

BODIES OF HAYS, ASTOR, STRAUS RECOVERED FROM THE WRECK

Wireless From Cable Ship Says the Remains of Grand Trunk President Have Been Picked Up—Funeral Ship Carries Two Hundred and Five Corpses.

[Canadian Press.]
Halifax, April 26.—The body of Charles M. Hays, president of the Grand Trunk Railway, has been added to the list of identified dead picked up near the scene of the Titanic disaster.

This announcement is made this morning by A. G. Coles & Co., Halifax agents for the White Star Line, who received the news in the following message from the cable ship Minia: "Arrived alongside MacKay-Bennett midnight 25th, 6 a.m. Recovery body C. M. Hays. (Signed) Captain Decarret."

New York, April 26.—The bodies of Col. John Jacob Astor and Isidore Straus, the millionaire merchant of this city, who lost their lives in the Titanic disaster, have been recovered, and are on board the cable ship MacKay-Bennett. News of the recovery of the bodies was contained in a dispatch to the White Star Line Company today.

205 Recovered.
New York, April 26.—The wireless dispatch which came to the company from the cable ship MacKay-Bennett gives the additional identification of 19 of the heretofore unknown recovered dead on the cable ship. Among others, the body of Col. John Jacob Astor and Isidore Straus have been recovered. Of the 205 dead on board the MacKay-Bennett, the names of 91 have been sent ashore by wireless.

Drifting in Fog.
New York, April 26.—Just when the cable ship MacKay-Bennett, with 205 of the recovered dead of the Titanic wreck on board, will reach Halifax is a question which officials of the White Star Line were trying to answer definitely today. The last wireless word from the "death ship" showed she had been drifting for hours in a dense fog and was within the wireless zone of the Cape Race, Nfld., station.

Mr. Graham's Body Found.

New York, April 26.—The White Star Line has received wireless information regarding the MacKay-Bennett and expect that the "death ship" will reach Halifax either late tonight or early tomorrow morning.

The following names appear on the list of the identified dead:
Wm. Ale, F. Dutton, J. Stone, Philip J. Stokes, Edwin Petty, Wm. Dashwood, W. Hanton, Thomas Anderson, A. Laurence, J. Adams, A. Boothby, Ragozy, Abel J. Butterworth, A. Robins, Charles Louch, Olsen F. Penny, Charles Chapman, Albert Wirz, Achille Wailens, Carl Asplande, J. F. Johnson, H. Allen, W. Y. Anderson, H. P. Hodges, G. Talbot, J. M. Robinson, J. C. Hill, E. T. Barker, E. F. Bailey, O. S. Woody, T. Hewitt, T. P. Connors.

A Funeral Train.

