

This is the Month of Rain Coats and Medium Weight Top Coats

ALL the rain coats we sell are from one of the best firms in the world, and carry a guarantee that is so complete that you buy without any hesitation. There are hundreds of brands in the market, but not many who will stand behind their coats the way we can—and a rain coat is a mighty poor investment if it is not a reliable make. We start our prices at 8.50, and from that up to 30.00 we offer you coats that are distinctive and durable, warranted in all climates.

Also we sell the best common-sense rain coats for ladies—two prices, 12.00 and 15.00, also guaranteed.

MEDIUM WEIGHT TOP COATS

NO man should be without a light-weight top coat. The investment is not heavy, but the comfort is wonderful. We are selling a wide range of fabrics and patterns from 10.00 to 35.00, and new lines are coming to hand daily. Drop in and have a talk with our salesmen in the Rain and Overcoat Departments. You will find it profitable, and the salesmen have an entertaining way with them that will please you.

OAK HALL CLOTHIERS

Cor. Yonge and Adelaide Sts.

J. C. COOMBES, Manager

LARGEST STEAMER EVER BUILT SUNK BY AN ICEBERG

FEAR OTHER MIDWINTER DRIVEN LATE

Vice-President Franklin of the White Star Line Admits That the Outlook is Not Encouraging—Survivors Probably Suffering Severely From Exposure.

NEW YORK, April 15.—(Can. Press.)—Even the survivors of the Titanic disaster have gone through hardships of exposure and pain which may have left many of them in a serious condition. A despatch announced that the White Star officers late to-night said that those rescued by the Carpathia were picked up from a "small fleet" of lifeboats at 9.30 o'clock Monday morning. It was eight hours before that the Titanic is reported to have gone to the bottom.

In the opinion of Vice-President Franklin the Carpathia will hasten with all possible speed to make this port, in order that those survivors suffering from exposure may be able to obtain proper medical attention. The despatch accounted for 675 survivors on the Carpathia.

Vice-President Franklin said at midnight they were still hopeful of getting another message to-night.

Want Names by Wireless
The company was also trying to get into wireless communication with the Carpathia, and filed a message asking that if possible the complete list of the names of the 715 survivors to be on board the Carpathia be sent by wireless.

Such a list Vice-President Franklin believes to be of the utmost importance, as hope was waning among the White Star Line officials to-night that any others than these 675 persons had survived.

Other Aid Too Late
Amid confusion at the local offices, the situation was studied as calmly as possible. Mr. Franklin figured, that notwithstanding his fervent hopes to the contrary, the Allan Line steamer Virginian and Parisian could have hardly reached the scene of the disaster in time to have been of assistance. When the Virginian first reported her receipt of the "C. Q. D." signal late last night, she said she was not likely to be able to reach the Titanic before 10 a.m. to-day. This hour would have been nearly eight hours after the Titanic sank. It was equally doubtful that the Parisian could have reached the scene in time.

Capt. Smith's Fate Sealed
Mr. Franklin said that from his knowledge of Capt. Smith's gallantry and heroism on other occasions, the veteran navigator must have stuck to his bridge and gone down to his death.

There was discussion as to whether all the males had sacrificed opportunity to save themselves by giving women and children the first chance at the boats.

"There is no rule of the sea," said Mr. Franklin, "in a case of this kind. It is a rule of courtesy on land as well as sea that gallant men have often observed in time of disaster."

It was generally true that men made this sacrifice at sea to the women of the steamer as well as the wealthier class who afforded first and second cabin.

The White Star line officers figured from their data that the Olympic was 40 miles from the scene of the Titanic sinking when she sent the news of it at 7 o'clock to-night. At that hour the Carpathia was estimated to be 1800 miles east of Sandy Hook.

Prayers for Safety
Prayers for the safety of the passengers aboard the Titanic were said to-day at the afternoon conference of the Men and Religion Forward Movement in this city. Wm. T. Stoen, the journalist, and the Rev. J. Seward Holden of London, who were among the Titanic passengers, were on their way here to make addresses before the conference.

Facts About the Foundered Steamer Titanic, Largest Vessel Ever Built

Length over all	882 feet 6 inches
Breadth over all	92 feet 6 inches
Breadth over boat deck	94 feet 0 inches
Height from bottom of keel to top of captain's house	105 feet 7 inches
Height of funnels above casing	72 feet 0 inches
Height of funnels above boat deck	81 feet 6 inches
Distance from top of funnel to keel	175 feet 0 inches
Number of steel decks	11
Number of water-tight bulkheads	15
Displacement	66,000 tons
Net register	46,000 tons
Accommodation—3000 passengers (600 saloon, 500 second class, 1900 steerage)	
Crew	860
Number of passengers	2200

"TITANIC" IN LEAVING PORT ALMOST CAUSED DISASTER

In the light of the huge disaster that has befallen the Titanic, repetition of the Canadian Press despatch of last Wednesday is of peculiar interest.

