

WEATHER FORECAST.

MARITIME PROVINCES. Strong Southerly and Southwesterly Winds; Showery with Higher Temperature. Temperature at 3 A. M. 45 Degrees Above Zero.

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CALIFORNIA FACES THE ACCUSATIONS

Engine Hand States Ship Refused Succor To Titanic. CAPTAIN DENIES Attempts of Wireless Operators to Send Word of Proximity of Ice Rudely Interrupted—Reform in System Expected.

Washington, D. C., April 26.—Ablaze with light from her saloon and cabins, the Titanic dashed full speed ahead to her destruction according to Ernest Gill, a donkey engine man on the steamship Californian, who testified today before the senate committee investigating the disaster. He said that Capt. Stanley Lord, of the Californian, refused later to go to the aid of the Titanic, the rockets from which could be plainly seen.

Gill submitted an affidavit to the committee and when sworn and put on the stand, stuck to his charges against the captain of the Californian. Capt. Lord entered a sweeping denial of Gill's accusations and read from the Californian's log to support his contention. Cyril Evans, the Californian's wireless operator, told of hearing much talk among the crew who were critical of the captain's course. Gill, he said, told him he expected to get \$200 for his story when the ship reached Boston. Evans told of having warned the Titanic, only a brief time before the great vessel crashed into the berg, that the sea was crowded with ice. The Titanic's operators, he said, said the Californian was within range of their wireless station at Cape Race, and they told him to "shut up" and "keep out." Within a half hour and the pride of the sea was crumpled and sinking.

It developed today that one reform that is certain to spring from the present investigation will be enforced in the wireless rooms of ships entering or leaving American ports. This comes as a result of the testimony of the Californian's operators, who were held responsible, as brought out by the testimony to date.

Out of a mass of testimony taken from members of the crew of the ill-fated steamship Titanic, by individual members of the senate committee, who worked nearly all of last night, came several conflicting statements as to the judgment of officers and sailors on the gravity of the vessel's condition after colliding with the iceberg Sunday night.

George Rowe, a quartermaster, in charge of the lifeboat in which Mr. Ismay left the Titanic, said that Mr. Ismay did not get into the boat until women and children had failed to respond to a call. Ismay, he declared, was ordered into the boat but stepped in just before it was lowered. Ismay, he said, issued no orders in the lifeboat, leaving him (Rowe) in absolute charge. The action of the committee in taking the sailors separately and questioning them made glad hearts of 25 members of the crew of the sunken ship, who were willing witnesses, because of their intense desire to return to their homes in England.

The evidence brought out by the individual method of examination was said to have disclosed the fact that the lifeboats on the Titanic not only were difficult of access when swung out on the davits, but that they were not fully equipped. P. A. S. Franklin, vice-president of the International Mercantile Marine, was called to the stand when the committee met and was questioned further in an effort to learn whether news of the disaster was held back by the wireless operators. Mr. Franklin insisted there was no suppression.

Senator Smith when Mr. Franklin took the stand, read a telegram from United States Marshall Merchile, at Boston. The Marshall reported that in compliance with the orders from Washington he had served subpoenas on the captain and the wireless operator of the Californian, but that they

CHANGE PLANS FOR DOCKING OF CABLE SHIP

Greater Accommodation and Depth of Water for "Funeral Ship." Press and Photographers Will Be Excluded from Landing Place Until After Identification of Bodies.

Special to The Standard. Halifax April 26.—The MacKay-Bennett with the 205 dead will arrive in Halifax some time on Sunday. She will dock at the dockyard which has been taken instead of the Gun Wharf because it has greater accommodation and also because of the fact that there is not sufficient water at the Gun Wharf for the cable ship.

An order has been issued, in pursuance of an agreement with the White Star Line agents, that the public will be completely excluded from the dockyard. This exclusion extends to representatives of the press and photographers who will not be allowed until after identification of the bodies has been made and those thus identified have been removed either to undertaking rooms or to private places, pending their shipment by rail to their destination. There is a sufficient force of police at the dockyard to make the carrying out of this order possible. The church bells will likely be tolled when the steamer comes in and flags will be flown at half mast.

Orders to turn out to render assistance, that the Titanic had gone down, the Californian then was proceeding at full speed, near of the ice field, but with plenty of icebergs around. He heard Second Officer J. C. Evans telling Fourth Officer Woodcock that the third officer had reported seeing during his watch and Gill said he knew then it must have been the Titanic he had seen.