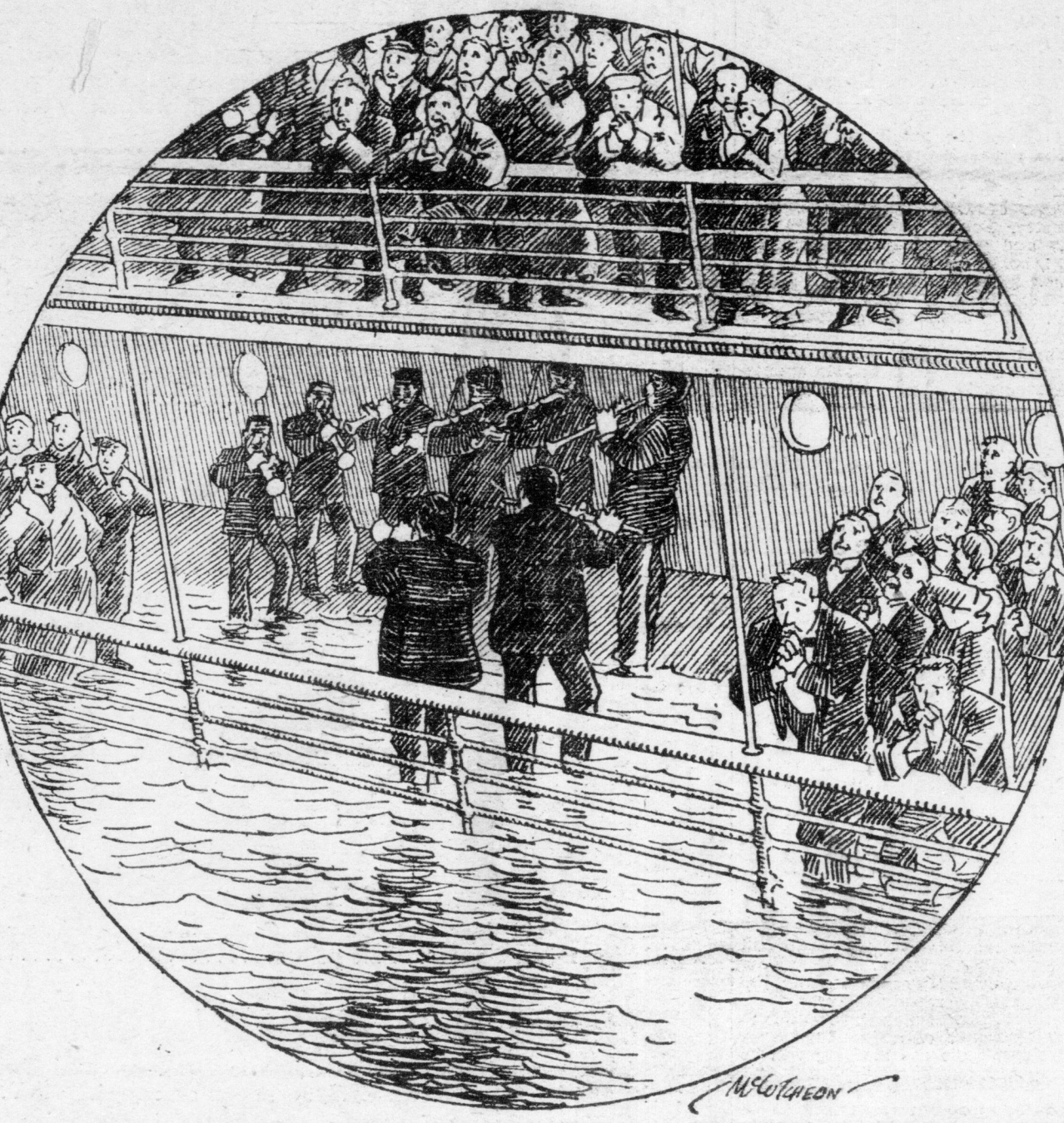
Montreal, April 26.—D. Crombie, assistant to Vice-President Kelley, of the Grand Trunk, has received the following telegram from Mr. Kelley, dated Halifax: "S. S. Minia reports having found body of Mr. Hays at 6 o'clock this morning. No advice yet concerning other two bodies (Davidson and Payne). We propose obtaining special funeral train to Montreal when the ship arrives with such bodies as may be received."

The body identified as Mr. George Graham was that of the brother of the Rev. H. A. Graham, of this city. Mr. Graham was buyer for the Eaton Company, and was returning from a business trip when the Titanic went down.

WHEN THOUGHTS TURN TO THE HEREAFTER.

By John T. McCutcheon.

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BABIES TOSSED INTO LIFEBOATS

Chasm Between Ship and Boats Prevented Saving of Lives on Titanic.

NO LIGHTS SAYS SAILOR

Investigation Being Hurried to Permit Officers and Men to Return Home.

[Canadian Press.]
Washington, D. C., April 26.—It was necessary for women and children on the sinking Titanic to jump a three-foot chasm from the deck to the lifeboats and babies were tossed into the boats, according to testimony given to the Senate committee by F. O. Evans, one of the Titanic's crew. Evans credited this method of loading the boats with the heavy loss of life among the women and children. Evans was examined last night and the purport of his testimony was made public today.

Evans said that when the boats were swung out they were at least three feet out from the steamer's deck, which was 10 feet above the sea. The height was so terrifying that women refused to attempt to jump. Several were thrown bodily across the gap, Evans said, and one was propelled with such force that she went over the far side of the boat and was saved from plunging into the sea only by her shoe, which caught in an oak log.

"Babies and children," said Evans, "were tossed into the boats like sacks of grain. There was no other way."

No Lights On Boats.
Senator Smith further announced that a lamp-trimmer of the Titanic, whom he examined last night, declared that there were no lights in the lifeboats. He said that after four boats had cleared the ship he went to the storehouse and discovered the lamps, flares and oil thereon. By orders of the captain, he said, he hurriedly equipped as many of the remaining boats as he could.

The senators of the committee put in strenuous night with their quotas of witnesses, but none finished with his share of the work of elimination.

The inquiry proper was resumed at 10:15 a.m., with P. A. S. Franklin, vice-president of the White Star Line, as the first witness. The delay in meeting was due to a conference between the members of the committee to extend their plans for expediting the inquiry and releasing as quickly as possible the officers and men of the Titanic who have been held in this country subject to the call of the committee.

