterday, seriously ill, a Bulgarian suffering with typhoid pneumonia and an Italian suffering with pneumonia.

WOMEN AND CHILDREN FIRST

(Montreal Herald.)

What is there, in life as it is lived in these days of scramble, of self-seeking, of respect for the strong and contempt for the weak, to explain the Carpathia with its shipload of women, the Titanic and its shipload of men? Faced in the supreme moment with the choice between security and duty, the decision was made with practical unanimity. The rule of the sea was obeyed by landsmen. The women went first. There were no boats for the men.

It means, no doubt, that at heart we are not what sometimes we seem; that somewhere within there is a hold over of the heritage we have derived from valiant races of men who lived habitually and consciously in contempt of dishonor and whose minds were steeled against the terror of death.

Why, may we not ask ourselves, must it be only in the supreme moment that so many will rise to the height of the test imposed? Why may not men live as men are ready to die? Perhaps, if the necessity to choose were always as imminent, as unavoidable, if the nature of the choice were as clearly defined, if the consequences were as patent to the intelligence, the answer might be as uniformly admirable. Nearly always there are complications, there are degrees of interest, there is ignorance, there is inability to reduce the issue to simple and unavoidable choice with a single rule of conduct to be followed or rejected. And so we live our lives with our conscience chloroformed concerning the miseries of the poor, some of which may result from our selfishness or our neglect; contemplating with serene approval the success of the strong, although we know or feel, or doubt, that to get where they are they have turned their backs on the misery of women who work for a pittance, have misused the agencies of business to take from the workman the last penny of his earnings, have ground the faces of the poor, have abused the confidence of their friends, have betrayed the trust which confidence reposed in them. If men could live as men have shown they can die, these things could not happen. More; if men were expected to face their duties living as these men were expected to face their duty with death at their elbows, many things that happen easily could not happen at all. Why is it only on a sinking ship that the voice of manhood says: "Women first to the boats." Why only at the risk of life that the youth must plunge into the icy current with the cry "What else is there to do?" The occasion does not present itself for all to play the hero's part in such settings. But surely the heritage of courage, whatever it is, and from whatever dim ancestral past it may have been transmitted, should serve, in the common crises we all have to face, and should not be forgotten and disregarded as too often it seems to be.

OBITUARY

Miss Esther E. Hanlin.

Titusville, N. B., April 17—Death entered the home of Mr. and Mrs. Robert A. Hanlin on Easter Sunday morning and claimed their eldest daughter, Esther E., aged twenty-four years. She was a member of the Presbyterian church and was loved by all who knew her. She leaves to mourn their loss her father and mother, three sisters and three brothers.

The funeral took place Tuesday afternoon and was attended by a large number who came to pay their last sad tribute of respect to one they esteemed so highly. Rev. George Faraquar, Hampton, conducted the services at the house, church and grave. The pall bearers were: Hilton Campbell, Will C. Matthews, Herbert Robertson, Arthur Hodgin, Willie Connors, Stephen J. Campbell. Burial was in the family lot.

Miss Florence McLaughlin.

Friday, Apr. 19.

The death of Miss Florence McLaughlin, which occurred yesterday morning at her home in Exmouth street, will be heard of with keen regret by a large number of friends among whom she was decidedly popular, and liked for her pleasant disposition. She took ill about four months ago and had been in poor health since that time. Miss McLaughlin was about twenty-four years of age, and was well known about the city, particularly with the younger people. She was a daughter of Mr. and Mrs. Daniel R. McLaughlin, who survive, and besides her parents, she leaves four sisters and three brothers. The sisters are Mrs. M. T. Morris, Mrs. Bessie Leary and Miss Jennie McLaughlin, all of this city, and Mrs. Robert White of Toronto. George, Frank and William McLaughlin of Boston are the brothers.

Mrs. Andrew J. Stewart.

Friday, Apr. 19.