Almost a Collision
SOUTHAMPTON, April 10.—The Titanic experienced an exciting moment as she was proceeding down Southampton Water. As the big vessel was passing the White Star liner Oceanic and the American liner New York, which are berthed alongside each other, the terrific suction of the Titanic's triple screws dragged the New York from her moorings, and severed the vessel's stern ropes parted. The stern of the American liner swung into midstream and narrowly missed striking the passing Titanic, which was obliged to stop while the New York was towed off to a safer berth.

The new White Star liner Titanic, the biggest vessel afloat, started from this port to-day at 12.15 on her maiden voyage to New York. She carries 350 large crowd passengers. There was a large crowd on the pier to witness her departure, and enthusiastic cheers were raised as she left.

WATER TWO MILES DEEP WHERE "TITANIC" SANK

HALIFAX, April 15.—(Can. Press.)—The place where the Titanic sank, according to an official of the marine department here, is about five hundred miles from Halifax, and the water at that point about seven miles south of the Grand Banks, is at least two miles deep. It is midway between Sable Island and Cape Race and in a line with those proceeding down which, however, might have been a place of safety had there been time to run the Titanic there and beach her on the northern side.

News of the disaster was difficult to obtain to-day. The Canadian warship Niobe has a powerful wireless apparatus, but the officials on board say they got nothing, and Campardon, the government wireless station here, heard very little.

Halifax is particularly interested in the White Star Line, for it was at the entrance to this harbor that the Atlantic was lost in this same month, April, thirty-nine years ago. There is one Halifax man on board, George Wright, who is returning from a trip to the Mediterranean.

TORONTO MAN'S FAMILY EAGERLY AWAITS NEWS

Major Peuchen Cabled that He Would Sail on the Titanic, and Fears are Expressed that He May Not Have Been Saved.

"Sailing on Titanic."
Such was the cable received by Mrs. Peuchen of 299 Jarvis-street from her husband, Major Arthur Peuchen, last Tuesday from Southampton. Major Peuchen has been in England about a month on a business trip. When he left Toronto he said that he would endeavor to book passage on the largest and newest steamer, Titanic.

Many reports received from Cape Race, Halifax and New York are contradictory, and whether the well-known Toronto military and business man is among the rescued is decidedly indefinite. But as wireless reports state that women, children and first-class passengers are saved, it is believed that Major Peuchen will be back in Toronto in a few days.

Mrs. Peuchen and her son, aged 15, and daughter, aged 6, had not retired at an early hour this morning, as they were waiting with great anxiety for further information of the disaster.

Major Peuchen has been president and general manager of the Standard Fuel and Chemical Company of Toronto since 1897, and is widely known in business circles. He has been an outstanding figure in the militia for many years. Twenty-eight years ago he joined the Queen's Own Rifles as a private and has since then steadily won promotion, and he is in line this spring for the appointment of commanding officer of the first battalion on account of the retirement of Col. Sir Henry Pellatt from command of the regiment and the consequent promotion of Major Peuchen.

By the public, when the Q. O. R. is on parade, Major Peuchen is recognized as the only officer wearing a beard. He usually is mounted in the rear of the regiment. He is an officer of striking appearance, rather stout, and wears a neatly-cut, pointed beard, slightly streaked with grey. He is about 50 years of age.

Besides being head of the Standard Fuel and Chemical Co., he has many business affiliations here and throughout Canada. He owns immense lumber interests in Alberta, and for over 20 years has been president of the Peuchen Paint Co. He is also favorably known in Toronto as a philanthropist, having given liberally to charities. He has been very generous to the X-ray department of Grace Hospital.

He is a prominent member of the R. C. Y. C., and a fairly good skipper, having taken part in a number of cruises in his yacht, the Vreda. Numerous enquiries were made at the White Star office last night by friends of Major Peuchen regarding latest reports of the disaster.

SIXTEEN LIFEBOATS WOULD SAVE ONLY 640

This is Approximately the Number Reported to Have Been Saved From the Sinking White Star Liner.

It appears probable that the survivors in the Carpathia are chiefly the women and children, who were put on the steamer big life boats as soon as possible after the collision with the iceberg occurred.