Franklin Quizzed.
Senator Smith, when Mr. Franklin took the stand, read a telegram from United States Marshal Merchette at Boston. The marshal reported that in compliance with orders from Washington he had served subpoenas on the captain and the wireless operator of the ship, and that they were prevented from coming to Washington by officials of the White Star Line.

PEOPLE OF SOUTHEAST SECTION ANXIOUS FOR TRACTION LINE

Representatives From Aylmer, Belmont, Dorchester, Westminster and Other Municipalities Confer With London Board of Trade and Committee Formed to Secure Charter.

Definite steps were taken to secure a charter for an electric line to run from London to Port Burwell, by way of Belmont and Aylmer, at a conference held on Thursday afternoon and evening, in the board of trade, in which representatives from the London City Council, London Board of Trade, Aylmer council and board of trade, and representatives from Belmont, South Dorchester, Westminster, Malahide, Port Burwell and Springfield. A committee was appointed to go into the matter, and a further conference will be held in this city on Thursday afternoon next. The municipalities represented are in earnest, and judging from the opinion of the delegates, the proposed road will be municipally owned and operated.

The first conference was at two o'clock in the afternoon, when Dr. Reason, president of the board of trade, and the visitors were present to discuss the proposition. Dr. Reason was chairman of the meeting.

Short speeches were made by various representatives—Messrs. W. Powell, Dr. Sinclair, D. H. Price, G. R. Christie, Aylmer: S. McDermid, of Malahide; S. R. Wilson, South Dorchester; J. C. Dance, ex-M. P. F., of Kingsmill; Mayor Graham and others.

Cut Off From London.
Mr. Powell explained that practically the whole section east of St. Thomas was cut off from London. There was little wholesale trade done with Aylmer and other places near by, because of the poor train connection. The merchants and other businessmen wanted to trade in London, and they were greatly in favor of the line. They were willing to contribute generously toward the project.

Mr. J. C. Dance, Mr. McDermid, and Mr. Wilson expressed the views of the farmers. They had come to recognize the value of electric lines. The proposed route would tap the best dairy district of the Dominion, and what will be a fruit belt rivaling Niagara. The municipalities would assist gladly, and they thought, very generously.

Squire Backus, of Port Burwell, showed the importance of Port Burwell. The people there were somewhat isolated, and were anxious to obtain connection with London. The port was an important point, \$288,000 in customs duties being collected there last year.

London to Lead.
"If London will take the lead, nothing can prevent this enterprise being a decided success," declared Mr. D. H. Price. "We are looking to the city to set the pace. We will follow your lead, and I am certain that nothing but success will attend our efforts. The road will be of great benefit to London (Continued on Page Seven.)"

Iceberg Tomb of Titanic Victims

New York, April 26.—Officers of the North German Lloyd liner Princess Irene, which docked before midnight, today of a wireless message which they intercepted on Wednesday, in which a ship (the name not learned) reported that in passing 50 miles from the scene of the Titanic disaster, she had sighted an iceberg on which were the bodies of more than a dozen men. All wore life-belts, and the bodies were huddled in groups at the base of the berg. It was the opinion of the officers that the men had climbed on the mass of ice and had frozen to death as they were swept southward. No attempt was made to take off the bodies.

NEW OF THE DECEPTION SAYS TRAVERS OF NESBITT

The Fight for Extradition of the Doctor Opened at Chicago Today.

[Canadian Press.]
Chicago, April 26.—Argument over the extradition of Dr. William Beattie Nesbitt, president of the defunct Farmers' Bank of Canada, at Toronto, began today before United States Commissioner Foote. Dr. Nesbitt is accused of making false statements concerning the financial condition of the bank to the Canadian minister of finance. This charge was substituted some days ago in place of the original charge of forgery on which Dr. Nesbitt was first held in custody.

The physician-banker was represented at the hearing by Attorney W. K. Pattison, who declared that he would resist extradition on the false statement charge, although he was willing that his client should return to Toronto to face the forgery charge.

The Canadian Government was represented by Attorney A. Q. Bulkley, who presented several affidavits of former officials of the Toronto bank in support of the charge against Dr. Nesbitt.

One of the affidavits read to the commissioner was signed by William R. Travers, general manager of the Farmers' Bank, and said that he had the statements to the Canadian minister of finance prepared; that they were false and deceptive, and that Dr. Nesbitt signed them knowing them to be untrue.

