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press for their marked courtesy to assure them that everything that has transpired has been entirely in their presence and that this course will be pursued so far as I am concerned, in the future hearings of the committee."

NEW YORK, April 20.—The mystery which shrouded the last hours of the famous Canadians who went down to their doom with the ill-fated liner Titanic was penetrated when Major Arthus Pousses.

Arthur Peuchen, captain of the Queen's Own Rifles of Toronto, and

with the late C. M. Hays, general manager of the G. T. P.

"Good-bye, Peuchen: I feel that the ship will last another eight hours, and by that time we shall have assistance," were the last words of the great railway magnate.

Major Peuchen, in an interview

said:
"It was Sunday evening, a starry night and caim. There was an exceptional bill of fare on for evening dinner. We were all in evening dress and the ladies were many jewels. Music went on as usual. I dined with Mrs. Markland Molson, Mr. and Mrs.

LIFEBOATS TO HOLD

ALL ON BOARD

BOARD TITANIC

MAJOR PEUCHEN'S

HOW CALAMITY STIRS ENGLAND

Heroism Displayed Aboard the Wrecked Titanic Proves Some Solace in a Time of National Mourning

BRITISH SYMPATHY FOR WHITE STAR LINE

U. S .Senate Committee Submits Invalid Wireless Operator of Lost Steamer to a Gruelling Examination

ing in the face of a death-dealing calamity, and every man walks more
proudly through London's streets today, knowing that the sons of the empire have proved under an almost
overwhelming strain that the blood of
the race and its adherence to discipline
can triumph over death. Though the
elemental forces of nature have destroyed man's handlwork, yet man's
soul rides victor over all nature's
harshest menaces.

There is no disposition here to blame the White Star people for the inade-quacy of the life-saving apparatus carried by the Titanic, for it is shown that the Titanic's equipment was above the official requirements. Universal sympathy is felt for the company because of its splendid record in maintaining British mercantile supremacy. Its admirable treatment of its people is well known here, and, despite the tragedy, the White Star line retains the universal respect and good-will.

No victim of the tragedy has attracted more notice than W. T. Stead. Two or three ungenerous obituaries, notably by T. P. O'Connor, in the Dally Mall Gazette, have only served to throw into greater relief the splendid appreciations elsewhere. While admitting his peculiarities, he has been ac-

they admired his disinterested zeal, his amazing initiative, his originality and his wonderful mastery of facts. They loved him for his simplicity, unconventionality and genuineness. The greatest of British journalists have acknowledged that in him England has lost the supreme publicist of the generation.

millionaires on the Titanic. It says:
"After the women, it was clearly a
matter of pure chance which men were
saved. Most of the millionaires were drowned, while many third-class passengers were saved. Indeed, it is established beyond doubt that the millionaires were treated exactly like any one else, and that they gave an exhibition of courage, self-restraint and obadience to orders second to none."

The Allan and other lines are al-ready taking measures to increase the number of lifeboats on their steamers. Memorial services were held in St. Paul's cathedral yesterday, and these were attended by members of the cabinet and of the diplomatic corps, among whom was Ambassador White-law Reid, Mrs. Reid, the Lord Mayor and sheriffs of London and others. The White Star line and the International Mercantile company also were represented. The whole congregation stood while a military band played the Dead Tarch from "Saul."

Hundreds of women and men broke down, and sobs were audible throughnorial services were held in St.

down, and sobs were audible through-out the edifice. Alexander Carlisle, who was among the congregation, was so affected that he fainted and had to

WIRELESS OPERATOR OF TITANIC ON STAND

NEW YORK, April 20 .- With dram atic suddenness the senate investiga-tion of the Titanic disaster came to an end today so far as the New York hearing was concerned. It will be re-fumed, however, in Washington on S. Franklin, the chief officer of the White Star line, and more than a score of the officers and crew of the sunk-en vessel, will appear before the com-

Incident to the sudden close of the hearing here was the story of Harold S. Bride, the second and only surviving wireless operator of the Titanic. His ale was one of suffering and death. He told of the final plunge of the ves-

In connection with the hearing in Washington it was intimated that the power of the senate on federal territory would be undisputed in getting at the real facts, and no question of state rights could rise to interfers. Throughout the hearing also, officers of the White Star line had portrayed danger of sailors' boarding houses in New York as a reason why those detailed things looked "queer." By queer, I was asleep at the shock when the ship struck. In fact I was asleep at the time and was not even awakered by the impact. When the engine stopped Mr. Phillips called me and I put on the telephones, while he went out to see what was the trouble. A little later he came back and said things looked "queer." By queer, I line. We satisfied ourselves that their

by the committee should be allowed to sail on the Lapland, which left today.