The death of Mrs. Mary Stewart, wife of Andrew J. Stewart, which occurred on Tuesday morning, was learned of with great regret by many friends. She was in the 64th year of her age. Mrs. Stewart had been ill for only about three weeks. She was a prominent member of St. Andrew's church. Besides her husband, who is a well known checker with the Donaldson Line, she is survived by four sons and three daughters. The sons are James E., of Waltham, Mass., with the Hood Rubber Company; Charles T., of Coalingo, California, Walter R. and William L. both of the Canadian Consolidated Rubber Co., here. The daughters are Mrs. F. W. Morgan of Vancouver, and Misses Annie B. and Nellie B. at home. Two sisters, Mrs. John Ross, of Pictou; Mrs. James Lewis, of this city, and one brother, Charles Leach, of Oakland, California, also survive. The funeral will be held at 2.30 o'clock this afternoon from her late residence, 25 Broad street.

Mrs. Ann Dales.

Friday, Apr. 19.

Mrs. Ann Dales, wife of the late Wm. Dales, of North Augusta, Ontario, passed peacefully away at 2.45 o'clock yesterday morning in the 70th year of her age after an illness of nearly nine weeks. Mrs. Dales was born on Sept 7, 1842, and lived most of her life in the vicinity of North Augusta, coming here three years ago to reside with her son, Conductor T. O. Dales. She was stricken with paralysis two years ago and partially recovered and was quite well until the last stroke. She is survived by nine children—five sons and four daughters—Thomas O., of this city; Wm. O., of Smith Falls, Ontario; Charles, of Brandon, Man.; Chapman and Garfield, of North Augusta are the sons, and Mrs. Beaton, of Montreal; Mrs. Barrington, of North Augusta; Mrs. McConkey, of Winchester, Ont., and Mrs. Durham, of Belmont, Man., are the daughters. There are also four brothers. Many friends will mourn the loss of one who had shown them much hospitality and kindness. Funeral services will be held at the residence of T. O. Dales, 188 Carmarthen street at 4.30 this afternoon. The body will be taken by the C. P. R. for burial at Gosford (Ont.)

Mrs. Eliza J. Dinsmore.

Friday, Apr. 19.

Mrs. Eliza J. Dinsmore, wife of James Dinsmore, died last evening at her residence, 327 Princess street, after a brief illness of pleuro-pneumonia. She was 70 years of age, and a daughter of the late John Ross, of Digby county (N. S.) Besides her husband she leaves two sons, James E. and Arthur S., of this city, and two daughters, Mrs. J. E. Edwards and Mrs. M. H. Dunlap, both of this city. The funeral will be Sunday afternoon.

W. O. Slipp.

Friday, Apr. 19.

Many friends in the city and province will read with regret of the death of W. O. Slipp, which occurred last evening at the residence of his daughter, Mrs. E. R. Fenwick, Duke street, after a lingering illness. Mr. Slipp had been prominent in banking circles in the maritime provinces for many years. He was also deeply interested in church and Sunday school work and his manly Christian qualities endeared him to his family, friends and business associates alike.

He was born June 21, 1849, at Cambridge, Queens county, the son of the late Robert Slipp, and was a fine type of the country lad who made good in the larger world of business affairs. He was graduated from the University of New Brunswick and after leaving college entered the service of the New Brunswick Railway. Later he was with the Maritime Bank, remaining with that institution until its failure, after which he was secretary to the liquidators. He then joined the staff of the Halifax Banking Company, where he remained until the amalgamation with the Canadian Bank of Commerce, when he accepted a responsible position with the larger concern which he held up to the time of his superannuation two years ago.

He was a resident of the west side for many years but recently moved to Hampton.

Aside from his business interests, Mr. Slipp's activities were exerted in the interests of many religious and philanthropic enterprises and he took an especial interest in Sunday school work.

Mr. Slipp is survived by his wife, who was Miss Annie McLeod, second daughter of the late Matthew McLeod; two daughters, Mrs. Ferguson, wife of Rev. R. W. Ferguson, of Massachusetts, and Mrs. E. R. Fenwick; and three sisters, Mrs. Maxwell, of California; Mrs. Colwell, of Cambridge, and Miss Helen Slipp, a trained nurse at Lowell (Mass.)

Mrs. George Hawkesworth.

Annapolis, N. S., April 19—(Special)—The death of Ida Chipman, wife of Mayor Hawkesworth, of this town, occurred at the residence of her husband, St. George street, yesterday afternoon after a prolonged illness, extending over a year. She was 58 years of age, the daughter of the late T. A. Gavaza, a former merchant of this town, and very highly respected. She was a member of St. Luke's church and loved by all who knew her and her death will be mourned by a large circle of friends. She is survived by her husband, George Hawkesworth, and two brothers—John, in the United States, and Millidge, at home.

