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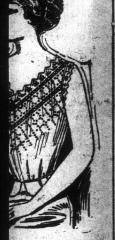
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# The Semi-Meekly Colonist,

VICTORIA, B. C., FRIDAY, APRIL 19, 1912

FIFTY-THIRD YEAR

VOL. L., NO. 593

Carpathia's Wireless Messages Silent as to How Titanic Received Death Blow -Third Class Passengers

WORLD IS AWAITING STORY OF DISASTER

Death Toll Remains as Yesterday at 1312 Souls-Rescue Ship Arrives at New York Tonight

Titanic met her fate, another mystery evolved by the events of the last three days forced itself to the front last

was within the zone of wireless com-munication for hours during the night and both shore stations and relaying ships were able to obtain from her long lists of survivors among the steer-age passengers, and to send an receive numerous messages from and to private individuals, not a word of matter descriptive of the manner in which the Titanic received her dath blow, or how those on board the doomed liner comported themselves in the face of im-pending death, reached the shore. Given the names of the first and sec-

ond cabin passengers and the assurance, which the Carpathia furnished, that she had no more of these to offer, the word of world wide interest de-manded of the Cunarder was that which would reveal what took place on the Titanic's decks when it became known that the fate of the liner was sealed.

Carpathia's Silence

mentous happenings on the Titanic in the three hours and 55 minutes between the time when she struck the iceberg off the banks and her plunge to the bot-

One explanation advanced was that the wireless operator of the Carpathia was exhausted as the result of his three days' work at the key. But among the list of rescued on board the Carpathia is the second wireless operator of the Titanic, who might have been counted on to relieve the wire sender.

on to relieve the wire sender.

A censorship appeared to exist on the Carpathia, which prevented any response to inquiries of what had taken place after the Titanic struck the iceberg. The wireless operator on the Carpathia is an officer of the Cunard line, and therefore

"She has a total of 705 survivors

aboard."

The previous statement from the Carpathia was that she carried 868 survivors. It may be that the report received by the Franconia included a count of rescued passengers only, disregarding the 100 or more members of the crew who must have been in the beats which the Carpathia picked up.

Communication was being had with the Carpatha tonight through both the scout cruiser and the shore wireless station at Siasconsett. Through the Chester there has begun coming slowly the names of the saved passengers from the third cabin. The very sending of these could not but help to confirm the belte, that there were no more names of first and second cabin passengers to send and thus there was left hardly a possibility that the names

That these men had gone down with the ship, there remained hardly a doubt. Authorities on conditions of the banks agreed that the rescue of passengers, not taken from the liner by the boats, would have to be made speedly, as exposure and exhaustion would quickly sap the life of human beings forced to resort to any other means than boats of keeping afloat.

During the early evening the wireless communication of the Carpathia with Siasconsett was for the most part devoted to the sending of private messages of reassurance from passengers to friends on shore and to the transmission of anxious inquiries from land to the vessel Momentarily the chance was awaited for communication of greater moment to the world at large, and the opportunity to draw from the rescue ship the secret of the Titanic's last hours afloat. That every chance might be afforded to open up communication freely with the liner, all wireless along the coast tonight was suspended, the Marconi company early in the evening announced that it had informed its stations at South Wolfies, Siasconsett, Sagaponack and Sea Gate to handle messages to and from the Carpathia exclusively.

All other commercial and government stations, the message reads, will cease transmitting while the Carpathia, but the wheles soperator onboard the above mentioned stations. No other work than the Carpathia's and business from the government ships gone to meet the Carpathia will be permitted. These instructions, it was statied, were sent out in conformity

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Carpathia to communicate with shore

# PARISIAN IN PORT: HAS NO NEWS OF WRECK

from the Titanic, not long afterwards and fell into space so far as the Parisian was concerned. The Allan liner knew nothing of the disaster until a couple of hours after it was all over. She was fully 150 miles west of the scene of the occurrence.

"We met icebergs in the hundreds said Captain Hains.

The Captain declined to make any comment on the Titanic other than the liner could not have struck head on, but sideways, inflicting much more terrible damage than the mere amashing of the forward bulkheads.

