

WEATHER FORECAST.

Maritime Provinces. Fresh Northwesterly and Westerly Winds; Fair and Cool. Temperature at 3 A. M. 42 Degrees Above Zero.

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IMPARTIAL WORK UNDER CIRCUMSTANCES OF THE SINKING OF OFFICERS USE GUNS TO PROTECT WOMEN

Legislation to Spend \$3,000,000 on Construction Considered.

DURANT BILL KILLED

Measure Provided Knotty Problems—Regulation of Moving Picture Shows and Censorship of Films Proposed.

Special to The Standard. Fredericton, April 19.—The legislature had a busy day getting ready for prorogation tomorrow. All the committees closed their labors and reported during the afternoon. The reports were not of a very interesting character as they dealt only with bills which had been under consideration for some time and have been explained already in the afternoon and evening sessions of the House.

Among the important legislation considered was an act authorizing the Lieutenant Governor in Council to borrow three hundred thousand dollars for the construction of permanent bridges, a list of which are appended.

The act to regulate theatres and cinematographs gives the Lieutenant Governor in Council power to make regulations regarding the class of buildings to be used for these purposes and to make regulations for safety, inspection and supervision of them.

Power also is given to impose a license fee for using and operating cinematographs, moving picture machines or other similar apparatus and for prescribing the conditions under which such machines shall be operated.

Municipal corporations are prohibited from issuing licenses for moving picture shows until the applicant produces a license from the Provincial Secretary.

An amendment to the Elections Act provides for additional representatives in the counties of Gloucester and Westmorland. The representation of the province under the amended act is as follows:

For the county of St. John and the counties of York, Charlotte, Northumberland, Gloucester and Westmorland, exclusive of the city of Moncton, each four members. For the counties of Kings, Carleton and Kent, each three members. For the counties of St. John, Sunbury, Queens, Restigouche, Albert, Madawaska, Beauceville, each two members, and for the city of Moncton one member.

One of the episodes of this evening's proceedings was the outcome of a remark made by Mr. Perley during the consideration of the permanent bridge bill. When the chief commissioner informed him that no permanent bridges were provided for in Sunbury the county under the act, he made the remark that had been given this before he would not have given his support to the measure.

This innocent remark on the part of the member for Sunbury was received with the greatest glee by the opposition members, who immediately surrounded him and congratulated him on his independence.

TRIBUTES TO THE MEMORY OF C. M. HAYES

British Publications Speak Warmly of Canadian Railway Man.

Was Valuable Acquisition to Dominion and Canadian at Heart—Sage Advice to British Investors.

London, April 19.—The London journals are abandoning most reluctantly, all hopes of C. M. Hayes' escape. They publish warm tributes to his personality and career. The Times speaks of him as one of the most distinguished railway organizers of the American continent, and a splendid example of what brains, pluck and industry can overcome and accomplish. It echoes Sir Wilfrid Laurier's description of him as a valuable acquisition to Canada, through becoming a Canadian at heart.

MESSAGES WERE NOT STOPPED BY THE AMATEURS

Wireless Inventor Says Reticence of Captain or Mr. Ismay Responsible for Rapidity of Reports.

New York, April 19.—That the interference of amateur wireless operators had little or nothing to do with the difficulty which the shore stations have experienced during the past two days in getting news from the Carpathia is the opinion expressed by Guglielmo Marconi, the inventor.

"The explanation why the detailed news of the disaster did not come from the Carpathia lies with the ship's captain or Mr. Ismay," said Marconi. "They are responsible for the silence. The wireless was not to blame."

M'GEE POISONING STILL ABSORBS MUCH INTEREST

Illness of Ninth Child Who Did Not Partake of Malignant Herring Gives Tragedy New Aspect.

Special to The Standard. Charlottetown, P. E. I., April 19.—The interest in the McGee poisoning case on the St. Mary's road where five children out of six died in one day last week, in such manner as to mystify the doctors, has been further aroused by illness of the sixth child, Johnny, aged ten. He has exactly similar symptoms to those of the others. Johnny was staying with his uncle on the day his brothers and sisters partook of the meal, at which they ate the herring, which was at first thought to have caused their deaths.

After the funeral of the five victims last Sunday, he came home and was alone with his mother, his father going to work in the lobster factory. Doctors Fraser and McIntyre reported Johnny's illness to the Attorney General, who has ordered the boy to be taken to the hospital in Charlottetown with the latest improved wireless.

The boy took ill on Tuesday last. He ate no fish since the previous Friday. He possibly may recover. Further investigation into the mysterious case will be made by the government. The Earl Grey is still on the rocks near River John. The Minto is expected to go to her assistance today, but could not get out of Charlottetown owing to the ice. They will try tomorrow.