The funeral will take place on Saturday and the interment will be in Woodland cemetery.

Miss Lillian Beckwith.

Saturday, Apr. 20.

Miss Lillian Beckwith, aged sixteen years, and daughter of Henry Beckwith, of Gardner's Creek, passed away at the General Public Hospital yesterday after a brief illness. She had been in the city for some time.

Israel H. Goudey.

Yarmouth, N. S., April 19—(Special)—This community was startled today at the announcement of the sudden death of Israel H. Goudey, which took place this morning. He had been in failing health from heart trouble for some months but he was able to be out yesterday so that the end came suddenly.

Mr. Goudey had been connected with the business life of Yarmouth for nearly half a century.

John S. Flaherty.

Many friends about the city will hear with regret that John S. Flaherty died Saturday morning at his home in Charles street, after an illness lasting for some time. Mr. Flaherty was well known in St. John and there will be much sympathy expressed for his family in their bereavement. He is survived by his wife, three sons, and three daughters. The sons are Frank, in Boston; William A. and Frederick J. of this city, while the daughters are Miss Ethel at home, Mrs. W. J. Quigg of Fairville, and Miss Margaret at home.

Mrs. Allen McDonald.

Monday, Apr. 22.

The death of Mrs. Catherine McDonald occurred Saturday morning at her home, 19 Hanover street, after an illness lasting for some time. She was in her 66th year. Her husband, Allen McDonald, survives with two sons, James and John, and two daughters, Mrs. T. O'Leary and Mrs. Thomas Brittany, all of this city. The funeral is to be this afternoon.

Mary A. McBriarty.

Monday, Apr. 22.

The death took place yesterday at the Mater Miseracordia Home, of Mary A. McBriarty, in the 56th year of her age. She was the daughter of the late John and Margaret McBriarty, who formerly resided in Milford. She has been in ill health for some time, and had been in the home only a few months.

Captain George R. McDonough.

St. Martins, April 18—The death occurred at St. John Public Hospital on the 16th inst., of Capt. George R. McDonough, of St. Matrins (N. B.), aged 57 years. He had been in failing health for some few weeks. A few days ago he went to the St. John hospital for treatment, and his unexpected death came as a great shock to the community.

He was a man of sterling character, who made hosts of friends by his genial disposition. For several years he followed the sea, and was commander of the following St. John vessels: Silver Wave, L. Edna, Glingariff, Carslie, Dun Robin, and Bertha Maude. Since retiring from the sea he has built and owned several vessels, as well as running a general store and lumber business. About ten years ago he was appointed collector of customs, harbor master and shipping master of the port of Quaco. He represented for several years the parish of St. Martins at the municipal council board and always took a keen interest in the affairs of the community.

He is survived by his wife, who was formerly Miss Florence Brown, and five sons—John, Rufus, Ira and Charlie at home, and Ralph, of St. John, and one daughter. He is also survived by three brothers—Capt. Alden, of St. Martins; Harry, of Lawrence (Mass.), and Alonzo, of Vancouver.

The funeral was held on Thursday from his late home, service being conducted by Rev. W. A. Snelling and Rev. Rees Jones. He was buried under the auspices of the I. O. F. Lodge, of which he was a valued member. Interment was made in the Baptist cemetery.

Mrs. Abbie Valpey.

The death of a former St. John lady, Mrs. Abbie Fielding Valpey, widow of Joseph H. Valpey, occurred in Buffalo on April 17. She is survived by one daughter, Mrs. E. G. Russell, of Buffalo (N. Y.), and one son, Louis N. Valpey, of Detroit. Mr. Valpey was engaged in business in this city about thirty years ago as a shoe dealer and manufacturer, and was succeeded by his son. The family removed from here many years ago, but are still remembered by many of the older citizens.

Captain John A. Ewing.

Tuesday, April 23.

Captain John A. Ewing, a very well known citizen of this city, passed away at an early hour this morning at his residence, 66 Queen street, after a brief illness. Captain Ewing was very widely known and had a great host of friends, who will sympathize with his family in their bereavement. Besides his wife, the deceased leaves four children and one brother, Robert Ewing, of the Dominion Savings Bank here.