REGINA MADE OFFER TO A LONDON MAN

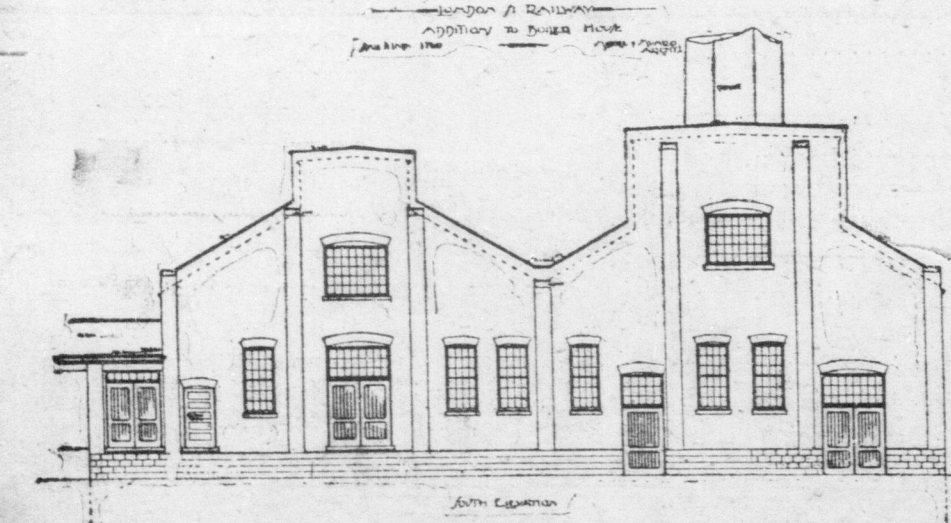
J. A. Young of London Street Railway Offered a Position in the West.

A dispatch from Regina to The Advertiser today announces that Mr. J. A. Young, of this city, had been offered the superintendency of the municipal street railway system there.

Mr. Young, who is superintendent of the London street railway here, stated that he had been offered the job.

"I am not in a position to state whether or not I will accept the offer," he said. "It has been sent me, but I will take a day or two to consider it."

It is understood that the position is not that of superintendent, but of manager. The offer is a good one.



The above cut shows the front elevation of the new London street railway powerhouse to be erected on Thames street, at a cost of \$15,000. The company will use vertical steam boilers for the generation of electricity. The installation of the machinery will commence as soon as the structure is ready.

M'BRIDE WANTS PACIFIC FLEET OWNED BY THE DOMINION

B. C. Premier Will Ask British Admiralty to Urge Adoption of His Plan on the Canadian Government—Wants Dreadnought and a Number of Cruisers.

[Special to The Advertiser.]
Ottawa, April 26.—That there shall be a Canadian-owned fleet unit on the Pacific coast is the determination of Premier McBride, of British Columbia. It is learned here that Hon. Mr. McBride will leave for England shortly to press the British Government to urge upon the Canadian Government the adoption of this plan. He will reach England, and meet the naval authorities before Hon. Mr. Hazen gets there to take up with the admiralty the problem of Canadian naval aid. Hon. Mr. McBride not only wants a fleet unit stationed on the Pacific coast, but he wants yards established there, and a number of the vessels built in British Columbia.

It is said that he feels confident of admiralty support, for most of his project, as the British naval authorities have already expressed the opinion that Canada could best provide for her own defence, and aid in empire defence, by placing a fleet unit, consisting of a Dreadnought, with the proper complement of cruisers and destroyers, on the Pacific.

This squadron would be able in time of need to co-operate with the Australian unit, which will be afloat completely next year, and with the British unit, which is kept on the Chinese coast.

When Hon. Mr. Broderick consulted the admiralty two years ago this was the plan most strongly urged upon Canada. The Dominion authorities at that time did not see their way clear to undertake the manning of a Dreadnought on the location of all Canada's naval force on the Pacific.

It is understood that today the Minister of Marine doubts his ability to keep a fleet unit with two thousand men in British Columbia waters, because wages amount to a dollar a day, and ashore men can get three dollars a day. The Rainbow has had trouble with desertions.

With ten or twelve vessels on the Pacific Coast it is thought that the proper complement of men could not be retained without fixing a scale of pay three times as high as paid at present to seamen in any navy in the world.

However, Mr. McBride is going to urge his case strongly at London and at Ottawa, as well and believes he has a good chance of having his ideas carried out.

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CITY WILL DEMAND THE FULL SCHEDULE

Council Will Notify the London Street Railway to Carry Out Bylaw 916.

SPECIAL MEETING CALLED

Market House Improvements and Other Matters Will Come Up For Consideration.