A remarkable thing on board the Parisian was that the only ones who knew of the disaster were the captain and the Marconi operator. None of the other officers and not a single passenger knew the Titanic was lost till they entered Halifax harbor.

with the suggestion made to the United States government by Marconi company and which was agreed to. While careful preparations was being made here to receive and safeguard the living on their arrival here, word came that a cable steamer has been sent out from Halifax to seek the dead.

STEERAGE PASSENGERS

AMONG THE RESCUED

PORTLAND, Me., April 17.—A list of the shird class passengers and crevites the fine survivors and their relatives from interference from curtosity seekers and newspaper reporters until they have left the Cunard pier.

Customs regulations it was announced would be suspended and all allens among the survivors would be discharged immediately by the immitgration authorities to their friends and relatives as soon as they left the ship, although such as might desire would be taken to Ellis island and cared for. The Cunard officials announced the content of the street of the content of the survivors and their relatives from interference from curtosity seekers and newspaper reporters until they have left the Cunard pier.

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## HALIFAX SAYS MR. HAYS IS SAFE

HALIFAX, April 17—A wire-less message received here states that Mr. C. M. Haye, wife and daughter are safe on the steamer Carpathia. This is absolutely correct.



# CANADIANS WHO SAILED ON TITANIC

WINNIPEG, April 17 .-

WINNIPEG, April 17.—Following is the corrected list of Canadians who were on board the Titanic:

George Wright, Halifax, N. S.: Chas. M., Hays and wife, Montreal: Miss Margaret Heys, Montreal: Thornton Davidson and wife, the latter being a daughter of Mr. Hays Montreal: V. Fayne, Montreal, secretary to Mr. Hays; M. W. H. Parr, Montreal: Mrs. F. C. Douglas, Montreal; Mrs. James Baxter, Montreal: H. M. Molson, Montreal: H. J. Allison, wife, deughter and Infant son, and nurse, Montreal: Major Arthur Pouchen, Toronto; Mrs. J. C. Hogeboom, Toronto; Dr. Alfred Paine, Hamilton, Ont.; James McCrie, Sarmia, Ont.; Earnest A. Sjostedt, mining engineer, Sault Ste, Marle, Ont.; Mark Fortune and wife, Alice, Ethel and Mabel Fortune, and Master Fortune, Winnipeg: Hugo Ross, Winnipeg: Thompson Beattle, Winnipeg: J. J. Borebank, Winnipeg: George E. Graham, Winnipes: F. McCaffray, Union Bank, Vancouver, formerly of Winnipeg: E. C. Crosby and wife, Austin Partner, Gustave LeSueur, W. H. Harbeck, moving picture operator: total thirty-six.

Local offices of the White Star Line received word at noon that Mr. and Mrs. Dick, of Calgary, Alia, first cabin passengers, are safe aboard the Carpathia.

The following Calgary people are

The following Calgary people are second class passengers and so far are not accounted for: Mrs. Bates, Mr. and Mrs. Pugh, Mrs. Marshall and at least two children.

E. P. Colley, land surveyor, Victoria, among the missing. W. D. Douglas, a retired grain dealer of Cedar Rapids, Iowa, and former member of the firm of Piper, Johnson and Chase, of Minneapolis, is among the missing. He was well known in Western Canada.

COL. ASTOR NOT ON S.S. CARPATHIA

SIASCONSETT WIRELESS STATION, NANTUCKETT, Apl. NATION, NANTUCKETT, Api.

17.—In reply to a query sent to the Carpathia early this morning, the wireless operator aboard the steamer said that Col. John Jacob Astor was not on board the Carpathia. He said he did not know whether Benjamin Guggenheim or Major Archibald Butt were on board. H. G. Crosby, is a Canadian living at Milwankee, Wis.; Austin Partner is director of the Western Canada Investment and Trust Co., and was on his way to Ottawa. Gustave LeSueur lives on Albert street, Ottawa.

John C. Eaton wired from Toronto this morning saying that George E. Graham, the T. Eaton Co.'s buyer, was safe on board the Carpathia.