For many years Captain Ewing has been connected with marine insurance companies represented by the firm of Cowie & Edwards, and his business often took him all along the Atlantic coast adjusting losses and examining wrecks. His death will be heard of with regret among shipping men and by citizens generally who had learned to appreciate his sterling worth and integrity of character.

James Merritt Lord.

Tuesday, April 23.

The death of James Merritt Lord took place at his home, 97 Water street, West End, yesterday morning, after an illness of two months. He was thirty-four years of age and was a son of George L. Lord. One brother, George W. Lord, and two sisters, Bertha, of this city, and Mrs. B. Clarke, of Boston, survive. The funeral will be held on Wednesday at 2.30 o'clock from his late residence.

Robert Abernethy.

Fredericton, N. B., April 22—(Special)—Robert Abernethy for many years postmaster of Durham Bridge, was found dead sitting in his chair shortly after noon today. He was ninety-four years of age and is survived by a large family. Heart disease caused death.

Denis Callahan.

Tuesday, April 23.

Denis Callahan, an aged and respected resident of Little River, passed away yesterday. He was born in Ireland eighty-five years ago and came to St. John when very young. He has resided with his son Timothy, at Little River for the last ten or twelve years. The surviving members of the family are three sons, Timothy, at Little River; John and Denis, of this city. Announcement of the funeral will be made in the evening papers.

Jane E. McInnis.

Tuesday, April 23.

At her home, 151 Chesley street occurred, last evening, the death of Jane E. McInnis, daughter of the late Malcolm McInnis. Miss McInnis was in the ninety-second year of her age and had been in good health until a few weeks ago. She was born in this city and resided in Chesley street all her life, where she was well known. The deceased is survived by one nephew and three nieces all of this city.

Thomas McDonald.

Tuesday, April 23.

Thomas McDonald, a well known butcher of this city, passed away last evening at his home in Clarence street. He was in the 39th year of his age and is survived by a wife, four sons and four daughters, all young; also three brothers and three sisters, besides several relatives. The brothers are John, Edward J. and James, all of this city; the sisters are Mrs. Moriarty, Mrs. Prouty and Miss Laura, of Boston, and Mrs. Edw. Walsh, of this city.

William H. Knowles.

Tuesday, April 23.

The funeral of William H. Knowles was held yesterday afternoon, burial taking place in Fernhill cemetery. Mr. Knowles, who died in the General Public Hospital Saturday night, was prominent in the city before the big fire of 1877. He had been in poor health for some time. He was eighty-two years of age. He is survived by two brothers, Samuel N., of this city, and John, of Boston. He came here from St. Andrews in 1850 and served his apprenticeship as a trunk-maker with Thomas Sime and later, with his brothers, went into business. They were burned out at the time of the big fire, losing heavily. He was an old member of Hibernia lodge of Masons and New Brunswick lodge, Knights of Pythias.

Captain Mickle.

J. T. Knight & Co. yesterday afternoon had a telegram from J. C. McGregor, of New Glasgow, with the news of the death there of Captain Richard Mickle, of the S. S. Pontiac. Captain Mickle was particularly well known in shipping circles here, as he had sailed out of the port a great many years. He was about sixty-eight years of age, and had for many years sailed in the employ of J. W. Carmichael & Co., New Glasgow. The Pontiac is now on her way to West Bay under command of the mate. Many St. John friends of Captain Mickle will hear of his death with regret. He leaves a wife and family.

LOCAL NEWS

Registrar John B. Jones reports ten marriages for the week and eighteen births—eleven girls and seven boys.

The civic officials received their semi-monthly pay envelopes Saturday. The totals for the various departments are: Fire and salvage corps, $1,136; police, $1,528.91; market, $112.48; ferry service, $702.50; official, $1,379.95; city engineer, $378.34; total, $5,238.84.

A large number of applications for the establishment of free rural mail delivery routes have been received by the post office inspector and are receiving attention. It is probable that most of them will be granted where the circumstances warrant it, but the work will not be undertaken until later in the spring.

His Honor Judge Jonah, of Sussex, sat in county court chambers here Saturday morning, Judge Forbes being out of the city. Several assessments were made. Judge Jonah will sit in chambers here on Friday of each week hereafter during the absence of Judge Forbes, who will not return to the city until the latter part of May.