TESTIFIES FROM AN INVALID'S CHAIR

Throughout the hearing this morning, Wireless Operator Bride, orippled as a result of his experiences, and seated in an invalid's chair, told his story of the last moments of the Titanic. His harrative held the committee and the autience enthrelied: When his ordeal ended ne was almost on the verge of collapse. After the hearing was resumed in the afternoon the announcement of the change of base (was made. Herbert J. Pitman, the third officer on the Titanic, had been called to the witness chair. Senator Smith directed a question to him relating to the whereabouts of the chip's log. The witness said be did not know. Promptly Mr. Smith announced the committee's decision to resume the inquiry in Washington on Monday.

The committee devoted the entire day to the subject of wireless in the disaster. H. T. Cottam, the operator on the Carpathia, was a witness. Senator Smith sought to establish certain testimony Cottam had given on the stand yesterday, and this soon was ended. Then came the "star" witness of the day.

Seated in an invalid's chair, Bride

Seated in an invalid's chair. Bride was wheeled to the end of the table. He was wen and pale, and he locked and interlocked his fingers incessantly. Like Cottam, who is 23 years old, Bride is merely a boy. Neither had any telegraphic experience previous to taking up wireless telegraphy, and both told tales of long hours at low wages and days and nights spent without sleen.

EXAMINATION IS OF GRUELLING KIND

by T. P. O'Connor, in the Dally Celegraph, and his old paper, the Fall fall Gazette, have only served to brow into greater relief the splendid ppreciations elsewhere. While admitting his pecularities, he has been acted the most original journalist and the most original journalist and the most able correspondent of our generation.

Tournalists of London have often aughed at Mr. Stead's oddities, but they admired his disinterested zeal, his amazing initiative, his originality and nis wonderful mastery of facts. They loved him for his simplicity, unconventionality and genuineness. The greatest of British journalists have acknowledged that in him England has lost the supreme publicist of the generation.

Tribute of Times

The Times, in an editorial, pays a warm tribute to the behaviour of the millionaires on the Titanic. It says:

The Times and his old paper, the Pallity furt according to the witness, apparantly and the speciality of the sea, he called the tritanic to inquire specifically just what was wrong.

"Mr. Phillips said he was a fool," Bride testified, referring to the chiaf operator on the Titanic, who lost in the Titanic, who lost his life. "And told him to keep out."

"No effort was made to re-establish communication with Frankfurt, although Phillips felt certain that the vessel was much nearer than the Carpathia, with which communication had been established. This, Bride said. Phillips Judged by reason of the greater of the Herrian antity considered the call more or less trivial, for an hour after receiving, the furting to the call more or less trivial, for an hour after receiving the furting to the call more or less trivial, for an hour after receiving the furting considered the call more or less trivial, for an hour after receiving the furting to the call more or less trivial, for an hour after receiving the furting to the call more or less trivial, for an hour after receiving the furting to the call more or less trivial, for an hour after receiving the furting to the call more or less trivial, for a

Bride said he did not know, that probably the Frankfurt operator could not understand, and that Phillips, his superior, had used his own judgment.

WARNING OF ICEBERGS IN LINE OF TRAVEL

He drew from the witness an acknowledgment that on Sunday evening Bride was sitting with the telephones strappad to his ears, adjusting his accounts while the steamship Callfornian, seeking to warn the Titanic that icebergs were invading the lanes of ocean travel, called incessantly. Bride said he heard the call but did not answer because he was "busy." It was not until a half hour later that the Californian, striving to reach the steamship Baltic reached the Titanic, whereupon the warning that three huge icebergs had been sighted was noted by Bride, and verbally communicated to the liner's captain.

Senator Smith established by Guglielmo Marconi, inventor of the wireless system bearing his name that both the Titanic and the Frankfurt operators virtually had the same type of instruments. In the opinion of the inventor there existed no reason why communication between the two vessels should not have been perfect, provided weather conditions were favorable. The night, it previously had been established, was clear and there was no fog or other atmospheric disturbances.