BRITISH INVESTIGATORS AT INVESTIGATION

Survivors of Wreck Tell of Measures Taken to Ensure Safety of Helpless Before Men Were Given Access to Boats.

Captain Rostron, of Carpathia, Relates Story of the Rescue and Gives Views on Efficiency of Titanic's Life-Saving Apparatus—Marconi Believes Amateur Interference Had Little to Do With Difficulties in Obtaining Wireless Communication.

New York, N. Y., April 19.—The seriousness of the inquiry by the senate investigating committee into the Titanic disaster, was disclosed tonight, when Senator Smith, of Michigan, chairman of the committee, at first flatly refused to let any of the officers or the 200 odd members of the crew of the sunken steamer get beyond the jurisdiction of the U. S. government. The men were all to be sailed tomorrow on the Red Star liner Lapland. Later it was settled that the greater part of the crew would be permitted to sail, but that the 12 men and the 4 officers among the survivors now under subpoena together with Mr. Ismay, would not be permitted to depart. The intention of the committee was made clear at adjournment, when, with Alfred Crawford, the steamer steward, on the stand, Senator Smith pleaded weariness.

Grew Tired. "We have been at this all day and into the night," he said, "and I believe we had better cease until tomorrow. I am not through with Mr. Crawford yet, and would like to question him further tomorrow, together with other members of the crew and the officers."

"I asked the operator last night, and he told me he never dreamed of such a thing," said Mr. Marconi. "I then asked Herbert Lightholder, second officer of the Titanic, followed Mr. Marconi on the stand.

"Everything was complete," said the witness. "Sixteen lifeboats of which four were collapsible, were on the ship," he said.

"How thorough are the captains of the board of trade in inspecting ships?" "Captain Clark is so thorough, that we called him a nuisance," said Marconi. "I was in the sea with a life belt on for one hour and a half."

"What time did you leave the ship?" "I did not leave it," "Did it leave you?" "Yes, sir."

"How long did you see Mr. Ismay there above?" "Just as I passed."

"When you saw Mr. Ismay 20 minutes after the collision, were there any other passengers near him?" "I did not see anyone in particular," said the witness. "But there might have been some."

"The witness described the impact as a slight jar, followed by a grinding sound. "Tests of the temperatures of water, Lightholder said, were made on the trip at the usual two hour intervals. He was asked how cold the water was on the fatal gully."

"It was very cold when I was in it," he said. He estimated the water was a little above freezing, but he was unable to tell what the tests showed the temperature to be. After a series of questions, he said he saw a message from "some ship" about an iceberg ahead. He did not know the message sent the message, he testified.

"Under these instructions must the operator take his instructions from the captain of the ship?" Senator Smith asked.

LOCAL THESPIANS WELL IN RACE FOR DRAMATIC TROPHY

Loyalist Dramatic Club Scored Hit in Presentation of "The Servant in the House" in Ottawa.

Special to The Standard. Ottawa, April 19.—The Loyalist Dramatic Club, of St. John, presented a large and fashionable audience, in the Russell Theatre, tonight, in the Earl Grey dramatic trophy competition. His Royal Highness the Duke of Connaught, Princess Patricia and suite occupied a box. Hon. J. D. Hazen and many friends of the players who happened to be in Ottawa, were also present.

The performance went without a hitch from start to finish. The dramatic ability in presenting this play, which was previously regarded by local critics as only suitable for professionals, was something of a revelation.

The cast included Mrs. Frances C. McCaskill, Miss Marjorie Knight, P. C. McNeill, Frank Corr, A. G. Hainline, R. E. Walker, Mr. Robinson. The Edmonton Dramatic Club, the winners of the trophy last year, presented "The Importance of Being Earnest," with much success in the latter part of the evening. Both clubs made a strong bid for the trophy.

The Winnipeg Dramatic Club is also mentioned as having a great chance for the prize. The competition concludes tomorrow with performances by the London Dramatic Club and Capt. Pedersen players.

In the first boat he put 24 persons and two men of the crew. "How were these men selected?" "By Mr. Smith."

"How did you happen to name them?" "Because they were standing near."

"How long did you work at loading and lowering a lifeboat take?" "It is difficult to say, but I think about fifteen or twenty minutes."

"How many passengers did the third boat contain?" "Filled to Capacity."

"I filled her up as full as I dared, sir, then lowered her, about 35, I think."

"How many seamen?" "Two."

"Were the people troubling you, were they willing to go?" "The people were quiet, I had no trouble. The women and children could not have stood quieter if they had been in church."