The pictures of the "Titanic," issued by the company, show eight large lifeboats on the side photographed, which duplicated what gave 15 life boats. These on a calm sea might possibly carry 80 adult occupants each, or a total of 640. This is approximately the number taken on board the Carpathia.

AMERICAN MONEY KINGS MAY BE AMONG VICTIMS OF TITANIC'S SINKING

Fate of John Jacob Astor, Benjamin Guggenheim, and Lesser Multi-millionaires in Doubt—Wealth of First-Class Passengers Would Exceed \$500,000,000—Imay an Associate of J. P. Morgan.

NEW YORK, April 15.—(Can. Press.)—Untold wealth was represented among the passengers on the Titanic, there being on board at least six men, each of whose fortunes might be reckoned in tens of millions of dollars. A rough estimate of the total wealth represented in the first-class passenger list would reach over half a billion dollars.

The wealthiest of the list is Col. John Jacob Astor, head of the famous house whose name he bears, and who is reported to be worth \$150,000,000. He is connected with most of the large corporations of the country, and for years has had direct control of the vast estate left by his father, the late William Astor. Mr. Astor was returning on the Titanic from a tour of Egypt with his bride, who was Miss Madeline Force, the daughter of Mr. and Mrs. William H. Force. They were married in Providence, R.I., on Sept. 2, and Mrs. Astor occupied a bridal suite on the doomed liner.

Two years ago Col. Astor and his son Vincent figured in a sea scare when their yacht, the Noma, having both on board, could not be located after a storm in the Caribbean Sea. While government and other vessels were searching for the yacht she seemed safely into Jacksonville, Fla., Benjamin Guggenheim's wealth.

Benj. Guggenheim, probably next in financial importance, is the fifth of the seven sons of Meyer Guggenheim, who was on board as J. P. Thayer, vice-president of the Pennsylvania Railroad; the Countess of Rothes, daughter of an English push manufacturer, who expected to visit Newport.

Among others of reputed wealth who were on board are J. P. Thayer, vice-president of the Pennsylvania Railroad; the Countess of Rothes, daughter of an English push manufacturer, who expected to visit Newport.

Other notable names include: J. Bruce Ismay, president and one of the founders of the International Mercantile Marine Co., who has always made it a custom to be a passenger on the maiden trip of every new ship built by the company, said to be worth \$40,000,000. It was Ismay, who, with J. P. Morgan, consolidated American and British steamship lines under the International Mercantile Marine's control.

Col. Washington Roebling, builder of the Brooklyn Bridge, president and director of John A. Roebling's Sons Co., is credited with a fortune of \$25,000,000.

NOTABLE MARINE DISASTERS

- 1886, Jan. 11—Steamer London, on her way to Melbourne, foundered in the Bay of Biscay; 220 lives lost.
- 1886, Oct. 2—Steamer Evening Star from New York to New Orleans, foundered about 150 lives lost.
- 1887, Oct. 23—Royal mail steamer Rhone and Wye and about 575 other vessels driven ashore and wrecked at St. Thomas, West Indies, by a hurricane; about 1000 lives lost.
- 1870—Indian Line steamer City of Boston left New York with 117 passengers and was never heard from.
- 1871, Jan. 22—British steamer Northfleet sunk in collision off Dun- gannon; 300 lives lost.
- 1873, Nov. 23—White Star liner Atlantic wrecked off Nova Scotia; 547 lives lost.
- 1874, Nov. 22—French line steamer Ville du Havre, from New York to Havre, in collision with ship Loch Earn and sunk in 16 minutes; 119 lives lost.
- 1874, Dec. 16—Emigrant vessel Cospatrick took fire and sank off Auckland; 476 lives lost.
- 1875, May 2—Small steamer Schiller wrecked, 702 on Scilly Islands; 200 lives lost.
- 1878, Nov. 4—American steamer Pacific, collision 30 miles southwest of Cape Hatteras; 224 lives lost.
- 1877, Nov. 24—United States schooner of war Huron, wrecked off North Carolina coast; 110 lives lost.
- 1878, Jan. 2—Steamer Metropolitan wrecked off North Carolina; 104 lives lost.
- 1878, March 24—British training ship Eurymedea, a frigate, foundered near the Isle of Wight; 200 lives lost.
- 1878, Sept. 4—British iron steamer Princess Alice, sunk in collision in the Thames River; 100 lives lost.
- 1878, Dec. 15—French steamer Byzantine sunk in collision in the Dardanelles with the British steamer Hinaldi; 210 lives lost.
- 1879, Dec. 2—Steamer Borussia sank off coast of Spain; 100 lives lost.
- 1880, Jan. 31—British training ship Atlanta left Bermuda with 200 men and was never heard from.
- 1881, Aug. 20—Steamer Teutonic wrecked off the Cape of Good Hope; 200 lives lost.
- 1882, July 2—Steamer Daphne turned turtle in the Clyde; 124 lives lost.
- 1884, Jan. 18—American steamer City of Columbus wrecked off Gay Head Light, Mass.; 99 lives lost.
- 1884, April 15—Barque Fontana and steamer State of Florida sank in mid-ocean after collision; 145 lives lost.
- 1884, July 12—Spanish steamer Gijon and British steamer Lux in collision off Finisterre; 150 lives lost.
- 1887, Jan. 28—Steamer Kapunda in collision with bark Ada Melore off coast of Brazil; 300 lives lost.
- 1887, Nov. 18—British steamer Wah Young caught fire between Canton and Hongkong; 400 lives lost.
- 1888, Sept. 15—Italian steamer Sud America and steamship La France in collision near the Canary Islands; 80 lives lost.
- 1888, March 16—United States warships Trenton, Vandallia and Nipsic and German ship Adler and Eber wrecked on Samoan Islands; 147 lives lost.
- 1890, Jan. 2—Steamer Persia wrecked on Corcora; 150 lives lost.
- 1890, Feb. 15—British steamer Durburg wrecked in the China Sea; 400 lives lost.
- 1890, March 1—British steamer Quetta foundered in Torres Straits; 134 lives lost.
- 1890, Sept. 18—Turkish frigate Ergoturul foundered off Japan; 540 lives lost.
- 1890, Dec. 27—British steamer Shanghai burned in China Sea; 101 lives lost.
- 1891, March 17—Anchor Liner Utopia, in collision with British steamer Anson off Gibraltar and sunk; 574 lives lost.