WITNESS SHOWS SIGNS OF COLLAPSE

Under insistent questioning Bride began to show signs of collapse, so Senator Smith ended the wireless inquisition and questioned him about the final scenes aboard the Titanic. Bride and his superior, Phillips, were among the last to leave and were witnesses of the closing scenes on board, the topmost parade deck of the lost ship. Bride's story was fragmentary. Without Senator Smith's interrogations it ran about as follows:

"We did not feel the shock when

HEARD CARPATHIA WAS RUSHING TO AID

SENDING WIRELESS MESSAGES TO THE END

LAST MOMENTS OF CAPTAIN SMITH

and turning I saw him jump just as the vessel glided into the depths. He had not donned a life belt so far as I could see, and went down with his ship."

The witness showed so plainly the mental and physical strain under which he was laboring that both Senator Newlands and Reed urged Senator Smith to excuse him.

The second officer of the Titanic, C. H. Lightoller, was called by Senator Smith but was not present and the third officer. Herbert John Pittman, took the stand in the afternoon. "Do you know on your own knowledge whether the Titanic's ship log

edge whether the Titanic's ship log was preserved or taken from the Titanic?" asked Senator Smith.
"I do not."
Senator Smith then announced the closing of the hearing in New York and said al ithe witnesses who had been summoned to appear in Washington, the inquiry to be resumed there Monday morning.

ton, the inquiry to be resumed there Monday morning.

J. Bruce Ismay declined to accede to a request to allow his men to relate to the press their stories of the last dramatic moments before the Titanic sunk, on the ground they had not yet given their evidence.

Neither Senator Smith or Senator Newlands would comment on the line of cross-examination followed, it was evident, however, that the testimony sought was intended to form a basis for a sweeping and thorough reform of the laws governing the use of wireless on steamships. Whether this would be accomplished through restrictions placed on vessels of foreign register entering the United States ports or to be the subject of diplomatic negotiations with other nations neither would say.

SEEKS FIRST HAND LAST DINNER ON INFORMATION

NEW YORK, April 20.—Senator Smith, the chairman of the Senate committee investigating the Titanic wreck, has isued the following state-

"The object of the committee in coming to New York coincident with the arrival of the Carpathia was prompted by the desire to avail itself of affect hand information from the participants in this sad affair. Our course has been guilded solely by this purpose—to obtain accurate information without delay. We were told that some of the officers of the Titanic were British subjects and reside in England and intended to return to their homes immediately upon their arrival at this port. We concluded that it would be most unfortunate if we were to be deprived of their testimony for any indefinite period and their removal beyond the jurisdiction of our authority might complicate, and possibly defeat our purpose."

"We went directly to the Carpathia upon her arrival; were received courtered." "The object of the committee in com-

NEW YORK, April 20.—Mr. J. Bruce ismay announced today that he had given instructions to all the lines of the International Mercantile Marine, which includes the White Star, the American, the Red Star, the Leviand The Atlantic Transport Leyland, The Atlantic Transport and Dominion lines, to equip all steamers with sufficient lifeboats and relief boats for every pass-enger and every member of the crew without regard to govern-ment regulations.

SEVENTY FEET HIGH

"The bulkheads were therefore of no use. I went on deck and saw the ice falling on us, the berg was about 70 feet high. Our boat itself was seven decks high and the berg was even with the upper deck. As the berg passed the port holes it alarmed the women in the berths. The passengers came on deck one by one, some in pyjamas. After going on deck I noticed that all the peopls were putting on litebelts and for the first time it looked serious. I would not believe it, however, knowing that the Titanic was such a safe boat. Finally I realized the seriousness, of the thing. I went inside, threw off my dress suit, put on my warmest clothes, and my steward, a very nice fellow, helped me put on my life preserver. I never saw him again. I took three changes and a pearl pin. There was \$200,000 worth of stock and bonds, all my jewellery and presents for my daughter Jessie and family in the berth, but I did not touch them.

good-bys, the husbands assisted their wives to the boats and then stood back like any other men.

HOW THE LIFEBOATS WERE LOADED

"I saw no evidence of cowardice. An Italian was discovered concealed in the boat with a broken arm. We then lowered the second boat. When the wife refused to go without the husband, the wife had to stand by. The same rule prevailed with a mother and a daughter. The officer on the starboard side was lenient and there it was that many men got in. The officer on the port side was very severe and would allow no one but women and children to enter the boats.

"The boats were not filled to ca-

The boats were not filled to capacity. One boat had only 28 in it, but its capacity was 60. The officer replied to my query over this condition that the boat chains on which it was lowered would not hold the heavy load of a full boat. The capacity of 60 could only be made when the lifeboats were in the water.