In the fourth lifeboat, Lightholder said, he was running short of seamen. "I put two seamen in and one of them jumped out. That was the first boat I had to put a man passenger into. He was standing nearby and said he would go if I needed him."

"I said you a sailor, and he replied that he was a yachtsman. Then I told him that if he was sailor enough, to get out over the bulwarks to the lifeboat, to go ahead. He did and proved himself afterwards to be a very brave man."

Rescued Passenger of Titanic Says Steerage Made Trouble

SEVERAL WERE SHOT

Effort to Rush Boats Repelled by Revolver Fire of Determined Officers—Craft Badly Overcrowded.

New York, N. Y., April 19.—Stories from survivors of the Titanic continue to pour in from all sides today. Mrs. Mark Fortune, of Winnipeg, tells how she and her three daughters, Lucille, Mabel and Alice, were rescued after being separated from her husband and son Charles. Mrs. Fortune and her three daughters were placed in the tenth boat to be lowered. They said it was terribly overcrowded. Four members of the crew who had been assigned to the boat, were transferred to another as soon as the craft struck the water, and there was consternation among the passengers, when it was found that this left but one member of the crew to navigate the lifeboat.

A stoker in the boat, Mrs. Fortune says, knew how to handle an oar tolerably well, but a Chinaman was of little use. A man, dressed in woman's clothes did his best, but did not seem familiar with an oar. This man wore a woman's bonnet and a veil in addition to a tulle skirt and another girl, got out an oar and helped to pull away from the wreck.

The Fortunes witnessed the plunge of the Titanic. Just before the vessel went down they saw the people on board struggling and heard shrieking and calling. The bandmen, they said, continued playing to the last. Some of them had life preservers on their arms as they worked their instruments, others had the belts around their waist. Not one of the bandmen made an attempt to save himself.

Mrs. Fortune believes the last air played was "Nearer My God to Thee." Mrs. Fortune was of the opinion that no disaster of this kind had ever taken place among the first, second or third classes in making the allotment for seats in the boat. The ladies, however, tilted only to the women, however, when the ship struck, she said.

Several men in the steerage tried to rush the oars, but were charged by the lifeboats. At first the officers were able to keep them off by fast blows, she declared, but as the passengers grew more terrified the officers made use of their revolvers, first to fire in the air and then directly at the men. Mrs. Fortune said she saw one man shot in the arm.

BLAME IS MAY FOR THE WRECK OF THE WHITE STAR LINER

Senator Raynor Asserts Nations Would Applaud Criminal Prosecution of Managing Director of Company.

Washington, D. C., April 19.—Senator Raynor, of Maryland, in the senate late today, bitterly attacked J. Bruce Ismay, managing director of the White Star Line. He said that the captain of the Titanic undoubtedly acted under orders of Mr. Ismay, who, he declared, "risked the life of the entire ship to make a speedy passage across the sea."

Senator Raynor asserted that Mr. Ismay should be held responsible for the disaster and declared that the nations would applaud criminal prosecution of the management of the line.

GOVERNMENT WILL CONTRIBUTE TO THE RELIEF FUND

Substantial Amount Will Be Raised by Governor General's Warrant Without Awaiting Authority of Parliament.

Ottawa, April 19.—That the Dominion government will make a substantial grant to the Titanic relief funds was practically decided upon today. The exact amount, however, may not be fixed until Premier Borden's return to the capital at the end of the month. Whatever sum may be decided upon will be raised by Governor General's warrant, so that the money will be immediately available without awaiting the authorization of parliament.

FURTHER ADDITION TO DEATH LIST FROM CITY OF MONTREAL

Albert Mallet, a Commercial Traveller, Drowned, But Wife and Child Were Saved from Wreck.

Montreal, April 19.—To the list of Montrealers who lost their lives in the Titanic disaster must be added Albert Mallet, a commercial traveller for Laporte, Martin and Company. Mr. Mallet with his wife and little son boarded the ill-fated liner at Cherbourg and took accommodation in the second class, consequently their names did not appear in the list of passengers first sent from England.

"Yes, I did, it was absolutely possible."

"Is there any signal for the operator to carry two operators when they can get along with one. Smaller boat owners do not like the expense of two operators." Only through the newspapers, he said, he had information about the Carpathia refusing to reply to a request of President Taft for news.

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"Under these instructions must the operator take his instructions from the captain of the ship?" Senator Smith asked.

"Yes," "Do the regulations prescribe whether one or two operators should be aboard the ocean vessels?" "Yes, on ships like the Titanic and the Olympic two are carried," said Mr. Marconi. "The Carpathia, a smaller boat, carries one. The Carpathia's wireless apparatus is a short distance from the ship. Its average radius is about 100 miles."