

WHITE STAR LINE OFFICIALS UNDER SEARCHING PROBE

Great Crowd Gathers at Washington Sitings of Investigators—
Fairbanks Closely Quizzed as to Origin of False Dispatch
Announcing Titanic Was Safe.

[Canadian Press.]
Washington, D. C., April 22.—The Senate investigation of the Titanic disaster, begun in New York last week upon the arrival of the Carpathia with the survivors of the wreck, was resumed here today with J. Bruce Ismay, president of the International Mercantile Marine Company, P. A. S. Franklin, vice-president of the White Star Line; H. T. Cottam, wireless operator of the Carpathia; four officers and 24 sailors of the Titanic crew, waiting to be called as witnesses.

The hearings are being conducted in the caucus room, the splendidly-fitted "show" room of the Senate office building. Although Chairman William Alden Smith and Senator Newlands were the only members of the sub-committee of the senate commerce committee, present, when the preliminary testimony was taken in New York City, the full sub-committee will be in attendance at all the hearings here.

The other members are Senators Perkins of California; Burton, of Ohio; Bourne, of Oregon; Simmons, of North Carolina, and Fletcher, of Florida.

Passenger Witnesses.
Many of the Titanic's surviving passengers will be entitled to give evidence before the committee. It is expected that among the notable witnesses will be Mrs. John Jacob Astor, Mrs. J. B. Thayer, and Col. Archibald Gracie.

Caucus Room Filled.
Hours before the resumption of the inquiry great crowds swarmed to the Senate office building and made a rush for the caucus room. Hundreds of them were women, and as in the Titanic disaster, it was "women first" who were admitted to the hearing room. Capital police took charge of the arrangements and by 10 o'clock there were no available seats, and standing room was exhausted. Even senators and representatives who sought to get places of vantage for members of their families were unable to do so.

William Alden Smith, chairman of the sub-committee, reached the Senate office building late, and went into conference with Senators Newlands, Burton, Perkins, Simmons and Fletcher. It was not determined at that time who first would take the stand, but it was probable that J. Bruce Ismay would be called. He arrived with P. A. S. Franklin, at the hearing room a few minutes before 10:30 o'clock, and had difficulty getting in. He identified himself to a police officer, and was ushered into seats reserved for witnesses.

Ismay Haggard.
Mr. Ismay, as he sat talking to his attorney and Vice-President Franklin, appeared wan and haggard, not as well as he looked during the days at Waldorf-Astoria, when the inquiry was begun following the arrival of the Carpathia with its grief-stricken survivors.

Third Officer Called.
J. S. Boxhall was the first witness called, after Senator Smith had cautioned the crowd against demonstration. Boxhall was the third officer of the Titanic, one of the four officers to survive the disaster.

When Third Officer Boxhall entered

the room Senator Smith asked him to step aside and called P. A. S. Franklin, vice-president of the International Mercantile Marine Company. He began to question Mr. Franklin as to the companies comprising the corporation, its connections and its capitalization. There had been a long wait before the first witness took the stand. Mr. Ismay, seated at the end of the long table, chatted intermittently with J. P. Kierlein, one of the officials of the White Star Line. Incessantly he drew upon a sheet of paper he had acquired from the press table. Always the sketch was that of the White Star's flag, such a flag as was flown at the peak of the Titanic when it sailed to its doom.

Just as the hearing was opened Senator Smith said: "The inquiry we are making is in obedience to a direction by the Senate, and is for the purpose of ascertaining the important facts connected with the unfortunate loss of the Titanic."

"We are not at all concerned about the convenience of visitors upon the hearing. We are concerned primarily to obtain the truth. Any expression of any character will not be permitted. Any violation of this will result in changing these arrangements. I bespeak courtesy and kindness for the witnesses."

Mr. Franklin described the business operations and the extent of the International Mercantile Marine.

"What is its capitalization?" asked Senator Smith.

"One hundred million in common and preferred shares, \$52,000,000 in 4½ per cent. bonds; \$19,000,000 in 5 per cent. bonds, and about \$7,000,000 of underlying bonds."

"Can you give the names of the directors of the various steamship companies?" asked Senator Smith.

"I cannot," said Mr. Franklin, "but I shall gladly give you the names of the officers and directors of the International Marine. The other companies, many of them, are located abroad."

After Mr. Franklin had read a list of the officials and directors of the International Marine, Senator Smith said: "You are the real representative in this country of the White Star Line?"

"Yes, sir."

"Does anyone share the responsibility with you?"

"I am mainly responsible," answered Mr. Franklin. "There are directors" (Continued on Page Eleven.)

CHAMBERLAIN OF G. T. PACIFIC NOT EAGER FOR HAYS' JOB

Has Been Spoken of as Successor to Dead President.

[Special to The Advertiser.]