### KING'S MESSAGE TO AMERICAN NATION

George, dated at Sandringham:

"The Queen and I are anxious to assure you and the American nation of the great sorrow which we experience at the terribic loss of life that has occurred among the American citizens, as well as among my own subjects by the foundering of the Titanic.

"Our two countries are so intimately allied by the ties of friendship and brotherhood that any misfortunes which affect the one, must necessarily affect the other and on this terrible occasion they are both equally sufferers." (Signed) "George R and I."

President Taft's reply was as follows:

follows:

In the presence of the appalling disaster to the Titanic the people of the two countries are brought into community of grief through their common bereavement. The American people share in the sorrow of their kinsmen beyond the sea. On behalf of my people I thank you for your sympathetic message. (Signed) William H. Taft."

The message from King Albert of Belgium was as follows:

"I beg your excellency to accept my

"I beg your excellency to accept my deepest condolences on the occasion of the frightful catastrophe to the Titanic which caused such mourning in the American nation."

The president's acknowledgment fol-

# TERRIBLE FORCE UF COLLISION

WASHINGTON, April 17.—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 today by Captain Charles A. WeCallister, apringer in thick the state of the company of

was made today by Captain Charles A. McCallister, engineer in chief of the revenue cutter service.

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

# SALVAGE UTTERLY OUT OF THE QUESTION

LONDON, April 17.—A hydrographic authority gives the following information: The Titanic is lying at a depth of, roughly, 12,000 feet, or over two miles below the surface of the water. At this depth the pressure of water is about two and a half tons to the square inch. The conditions of the pressure of water at this depth are extraordinary. At a depth of 12,000 feet a man would bear up on his body a weight equal to that of 20 locomostive engines, each loaded with pig iron.

Under this enormous pressur? the luxurious fittings of the gigantic liner world probably be crushed like so much tissue paper. The watertight doors of the inflooded parts of the vessel would smash like so much matchwood.

matchwood.

Strange tricks must have been played with the rich decorations and elaborate effects of the saloon cabin. In absolute stillness in the depths of the ocean, where perpetual night is, the Titanic must remain. Any attempt to save her is utterly out of the question at a depth of this kind. At this depth, at which the Titanic is resting, fiving is absolutely impossible, and only by

# ICE FIELD WAS AN AMAZING SIGHT

LONDON, April 16.—Mr. Norton Griffiths, M. P., who arrived last night off the Empress of Britain, says: "I have sailed all over the world, but I can honestly say I have never seen

ice. The captain acted on the instant. He knew the necessity for immediate action in the presence of that sinister peril of the deep, and that no distance could be too great between it and the ship. The vessel's course was deviated at once, though it meant a great loss of time.

"We had another warning just as sure a little later. It had been delightfully warm and pleasant. Then, without apparent reason, the temperature dropped. It had become suddenly cold. There was a cold smell in the air. It affected everyone. There was no need for any more wireless messages after that.

that.

"It was on Thursday that we sighted the menace. It is difficult to describe it as it came upon us. It looked to me, if I may say so, like a vast continent of ice. It was all glittering and shimmering like polished silver, an amazing sight."

### VICTORIAN INTEREST IN THE DISASTER

o take passage on the steamer Tile le received a cablegram resterday street restaurant yesterday at noon. Two suests sat at a table already occupied by another man, and began discussing the sea tragedy. Suddenly the other man broke into tears. "I didn't think it would have affected you that way, my friend, on we wouldn't have said anything," said one of the two men. "My brother was one of the stewards of the Titanic," said the other, the tears still moistening his cheeks.

Mrs. J. J. Brown, whose name appears on the list of those rescued by the Carpabhia, has a sister in the city of Victoria is the person of Mrs. Bennet, who resides at the Savoy. Mrs. Bemet was aware that her sister was travelling on the Titanic en route for her home in Denver, Colorado, and was greatly shocked to learn of the disaster which had

Denver, Colorado, and was greatly shocked to learn of the disaster which had overtaken the vessel.

