

MESSAGE FROM THE OLYMPIC SAID DEATH LIST WAS 1,800

Carpathia First to Reach Scene of Disaster Found 675 Persons in Lifeboats of Titanic—Nearly All the Saved Were Women and Children.

New York, April 15.—The text of the message from the steamer Olympic, reporting the sinking of the Titanic and the rescue of 675 survivors, which reached here late tonight, also expressed the opinion that 1,800 lives were lost.

"Loss likely to total 1,800 souls," the dispatch read in its concluding sentence.

It is hoped and believed here that this is an error unless the Titanic had more passengers on board than was reported. The list as given out showed 1,310 passengers and a crew of 860, or 2,170 persons in all. Deducting 675, the known saved, would indicate a loss of 1,495 persons.

The Olympic's dispatch follows:

"Carpathia reached Titanic's position at daybreak. Found boats and wreckage only. Titanic sank about 2:20 a.m., in 41:16 N., 50:14 W. All her boats accounted for, containing about 675 souls saved, crew and passengers included. Nearly all saved women and children. Leyland liner Californian remained and searching exact position of disaster. Loss likely to total 1,800 souls."

THE WIRELESS APPEAL.

Seaward and landward J. G. Phillips, the Titanic's wireless man, was hurrying the appeal for help. By fits and starts—for the wireless was working unevenly and blurringly—Phillips reached out to the world crying the Titanic's peril. A word or two, scattered phrases now and then, a connected sentence made up the messages that sent a thrill of apprehension for a thousand miles east, west and south of the doomed liner.

Other rushing liners besides the Virginian heard the call and became on the instant something more than cargo carriers and passenger greyhounds. The big Baltic, 200 miles to the eastward and westward, turned again to save life as she did when her sister of the White Star fleet, the Republic, was cut down in a fog in January, 1909. The Titanic's mate, Olympic, the mightiest of sea-goers save the Titanic, herself turned in her tracks. All along the northern lane the miracle of the wireless worked for the distressed and sinking White Star ship. The Hamburg-American (Cincinnati), the Parisian from Glasgow, the North German Lloyd Prinz Frederick Wilhelm, the Hamburg-American liner Prince Adelbert and Amerika, all heard the C.Q.D. and the rapid, condensed explanation of what had happened.

VIRGINIAN HEARD MESSAGE.

But the Virginian was nearest, barely 170 miles away, and was the first to know of the Titanic's danger. She went about and headed under forced draught for the spot indicated in one of the last of Phillips' messages—latitude 40:32 north and longitude 61:18 west. She is a fast ship, the Allan liner, and her wireless has told the story of the Titanic in time. There was need for all the power of her engines and all the experience and skill of her captain. The final fluttering Marconigrams that were released from the Titanic made it certain that the great ship with her 2,180 passengers was filling and in desperate peril.

Earlier out to sea the Carpathia, which left New York for the Mediterranean on April 13, and which had felt the chill in the air which all sailors know means the proximity of great bergs drifting down from the Arctic. Round she went and plunged back westward to take a hand in saving life. And the third steamship within short sailing of the Titanic was the Allan liner Parisian, away to the eastward, on her way from Glasgow to Halifax.

While they sped in the night with all the drive that steam could give them, the Titanic's call reached to Cape Race in Newfoundland, and the startled operator there heard at midnight a message which quickly reached New York: "Have struck an iceberg. We are badly damaged. Titanic, Lat. 41:46 north, 50:14 west."

WORLD HEARS NEWS.

Cape Race threw the appeal broadcast wherever the tendons of the apparatus could carry. So that for hours while the world waited for a word from the Titanic, the great ship's people not one thing more was known save that she was drifting, broken and helpless, and alone in the midst of a waste of ice. And it was not until seventeen hours after the Titanic had sunk, carrying with her many souls, that the words came out of the air as to her fate. There was a confusion and tangle of messages—a jumble of rumors. Good tidings were mixed with evil. And no man knew clearly what was taking place in that stretch of waters where the giant icebergs were making a mock of all that the world knew best in shipbuilding.

As the wireless tells its story, in fitful, interrupted periods, the sea-waves between the icebergs were crowded with the waiting boats of the Titanic and the great ship herself, half full of water forward, was heeling forward on her forefoot, her stern high out of water so that the tremendous screws were visible dimly and on the verge of dropping beneath the surface. It was a spectacle of marine disaster that can never fade from the memory of the seamen who came up or the Carpathia—the most wonderful of ships on the verge of collision and her people scattered over the face of the waters in little, rocking boats.

THE RESCUE.

What took place in the next hour cannot be known definitely until the wireless finds itself in a steady, straight-forward story for out of the key waste had come two messages which appear to cover the time. One is that the Carpathia picked up many of the passengers, and perhaps half of the crew. The other was that the Titanic finally sank at 2:20 a.m.