Ottawa, April 22.—Mr. E. J. Chamberlain, who is general manager of the Grand Trunk Pacific, and who has been spoken of as a possible successor to the late C. M. Hays, is not particularly

"ORPHANS OF THE TITANIC;" PARENTS GONE AND EVEN NAMES UNKNOWN



These two little orphans, who were found clasped in each others' arms in one of the lifeboats, picked up by the Carpathia, are thought to be the children of an unknown, distinguished-looking French couple, who were in the Titanic's first cabin. The little ones speak only French, and this with such childish indistinctness that all efforts to establish their identity have so far failed. The children are known to the survivors as "The Mystery of the Ship."

HARTFORD COMPANIES TO PAY OUT MILLION

Accident Companies Said To Be Chief Losers by Titanic.

[Canadian Press.]

Hartford, Conn., April 22.—The Titanic disaster will cost insurance companies of Hartford nearly \$1,000,000, according to statements by officials of the companies.

On those companies which do accident business, while the companies issuing only life policies will have small loss.

**DEATH AND DESTRUCTION IN
WAKE OF ILLINOIS STORM**

Sections of States of Indiana and Illinois Swept By Tornado
On Sunday Which Razes Villages and Takes Heavy Toll of Life.

[Canadian Press.]
Chicago, April 22.—The tornado, which late yesterday afternoon swept over Central and Southern Illinois and Northwestern Indiana, killed at least 25 persons, and injured nearly 200 others, according to advices received here early today.

Miles telegraph and telephone wires were blown down, farmhouses were demolished in the path of the storm, and it is probable that the death list will be increased when communication is restored with all points over which the tornado passed.

While there is no means of estimating the damage done by the storm, it is certain to run into hundreds of thousands of dollars.

Village Hard Hit.

At Bush, a village in Williamson County, the greatest loss of life occurred, and 18 persons were killed and more than 40 injured. Nearly every dwelling in the village was either de-

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At Bush, a village in Williamson County, the greatest loss of life occurred, and 18 persons were killed and more than 40 injured. Nearly every dwelling in the village was either de-

stroyed or damaged. Most of the dead were foreigners, who worked in the coal mines near Bush. At Morocco, Ind., nine persons lost their lives by being crushed in the collapse of their houses.

At Grand Forks, Ill., half a dozen persons were injured and damage amounting to more than \$100,000 was caused by the tornado.

The family of Nelson Hulise, at Campus, a village near Reidick, was almost wiped out. Hulise, his wife and eldest daughter, were killed, and two other children were severely injured. Trolley lines throughout the storm-swept district suffered heavy damage on account of the destruction of the poles.

The loss of life in the towns which are in communication with the outside world follows:

Bush, 18 dead; 40 injured.

Willsville, 5 dead; 40 injured.

Campus, 3 dead; 6 injured.

Morocco, 9 dead; 12 injured.

BOOKED PASSAGE ON TITANIC BUT CHANGED AT LAST MOMENT

Mauretania Passengers Tell of Narrow Escape From Death in the Atlantic—Saw Wreckage of the Great White Star Liner, But No Bodies.

Mr. George Searle, an old resident of St. Thomas, but now residing with Mrs. M. A. Davis, 125 York street, London, narrowly missed being a passenger on the wrecked Titanic. After a residence of 32 years in St. Thomas, last year he returned to England for a time. He spent eight months there, and deciding to come back to Canada, he went to London to book passage on the Titanic. He was in London the day before the vessel sailed, but was unable to secure passage for himself and his nephew, Henry Searle, as the vessel was booked full. He sailed on the Mauretania.

"We were about 800 miles from the Titanic when word came that she was sinking," said Mr. Searle to The Advertiser. "We turned our course, and steamed for some time in the direction of the accident, but word came again from the Carpathia that we could do nothing. The captain then varied his course, to escape the ice floes. We saw nothing of the ice, but the report of the accident caused considerable excitement on the Mauretania. The consensus of opinion on our vessel was that the Titanic was out to make a record. The vessel we were on has the record, and it was thought that the Titanic on her maiden trip was sent on a record-smashing journey. We were fortunate that we did not secure passage, or we would have been with the rest."

Booked on Titanic.
Two young Englishmen, William Hopper, of Kent, and Claude Hunt, of Birmingham, England, arrived today from Portland. They had booked passage on the Titanic, but on April 10 decided to sail on the Sismic, a day earlier, and sailed on the Sismic. My cousin did not change his passage, and was lost."

The young men will remain in London, where they have secured em-

placement.

AYLMER TRADE BOARD COMING TO TALK TRACTION EXTENSION

Important Meeting Will Be Held on Thursday With Board of Trade.

Mr. William Powell, secretary of the Aylmer Board of Trade, has notified the London Board of Trade that on Thursday, April 25, the Aylmer board, accompanied by representatives of various municipalities interested, and prominent farmers, will be in this city to meet the London board, and discuss the proposed extension of the London and Lake Erie Company's line to Aylmer.

The scheme is meeting with enthusiastic support of the entire district southeast of London. Everybody appreciates what direct connection by traction line will mean to every town, village and township between London and the lake, and no stone is being left unturned to impress upon the company the necessity of an immediate extension.

In this city, too, businessmen are most enthusiastic, and the proposition of the Aylmer people has the undivided support of citizens in general.

