

WEATHER FORECAST.

MARITIME PROVINCES. Moderate Westerly Winds; a few Local Showers, but Mostly Fair. Temperature at 3 A. M. 40 Degrees Above Zero.

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FOUR FLOWERS OF SAINT JOHN DID GEORGE TAKE MERRY

Annual Banquet of Society Was Held Last Evening CHEER FROM ABROAD Organizations in London, New York and Elsewhere, Exchange Congratulations—Speakers Resorted to Toasts in Patriotic vein.

The annual celebration of St. George's Society which took the form of a banquet at the Royal Hotel came off last evening and proved a very interesting function. Mayor Prink, president of the society, was in the chair, and on his right were Lieut. Governor Wood, H. E. Church, the American Consul, Hooper, W. H. Hooper, and on his left were Judge Ritchie, James Jack, Commander Myles, Col. Baxter, Senator Daniel and others prominent in professional and business life of the city.

After the toasts to the King and the governor general, had been duly honored, the secretary of the society, F. G. Church, read messages of greeting from various sister organizations in Canada and also from the Royal Society of London. The following messages were read by Secretary Church: Ottawa—His Royal Highness the Governor General, desired me to express his appreciation for the kind thought of St. George's Society and sends his warmest greetings—Military Secretary.

London, April 23.—The Royal Society of St. George's dinner in honor of old England, especially attended with our brethren in Canada, whom we pledge with deepest fraternal regard—Marlborough, chairman. Halifax—Fraternal greetings from St. George's Society, Halifax—Wm Crowe. Hamilton—Let us celebrate with you the glorious traditions of our race. God save the King—H.H. Champ. New York—St. George's Society of New York having deferred their annual celebration, are holding on St. George's day a memorial service out of respect to memory of those who lost their lives in the Titanic, but send greetings. Ottawa—Loyalty and brotherhood unite us all today—H. E. Fricker. London—Fraternal greetings. May we always be united under the red cross and Union Jack—Caldwaller. Quebec—Fraternal greetings for King and for Empire, and all fellow members—W. H. I. Wiggins. Montreal—Heartly greetings.

CRITICIZE THE MARINE DEPARTMENT

Merchant's Service Guild Warned Board of Trade of Danger.

No Attention Paid to Report of Insufficient Number of Lifeboats on Liners Until After Tragedy.

London, April 24.—Severe criticisms of the marine department of the Board of Trade were made by Lord Muskerry at the meeting of the Imperial merchants' service guild this afternoon. Lord Muskerry declared that the measures urged by the guild meet with bitter opposition and he hoped that the great disaster to the Titanic would lead the public to insist on a full and searching inquiry by an independent committee into the methods pursued by the marine department.

Lord Muskerry stated, explicitly that although the advisory committee had presented a report to the Board of Trade last July calling attention to the insufficiency of boats on ocean going liners, "not a single thing had been done or any notice taken until the news came that the Titanic had struck an iceberg. The marine department wrote to each member of the committee saying that it agreed with their views, but that, however, might go further and that meant that the marine department desired to throw the blame on other shoulders."

Lord Muskerry hoped that the advisory committee would insist on a reform of the marine department and on the appointment of a man possessing professional knowledge of the sea as its chief. Sir Ernest Shackleton emphasized the importance of having a committee consisting of unbiased practical men. "We do not want men like the Archbishop of Canterbury as this job," Sir Ernest Shackleton evidently referred to the fact that the Archbishop of Canterbury is a member of the Board of Trade.

and safeguard the rights of the common people. In conclusion, the consul referred to the optimistic spirit pervading the people of St. John, its possibilities as a shipping port, called attention to Mr. Hays' statement that the city could not get ready to handle the traffic coming this way, and paid a very eloquent tribute to the memory of the railway builder who went down with the Titanic.

THE MOUNT TEMPLE'S CAPTAIN DID NOT HEED SIGNALS OF DISTRESS FROM THE HAPLESS TITANIC?

Captain Moore Says He Did All in His Power but Was Too Late--Dr. F. C. Quitzman, a Passenger on the Mount Temple, Declares Titanic's Signals Were Seen but Not Answered.

Congressional Committee at Washington, Probing Titanic Wreck, Asks for Commission to Take Evidence of Mount Temple's Officers, and This Will be Done Before Vessel Sails from St. John on Friday.