Twenty-two burial permits were issued by the board of health during the last week. The causes of death were: Old age, two; paralysis, two; heart disease, two; premature birth, two; cerebral hemorrhage, two; cancer, phthisis, cystitis, inanition, bronchitis, pneumonia, drowning, scarletina, disease of liver, cirrhosis of liver, pulmonary embolism and capillary bronchitis, one each.

The sardine season which opened on April 15 did not start as auspiciously as last year. The run of sardine herring has been light so far, and although some of the American canneries have started operations they have not had very much material to work on so far. This is not regarded as serious, however, as the run commences at different times in different years, and what the fishermen lose now they hope to make up later on.

About That Catalog.

Don't forget to send to the 4 C's for copy of their catalogue. Only one copy to each person, and each copy means money to you. Address is simply The 4 C's, St. John, N. B.

To clean the kitchen sink, wash it thoroughly with ammonia and warm water. Common sulphate of iron dissolved in the proportion of one pound to four gallons of water and poured over the sink will make it quite clean and sweet.

STEAMER PASSED SINKING TITANIC

(Continued from page 1).

racing for the telephone to send the news out."

Mr. Franklin denied that the White Star Company had any intention to spirit 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.

Vice-President Franklin.

When Third Officer Boxhall entered the room, Senator Smith asked him to step aside and called P. A. S. Franklin, vice-president of the International Mercantile Marine Company. He began to question Mr. Franklin as to the company's comprising the corporation, its connections and its capitalization.

Mr. Franklin described the business operations and extent of the International Mercantile Marine.

"What is its capitalization?" asked Senator Smith.

"One hundred million in common and preferred shares, $52,000,000 in 4 1-2 per cent bonds, $19,000,000 in 5 per cent bonds, and about $7,000,000 of underlying bonds."

"Can you give me the names of the directors of the various steamship companies?" asked Senator Smith.

"I cannot," said Mr. Franklin, "but I shall gladly give you the names of the officers and directors of the International Marine. The other companies, many of them, are located abroad."

"So far as you know, did you or any of your subordinate officers have any communication with Captain Smith on his last voyage?"

"None at all. We did not hear from him in any way or shape."

No Communication from Ismay.

Mr. Franklin said he had received no communication from Mr. Ismay except one by cable from Southampton. This, he said, was merely a cablegram announcing the complete success of the Titanic's trial trip and the favorable prospect for a successful voyage.

"This is the only attempt at communication, and so far as you know, any attempt from officers, crew or passengers to communicate with you, after they left Southampton?" the senator continued.

"Yes."

Senator Smith then showed Mr. Franklin the telegram received by Congressman Hughes, of West Virginia, from the line dated New York, April 15, and addressed to G. A. Hughes, Huntington (Va.), as follows: "Titanic proceeding to Halifax; passengers probably land on Wednesday; all safe.

(Sgd.) "The White Star Line."

"I ask you," continued the senator, "whether you know about the sending of that telegram, by whom it was authorized and from whom it was sent?"

"I do not, sir," said Mr. Franklin, "since it was mentioned at the Waldorf Saturday we have had the entire passenger staff examined and we cannot find out."

Heard of Sinking Monday Evening.

Asked when he first knew that the Titanic had sunk, Mr. Franklin said he first knew it at 8.27 Monday afternoon.

Mr. Franklin then produced a thick package of telegrams, which he had received Sunday in relation to the disaster.

"About 1.40 on Monday morning," said he, "I was awakened by a 'phone call. I was called by a reporter for a newspaper who informed me that the Titanic had met with an accident and was sinking. I asked him where he got the information. He told me that it had come by wireless from the steamship Virginian, which had been appealed to by the Titanic for aid."

Mr. Franklin said he called up the White Star docks but they had no information, and he then appealed to the Associated Press, and there was read to him a despatch from Cape Race advising of the accident.

"I asked the Associated Press," said Mr. Franklin, "not to send out the despatch until we had more detailed information in order to avoid causing unnecessary alarm. I was told, however, that the story already had been sent out."

"Monday morning we were endeavoring to get information from Montreal and Cape Race. At 10.27 a. m. we got word from the Olympic announcing that at 9 a. m. she had been unable to raise the Titanic, which was 310 miles north of her, but would maintain its efforts to get in communication with her.

