This is a composite picture conveying from the incomplete and conjectured reports of the sea disaster, an idea of the Titanic ramming the iceberg.

Struck Iceberg With Force Of Million Ton Projectile

WASHINGTON, April 17.—(Can. Press.)—A graphic comparison of the probable impact of the Titanic against the iceberg that destroyed her with the projectile force of the guns on a modern battleship was made to-day by Capt. Charles A. McAllister, engineer-in-chief of the revenue cutter service.

"The impact of the Titanic against the iceberg was probably equivalent to the simultaneous fire of 30 12-inch projectiles, or the concentrated fire of three such dreadnoughts as the Florida," said Capt. McAllister.

"The fire of ten 12-inch guns such as the Florida carries is supposed to be sufficient to put any battleship afloat out of business, if the projectiles should strike simultaneously. The force of the Titanic striking the iceberg must have been approximately 1,000,000 tons, equivalent to her being struck simultaneously by 30 such projectiles. It is wonder, in the light of such comparison, that she floated so long. "It is inconceivable that the ingenuity of man can ever devise a floating structure to withstand such a terrific collision."

CAPT. SMITH HELD TO BELIEF MODERN LINER COULDN'T SINK

NEW YORK, April 17.—When, in 1907, Capt. Smith, commander of the ill-fated Titanic, came to this port in command of the Adriatic on its maiden trip, he said:

"When anyone asks me how I can best describe my experiences of nearly forty years at sea I merely say uneventful. Of course, there have been winter gales and storms and fog and the like, but in all my experience I have never been in any accident of any sort worth speaking about. I have seen but one vessel in distress in all my years at sea, a brig, the crew of which was taken off in a small boat in charge of my third officer. I never saw a wreck, and have never been wrecked, nor was I ever in any predicament that threatened to end in disaster of any sort.

Couldn't Possibly Sink.

Capt. Smith maintained that shipbuilding was such a perfect art nowadays that disaster, involving the passengers on a great modern liner, was impossible. Whatever happened, he contended that there would be time before the vessel sank to save the lives of every person on board.

"I will go a bit further," he said. "I will say that I cannot imagine any condition which would cause a ship to founder. I cannot conceive of any vital disaster happening to this vessel. Modern shipbuilding has gone beyond that."

ICE FAR SOUTH SAYS CAPTAIN

Montrose's Commander Describes Conditions as Unique in His 40 Years' Experience.

ST. JOHN, April 17.—(Can. Press.)—Canadian Pacific liner Montrose reports having a bad time owing to the numerous icebergs off the Grand Banks. "There was ice further south than I have ever known in a sea experience of forty years," said the captain of the Montrose. "It was the very worst possible ice for ships to meet, as there were heavy bergs thru the field ice like raisins in a plum loaf."

Speaking of the sinking of the Titanic, Captain Webster said: "I think there is no question but that it was the same ice that we passed thru."

Of the depth where the Titanic went down, he said that it would be about 2000 fathoms. The commander of the Montrose said that he was at a loss to understand why the big steamer, which is the latest type of passenger ship, and supposedly with the most improved water tight compartments, should have foundered. His own steamer, when sailing under the flag of the Elder-Dempster Line some years ago, had been three times in collision with icebergs. On one occasion her bows had been crushed in twenty-five feet.

OCCIDENT COLLIDED WITH BERG.

FLENSBURG, Prussia, April 17.—The steamer Occident collided with an iceberg into the Baltic Sea off Riga. Her entire bow was shattered, but her captain managed to run her into shoal water before she began to sink, and her passengers and crew were safely taken off.

Increased Turkish Shipments to the United States.

The value of the exports from Turkey to the United States (as declared at American Consulates) was greater last year than at any time, showing a gain over the previous highest figure of 1909 by $4,016,593, and $5,190,315 over 1910.