Queen's Own Rifles of Toronto, and president of the Standard Chemical company, related the story of his own miraculous escape from the sea.

Major Peuchen, alone of ten Canadlan men on the Titanic has returned to tell of the last hours of his friends who perished with the ship. It was only his training as a sallor and soldier and his own physical ability which singled him out as the commander of the sixth lifeboat to leave the ship and thus saved him his life.

Before parting from the fast-sinking Titanic, Major Peuchen apoke briefly with the late C. M. Hays, general manager of the G. T. P. "Every woman who cared to go was taken off. There was no necessity for any woman being left on board. Finally we came to the sixth boat. The quartermaster let the boat down part way. Then he said. We have only one seamen in the boat. We want three or four more seamen."

"I then went forward and said; am a yachtsman and can handle boat with any man."

"He told me to go below and get into the lifeboat from the lower deck, but I said I would jump for it.

but I said I would jump for it.

"Taking hold of a halyard I swung out into space. Luckily I caught my feet against the block and lowered myself to the boat, a distance of four and a half decks, probably 60 feet down a rope into the darkness.

"I ran forward in the boat and ordered a seaman to put the plug into the boat. They had neglected to do this.

"He came back and said; "This boat is going to founder," referring to the Titanje.

Titanic.

"We rowed away. At last I saw there was no hope. The decks were disappearing deck by deck into the sea. The Titanic was doomed.

"Just before I left the deck, Mr. Charles M. Hays was the last man I saw. He came up and said: Peuchen, good-bye. This boat is good for eight hours yet. By that time we shall have help and the boats will be able to unload and come back for more. I have it from one of the best seamen on the ship that she cannot sink. I am with ship that she cannot sink. I am with Mr. Crosby, of Milwaukee a boat-builder, who says she cannot sink."
"Then as we left she let off the first

Then as we left she let off the first rockets. Everything was quiet. I knew the boat was doomed. When I got down on the level I saw her serious position. She was sinking bow first. Then we began to row, without compass, without light, but we had a little food and water.

"Then we heard an awful sound and a loud report boomed over the ky sea like an explosion. Never have I heard such awful cries and shrieks. People came tumbling down like so many oranges; chains, ropes, furniture and

Allison and their fittle girl. Everything was exceptionally bright.

Then I went to the smoking room and met Mr. Beattle, a partner of flugo Ross, of Winnipes, formerly of Toronto. I also met Mr. McCaffrey of the Union Bank of Vancouver, and, a financial man from Toronto.

"After I had reached my, berth I heard a dull thud." It was not like a collision and I did not think it serious.

"But I had reached my berth I heard of the beads of the galant musicians. Only four persons were saved at the last.

The saved at the last.

The saved at the last.

The saved at the last.

saved at the last.

'In the morning the Carpathia went back over the scene of the disaster, but we did not see one person nor a corpse. There were in all 16 lifeboats, two emergency boats and two canvadecked rafts, making 20. They were filled with water and sank and about 13 came to the Carpathia. All alone we were on the barren sea. We yelled at intervals, then all at once we saw

the headight of this steamer. The Titanic sank in two hours from the time she first struck the berg.

"So far as I could figure it out, the Titanic struck at 12:30 o'clock and went down at 2:30. The Carpathia was the gladdest sight our eyes ever met."

WASHINGTON, April 20.—The Senate paved the way today for in-ternational co-operation in more com-plete regulations of ocean traffic. By plete regulations of ocean traffic. By unanimous vote it agreed to the Maritine resolution advising the president that the senate would favor treaties with other maritime governments to regulate lanes of ocean traffic, wireless, searchlights and other equipment of passenger-carrying craft. Senator McCumber of North Dakota, a member of the foreign relations committee condemned the speech made yesterday by Senator Raynor concerning J. Bruce Ismay, managing director of the White Star line.

Site at Corner of Government and Superior Streets will be Utilized to Meet Provincial I Service Necessities

them that everything that has itred has been entirely in their toe and that this course will be a daughter. The officer on the starboard side was lenient and there it was that many men got in. The officer on the port side was very severe and would allow no one but women and children to enter the boats.

"The boats were not filled to capacity. One buat had only 28 in it. office building (the necessity for which in the provincial services has long been recognised) of six or seven stories, and architecturally in harmony with the ad-

architecturally in harmony with the adjacent parliamentary pile.