"Between noon and 1 o'clock on the 15th the following message was received from the Olympic: 'Parisian reports Carpathia in attendance, picked up twenty boats with passengers and Baltic returning. Position not given. (Signed), Haddock, Olympic."

The reassuring statements sent out by the line in the early hours of the disaster next were made the subject of inquiry.

"Tell the committee on what you based those statements," Senator Smith asked.

"We based them on reports and rumors received at Cape Race by individuals and by the newspapers. They were rumors and we could not place our finger on anything authentic."

"Had you heard from the Carpathia at that time?"

"No, sir."

MANY MOURN FOR MRS. CLARA C. SEELY

Grand Manan, N. B., April 17—The funeral of Mrs. Clara C. Seely, who died at Moncton at the home of her sister, Mrs. S. W. Irons, on the 11th inst., took place here on Sunday afternoon from the residence of her father, Loring Daggett. Services were conducted by Rev. J. W. O'Donnell, rector of the Church of England, of which the deceased was a valued member. The beautiful floral tributes and the very large attendance testified to the high esteem in which she has been held and the wide circle of mourning friends. The pall-bearers were S. R. Watt, Henry Watters, J. R. Parker, W. L. Baker, J. E. Gaskill and George B. Thomas.

Mrs. Seely, as government telegraph operator, took the first message that came over the Grand Manan cable thirty-one years ago. In 1884 she was married to H. Chipman Seely, then superintendent of the government cable service, who died May 15, 1888, and in the same year death robbed her of her two children, Reginald and Harry. Shortly after the death of her husband she was appointed to the position of superintendent, which position she held until her death. She has also been during this period in charge of the post office at North Head.

Ever a courteous public official and a woman of rare executive ability, she commanded the respect and esteem of all who knew her. Her death is felt to be a great loss, not only to the bereaved relatives and many friends, but to the whole community.

When icing becomes too hard to spread easily, soften it by adding a little water, drop by drop. Beat it constantly while adding the water.

RICHESON HAS HOPES OF LIFE BEING SPARED

Sheriff Says Condemned Pastor Feels He Can Do Some Good in the World Yet—Hearing for Commutation Friday.

Special to The Telegraph.

Boston, April 22—Clarence V. T. Richeson, who is condemned to die in the electric chair in twenty-seven more days, for the murder of Avis Linnell, has strong hopes that his death sentence will be commuted to life imprisonment, according to Sheriff Quinn.

"Richeson does not expect to die in the electric chair," said the sheriff today. "He is very hopeful that the death sentence will be commuted to life imprisonment."

Richeson feels that he can still do some good in the world at the jail, and he wants to live in order to do what he can.

According to Sheriff Quinn, Richeson's eyes are growing very weak. This is due to the confinement. The former minister reads, but not much, although many books and magazines are sent to him.

Attorney John L. Lee, of Lynchburg (Va.), one of Richeson's counsel, will arrive in Boston on Wednesday to begin the fight for Richeson's life. Governor Foss will give a hearing to counsel on Friday. Richeson's father will not arrive with Attorney Lee, as was expected.

STEAMERS LEAVE FOR UP RIVER

Little Ice Reported Below Gagetown—Opening Dates in Recent Years.

Friday, Apr. 19.

The steamer Majestic left early for up-river yesterday and reached Gagetown before 4 o'clock without mishap. The steamer then proceeded up the river and is thought to have gone up as far as Upper Gagetown, returning today. The Champlain left about 11 o'clock and did not expect to go beyond Palmer's.

It is expected that within a few days a steamer will be making trips to Fredericton.

The river is reported well cleared of ice to a point above Gagetown and beyond that the jam has broken and is on the move. It is expected to run entirely out in a day or two. The ice is said to be weak and shaky. The ice above Fredericton in places is quite strong still, and crossing is going on, while below the capital, the field has moved a few hundred yards in some sections, and more in others.

There is little difference this year in the reopening of navigation and the average time. The steamer to make the initial trip last year did so on the 20th, two days later, while the river opened on the 19th. Generally about the middle of April is the time for the ice to leave, although it has been known to remain fast until May. In 1854 the ice did not break away until May 7, which is the latest on record, while the earliest was in 1902 when the big pack moved out on March 23.