Tobacco represented over forty per cent. of the total exports for 1911, an increase of about fifty-five per cent. over the previous year. Saloniki is the principal port of shipment of this item. Other articles showing the greatest gains were opium, wool, mohair, embroideries and needlework, provisions, crushed sesame and walnuts. The items showing the greatest decreases were carpets and rugs, licorice root and paste, cotton lace, broom corn, attar of roses, emery stone and valonia.

The only articles shipped to the American insular possessions during 1911 were from Jerusalem, consisting of $614 worth of mother of pearl for the Philippine Islands and rugs valued at $154 for Hawaii.

Kaiser and Pope Send Sympathy

LONDON, April 17.—The text of the German emperor's message of sympathy sent to the White Star Line is as follows:

"ACHILLEION, April 16.—Deeply grieved by the sad news of the terrible disaster which has befallen your line, I send you the expression of my deepest sympathy and also with all those who mourn the loss of relatives and friends.

"(Signed) William I. R."

ROME, April 17.—Both Pope Pius and King Victor Emmanuel have expressed their deep sympathy for the victims of the Titanic disaster and have asked to be informed of the details of the wreck and of the names of the survivors. Among the passengers were several who were known personally to the king and the pope as they were recently received by them in private audience.

ANXIETY AT NIAGARA FALLS.

Loss of Relatives Feared, Lacking Definite Information.

NIAGARA FALLS, April 17.—(Special.)—Alan Tate, clerk in a local shoestore, left for New York to-night to meet the Carpathia, to ascertain whether his sister, her husband, child, Mr. and Mrs. Harvey Colder and daughter Marjorie, who were coming to America aboard the Titanic, were among the survivors. Tate's wire to White Star headquarters was unanswered.

Fred Goodwin, his wife and six children were aboard the Titanic, coming to America to join Thomas Goodwin on the American side. Their names are not among the survivors. William Douton, prominent in fraternal circles on the American side, is also believed to have sailed on the Titanic. He wrote his wife he would return home on the Titanic.

Dry Farming Tried With Success in Hungary.

Hungary, it is said, has taken, with enthusiasm, to the system of dry farming that is making profitable so much of what was once considered arid land in this country.

The process of dry farming consists in rolling hard the field after plowing, then harrowing the surface until it is a fine powder. The moisture is retained under the hard layer, thru which it is brought up by capillary action to the plant roots. But the fine surface layer will not suck it up any farther, so that it is not evaporated.

Director Kerpley of the Hungarian Academy of Horticulture reports that he has made over 2,000 tests of this method in the last three years, and in every case there was an increased yield, averaging fifty per cent. more than without it.

One landed proprietor, named Fetchtig, tried experiments on his own account, and reports that in a poor region, where the wheat yield in 1910 was from four to twelve quintals per hectare, the yield last year by the dry farming method was from sixteen to twenty-four quintals.

The same proprietor obtained from thirty to thirty-six quintals of barley and oats on land where formerly twenty was considered a good yield.

"Good Luck" Message to Titanic.

LIVERPOOL, April 17.—(Can. Press.)—The Allan liner Tunisian, which arrived to-day, reports that on Saturday at midnight, when 887 miles east of St. John's, she sent a wireless message of "Good Luck" to the Titanic.

Later she entered a huge ice field, thru which she steamed for 24 hours; then stopped all night, eventually turning sixty miles south.

SAILING WITH 100 COFFINS

Cable Ship MacKay-Bennett Off to Scene of Disaster in Quest of Bodies.

HALIFAX, N.S., April 17.—The cable ship MacKay-Bennett, which has been chartered by the White Star Line to go to the scene of the Titanic disaster, was being loaded to-day preparatory to departure. In the hope some bodies might be picked up coffins are being included in the cargo, and several undertakers and embalmers will go along.

The cable ship Minia, which was in the vicinity of the disaster, has arrived here with no survivors on board. It had been hoped that she might have picked up a few stragglers floating on rafts or among the wreckage.

In addition to one hundred coffins, the MacKay-Bennett is taking over one hundred tons of ice. Long lines of teams were filing down the pier to-day and the coffins were piled up ten feet high.