In conversation with a Colonist representative yesterday she stated that her sister had been in company with Col. Jacob Astor and his bride in Europe and Egypt and was returning to her home in Denver. Mrs. Brown is an old and ilitimate friend of the Astor family and has traveled with them in many countries. During her

is an old and intimate friend of the Astor family and has travaled with them in many countries. During her absence Mrs. Bennet has received several letters from her, relative to the sight-seeing expeditions the party have been enjoying. Despite the information contained in the bulletins regarding the list of saved Mrs. Bennet is still far from reassured, and has already communicated with the New York authorities with a view to receiving definite information immediately it comes to hand.

W. H. Harbeck, the moving picture operator, who was among those lost on the steamer Titanic, was well known in Victoria. He came here two years ago to make films of the steamers Princess Charlotte and Princess Victoria and made many pictures of scenery on the C. P. R. and G. T. P. lines in British Columbia.

Among the passengers on the steam-ship were Mr. Robert D. Norman, an electrical engineer, who was on his way from Edingburgh to take up his residence in Victoria where his brother, Mr. G. S. Norman, itves. There is no doubt about the prescence on the steamer of Mr. T. McCaffrey, manager in Vancouver of the Union Bank of Canada. There is some question as to whether or not Mr. John Sharples was with Mr. McCaffrey, but his name is not among the list of passengers on the eteamer. Mr. and Mrs. A. A. Dick, Caigary, are being inquired for anxiously by Mr. W. R. Dick, Vancouver, Misses Hannah and Nellie Charlton, of Vancouver, are thought to have been aboard the vestioning the passenger list. sel but their names do not appear on the passenger list.

Canadian Steamer Goes Ashore Off Cape Bohn Yesterday and May Prove to be a Total

### PASSENGERS RESCUED BY AID OF WIRELESS

Two Hundred of Those Aboard Taken by S.S. Minto to Charlottetown — Accident Occurs in Dense Fog

HALIFAX, N.S., April 17.—Two hundred passengers on the steamer Earl Grey were rescued by the government steamer Minto when the Grey went ashore today off Cape Bohn. The passengers and crew were taken to Charlottetown. The rescued owe their lives to the wireless apparatus of the steamer.

The Grey left Charlottetown, P. E. I., early this morning in a dense fog. A heavy sea was running with no wind. Two miles west of Cape Bohn the vessel struck and the engines were reversed in an effort to back the boat off the rocky ledge. It was found that the vessel was badly damaged and making water rapidly. vessel was badly water rapidly.

water rapidly.

Distreys signals were flashed by wireless and were picked up by the Minto, which was anchored off Caribou harbor. The Minto hurried out to sea late this afternoon and flashed the news of the rescue.

The Grey may be a total loss.

# BROUGHT TO TIME

Tamper With American hights

CHIHUAHUA, Mexico, April 10

General Pascual Orozco perform
today a complete Fight about face
the matter of deciding to recogn

United States Consul Marion Leth

The consul must not be further embarrassed by personal and official espionage.
 Telegrams to officials or on official business whether in cipher or otherwise, must not be subjected to unnecessary delay.

# I. W. W. STRIKE Men Quietly Betarning to Work on C. M. P. Construction

VANCOUVER, April 17 .- At none of VANCOUVER, April 17.—At none of the C. N. P. engineering offices or the local offices of any of the contractors out on the works was there any information today of any disturbances caused by the strikers along the Canadian Northern construction. The information is that work is being quietly resumed at the different points and that more men are returning to employment each day.

## LEVEE COLLAPSES

Arkansas City Stands in Path of Tide

VICKSBURG, Mass., April 17.—The Aakansas river levee, north of Arkansas city has collapsed tonight. A dyke and the water, which eventually will join with that coming through the crevasse at Panther Forest, Ark., is gooding through the breach rapidly. Arkansas City is the only town of importance in the path of the flood.

# SHIPBUILDING ON LAKES

SEEK TO MINIMIZE

PERIL AT SEA

WASHINGTON, April 17.—Congress acted definitely today on the Titanic disaster. Bills and resolutions to prevent a repetition of the disaster of the New England banks poured into both houses. The senate agreed to a resolution directing a thorough investigation by the commerce commission into the causes leading up to the wreck.

Continued on Fage 2, Col. 3 OTTAWA, April 17.-Another big