

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

LONDON, April 20.—England mourns, but England also rejoices. She mourns her dead, but boasts their noble bearing in the face of a death-dealing calamity, and every man walks 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 handiwork, 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 inadequacy 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.

Original Journalist
No victim of the tragedy has attracted more notice than W. T. Stead. Two of three ungenerous obituaries, nearly by the Titanic, in the Daily Telegraph and the Daily Mail Gazette, have only served to throw into greater relief the splendid appreciations elsewhere. While admitting his peculiarities, he has been acclaimed the most original journalist and the most able correspondent of our generation.

Journalists of London have often laughed at Mr. Stead's oddities, but 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.

Tribe of Times
The Times, in an editorial, pays a warm tribute to the behavior of the 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 obedience to orders second to none."

The Allan and other lines are already 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 Whiteley, Mr. Reid, the Lord Mayor and members of the House of Commons. The White Star line and the International Mercantile company also were represented. The whole congregation stood while a military band played the Dead March from "Saul."

Hundreds of women and men broke down and were audible throughout the edifice. Carillone, who was among the congregation, was so affected that he fainted and had to be carried out.

WIRELESS OPERATOR OF TITANIC ON STAND

NEW YORK, April 20.—With dramatic suddenness the senate investigation of the Titanic disaster came to an end today so far as the New York hearing was concerned. It will be recalled, however, in Washington on Monday, when J. Bruce Ismay and P. A. S. Franklin, the chief officer of the White Star line, and more than a score of the officers and crew of the sunken vessel, will appear before the committee.

Incident to the sudden close of the hearing here was the story of Harold S. Bride, the second wireless operator of the Titanic, who was one of suffering and death. He told of the final plunge of the vessel to its ocean burial.

TESTIFIES FROM AN INVALID'S CHAIR

Throughout the hearing this morning, Wireless Operator Bride, crippled as a result of his experience, and seated in an invalid's chair, told the story of the last moments of the Titanic. His narrative held the committee and the audience enthralled. When his ordeal ended he 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 ship's log. The witness said he 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 of 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 was wheeled to the end of the table. He was weak and pale, and he looked and interlocked his fingers incessantly. Like Cottam, who is 22 years old, Bride is merely a boy. Neither had any telegraphic experience previous to taking a wireless telegraph, and both told tales of long hours at low wages and days and nights spent without sleep.

EXAMINATION IS OF GRUELLING KIND

This inexperience and the mental condition of young operators were the two points on which Senator Smith bore persistently. He put Cottam through a gruelling examination. The witness testified that he had not slept more than eight hours between Sunday night, when the Titanic sailed for help, and Thursday night, when the Carpathia docked here. Bride's story was one that bore out virtually all that Cottam had established, except that his was one of nervous strain and worry and a slight suspense. Bride was questioned closely as to the check call for aid sent out by the Titanic. He said the first vessel to answer was the Frankfurt, of the North German Lloyd line. The operator on the Frankfurt, according to the witness, apparently answered the call more or less trivial, for an hour after receiving the imperative appeal of the sea, he called the Titanic to inquire specifically just what was wrong.

WARNING OF ICEBERGS IN LINE OF TRAVEL

He drew from the witness an acknowledgment that on Sunday evening Bride was sitting with the telephone strapped to his ears, adjusting his accounts while the steamship Californian, 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 communicated to the Titanic by wireless. 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 directed a question to him questioning 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. Under insistent questioning, Bride's story was fragmentary. Without Senator Smith's interrogations it ran about as follows: "We did not feel the shock when the ship struck. In fact I was asleep at the time and was not even awakened 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

HEARD CARPATHIA WAS RUSHING TO AID

"At this time, however, neither of us worried a bit. When he heard the confusion on deck I went out to investigate and when I returned I found Mr. Phillips sending a 'C. Q. D.' call giving out position. He talked the Frankfurt first, and then the Carpathia and the Baltic. As I have said, we did not try for the Frankfurt for any length of time, but concentrated our messages on the Carpathia, which had answered that she was rushing to our aid.

"The captain came into the wireless cabin from the deck when the Carpathia advised us of her position and figured out the time when she would arrive. He left when that was disposed of and proceeded to the bridge. Then we began unhappily to lose in communication with the Carpathia.

SENDING WIRELESS MESSAGES TO THE END

"I went back to the wireless cabin then. Mr. Phillips was striving to send out a final 'C. Q. D.' call. The power was so low that he could not tell whether it was being carried or not for we were in a closed cabin and we could not hear the traffic of the wireless at the mast. Phillips kept on sending, however, while I buckled on his life belt and put on my own.

LAST MOMENTS OF CAPTAIN SMITH

"Captain Smith stuck to the bridge, 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.