The mission of this ship recalls the disaster to the steamer La Bourgogne, when a similar vessel was fitted out here to search the sea for dead. At that time more than thirty bodies were found floating in the vicinity of the disaster, altho the vessel did not get away from here until a week after the tragedy.

FOREIGNERS IN LIST OF RESCUED

Third-Class Passengers Reported Safe Apparently Are Nearly All of Foreign Birth.

PORTLAND, Me., April 17.—(Can. Press.)—A list of the third-class passengers and crew rescued from the wrecked steamship Titanic by the Carpathia was received by wireless tonight. The list, which includes many foreigners, follows:

Third-class passengers: Nora Murphy, Katie Mullin, Katie McCarthy, G.D. Messemockes, Anna Messemockes, Madera Yusef, Eunos Moubarck, Hafin Moubarck, Gitosa Moubarck, Nina Musuimon, Yree Nyhen, Annie McGowan, Agnes E. Doyt (or Mrs. A. A. Dick), Margaret Nangu, Maggie J. Murphy, Leonch Eldegrek, Heuna E. Manan, Krikorean Kirora, Han Wa Kau (?), Delia McDermott, —Markari, John McKaren, Aino Ludguis, Helena Angusen, Sanuca Cubulsket, Javia Muno, Kirkosan Muhan, Delia Diodelmaa, Karl Mathjox, Bertha Mallidell, Maggie Gerrigan, Bertha Maran, Kristof Madson, Albert Moss, Mary Margery, Ernest McKey, Alice McKey, Thomas McCormack, John Nickaren, —Adlerson, Bertha Nelson, Mary Nekett, Demina J. Nelson.

An Airship That Can Be Made Invisible.

What is claimed to be an invisible air-ship has been invented by Baron Adam Roenne, a well-known airship and naval engineer. He has secured a patent on his invention in England, according to Popular Mechanics.

It is explained that "invisibility" is to be achieved by making the outer case or envelope of the airship of chronium a metal capable of receiving a high polish, which can be permanently maintained by means of a covering of transparent varnish. The outer cover will thus, to all intents, be converted into a mirror, and the theory is that invisibility will be achieved by reflection.

The baron believes that there will be no recurring shade shown at the bottom of the keel, as it is proposed that the latter shall taper to a point. The airship will then always take the color of the surrounding elements and tho larger than the biggest liner, will be invisible at any height above 2500 feet. Special silencing devices are proposed for the engines.

CONGRESS MAKES DEMAND FOR INQUIRY

Resolution Unanimously Passed by Both Houses Calls for Particular Investigation Into the Number and Capacity of Lifeboats and Other Equipment.

WASHINGTON, April 16.—(Can. Press.)—Congress acted swiftly to-day on the Titanic catastrophe.

Bills and resolutions designed to prevent repetition of the awful disaster off the Newfoundland Banks poured into both houses.

The senate agreed to a resolution directing a thoro investigation by the commerce committee into the causes leading to the wreck, with particular reference to the adequacy of life boats. This resolution, the first introduced in the senate, presented by Senator Smith of Michigan, who ranks next to the chairman of the commerce committee, was passed unanimously. The resolution follows:

"Resolved, that the committee on commerce, or a sub-committee thereof, is hereby authorized and directed to investigate the causes leading to the wreck of the White Star Line Titanic, with its attendant loss of life, so shocking to the civilized world.

A Searching Probe.

"Resolved, further, that said committee or sub-committee is hereby empowered to summon witnesses, send for persons and papers and to take such testimony as may be necessary to determine the responsibility therefor with a view to such legislation as may be necessary to prevent as far as possible any repetition of any such disaster.

"Resolved, further, that the committee shall enquire particularly into the number of lifeboats, life rafts and life preservers and other equipment for the protection of passengers and crew; the number of persons aboard the Titanic, passengers and crew, and whether adequate inspections had been made of such vessel, in view of the large number of American travelers on board; and whether it is feasible for congress to take steps looking to an international agreement to secure the protection of sea traffic, including regulation of the size of ships and designation of routes.