Evans, according to the affidavit, said that the captain had been notified of the rockets by the apprentice officer, thought to have been named Gibson. The skipper ordered Morse signals to the district, and Evans again reported rockets to the captain, who told Gibson to continue to Morse the distressed vessel until he got a reply. No reply was received.

Gill said the next remark he heard Evans make was to ask "why the devil they did not wake up the wireless man?" The entire crew, according to Gill, talked among themselves about the course of the rockets. Mr. Stone, the second navigating officer, was on the Californian's bridge at the time of the rocket signals.

"Did you try to get into communication with the Titanic on Sunday night?" asked Senator Smith. "Yes, sir, about 10.15 that night, ship's whistle we told him we were surrounded by ice and had stopped." "Did the Titanic acknowledge that message?"

"Yes, sir. It told us to 'shut up' or 'keep out' or something like that." "How far were the Californian and the Titanic apart when you sent your message to the Titanic telling her you were blocked in the ice?" "Some distance off." "From the position we had 19 1/2 miles apart." "Did the Californian receive the Titanic's C. Q. D.?" "No," said the captain. "We got it in this statement, about 6 o'clock the morning of the 15th." "What is the speed of the Californian?" "About 11 knots ordinarily," said the captain. "We made 13 1/2 when we were going to the Titanic. We were driving all we could."

ISMAY BEFORE COMMITTEE INVESTIGATING DISASTER



SNAPSHOT OF COMMITTEE IN SESSION AT WALDOFF-ASTORIA HOTEL IN NEW YORK. ARROW POINTS TO J. BRUCE ISMAY

UNDERTAKER TO HELP IN HALIFAX WITH THE VICTIMS

Moncton Man Leaves to Assist in Work on Arrival of MacKay-Bennett—C. R. Relief Fund.

Special to The Standard. Moncton, April 26.—Undertaker Tule, of this city, left tonight for Halifax in response to a request from Snow and Co. of that city, asking for assistance in caring for the Titanic victims. The Intercolonial Relief and Insurance Association reports seven deaths during the month with total insurance of \$250. The dead are: James J. Howe, tankman, St. John; John Galt, retired, Campbellton; Philip T. Galt, retired; Harry Snider, engineer; John W. Bennett, apprentice; George Oulton, tube welder; and Colin McNeven, retired, all of Moncton.

How long would it have taken you to reach her? "At the very least two hours under the ice conditions." "Would you have known." Captain Lord said that if the operator had been on duty he would have caught the Titanic's signal. An operator on duty in the day he said was more service than to remain on duty at night, because there were so many one-operator ships that one got more information in the day than at night, when the other operators were asleep.

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"Did you see any of her signals or anything of the ship herself?" "No." "Was the Titanic beyond your range of vision?" "Yes, 19 1/2 or 20 miles away." "Low temperature of the water was no indication of the proximity of ice," Captain Lord said. He added he had had very little experience with ice. "World glasses in the Crow's Nest have aided in sighting ice?" asked the Senator. "I tried it once and I don't believe I shall try it again. It was when I hoisted a man in a coal basket to the masthead to see if he could discover the Titanic."

LAWYER ATTEMPTS FINAL STEP TO SAVE LIFE OF RICHESON

Ask Sentence of Death Be Commuted to That of Life Imprisonment—Public Were Excluded.

Boston, Mass., April 26.—A final step by counsel for Clarence V. T. Richeson, the confessed murderer of his former sweetheart, Miss Avis Linnell, to secure a commutation of the death sentence was taken this afternoon when the attorneys appeared before Gov. Foss. The lawyers urged the governor to lay their petition, asking that the sentence of death be changed to one of life imprisonment, before the executive council. Although the lawyers would not divulge all of the grounds upon which they would seek to have the sentence commuted, it is known that they lay great stress upon the mental condition of their client. Another point which was made was that Richeson voluntarily confessed and saved Norfolk county thousands of dollars.

The conference was held behind closed doors. Ottawa, April 26.—In the construction of the Hudson Bay Railway, a prohibition law has been established in which the sale of liquor will be prohibited. It includes La Pas and a stretch of ten miles beyond the end of the work in progress. Enforcement will be rigid will be in the hands of the Northwest Mounted Police.

Paris, April 26.—It is understood here that the powers are considering the matter of advising Italy to either to abandon the Dardanelles or definitely abandon the plan as her present indecision greatly embarrasses international shipping.