Was the steamer Mount Temple, actually within a few miles of the sinking Titanic at the very minute when the gigantic White Star liner took her final plunge to the ocean's depths? Did the captain of the Mount Temple see the distress signals broadcast by the hundreds of passengers to perish miserably while, meanwhile, "knowing that his comfortable lifeboat was ready to lower at a moment's notice. Life belts and life buoys were not ready, and lines were thrown over the side of the ship. The stewards' department was notified to get things ready in case we rescued any of the Titanic's passengers or crew. The second messenger on the Mount Temple was the last one I received. The officers with myself were on the bridge and keeping a sharp lookout for signals of any kind."

"I called all my officers and men on deck and had a sharp lookout made for signals, but could see none. Our lifeboats were all swung out ready for instant use if necessary. The captain and I were on the bridge at a moment's notice. Life belts and life buoys were not ready, and lines were thrown over the side of the ship. The stewards' department was notified to get things ready in case we rescued any of the Titanic's passengers or crew. The second messenger on the Mount Temple was the last one I received. The officers with myself were on the bridge and keeping a sharp lookout for signals of any kind."

"I received a telegram from Senator William Aldrich Smith, chairman of the enquiry at Washington, and I have answered him the same as I have told you. I have also sent the same reply to Hon. Geo. E. Foster, the acting premier of Canada. "It is a shame that I should be put down in the light that some people have put me with their false reports and I am sure who gave the word that I saw a signal of distress and did not heed it."

"I was then about fifty miles away from her bound. I immediately altered my course and steamed back to the position given me, and to the rescue of the people on board of the ill-fated ship. I called to my chief engineer and told him to 'cause the firemen to work harder, and I gave the ship full speed towards the position that had been given me."

THE OLYMPIC IS DELAYED

Three Hundred Firemen and Engineer Men Quit Pending Provision of Suitable Life Saving Appliances.

Southampton, April 24.—When the White Star liner Olympic, sister ship of the Titanic, was ready to sail from here yesterday for New York, 300 firemen and engineer workers quit the vessel, declaring that the collapsible boats on the Olympic were unseaworthy. The Olympic is lying off Rye, Isle of Wight, with 1400 passengers on board and no possibility of sailing before noon today, even if there were reports that some of the passengers had refused to sail but for the present they all remain aboard the steamer. It was also reported soon after the strike was inaugurated, that the company had succeeded in getting men to take the strikers' places, but this proved to be incorrect. As a matter of fact, the difficulty has extended to the crew, which now declines to sail with the "black leg" firemen who were brought aboard yesterday and the British Seafarers' Union is supporting the men in their decision. Pickets are patrolling the docks to prevent the recruiting of "black legs."

In an endeavor to have the strikers return to work, Commander Clarke, chief of the emigration office in Southampton, offered to demonstrate in the Gowen Road, that the boats on the Olympic were absolutely safe. The men refused to listen to this proposal, but they are, however, ready to sail if the company had agreed to demonstrate the seaworthiness of the boats at this port. "This, in turn, the company declined to do."

"I raised along in the night until we came to a large field of ice. I could not see how had the field was and we could not see any signals I accordingly did not know just where to go. I had 4000 passengers on board the Mount Temple, the greater number of them being foreigners, and not knowing where to go, I dare not take the risk of plunging my ship through the field of ice in the darkness probably only to meet with disaster. Had the vessel sailed, however, it would have taken a risk and went through the ice, but at night I could not tell just when I would run into an ice field. Receiving no signals from any steamer I cruised around where I was."

Was Ten Miles Away. "As has been stated the Titanic sank 230 miles from St. John at the time I was ten miles away from her. When daylight came and we could see across the large field of ice we made the steamer Carpathia, the steamer Californian and a tramp steamer. The Carpathia had steamed from the eastward when she received the distress call and was on the same side of the ice field as the Titanic and could thus reach the scene in clear water. I did not receive any word from the Carpathia so I started after daylight to steam to the southward and round the ice field to westward. I immediately altered my course and steamed back to the position given me, and to the rescue of the people on board of the ill-fated ship. I called to my chief engineer and told him to 'cause the firemen to work harder, and I gave the ship full speed towards the position that had been given me."