There will be a special meeting of the city council this afternoon at 5 o'clock to consider several important matters.

One of them is to notify the London Street Railway Company that the schedule as outlined in bylaw 916 must be maintained. This has not been lived up to in the past, and the city council want the company to do so. Official notice will be served on the company, and the question will be settled at once.

The matter of improving the Covent Garden Market House, together with increasing the rental will be dealt with. It is proposed to make the upper stalls \$200 a year, instead of \$10 a month, and the basement stalls \$7.50 instead of \$5.

A bylaw will be introduced to provide for the north end line to run along Cheapside street, instead of Victoria, as first outlined. The latter is thought to be much more advantageous.

The appointment of a ward foreman for ward 3 will be settled. Mr. Robt. Logan is recommended for the place.

THE WEATHER.

TOMORROW—UNSETTLED.

Forecasts.
Toronto, April 26.—8 a.m.
Today—Strong southerly winds, with rain tonight.

Saturday—Strong southwest and west winds, clearing and warm during the day, then becoming cooler at night.

The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Station	High	Low	Weather
LONDON	65.5	30	Showers
Winnipeg	42	24	Cloudy
Arthur	42	24	Cloudy
Perry Sound	52	40	Cloudy
Toronto	58	44	Cloudy
Ottawa	60	34	Fair
Montreal	58	40	Clear
Quebec	56	32	Cloudy
Father Point	42	24	Cloudy

Weather Notes.
The western disturbance has increased very decidedly in energy and is now centered in Minnesota, whence it is likely to move across Northern Ontario to the Gulf.

The weather has become somewhat cooler in the Western Provinces, and warmer from Ontario eastward.

SAW SIGNALS OF DISTRESS BUT REFUSED TO GIVE HELP

Californian's Wireless Operator Makes a Sensational Charge.

[Canadian Press.]
Washington, April 26.—A sworn statement that the captain of the Albatross Californian refused to go to the aid of the Titanic, although only a few miles away, today was filed by Ernest Gill, wireless operator on the Californian, with the Senate committee investigating the Titanic disaster.

YORK STREET BABY ATTACKED BY RATS

Infant of 13 Days Terribly Mutilated As It Slept In a Room Alone.

NO CRIES WERE HEARD

Mrs. Haslett, in Whose Charge Child Was Left, Declares There Was No Neglect of Little One.

A baby named Miller, 13 days' old, was so badly bitten by rats at the home of Mrs. George Haslett, 294 York street, some time during the night, that it may not recover.

The child was being boarded at this house, and when the people in charge went in this morning they were horrified to find the bed clothing saturated with blood.

Dr. F. P. Drake was hurriedly called, and when he arrived he found that one of the baby's nostrils had been completely chewed away by the rodents, and that large pieces had been gnawed from one ear and the left cheek.

The wounds had bled profusely, and the child's clothing and parts of the bedclothes were dripping with blood. The doctor had the baby moved at once to Victoria Hospital, where the wounds were dressed and every precaution taken to prevent blood-poisoning.

While at the house Dr. Drake found that the nipple of the child's feeding-bottle, which was in the bed with it, had been chewed to pieces by the rats.

The case is a most unusual one, and Dr. Drake is unable at the present time to state whether or not the baby will recover.

It is a strong, healthy child, and has a good chance.

Child Not Neglected.

Mrs. Haslett, when seen by The Advertiser, declined to give the name of the mother of the infant, but stated that the father was "supposed to be out of town."

She declared positively that the child had not been neglected during the night, and pointed to the fact that any cries could have been heard through a thimble in the floor of her room, which is above that in which the infant's cot was located. Another baby was also quartered in the same room, but was not attacked by the rats.

"We sat up till between 11 and 12 o'clock last night, and my husband was up again in time to go to work at 7:30 this morning," she stated. "That was certainly not long to leave the child, and I can't understand how the accident could have happened in such a short time. The mother was very much excited, but I do not think that the baby will be much disfigured."

DEATH OF MISS LOUGHEED

Well-Known Charitable Worker Has Passed Away.

Miss Fannie Lougheed, a sister of Mrs. B. A. Mitchell, wife of the well-known London druggist, died Thursday evening in Victoria Hospital, after an illness of several months.

Miss Lougheed, who was a member of St. Paul's Cathedral, was deeply interested in the works of local charitable institutions, and was associated with the Convalescent Home. Three sisters, Miss Lougheed, Mrs. Mitchell, and Mrs. Dawson, were all members of the same family.