LICENSE COMMISSIONERS RESIGN What Wireless Has Done in Recent Ocean Wrecks.

KINGSTON, April 15.—(Special.)—It is stated that rather than be one to cut off hotel licenses one of the members of the board of license commissioners will resign.

The Kingston and Pembroke Railway will expend \$205,000 on road improvements this summer. Three thousand tons of new steel will be laid in the new bridges, culverts, ballasting, etc. Ten motor cars have also been secured for the use of section men.

Charged With Theft.
Frank McElroy, 114 Markham-street, was arrested by Detective Montgomery last night on a charge of theft. McElroy, who is a driver for A. L. King, delivered some goods to a downtown firm and afterwards told King that he had not collected for them. Later it was learned he was trying to cash a cheque on this firm.

Frontenacs Made Money.
KINGSTON, April 15.—The Frontenac Hockey Club finished the season a decided success financially, having a balance of about \$100. In addition to this, however, the club has a surplus in the bank of \$1850, from other seasons. The club has opened a Bruce Ridpath benefit fund.

HAMILTON HOTELS
HOTEL ROYAL
Largest, best-appointed and most centrally located. 25¢ and up per day. American plan.

What Wireless Has Done in Recent Ocean Wrecks.
Jan. 23, 1909—White Star liner Republic, rammed off Nantucket by Italian liner Florida; 1000 persons saved by the Baltic following "C. Q. D." wireless call by Jack Binns.
June 10, 1909—Canadian liner Slavonia wrecked off the Azores. Two steamships received its call for aid and went to the rescue.
June, 1909—Goodrich liner City of Racine disabled off Waukegan in Lake Michigan. Steamboats Chicago and Christopher Columbus, called by wireless, took off 200 passengers.
Aug. 17, 1909—Steamship Ohio foundered off Alaska coast. One hundred and fifty passengers and most of the crew saved. Wireless operator did at his post calling for aid.
Feb. 1910—Steamship Kentucky, bound for San Francisco, sank off Cape Hatteras. Wireless from Mail-liner Alamo just as vessel went down. All aboard saved.
April 15, 1910—Atlantic transport liner Minnehaha grounded near Bishop's Rock, Sicily Island. Wireless call for aid. All aboard saved.
July 23, 1910—Southern Pacific liner X-mus on fire off Florida coast. Commodore of the same line, took off passengers, and assisted in putting out fire and then returned passengers.
July 21, 1910—Wireless' most dramatic feat. Capture of Dr. Grippen and Miss LeVane.
April 15, 1912—Titanic calls for help and Virginian and Olympic and other ships respond.

TO CURE A COLD IN ONE DAY
Take ANAXATIVE BROWN Quinine Tablets. Druggists refund money if it fails to cure. F. W. GROVE'S signature is on each box, 5c.