The London Board of Trade has invited the city council and other municipal bodies to a general meeting on Thursday night at the board rooms.

WIFE WAS ILL, HE STOLE COAL

Pitiable Case Brought to Notice of London Street Railway.

COMPANY WAS LENIENT

Superintendent Young, After Investigating the Case, Sent Food and Fuel to a Man Arrested By Police.

A pitiable case was revealed when a man living on Horton street west was arrested Friday night after he had been seen stealing coal from the piles of the London street railway powerhouse.

When the man had been taken to the station the police notified Superintendent Young, of the street railway, and asked him what should be done with him. After he had learned that the prisoner was known and that his address had been given, Mr. Young told the police to let him go home for the night. In the morning Mr. Young visited the man and found that owing to an unfortunate series of misfortunes he was unable to provide food or fuel for his family. He confessed to the theft of the coal and agreed to take it back. He was injured some time ago, and after recovering stated that he was not able to find work until a day or two ago. He was without funds, and another little mouth had recently come into his home to be filled. Friday night was none too warm for persons in such conditions as the wife and her child, and the man set out in desperation to find fuel. When he reached the street railway stores he took enough to build a fire and went to his home. A policeman observed and followed him.

Superintendent Young took a common-sense view of the matter. Instead of pressing the charge he refused to appear in court against the accused. Accordingly no charge was registered against him. Mr. Young sent the family a quantity of groceries and saw that fuel was provided.

EXPECT LARGE CUT.
Keewatin, Ont., April 22.—The Lake of the Woods Lumber Company will start their large sawmills for the season this week. Preparations are being made for a large cut of logs this season. The water in the Lake of the Woods is rising now so that it will allow them to get out a large number of logs which were hung up last season account of low water. The prospect of there being large quantities of this lumber has affected the local market.

THE WEATHER.
TOMORROW COOLER.
Forecasts.
Toronto, April 22—8 a.m.
Today—Showery, with fresh to strong west and northwest winds.
Tuesday—Westerly winds, fair and cooler.

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

Stations.	High.	Low.	Weather.
LONDON	54.5	30	Unsettled
Calgary	55	28	Fair
Winnipeg	46	26	Fair
Port Arthur	54	26	Fair
Perry Sound	62	42	Cloudy
Toronto	57	44	Cloudy
Ottawa	62	44	Rain
Montreal	62	34	Cloudy
Quebec	62	34	Cloudy
Father Point	42	28	Cloudy

Weather Notes.
The low area which was the southwestern States on Saturday has moved quickly northeastward and is now centred over Lake Huron.

Showers are prevalent this morning in Ontario and are likely to extend into the Maritime Provinces. The weather continues fairly warm in the Western Provinces.

Today's Pros.
Western Ontario—Fresh southerly to westerly winds; warmer and unsettled, with occasional showers and local thunderstorms.

FORMER EAST LONDON WOMAN AND HER FAMILY NOW UNITED IN DETROIT; SOME OF THE SCENES THROUGH WHICH SHE PASSED



Picture in the centre shows Mrs. Quick, and the Quick children. The family passed through this city on Saturday, when Mrs. Quick told the story of her rescue from the Titanic to The Advertiser.

LETTER WRITTEN ON THE TITANIC

London Lad Has an Interesting Relic of the Huge Ocean Liner.

A VERY SAD REMINDER

Wealthy Passenger Met Londoners in the Winter and Wrote His Last Epistle on Board the Ship.

Master Willie Alford, 22 Walnut street, son of Mr. Chas. Alford, line superintendent of the city hydro-electric lines, has an interesting relic of the ill-fated Titanic. It is a letter from one of the passengers, Mr. W. Birnbaum, 704 Market street, San Francisco, mailed at Queenstown.

It seems that Mr. Alford and his son, when crossing the ocean early in the winter, had as a fellow cabin passenger Mr. Birnbaum, a wealthy Jew, diamond merchant, of San Francisco. They became fast friends, and on parting in England Mr. Birnbaum promised to send Willie Alford some Belgian coins with holes in the centre. Mr. Alford never heard from Mr. Birnbaum until today, when a letter arrived.

It was written on the letter paper of the steamer Titanic, and was mailed at Queenstown, coming over on a Canadian boat. Two small coins, one corresponding to a Canadian five-cent piece and the other a ten-cent piece were inclosed in the letter.

The Letter.
The letter was as follows:
On Board R. M. S. Titanic.
April 11, 1912.

Dear Willie—
Going back to America, I remind myself of the promise I gave you to send you some Belgian coins with holes. As I spent a whole lot of money in Europe, I cannot send you any more than the amount you will find inclosed. I am on the Titanic, an entirely new steamer. They are just closing the mail box so I have to hurry up.

Give my best regards to your father. Write me whether you were seasick on your return trip. Best regards,
W. BIRNBAUM,
704 Market Street, San Francisco.

Didn't Carry Mail.
"I assume that the Titanic did not carry mail," said Mr. Alford. "I would suppose that if it did the letter would have been put in a bag and sent to London from New York on the boat's arrival. I first met Mr. Birnbaum on his way to England and the continent on a pur-

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