"Resolved, further, that in the report of said committee it shall recommend such legislation as it shall deem expedient."

An International Congress.

Gen. George Uhler, supervising inspector-general of the steamboat inspection service, expressed the view today that much good could be accomplished by an international congress to consider life saving appliances.

He said that there was no action that his department could take in view of the fact that the Titanic was a foreign craft, complying with the British laws.

Boy's Death Accidental.

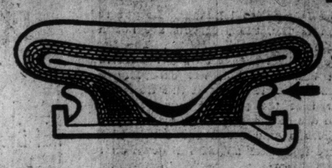
That Leslie Davidson of 22 Miller avenue, the four-year-old boy who was killed by falling off a lumber pile at the C. P. R. yards, West Toronto, came to his death from accidental causes, was the verdict of a jury which, under Coroner Clendenan, at the morgue last night, investigated the boy's death.

The oldest son of Emperor William is said to like English dress, English speech and English associations.

Felix Schweighofer, the German comedian, who died recently, left an estate valued at 1,000,000 marks.

Rev. C. W. Heffney, of Palmyra, Pa., in the course of his first year as pastor of the Evangelical Church, traveled 2595 miles by buggy, made 1039 pastoral visits, preached 203 sermons, made 46 conversions, received 42 new members, led 40 prayer-meetings, held nine funerals, baptized seven persons and wedded four couples.

Rim-Cutting Wrecks 23 Tires in every 100



IT is because they cannot rim-cut that No-Rim-Cut Tires have made such great sales records.

800,000 have been sold---sold to the shrewdest class of buyers. Get the number right---800,000---enough to equip 200,000 Cars and not one has been ruined by rim-cutting.

The diagram shows why.

No-Rim-Cut Tires are held in place by the round surface of the side ring.

Ordinary tires must be held by a hook-shaped ring with the sharp edge of the ring next to the tire. The constant rubbing of this sharp edge of the ring cuts the tire and in case of puncture ruins the tire in a few moments.

GOODYEAR

No-Rim-Cut Tires

10% Oversize

These tires which can't rim-cut are 10% larger than ordinary tires—have 10% more resiliency—save unnecessary vibration.

They have 10% more carrying capacity—provide for overloading. They add, with the average car, 25% more tire mileage.

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MAN LIFE BOATS IN A FEW SECONDS

Captain Dow of the Carmania Tells What is Done When a Steamer Strikes an Iceberg — Women and Children First, Men Next, if Any Room.

By a Staff Reporter.

NEW YORK, April 17.—In the absence of any authentic information as to what happened on the Titanic after she struck the iceberg, and in the four-hour interval before she sank, the best information as to what probably occurred must come from a man familiar with the perils of transatlantic travel. Such a man is Capt. David Dow, the veteran skipper of the Carmania, who brought his vessel into this port on Sunday after guiding her safely thru the ice fields that wiped out the Titanic on her maiden trip.

Asked to-day what occurs aboard any liner in a collision, and what, in a general way, must have been the scenes aboard the Titanic, Capt. Dow said: "No alarm, of course, would be needed in the case of a ship striking a berg. The shock would have the immediate effect of mustering the crew, and with the captain on the bridge, it could be quickly ascertained how serious the accident was.

"The first thing the captain would do would be to close the bulkheads. While the captain is closing the bulkheads from the bridge, he may also proceed with directing the work of manning the lifeboats. Unless something should be very wrong, the crew should already be stationed at the lifeboats.

"In ordinary circumstances, the passengers would be helped into the boats after they had been launched. On all the big lines now, the lifeboats are so arranged that the work of launching and manning them is but a matter of seconds. Women and children first, of course, then the male passengers should there be any room left.

"Meantime the "S.A.S." has been flashed, for even if there are more passengers aboard, there would be little the captain could do save wait and hope for aid in answer to the distress signal."

Money Makers

"Gracious!" exclaimed the kind old lady to the beggar. "Are they the best shoes you've got?"

"Why, lady," replied the candid beggar, "could yer imagine better ones fur dis bizness? Every one o' dem holes means nickels and dimes ter me."