Capt. E. J. Smith, of the Titanic, the admiral of the White Star fleet, a careful veteran of the Atlantic, who has brought on his maiden trip, realized that there was no chance of his vessel staying above water and that reliance must be had on the small boats. With such the ship was splendidly equipped. She had fifty lifeboats—wide, unshrinkable, capable of resisting the battering of heavy seas. They were capable of holding fifty persons each. The women and children were placed in some of these boats, each boat in charge of an officer of the ship. Then the old men, and such of the men passengers as were ill or afflicted, were ordered into boats, and after these had been accommodated a room was found for hundreds more. So far as could be told from the gravely scant and cryptic wireless messages from the ships that found the Titanic, these boats were afloat and tending away from the Titanic and threatening icebergs, when the Carpathia blazed through the gloom. It was a long and perilous task, but the Carpathia so maneuvered that more than 600 of the Titanic's passengers found their way to her decks.

COMPANY ADMITS HORRIBLE LOSS

Message Saying Women and Children Saved Considered Significant.

MAY BELIEVE THE WORST

Meagre Reports Say Only 675 Picked Up and Being Brought Back By Carpathia.

New York, April 16.—The greatest marine disaster in the history of the world occurred last Sunday night, when the Titanic, of the White Star Line, the biggest and finest of steamships, shattered herself against an iceberg on her maiden voyage from Liverpool to New York, and sank with 1,500 of her passengers and crew in less than four hours.

Out of nearly 2,200 people that she carried, only 675 were saved, and most of these were women and children. They were picked up from small boats by the Cunarder Carpathia, which found, when she ended her desperate race against time, a sea strewn with the wreckage of the lost ship and the bodies of drowned men and women.

The White Star Line offices in New York, while keeping up hope to the last, were free to admit that there had been "horrible loss of life." The hope still remains that some other vessels may have picked up survivors.

News of a Shock.
News of the sinking of the liner and the terrible loss of life in consequence came early last evening, with

all the greater shock because hope had been buoyed up all day by reports that the steamship, although badly damaged, was not in a sinking condition, and that all her passengers had been safely taken off. The message were mostly unofficial, however, and none came direct from the liner, so that a lurking fear remained of possible bad news to come.

Shortly after 7 o'clock last night these came flashing over the wireless from Cape Race, within 100 miles of which the liner in the treacherous Newfoundland Banks region had struck the berg which brought her to grief, that at 2:20 o'clock Monday morning, three hours and fifty-five minutes after receiving her death-blow, the Titanic had sunk.

The message reads: "Cape Race, Nfld., April 15.—The steamer Olympic reports that the steamer Carpathia reached the Titanic's position at daybreak today, but found boats and wreckage only. She reported that the Titanic had foundered at about 2:20 o'clock a.m., in latitude 41:16 north and longitude 50:14 west. The message adds that all the Titanic's boats were accounted for, and about 675 souls saved, crew and passengers, the latter nearly all women and children." The report from the Olympic states that the Leyland liner Californian was remaining and searching the vicinity of the disaster. The Carpathia, it was stated, was returning to New York with the survivors.

The news came from the steamer Carpathia, relayed by the White Star liner Olympic, and revealed that by the time the Carpathia, outward bound from New York, and racing for the Titanic on a wireless call, reached the scene, the doomed vessel had sunk.

Only the Lifeboats.
Left on the surface, however, were lifeboats from the Titanic, and in them, as appears from the meagre reports received up to a late hour, were some 675 survivors of the disaster.

These, according to the advices, the Carpathia picked up, and is now on her way with them to New York. For the rest, the scene as the Carpathia came up, was one of desolation. All that remained of the 100,000,000 floating palace, on which nearly 1,400 passengers had been voyaging luxuriously, to this side of the Atlantic, was some bits of wreckage. The biggest ship in the world had gone down, snuffing out in her downward plunge, it appeared, hundreds of human lives.

Worst May Be Believed.

A significant line in the Cape Race dispatch was the announcement that of those saved by the Carpathia nearly all were women and children. Should it prove that no other vessel picked up any passengers of the sinking liner this might mean that few of the men on board have been saved, as the proportion of women and children among the passengers was large. The same facts would likewise spell the doom of practically the entire crew of 860.

In the cabins were 260 women and children, but it is not known how many there were among the 740 third-class passengers.

In the first cabin there were 128 women and 15 children and in the second cabin, 79 women and eight children.

Fate in Doubt.