"I did not get any messages from the Carpathia during the night and the only reason that I can give for this is that the Carpathia had not heeded the distress signals from the sinking Titanic. The reporter read a telegram from New York which stated that the Captain had disregarded the distress signals that could be seen by one of the passengers on the ship. A Deliberate Lie. Captain Moore swung around in his chair and said: "Why that man, whoever he is, is telling a deliberate lie, has some grievance against us, and he is either looking for notoriety, or he is trying to get us into a bad name. I would not have gone to the Titanic's assistance? To have such reports going abroad about me after I had done so much is terrible. That passenger, who would be below would not know what course I was steering at the time. "About nine thirty o'clock that Sunday night the steamer Carpathia passed us, and it was 12.30 at night when she first received the 'C. Q. D.' message from the Titanic. At that time the wireless message gave the Titanic's position as 50.20."

Went to the Rescue. "I was then about fifty miles away from her bound. I immediately altered my course and steamed back to the position given me, and to the rescue of the people on board of the ill-fated ship. I called to my chief engineer and told him to 'cause the firemen to work harder, and I gave the ship full speed towards the position that had been given me."

ISMA/ ENDANGERED OTHER PASSENGERS

INTERESTS OF THE BRITISH

American Investigation of Titanic Wreck Discussed in House.

Unlikely Hearing Will Interfere With Proposed Enquiry by English Authorities — Witnesses Will be Secured.

London, April 24.—Renewed interest in the U. S. senate's inquiry into the loss of the Titanic and in the status of senatorial court, was evinced by several members of the House of Commons today and many questions were asked Francis Dyke Ackland, parliamentary under-secretary for foreign affairs. Mr. Ackland replied on behalf of the Foreign Office: "I am not aware of the precise grounds on which the U. S. senate inquiry is being held. I understand the object is to determine the responsibility of the wreck. As far as I am aware there has never been previously a foreign inquiry into the loss of a British vessel on the high seas."

Roland Munro Ferguson, a Scottish member, expressed fears lest witnesses necessary to the British inquiry into the Titanic disaster might be detained, but Mr. Ackland dissented. "Arthur Lee, member for Hampshire, suggested that instructions should be sent to the British Ambassador at Washington, to protect British subjects summoned by the British committee, who apparently have no one to defend their rights at present. Mr. Ackland did not doubt that if protection were desired by the British authorities, instructions would be sent. "But we hope that the case may not arise."

Alexander MacCallum Scott, another Scottish member, asked if the senate committee "is not a political committee conducted by people who are not experts in the matter?" To which Mr. Ackland replied: "I do not think it is our place to investigate that. It appears that the committee of the senate has power to summon witnesses and to administer oaths, and we have no thought that we were entitled to go further than that in the matter."

MacCallum Scott then said: "Are you aware that those called before the senate committee are not receiving fair and honorable treatment? Will you take steps to secure fair and honorable treatment for British subjects?" Mr. Ackland replied: "No such complaint has been received by us. Surely in this matter we must trust, as I think we are right in doing, to the good sense of the American people, and we do not desire to interfere without absolute necessity."

GERMANY TAKES LEAD TO EFFECT NEW AGREEMENT Believes Time is Now Ripe for International Arrangement to Safeguard Lives of Passengers on Liners.

Washington, April 24.—Germany has taken the lead in a movement to secure greater safety to passengers on the high seas by international agreement. Count Bernstorff, the German Ambassador, today informed the State Department that the safety of passengers on trans-Atlantic liners always had been a subject of deep concern to the German government. The international regulation of the question can be based, has been contended here at the personal instance of the German emperor. The sessions were opened this afternoon at the office of the minister for the interior. The most important points on the programme of the conference are an increase in the number of lifeboats and the regulations concerning wireless telegraphy and watertight compartments. The emperor is displaying the liveliest personal interest in the subject and is in constant telegraphic communication with the officials. He has ordered the minister of the interior and the president of the marine association, to report to him in person, the results of the deliberations.

OFFICER HAD DIFFICULTY IN CONTROLLING HIM WHEN BOATS WERE LOWERED SORRY WAS SAVED

When Safely in Boat, Head of White Star Line Regretted Presence — Senate's Investigation Progressing.

Washington, April 24.—Harold G. Lowe, fifth officer of the sunken Titanic told the Senate investigating committee of the struggle of the survivors for life following the catastrophe. His testimony developed that with a volunteer crew he rescued four men from the water, saved a sinking collapsible lifeboat by towing it astern of his, and took off twenty men and one woman from the bottom of an overturned boat. Every one of those under his charge he landed safely on the Carpathia.