Since 1890 the following are the dates of the opening and closing and the number of days open:—

Year	Opening	Closing	Days Open
1890	April 21	Nov. 24	217
1891	April 14	Nov. 20	210
1892	April 15	Dec. 5	224
1893	April 14	Nov. 21	220
1894	April 16	Nov. 20	215
1895	April 18	Dec. 6	232
1896	April 18	Nov. 22	216
1897	April 22	Dec. 2	224
1898	April 16	Dec. 7	235
1899	April 22	Nov. 13	206
1900	April 20	Nov. 28	200
1901	April 8	Nov. 22	228
1902	March 23	Dec. 3	255
1903	April 1	Nov. 20	233
1904	April 21	Nov. 13	205
1905	April 11	Nov. 20	223
1906	April 16	Nov. 19	217
1907	April 24	Dec. 3	223
1908	April 26	Nov. 19	208
1909	April 15	Dec. 12	241
1910	April 4	Nov. 26	236
1911	April 19	Nov. 17	212

The tugboats which will engage in the log work to be done on the river are for the most part at the wharves in Indiantown, about ready when the word comes that the drives are to be gotten out after the ice has broken up. The big "Drift Drive," the houseboat which is employed for the use of the men engaged in the log driving, has been brought to Indiantown and when the ice has run out will be sent to the scene of operations.

GREAT INCREASE IN PORT'S BUSINESS

That the export business through this port will be several millions more than last season's business is assured, as for ninety-nine steamers the advance is $1,729,826 over all of last season.

Last season's total was $23,669,042 for 111 steamers, while the total to date, for ninety-nine steamers is $25,398,868. As the cargos of about twelve more steamers have yet to be added, it will be seen that a safe estimate is about $3,000,000.

AN INTELLIGENT MACHINE.

A new automatic stamp-selling machine has been installed in the public office of the general post office. It is one of a hundred to be supplied to all the branch post offices in the London postal area. It supplies halfpenny as well as penny stamps, and has an arrangement for detecting and returning all coins not of the same weight or size as pennies and halfpennies. Foreign coins, "bad" coins, and coins of other values are automatically rejected.

For five cents you can purchase a piece of tailor's chalk, which you can use for years. You will find it helpful if a spot of grease gets on silk. Rubbed along a soiled seam, it removes the blemish. It is the very best chalk for marking silk, woolen or cotton.

FINDS MORE MONEY ON THE STAGE THAN IN THE PULPIT

Ada Ward, a Prominent Actress, Who Took Up Evangelistic Work Ten Years Ago, Will Return to the Footlights Again.

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 in evangelistic work, announced in a meeting here yesterday that she had received a call to return to the stage and that following much prayer she had decided to do so.

Speaking with great bitterness, she stated that if she lived to be a hundred years old she could never erase from her mind the beggarly way in which she had been treated in her Chrisaian profession. She declared that in ten years' work she had made absolutely nothing but her living expenses. For the first time in ten years Miss Ward occupied a box at a theatre last night.

FREDERICTON HEARS THAT C. P. R. MAY BUILD SHORT LINE

Report Current Harvey-Chipman-Moncton Route Will Be Used to Get to Halifax and Capital Will Be on the Main Line.

Special to The Telegraph.

Fredericton, April 22—It is now rumored in railway circles that the efforts of the Canadian Pacific railway to obtain running rights over the Intercolonial railway in order to enter Halifax will within a few years place Fredericton on the main line of the C. P. R. as far as through passenger traffic is concerned. The intention of the C. P. R., it is said, is to develop a fast passenger and mail service with Halifax as the Atlantic terminus on a line between that city and Montreal by the most direct route. It is said that the new line, leaving the present C. P. R. main line at Harvey and passing through Fredericton, Chipman and Moncton, will be the one eventually used.

The steamer Majestic arrived from St. John at noon today on the first trip of the season.

Government supporters in the legislature held council at the Barker House on Saturday evening and discussed the political situation. The uncertainty in connection with the Valley Railway seems to be a stumbling block in the way of holding an early election.

Dr. Barbour was called to St. John this morning by the news of the serious illness of his father.

BLIND 26 YEARS; DIED SATURDAY

Familiar Figure in St. John Passed Away—Had Lived Long in St. John.

Monday, Apr. 22.