MAJOR PEUCHEN'S ESCAPE FROM WRECK

NEW YORK, April 20.—The mystery which surrounded the last hours of the famous Canadian who went down to his doom with the ill-fated liner Titanic was penetrated when Major Arthur Peuchen, captain of the Queen's Own Rifles of Toronto, and president of the Standard Chemical company, related the story of his own miraculous escape from the sea.

SEEKS FIRST HAND INFORMATION

NEW YORK, April 20.—Senator Smith, the chairman of the Senate committee investigating the Titanic wreck, has issued the following statement: "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 first hand information from the participants in this sad affair. Our course has been guided 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.

ICEBERG WAS 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 keel or rudder, I saw 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 people were putting on lifebelts and for the first time I looked serious. I would not believe it, however, saying 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 meal plus there was \$20,000 worth of stock and bonds, all my jewelry and presents for my daughter Jessie and family in the berth, but I did not touch them.

ICEBERG WAS SEVENTY FEET HIGH

"When I got outside all the people lined up with life preservers in the companionway made matters look very serious.

"Prior to this I went in to warn Mr. Ross. On the top deck, as I mounted, all the boats were swung out ready for action. Just at that moment a mob of stokers swarmed up to the decks. The first officer, a big burly fellow, drove them back furiously. When I found he was short-handed I assisted. I helped out all the corners on the first lifeboat and lowered it. The women blessed their husbands good-by, the husbands assisted their wives to the boats and then stood back like any other man.

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. 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 boat.

MAJOR PEUCHEN'S ESCAPE FROM WRECK

"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 chine 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.

LAST DINNER ON BOARD TITANIC

Major Peuchen, in an interview, said: "It was Sunday evening, a starry night and calm. There was an exceptional bill of fare on evening dress. We were all in evening dress and the ladies wore many jewels. Music went on as usual. I dined with Mrs. Markland Molson, Mr. and Mrs. Allison and their little girl. Everything was exceptionally bright.

LIFEBOATS TO HOLD ALL ON BOARD

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 Leyland, the Atlantic Transport and Dominion lines, to equip all steamers with sufficient lifeboats and relief boats for every passenger and every member of the crew without regard to government regulations.

CLAIMS TOLL OF HUMAN LIVES

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

FEARED HEAVY LOSS IN SUNFLOWER DISTRICT

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

NEW ORLEANS, April 20.—That the Mississippi flood is claiming its toll of human lives in greater proportion in the lower valley than in the upper, seems certain from reports. Rumors of heavy loss of life could not be confirmed, and apparently are untrue. Fifteen negroes, however, were drowned some time during last night near Benol, Miss., in the rush of water caused by the break of Beaux levee.

SUFFRAGIST PLANS

Insistent Over Rejection of the Constitution Bill and Make Threats of Revenge

GOLD MINERS KILLED

One Hundred and Seven Victims of Fight With Russian Soldiers in Siberia

RAILROAD PRESIDENCY

Mr. W. Wainwright is Temporarily Chosen for Position Occupied by Late Mr. C. M. Hays

DISMISSES CHARGE

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

VANCOUVER, April 20.—Information received from Ashcroft this afternoon announces that Stuart Henderson, K. C., was honorably acquitted today of the charge of embezzlement laid against him there by Peter Gillies, 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.

ADMINISTRATIVE BLOCK PLANNED

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

In connection with the recent purchase by the provincial government of the property at the corner of Government and Superior streets, heretofore owned and occupied for residential purposes by Mr. J. McE Smith, deputy minister of finance, it is understood to be the intention of the government to erect a new building for the water branch and later on an administrative office building (the necessity for which in the provincial services has long been recognized) of six or seven stories, and architecturally in harmony with the adjacent parliamentary pile.

LONDON, April 19.—The ministry of foreign affairs at Berlin has declared itself willing to accept these foreign governments concerned that, in response 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 to be most hospitably welcomed by the municipality and by private citizens.

LEGAL STATUS OF TRAINED NURSE

Reports are to be presented from a number of National Councils of Nurses, including Great Britain and Ireland, United States of America, Canada, India, New Zealand, France, Holland, Denmark, and Italy, and the English nurses regret that unless the nurse registration bill receives consideration this session, it must report that after appealing to parliament for ten years the long 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 1908—in two-thirds of the States of America for a longer period—so that as Mrs. Bedford Penwick says: "Lacking our legal status we shall soon be known in international conference as the Cinderella of the nursing profession—a somewhat humiliating position for the lineal descendants of Florence Nightingale! If women had voted we should have been building up the nursing profession for the past twenty years on a sound educational and economic basis."

SHAKESPEARE'S ENGLAND

LONDON, April 19.—Good progress has been made in the development of "Shakespeare's England" at Earl's Court. Visitors will be greatly surprised at the really extraordinary change that has been effected in the Duca 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 little streets. So intricate will these streets be when all the buildings are quite finished that Mrs. Cornwallis-West talks of organizing a little corps of boy guides and girl guides to show visitors their way about.

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