Notable persons, travelers on the Titanic, whose fate was in doubt in the lack of definite advices as to the identity of the survivors, were Mr. and Mrs. John Jacob Astor, Major Archibald Butt, Charles M. Hays, president of the Grand Trunk Pacific, of Canada, his wife and daughter; W. T. Stead, Benjamin Guinness, F. D. Mott, the artist, and J. G. Widener, of Philadelphia; Mr. and Mrs. Isidor Strauss, J. B. Thayer, vice-president of the Pennsylvania Railroad; J. Bruce Ismay, Henry B. Harris, the theatrical manager, and Mrs. Harris, and Col. Washington Roebling, builder of the Brooklyn bridge.

ONTARIO PEOPLE ON THE TITANIC

Major Peuchen, of Toronto, and Dr. Pain, of Hamilton, Passengers on Ship.

EXCITEMENT AT TORONTO

Two Former Fergus Men, Now of Winnipeg, Believed To Have Been on Boat.

Toronto, April 16.—Official news from the White Star office in New York was sent out early last evening, reaching Mr. H. G. Thorley, the Toronto agent, at the end of a long and exciting night of reports and terrible doubt. The brief, brutal message which comprises the company's circular dispatch, brought news shocking beyond the expectations of the most pessimistic. It read:

"Regret extremely to advise that Captain Haddock, of the steamer Olympic, marconigrams that Titanic foundered about 2 a.m. Monday. Carpathia has on board all surviving passengers and crew, numbering six hundred and seventy-five. Carpathia is proceeding to New York.—W. W. Jefferies, Traffic Manager."

A Ray of Hope.
Five minutes later came a second dispatch from Mr. Jefferies, reading: "Referring to previous Telegram, earlier advices that Parisian and Victorian had passengers on board, but have not yet received confirmation."

Fragments of the whole awful story spread through Toronto like wildfire. To one walking through the downtown streets it seemed grotesque to hear a knot of people on one corner commenting in subdued tones on the latest news, while a few yards further on a couple would be gaily arguing as to how much salvage the Virginian would claim for towing the Titanic safely into Halifax. Copies of late editions of the evening papers, containing this early and incorrect version of the wreck, were sold in huge numbers by the boys to people, who bought anything declared to be "speculative" without hesitation. All through the evening the morning newspapers' telephone switchboards were taxed to their utmost replying to queries. Many refused to believe what was told them by the switchboard clerks, and insisted on talking personally to one or other of the editors.

Major Peuchen Aboard.

Major Arthur Peuchen, 599 Jarvis street, president of the Standard Chemical Company, was the only Toronto man among the first-class passengers. His name does not appear in the proof cabin list in Agent H. G. Thorley's possession, so it is evident that he booked at the last moment, possibly occupying the cabin reserved for Mr. A. O. Beardmore of Mr. and Mrs. F. F. Wood, all of whose names appear in Mr. Thorley's list, but who are definitely known by their families not to have been on board. "Intense anxiety is being felt in Toronto for Major Peuchen's safety, his being a particularly well-known and well-liked figure in local business and military circles."

The name of Mrs. John C. Hogeboom appears in the list of first cabin passengers, but it seems certain that this cannot be the widow of the late John C. Hogeboom, of Toronto, who died a few months ago. Mr. George H. Hogeboom, the druggist, who is related to Mrs. Hogeboom by marriage, says he saw her no later than Good Friday, though he is not sure of her present whereabouts.

Patrol Sergeant Lydiatt, of the local police force, has a brother whom he believes to have shipped as steward in the Titanic's crew. He has had no news, however, in this connection. Mr. George E. Graham, of the T. Eaton Company, Winnipeg store, was expected to sail from England at about the time of the Titanic's departure. His name does not appear in Mr. Thorley's list, but this, of course, does not prove that he did not decide to sail by her at the last moment. He had sent no definite message of his intentions for some days.

Dr. Alfred Pain, son of Captain and Mrs. Silbert Pain, 136 Main street, Hamilton, was a passenger on the Titanic. He was returning home after pursuing post-graduate studies in England.

Miss Hilda Slater, an English girl, was coming out to be married to Mr. Reginald Lacey, to whom she had become affianced before he came to Canada and settled in British Columbia. Mr. Lacey lost a brother, Sir Beecroft Lacey, in a motor accident in the Pacific province only last autumn.

Messrs. Thompson Beattie and Hugo Reid, both now Winnipeg real estate men, were formerly residents of Fergus, Ont.

MOTHERS' DAY WEDNESDAY

IN BASEMENT

Demonstration and Sale of Children's Ready-to-Wear Goods

The children's ready-to-wear business, having reached almost perfection in the manufacturing, has assumed such proportions since we have allotted greater space for display, and stocked all lines in such endless varieties, that we have decided to have a gathering (from most all sections of the store where children's goods are shown)—a real convention of children's wearing apparel in the basement tomorrow, where mothers will be able to see and, if desired, make a selection of the different garments all shown in one great display.

