Rain Coat Time ALL RIGHT

These are the days when a shower gives no warning, and you need your Raincoat handy all the time. There are all-kinds of coats that are supposed to be waterproof, but our experience has taught us that there is only one really safe coat to buy that will keep you dry, and that coat must have good rubber in it. Every coat we sell has a layer of Pure Para Rubber between the fabrics, and is absolutely proof against rain; added to that we have a hard and fast guarantee from the makers that secures you against getting an inferior article. We start our price range at \$8.50, \$10.00, \$12.00, \$15.00 and so on up to \$30.00. Just now all sizes are complete, and the showing fine. We carry a splendid line of Boys' Raincoats, also Ladies'.

OAK HALL, CLOTHIERS

CORNER YONGE AND ADELAIDE STS.

J. C. COOMBES, Manager.

UNKNOWN STEAMER

"One hundred million dollars in com-mon and preferred shares; \$52,000,000 in My per cent. bonds; \$19,000,000 in 5 per cent. bonds; and about \$7,000,000 of un-"Did you know Capt. Smith of the

"Ever since 1898," said the witness adding that Capt. Smith had commanded the Majestic, Adriatic, Baltic, and "So far as you know, did you or any of your subordinate officers have any communication with Capt. Smith on

"None at all. We did not hear from him in any way or shape."
Mr. Franklin said he had received no communication from Mr. Ismay, except one by cable from Southampton.

SOW SIMMERS' SEEDS

Now is the time to tone up your lawn by sowing some fresh LAWN GRASS SEED

SIMMERS' "TORONTO PARKS" LAWN GRASS MIXTURE is recognized as the best. Per lb., 30c; 5 lbs., \$1.40; 10 lbs., \$2.75.

WHITE DUTCH CLOVER or mixing with Lawn Grass Seed. Per SIMMERS' "SHADY NOOK" GRASS ator Smith. o MIXTURE
for sowing under trees and in shady
places. Per lb., 35c.

Continued From Page 1.

Continued From Page 1.

Ilight. He was going to the tridge at he time, and neither the captain nor he other officers thought the matter erious. They had got sight of the icergy with difficulty after the collision, is it seemed dark grey instead of white and was only thirty feet above the vater.

Boxhall told of seeing Ismay working to lower lifeboats and later seeing the managing director in a collapsible boat with W. E. Carter of Philadelphia,

with W. E. Carter of Philadelphia, three other men who looked like Filipinos and a number of foreign women.

Boxhail described the condition of the teat that night as an oily calm. It was exceedingly difficult to see fee ahead inder such conditions he said.

"If there had been the least little ipple on the water," he concluded, "I believe the "Itianic would have sighted it in time to be saved."

Huge Capitalization
P. A. S. Franklin, who first took the stand at the morning sitting, is vice-president of the International Mercanlile Marine Company, and the real representative in America of the White Star Line.

"What is your company's capitalization?" began "Senator Smith.

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." Tried to Stifle Report

"How did you ascertain the location of the Olympic, Baltic and others?" asked the senator. "We worked them out on our charts. We had no direct communication from any of the ships. Our first endeavor to communicate with our big ships was a message sent April 15 at three

was a message sent April 15 at three a.m. This message read as follows: 'Haddock, Olympic: Make every endeavor to communicate Titanic and advise position and time. Reply within the hour.' This was the first message. We followed it with others rapidly. Word From Olympic "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, was 310 miles south of her, but would maintain its effort to get in communication with her. to get in communication with her.
"Between noon and 1 o'clock on the the 15th the following message was received from the Olympic: "Parisian reports Carpathia in attendance, picked up 20 boats with passengers, and

Those Reassuring Statements. The reassuring statements sent out by the line in the early hours of the by the line in the early nours of disaster next were made the subject of "Tell the committee on what you based those statements," directed Sen-

"We based them on reports and rumors received at Cape Race by indi-viduals and by the newspapers. They were rumors and we could not place

Experiments Made at Johns

TO PROBE INTO WRECK

y ing of (Beach) Head of the steamer of the various companies and seames who manned the books were allowed to laxys the possible of the books were allowed to laxys the possible of the books were allowed to laxys the possible of the books were allowed to laxys the possible of the books were allowed to laxys the possible of the books were allowed to laxys the possible of the possib

Lauds U. S. Senate In referring to the prompt action taken by the American senate, he said:
"They did not wait to find out whether the law gave them power to sub-poens and question people who could throw light on the matter. They at throw light on the matter. They at once sent a commission out to intercept even the owners of the vessel, together with any others they wanted as witnesses. We have heard that they had no authority under the law to do so, but they did it and England has applicated them for doing it."