Many citizens will learn with regret of the death on Saturday evening of the blind singer, William H. Ricketts, aged sixty-eight years. He died at the home of his daughter, Mrs. Stephen Munford, Winter street. His wife died last June. He is survived by the one daughter and three sons—Edward T., with James Fleming & Son; Harry, of the ordnance corps in this city, and John, of Elizabethport (N. J.)

Mr. Ricketts was a native of Birmingham (Eng.) He came with his family to Canada twenty-eight years ago, in the old steamer Parisian, and settled in St. John. He was stricken with blindness some twenty-six years ago.

The funeral will take place this afternoon at 3.30 o'clock from the home of Stephen Munford, 86 Winter street, rear.

AWAITING WORD TO BEGIN BIG STRIKE

(Continued from page 1).

at issue and regret they see no way of modifying the conclusions previously announced.

"(Signed) Conference Committee of Managers,

"J. C. STUART,
"Chairman."

Men Willing to Arbitrate.

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 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 8.30 that he would recommend to the committee of fifty district chairmen that the proposal of Messrs. Knapp and Neill to arbitrate the differences between the railroads and the engineers be accepted. The committee will 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 called a meeting of the committee for tomorrow 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.

The fresh air, which is a boon to invalids, is no less advantageous to those who are well. Try it, you who have hugged the fallacy of closed windows. Begin now to sleep with plenty of fresh air in your rooms, and see if you will not in a little while awake in the morning with less headache and a dimmution of that tired feeling."

VOL. LI.

SOLEMN FOR L

Montreal and don Tributes

Every Wheel on Trunk Road F Five Minut

Notable Men Presen Eulogies on the G adian Nation Bu Perished in the Disaster.

Canadian Press

Montreal, April 25—It was deeply impressive moment at service to the late C. M. Hay the congregation rose and sto ed heads in silent tribute to way chief.

But a moment before the floating from the organ, like from the far off disaster, the hymn Nearer My God to The ed, and painfully reminiscent band of musicians who stood of the Titanic and played t as the great ship slowly sank

Not only did this inciden solemnity of the service, b also the thought that, at the the congregation rose, every Grand Trunk system in Ca United States was stopped, every workshop of the compa every ship on the great lake Pacific connected with the c ed down, and every employe pany in Canada, the Unite Great Britain standing with in an organized silence as a great man who had been the who had gone to a hero's de

Leading Men Attend.

The American Presbyte where the service was held, place of worship of Mr. Hays had come to Montreal. To flocked scores of the leading dominion, famous industrial leaders, civic and military dig tations from the governmen and some of the leading cit minion, heads of great railw chiefs of numerous great ra ments.

Every official who could the Grand Trunk system church, and scores of the m headquarter staff. Practical of the ground floor of the e ed with black coated men, many famous figures could The galleries were filled by sembly of citizens, comprisin dred ladies. Many were u admittance.

The Rev. Dr. Barclay offer tiful and touching prayer, an deacon Ker, D. D., read the "I said I will take heed un Then the hymn, Nearer My was sung.

There were three addresses Rev. Dr. T. S. MacWilliams, sor of Dr. Johnston at t Presbyterian church; the sec cipal Peterson, of McGill U the third by Rev. Dr. Johns

Notables at London Ser

London, April 25—The w spect for the late C. M. Hay sympathy with his widow were shown at the impress service held this afternoon a of Saint Edmund, the King

The church was crowded fluential congregation, includi the Hon. W. S. Fielding, W representing the Canadian Lord Welby, Sir Felix Schus Skinner, and G. McLaren H senting the Canadian Pacific William White, the great nav or; Sir Henry Jackson, Alfr chairman of the Grand Trun G. Salter, the European man Norman, the secretary, and t cial and tariff staff of the G Alderman and Sheriff Hanson mer, Williams Taylor, rep Bank of Montreal; Franklin senting the Bank of Comme ward Coates, J. G. Colmer, C J. Obed Smith and represent Canadian Northern railway, t the Salvation Army, the Do and many others.

SATURNIA 38 MILES AWAY TITANIC

Montreal, April 25—Referri port to the effect that two c ers on the Donaldson liner in Toronto, say that this w miles from the Titanic when with the iceberg. The Ro Company. Limited, agents of that this is entirely incorrec tain's official report to them she was 380 miles west of position at the time of the