Competing in interest with the day's testimony developed that the interchange of telegrams between Senator William Alden Smith, chairman of the committee, and the acting premier of Canada, George E. Foster. The latter told of the docking of the steamer Mount Temple at St. John, N. B., with passengers aboard who claimed to have seen the Titanic sink. It was believed that the Mount Temple was the ship that was only five miles from the White Star liner when she took her final plunge. Senator Smith has requested that the depositions of the officers and crew of the Mount Temple be sent to him. In addition he accepted the offer of F. C. Quitzman, of Toronto to appear before the committee. Dr. Quitzman was one of the passengers who said they saw the Titanic sink. Acting Premier Foster's telegram, dated today, gave the version of Captain Moore, of the Mount Temple, and added: "Under these circumstances it does not seem necessary to detain the boat due to sail Friday evening. If considered necessary, a commission will be appointed to take captain's evidence. Will no doubt be examined later by British commission."

In reply Senator Smith despatched the following: "Telegram received. I will greatly appreciate it if deposition of captain of the vessel Mount Temple, which is scheduled to sail from St. John, N. B., Friday, could be taken by commissioners as suggested by you, and forwarded to me at Washington, relative to the movements of his ship Sunday evening, April 14, stating relative position to Titanic and Carpathia together with a detailed receipt of all wireless messages sent and received."

The committee also received a telegram signed by J. H. Moore, master of the Mount Temple. A. H. Surcouf, chief officer; H. Heald, second officer; and J. D. Burns, the Marconi operator, dated at West St. John, N. B., today, practically repeating the information contained in the wireless message, and adding that Mount Temple did not see the Titanic's lights. The names of the passengers who claimed they saw the sinking of the Titanic, the message said were not known.

Washington, D. C., April 24.—J. Bruce Ismay, the chief official of the steamship line which owned the ill-fated Titanic, was ordered away from one of the sunken lifeboats, when he was being lowered, because in his excitement, he was interfering with the ship's officers. Language too objectionable to be repeated here, in the senate inquiry into the Titanic disaster, was used by Harold G. Lowe, the fifth officer of the ship.

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HANGS HIMSELF FROM GASPIPE IN MONTREAL JAIL

Foreigner Under Nine Months Sentence for Robbery Sui-cides—Warden Finds Body Suspended from Strap.

TRAIN DERAILED, PASSENGERS ARE BARELY SHAKEN UP

Engine Passed Faulty Rails in Safety but Five Cars Leave Track—None Seriously Injured.

Special to The Standard.

Perth, April 24.—A serious wreck occurred on the Tobique Branch of the C. P. R. this morning when five cars of the combination freight and passenger train bound from Perth to Plaster Rock jumped the track at the highway crossing at Hillside to Plaster Rock. The traffic both on the railway and on the highway road.

A peculiar feature of the accident was that the engine, in charge of Ira G. Carson, passed over the danger spot in safety, the next five cars all leaving the rails, the first three remaining on the road and the remainder falling across the track in such a manner that all teams and trains were held up. Luckily beyond a severe shaking up none of the passengers, among whom were two women, received any injuries. The cause of the engine was in working order they climbed aboard, the men in the tender and the women in the driver's and fireman's seats and were brought here. When the station master at this place saw the engine approaching with the coal tender occupied by the male passengers he was greatly astonished, but when he saw two women, apparently running the engine, against all known rules, his feelings can better be imagined than described. The sight also greatly disturbed the usual crowd of station looters who expected to hear a wild tale of carnage.

On learning the nature of the accident the station master at once telegraphed to Araratook Junction for the wrecking train, which succeeded in clearing up the blockade late this afternoon. The traffic on the branch being split up into two sections; the first from Perth to Hillside, and the second from Hillside to Plaster Rock. The cause of the accident is not known, but the section men think it resulted from the engine spreading the rails. The train was in charge of Conductor Herbert S. Colwell, with Ira G. Carson as engineer.

YOUTH RESENTED INSULT STABBED FELLOW PLAYMATE Toronto, April 24.—Herbert Trimble Parkdale lad, is in a serious condition at his home with a knife wound in his back and extending (on) June 12, is in custody charged with inflicting the wounds. Brown was recently discharged from the Mimico Industrial School, and resented being called "Mimico" by a group of boys of which Trimble was a member.

Feels His Position Keenly. "It is a shame that I should be put down in the light that some people have put me with their false reports and I am sure who gave the word that I saw a signal of distress and did not heed it."

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