Replying, Mr. Buxton said that it had been decided to appoint a wreck commission to make a fuller enquiry into the Titanic disaster, of which Lord Mersey, ex-president of the admiralty division of the high court, had consented to act as chairman. It will be assisted by two assessors, whose names and ascertained that such a court

A Public Probe. The proceedings of the enquiry, continued Mr. Buxton, will be public. Arrangements have also been made the the British office to take the affidavits of officers and members of the crew

these assurances and withdrew his mo-

POOR POLICY IN SETTLING NORTH WOULD BE DISASTROUS

Facts Brought Out at Meeting of Shantymen's Christian Finally Revised Statistics Show Clearly That "Women and Association Show That Government Should be Cautious in Getting Settlers for New Ontario Explorers Tell of Vastness of the Illicit Liquor Evil and the Necessity of

Vasines of the Illicit Liquor Evil and the Necessity of Charles and Control of the Part of

ARE LAKE STEAMERS

Beresford's Query

Are the seest lake steamers proptine and familion steambest Company and will you be
as did not country, and will you be
assigned a series of the steamer proptine and that can give evidence and the detain,
as men that can give evidence and the detain,
as men that can give evidence and the detain,
as men that can give evidence and the detain,
as men that can give evidence and the steamers proptine and familion steambest Company, said.

The would have preference over the first mortgage bonds and lessen the ability of the roads to make additional improvements and install additional safe.

The Effect Hore,
when the steamer proptine of the country, and will you be
careful that what occurred in the sinktine of Beecky Head of the steamer of the steamer of the steamer of the steamer of the public safe and the country to make a steam of the steamer of the country to make a steam of the steamer of the country to make a steam of the steamer of the detain the steamer of the steamer of the steamer of the detain the steamer of the steamer of the country to make a steam of the steamer of the country to make a steam of the steamer of the country to make the steamer of the steamer

Season Yesterday, and Will Make Round Trip

mission to make a fuller enquiry into the Titanic disaster, of which Lord for the Admirsty division of the high court, had consented to act as chairman. It will be assessors, whose names sisted by two assessors, whose names will be announced later. Since the question had been raised in the afternoon, he had consulted Lord Mersey and ascertained that such a court at 10 am, arriving in Taronto at 14 5 Thomas R. D. Fyles of Westminster. She left Hamilton with a number of knees about them.

One of the clergymen was the Rev.

at 10 a.m., arriving in Toronto at 12.45

Thomas R. D. Pyles of Westminster parish, London, who was on his way to officiate at the marriage of his brother and ascertained that such a court would have full powers to secure the attendance of necessary witnesses. It will be immediately constituted and in readiness to begin taking the evidence of survivors who will arrive on the Lapper of captain the court of the court o

The vessel was in charge of Captain Henderson, who was with her under the Hamilton Steamboat Company, the only change being in the engineer, this position being taken by E. A. Frince, formerly with the Niagara Line steam-

who might be detained in the U.S. as well as the evidence of passengers who could supply useful information. Mr. Crooks expressed satisfaction at Was Among Victims

WASHINGTON. April 22—(Can. Press.)

when were runners and we could not place finder on anything authentic."

"Had, you heard from the Carpathia street."

"Sow Sweet Peas Now Simmers "Gilt Enge" Mixtrar.

Composed of only the heat large-flower-flow with the control of the Canadian Northern to grade and large street.

Composed of only the heat large-flower-fl

Steamer Macassa Opened the Refusing Changes for Safety, They Ministered to Passengers as Steamer

Sank.

in Brooklyn, and the other a German priest, whose name is unknown. Father Files, was in the first cabin and the German priest in the steerage.