The accommodations of the buildings already provided for and in course of erection will be fully taken up by the present necessities of the service, and the new building will be required almost as soon as it can be completed.

The plan of placins additional buildings required for governmental use in close proximity to the structures of parliament aquare is parallel to that adopted by the federal government at Ottawa.

LEGAL STATUS OF TRAINED NURSE

tional Council to Be Held Fin in August Will Discuss Question

LONDON, April 19.—The ministry of oreign affairs at Berlin has declared self willing to acquaint these foreign overnments concerned that, in re-ponse to the invitation of the German Nurses' Association, the International Council of Nurses will meet at Cologne in August, and hold a congress and exhibition there. The nurse delegates are to be most hospitably welcomed by the municipality and by private citi-

Reports are to be presented from a number of National Councils of Nurses, including Great Britain and Ireland, the United States of America, Canada, India, New Zealand, France, Holland, Denmark, and Italy, and the English nurses regret that unless the nurses registration of the receives consideration this session, it must report that after appealing to parliament for ten years the just demands of the trained nurses of the United Kingdom have received neither sympathy nor consideration from the government.

State registration has been in force in the German Empire since 1906—in several of our dominions and in two-thirds of the States of America for a longer period—so that, as Mrs. Bedford Fenwick says:

"Lacking our legal status we shall

HUMAN LIVES

Fifteen Drown in Flooded Valley of the Mississippi-Many More Levees at Point of Breaking

FEARED HEAVY LOSS PN SUNFLOWER DISTRICT

Conditions Likely to Grow Worse-Relief Stations are Established at a Dozen

NEW ORLEANS, April 20,-That the dississippi flood is claiming its toll of Fifteen negroes, however, were drowned some time during last night near Benot, Miss., in the rush of water caused by the break of Beauks levee.
Relief work among the refugees is being conducted under the supervision of state and federal officials which hovers at Vicksburg, where already about 3,000 negroes from Louislane are about 3,000 negroes from Louisiana are

SUFFRAGIST PLANS

next week, in the sunflower district of Mississippi which rapidly is being in-undated.

LONDON, April 19.—It is quite evi-lent that the suffragists are very in-censed over the rejection of the con-ciliation bill, and meetings are being

All sorts of terrible things have already been suggested, and if some of the proposals for revenge were carried out, anti-suffragists would find life hardly worth living.

Mrs. Despard, who is seemingly endeavoring to fill the shoes of Mrs. Pankhurst while that lady is holldaying at the government's expense, favors a boycott of trade. She also makes the suggestion that women should stop giving subscriptions to churches and other institutions.

GOLD MINERS KILLED

IRKUTSK, Stberla, April 20.—One hundred and seven gold miners were killed and eighty more were wounded in a fight with Russian soldiers at the Lena Gold Mining company's works in this vicinity. The cause of the mobile her not have acceptained trouble has not been ascertained.

Shakespeare's England LONDON, April 19.—Good progress LONDON, April 19.—Good progress has been made in the development of "Shekespeare's England" at Earl's Court. Visitors will be greatly surprised at the really extraordinary change that has been effected in the Ducal Hall, the Queen's Palace and the whole area surrounding the great lake close to the water chute. This open space is entirely covered with Elizabethan houses, and contains a network of delightful litle streets. So intricate will these streets be when all the building is quite finished that Mrs. Conwallis-West talks of organizing a little corps of boy guides and girl guides to show visitors their way about.

RAILROAD PRESIDENCY

about.

Mr. W. Wainwright Is Tempo Chosen for Position Occupied by Late Mr. C. M. Mays.

MONTREAL, April 20.—Arthur Smithers, chairman of the board of directors of the Grand Trunk Railway, has appointed William Wainwright, senior vice-president of the Grand Trunk, to take temporary charge of the Grand Trunk Railway since the death of Mr. Hays the president in death of Mr. Hays, the president, in the Titanic disaster

DISMISSES CHARGE

Hearing in Case Against Mr. Stuart Henderson Lests Only Three Minutes

VANCOUVER, April 20.-Informa-VANCOUVER, April 20.—Information received from Ashroft this afternoon announces that Stuart Henderson, K. C., was honorably acquitted today of the charge of embezzlement laid against him there by Peter Gillistad, a Norwegian farmer and client of Mr. Henderson. The hearing in the police court only occupied three minutes, when the magistrate announced that he dismissed the charge. Twenty men are now employed on construction of the new Grand Forks federal building.

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