We carry boys' headwear and clothing on main floor and girls' headwear and clothing on the second floor in the different sections. Tomorrow, these children's departments will be amalgamated into one in the basement for a one-day demonstration and sale, and we would remind you that apart from the instructive side of this display there will be many money-saving opportunities tomorrow in both boys' and girls' ready-to-wear goods, different lines which will be found ticketed at about half-price.

Sale of Boys' Buster and Blouse Suits From Clothing Department

Right now, when you need the Suits for your boys, we are going to make a clearance of all odds and ends and broken lines. These will be displayed on tables in basement, and ticketed at following prices:

BOYS' BUSTER AND BLOUSE SUITS, ranging in price from \$6.50 to \$8.00. Sale price\$5.00

BOYS' BUSTER AND BLOUSE SUITS, for ages 2½ to 7 years; \$5.00 and \$6.00 Suits. Sale price\$3.95

BOYS' BUSTER AND BLOUSE SUITS, for ages 2½ to 7 years, \$4.00 Suits. Sale price\$2.95

"OMO" DRESS SHIELD DEMONSTRATION SALE CONTINUES TODAY



Children's Headwear

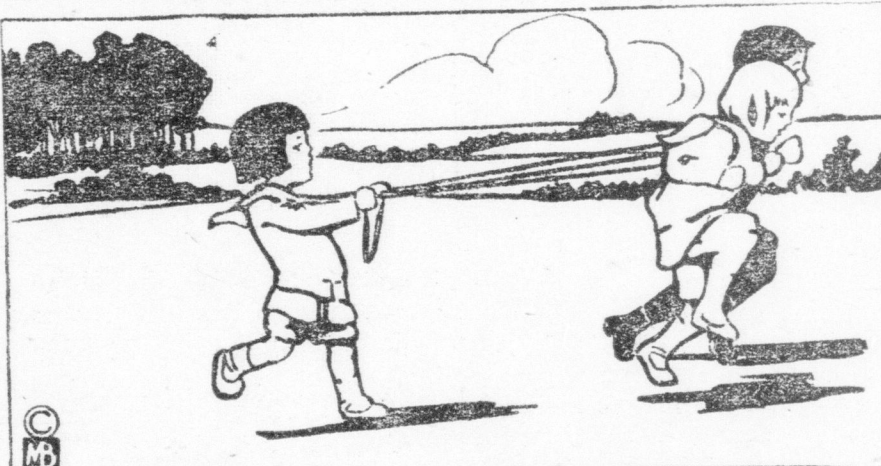
Here is your opportunity to get Spring Hats for the boys. A great assortment of felts and tans at and about half price.

FELT HATS—In navy, fawn, red and white, 50c and \$1.00 qualities, sale price,25c and 50c

Children's Tams, 19c

Big assortment in all colors of Felt Tams, 25c, 35c and 50c. Tams, your choice, each 19c. Basement.

Wednesday the basement will be a store devoted solely to the display and sale of Children's Ready-to-Wear Goods, including many special sales. Come Early.



Bring the Children Tomorrow
And let them see the children's store in the basement and help to choose their new bonnet

Basement Display of Children's Hats and Bonnets From the Millinery Section

This display will prove most interesting to all mothers. A showroom in the basement where you will find nothing but Children's Hats and Bonnets. This will be the real Spring Millinery opening for the children, for they have certainly little chance in the Millinery Section amongst the grown-ups, and will give you an idea of how extensively we have gone into Children's Millinery this season.

75 Trimmed Hats for Children Up to 12 Years

Pretty Trimmed Hats, \$3.25 and \$4.00. See the Seaweed Shapes, 19c, trimmed,39c. See the Leghorn Flops,\$1.75 and \$3.00. See the Blocked Leghorns, 65c; trimmed,89c. See the Blocked Leghorns,\$1.25 and \$2.00. See the Fine Milans,\$1.75 to \$5.00. See the Rustic Straws,65c to \$1.25.

Muslin, Straw, Silk, Pique and Linen Bonnets and Hats for Children Up to 12 Years

A beautiful assortment of the very newest styles and colors in both Hats and Bonnets. MUSLIN BONNETS, 25c, 35c, 50c, 65c, 75c, \$1.00 to \$2.00. STRAW BONNETS, tuscany, pink and blue,50c, 75c to \$2.00. SILK BONNETS,50c, 75c, 85c to \$1.50. PIQUE HATS,85c to \$1.75. LINEN HATS, each\$3.00.

FOR 10c IN RESTAURANT, STRAWBERRIES AND ICE CREAM, 3:30 TO 5:30.

SMALLMAN & INGRAM
LIMITED

ROAST CHICKEN DINNER TOMORROW IN RESTAURANT.