Both had celebrated mass in the steerage Sunday morning and, strangely, perhaps, each in his sermon had spoken of the necessity for man to be possessed of the lifeboat of religious consolation in time of sulfitted this sermon had spoken of the lifeboat of religious consolation in time of sulfitted this sermon had spoken of the lifeboat of religious consolation in time of sulfitted this sermon had spoken of the lifeboat of religious consolation in time of sulfitted this sermon had selected the same effect was also sent to J. consolation in time of spiritual ship-wreck. The story of the deaths of the

ONE WOMAN IN FIVE PERISHED WHILE SEVEN MEN IN TEN DIED

Children First" Tradition Was Followed-Only 12 Second-Class Male Passengers of 157 Survived.

Second-Class Male Passengers of 157 Survived.

The New York, April 22.—(Can. Press.)
—That the women on the Titapic were given the first opportunity to escape when the ship sank is strikingly shown by figures given out at the offices of the White Star line. The number of men rescued as compared with the women is noticeably small, especially in the second and third classes.

In the first class there were 325 men. women and children who salled from England. Of this number there were 143 women, 177 men and five boys. The women saved were 131 in number, the men saved decreased in number according to classes. The first-class shows that of the female passengers 30 par cent. Were rescued by the Carpathia, while only 22 per cent. of the men were taken into lifeboats, and in the third an average of ten per cent.

With the women it was quite different, for in the first, ninety per cent. boarded the Carpathia, and in the second class, over eighty per cent.

but ended in a deadlock. The engineers formally presented their demands again, notifying the railroad managers that if their rply was unsatisfactory, a strike order might issue at any time, but the engineers agreed to wait until the night of April 18 for further word from, the railroads.

When at that time came Mr. Stuart's request that an armistice for 48 hours be granted, so that the members could be rounded up, it was granted.

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

The Final Word

- The Final Word. After a day spent in discussion of the situation, the committee of railway managers sent the following reply to

Mr. Stone:
"Mr. W. S. Stone,
"Grand chief Brotherhood Locomotive Engineers:
"Dear Sir.—In reply to your favor of
the 19th inst., the managers in confer-ence to-day, and with the approval of

Chief Stone announced shortly after 7 o'clock that he had received a letter from Labor Commissioner Neill and Justice Knapp, tendering ther frendly offices, in the hope of averting a strike.

Willing to Arbitrate

consolation in time of spiftual ship-wreck. The story of the deaths of the priests was related to-day by three women survivors of the Titanic, Ellen Mocklare, Bertha Moran and Miss Mc-Coy.

Gave Absolution.

When the liner struck the leebers, they said, Father Byles came down in the steerage passageway with hand uplifted, commanding the people to be calm and giving them absolution and his blessive wife the steerage passageway with 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 to-morrow. The committee will not leave here to-night.

J. C. Stuart announced at 8.30 p.m. 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 not leave here to-night.

J. C. Stuart announced at 8.30 p.m.

MAKE RECORD

Fireman Says "Men Below" Were Under Orders to Cram on All Possible Speed.

NEW YORK, April 22.—(Cap. Press.)
John Thompson, a fireman of the at St. Vincent's Hospital, may be an important witness at the senatorial investigation into the wreck, at Washington. Thompson comes from Liverpool, and he asserts that the Titanid was out "to beat all records ond maiden trips.

"From Queenstown out," Thompso is quoted as saying, "all the firemen had been talking of the orders we had to fire her up as hard as we possibly could. We were to make as quick a passage as possible, the orders ran, and we were to beat all records on our maiden trip. I heard that these orders came from the engineering department, but, bless you, we men didn't have time to talk about where these orders came from.

we were carrying full pressure.
From the time we left Queenstown until the moment of the shock we nevwell the moment of the shock we nevhe er ceased to make from 74 to 77 teyehe lutions. It never went below 74, and
as during that whole Sunday we had
been keeping up the 77, surely she
must have been making that speed
he then."

yet to tal bably on oil Lake

Stratfo

taken

Are

are fast fordhas :

ed pren the bylav out. The

FAULT Was H

MONTR served un the ili-fat ant in the not for on terrible di or any we said Capi Pendasula and the F a residen Capt. 3 Smith in about els