Mrs. Harris Prays For Husband

NEW YORK, April 17.—(Can. Press)—Mrs. Harris, wife of H. B. Harris, sent the following message from the steamer Carpathia by wireless, via Halifax:

"Am safe. Praying that Harry has been picked up by another steamer. Arrive Carpathia."

SAFE ON BOARD WIFE'S MESSAGE

Wireless From Carpathia, Confirming Rescue of Mrs. F. C. Douglas, Reaches Montreal.

MONTREAL, April 17.—(Can. Press.)—The first direct word to reach Montreal from the Carpathia, whic his taking the survivors of the Titanic wreck to New York, came to-night in the shape of a marconigram addressed to Dr. F. C. Douglas. It is from his wife, whose name is among those on the list of those rescued, and assured Dr. Douglas of her safety, at the same time asking him to meet her in New York.

The message came to Recorder Weir in the absence of Dr. Douglas, who left for New York to meet the Carpathia last night. The message came via Cape Race.

Woman Suffrage Coming.

Woman suffrage is coming quite soon in Canada, and before long it will be in all the civilized nations of the world, declared Miss Clara Brett Martin in a lecture on "Law Affecting Woman," given at Margaret Eaton school last night. Miss Martin stated that it was not until 1850 that girls were admitted to the public school in Ontario; not till 1860 that they were admitted to the high schools, and 1884 before they were allowed to enter the universities.

Onata Watauna, the Japanese authoress, who in private life is Mrs. Bertrand Babcock, is so fascinated with golf that when not writing she spends most of her time on the links.

C. H. De Witt, of Mansfield, Bradford County, Pa., has an heirloom clock that has been in possession of the family 175 years, and now is keeping good time at the farm homestead. The works are brass and were made in Germany. De Witt has refused $150 for the old timepiece.

BODIES LYING IN OCEAN'S BED

Johns Hopkins Professor Points Out That Water Pressure Would Prevent Their Rising to Surface.

BALTIMORE, April 17.—(Can. Press.) "The bodies of the victims of the Titanic disaster are at the bottom of the deep, never to leave it," declared Prof. Robert W. Wood of the chair of experimental physics of Johns Hopkins University, to-day.

"It is altogether improbable that any of the corpses will return to the surface of the water, as is the case with bodies drowned in shallow water.

"At the depth of two miles the pressure of the water is something like 6000 pounds to the square inch, which is for too great to be overcome by buoyancy ordinarily given drowned bodies by the gases that are generated in time.

Drawn to Bottom.

"That the bodies sank to the bottom of the sea there is no question," he continued. "The Titanic's victims who were not carried down with the boat followed until the very bottom of the sea was reached. There was no such thing as their stopping in their downward course a half mile, a mile, or at any other point.

"Great changes have necessarily been wrought in the vessel itself by the enormous pressure to which it had been subjected. No effect was produced on any portion, or compartment, or room to whose inside as well as outside walls the water has access. In such instances the pressure from one side neutralized that from the other. But wherever there was an air-tight or water-tight compartment, the 6000 pounds to a square inch pressure of water had crumpled those walls of the vessel as if they were tissue paper."

HOW THE COMMON HOUSE FLY MULTIPLIES.

Some astonishing figures concerning the reproduction of the common house fly are given in the April number of The World's Work, by Frank P. Stockbridge. He states, among other things, that in the climate of Washington, twelve generations of flies are produced in a single summer.

As one fly will lay 120 eggs, the result, if all these should hatch and reproduce their kind in like ratio, would be appalling. The progression carried out by raising 120 to the twelfth power gives a total possible progeny from a single fly of 1,096,181,249,510,720,000,000,000,000.

And as each female fly usually lays four hatches of eggs, their unchecked development thru twelve generations would make a mass of flies that would measure 268,778,165,861 cubic miles, or considerably more than the total mass of the earth.

As a matter of actual experience and observation it is estimated that from each pair of flies surviving the winter some 8,000,000 living insects are propagated during the summer.