New York, April 26.—Packy MacFarland who was introduced tonight at Madison Square Garden as Chicago fighting fishman, administered a severe drubbing to England's lightweight champion, Mat Wells. The men went ten rounds at the Garden Athletic Club and while MacFarland was a 10 to 7 favorite, nobody thought that his task would be so easy. Wells was a decided disappointment, the Englishman's much heralded cleverness was not in evidence after the opening round. MacFarland at all stages of the game was cool and collected while Wells lost his head early in the game. Packy jabbed, swung and uprooted his man as well from the opening of the second round (the final clasp of the bell) ending the tenth round and Wells made frantic efforts to land a telling blow, but Packy invariably made him miss by clever side stepping and ducking.

EXPECT PROMOTION OF MAJOR PEUCHEN WILL BE CANCELLED

Titanic Controversy May Stand Between One of Survivors and Command of Queen's Own Rifles.

Ottawa, April 26.—Though nothing official can be obtained, there is a well defined rumor current in military circles here that Major Peuchen, of Toronto, will not get command of the Q. O. R. It is known that promotion was practically decided upon, but it is understood that the controversy in which he has figured since landing with the other Titanic survivors has led to its being held up, with the prospect that he will not be gazetted to succeed Sir Henry Pellatt.

Special to The Standard. Halifax, April 26.—The mail steamer Empress of Britain which arrived this afternoon, had a close call last Wednesday from collision with an iceberg. Last Wednesday forenoon, it was thick weather and the fog hid the iceberg, till it was close to the steamer. "Full speed astern" was instantly ordered and collision with the berg was avoided. The berg was in latitude 46°25 north, longitude 42° west. The Empress of Britain proceeded slowly but the fog lifted two hours later. She left for St. John tonight.

Special to The Standard. Woodstock, April 26.—The suit of Matthias Meagher, of Debec, against the C. P. R. for \$5000 damages, caused by removing the siding near his warehouse, which has been before the circuit court for two days, went to the jury this afternoon and resulted in a verdict for the plaintiff for \$245. Mr. Justice McKeown gave the defendant company leave to move for a new suit, a new trial or that the verdict go to the defendant. Hon. W. P. Jones and E. B. Carvell for plaintiff; Col. H. H. McLean and F. R. Taylor, for defendant company.

Having disposed of the cases on the docket the court is over and Mr. Justice McKeown and Mr. Taylor will leave for St. John tonight.

NEW PHASE IN M'GEE POISONING

Warrant for Arrest of Mother of Six Deceased Children.

Special to The Standard. Charlottetown, P. E. I., April 26.—A warrant has been issued for the arrest of Mrs. M'Gee, of St. Mary's Road, charged with poisoning her six children. Dr. McMillan, provincial health officer, has gone to Montreal with the stomach and other organs of the deceased children for chemical analysis.

In the legislature yesterday a bill was passed giving the premier a salary of \$1,500. This is the first time the premier has been paid. Premier Matheson's total salary, including \$1,200 as attorney general, will now be \$2,750. The bill to charge travelers taking orders for hours \$200 is now up for second reading and the measure will go through. The late government tried to prohibit such travelers from soliciting orders, but the bill was declared ultra vires by the federal department of justice.

Harry Arbing, eleven year old son of James Arbing, Tryon, was killed this morning in a peculiar manner. He went to the school house to fight the fire and taking no key, he endeavored to climb through the window by means of a piece of board he stood against the building. The board slipped and the window came down on his neck, leaving the boy suspended. Half an hour later the dead boy was discovered by neighbors. The coroner decided an inquest was unnecessary.

Election petitions against J. J. Hughes, liberal, federal member for Kings, and A. A. McLean, conservative for Queens were dismissed by Supreme Court today.

HON. J. B. HAZEN IS ACCORDED HONOR BY ASSOCIATION

North American Fish and Game Protective Association Make Him President—Will Meet Here Next Year.

Special to The Standard. Ottawa, April 26.—The North American Fish and Game Protective Association, which is holding its annual meeting at Boston, has elected Hon. J. D. Hazen, minister of marine and fisheries, as its president for the ensuing year. The minister today received a telegram apprising him of the compliment paid him. The next annual meeting will be held at St. John, N. B.

MATTHIOS MEAGHER WINS DAMAGES IN SUIT AGAINST C.P.R.

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TAKE MEASURES TO EXCLUDE THE DREAD FRUIT FLY

Special to The Standard. Ottawa, April 26.—In addition to the regulation prohibiting the importation of uncooked fruits and vegetables from Hawaii as a precaution against the incoming of the Mediterranean fruit fly, the government has passed an order in council requiring importers of nursery stock and transportation companies and custom brokers engaged in the importation of such goods to notify the Dominion Entomologist of all such imports arriving. The importers are also required to notify the entomologist giving all particulars within five days of docking.