



In The Olden Times

A luxury like our COMBINATION Rival and Master Marine Smoking Tobacco was unknown. Nothing like it to comfort, soothe and rest after eating or working. Try them. It's worth the money every time, besides costing no more than inferior grades.

HICKEY & NICHOLSON Tobacco Co.

Now Is a Good Time

To have your Watch or Clock repaired and put in serviceable order.

We also repair Barometers musical boxes and all kinds of Jewellery in a workmanlike manner.

Goods For Sale:

- Eight Day Clocks
- Alarms and Timepieces \$1 up
- Girl's Watches \$3 to \$10
- Ladies' Watches \$10 to \$35
- Men's Watches \$4 to \$40
- Boy's Watches \$1.75
- Half doz. Tea Spoons, \$1.25 to \$2 up
- A nice Butter Knife, 75c., \$1.125
- Cake Baskets, Tea Sets, Bread Trays
- Necklets 75c. up
- Locketts 50c. to \$20.50
- Reading Glasses 25c. up
- Telescopes
- Spectacles, 75c. and \$1 up
- Fobs and Chains, \$1 up
- Bracelets 75c. to \$8
- Hat Pins 25c. up
- Ladies' and Gents' Rings
- Cuff Links, Collar Studs
- Field Glasses, \$3.75 to \$20
- Barometers \$4 to \$8
- Thermometers 25 cents up to \$5

Mail orders filled promptly.

E. W. TAYLOR,

South Side Queen Square, City.

Fall and Winter Weather

Fall and Winter weather calls for prompt attention to the

Repairing, Cleaning and Making of Clothing.

We beg to remind our numerous patrons that we have REMOVED from 23 Prince Street to our new stand

122 DORCHESTER STREET,

Next door to Dr. Conroy's Office, where we shall be pleased to see all our friends.

All Orders Receive Strict Attention.

Our work is reliable, and our prices please our customers.

H. McMILLAN

The Titanic Disaster.

The Worst In History.

As briefly announced in our last issue, the White Star Line Steamer Titanic, sank after collision with an ice berg, on the banks of Newfoundland on Monday 15th, inst. at 2.20 in the morning. She struck the ice mountain at 11.40 and sank at 2.20, so that she went down in less than three hours after coming in contact with the berg. The reports as to the number on board vary somewhat, as the passenger list went down with her, but it is now estimated from all the evidence accumulated that the saved number 735, and the lost 1605. That would make 2,340 in all.

Everything considered it was the worst marine disaster recorded in history. The ship was the largest and finest ever built; she was brand new, on her maiden trip; the latest and greatest triumph of marine architecture. She was luxuriously furnished and appointed in every way equipped with up to date products of modern invention and mechanical and engineering skill. She cost over a million pounds sterling and was insured at Lyons for \$5,000,000. It is estimated the ship's cost and the wealth in diamonds and other matters of value on board combined totalled something like \$20,000,000. All this is now at the bottom of the Atlantic where the water is two miles deep. Following are the dimensions of this hitherto of the ocean:

Tonnage, registered, 45,000
Tonnage, displacement, 66,000
Length over all, 882 ft. 6 in.
Breadth over all, 92 ft. 6 in.
Breadth over boat deck, 94 ft.
Height from bottom of keel to boat deck, 97 ft. 4 in.
Height from bottom of keel to top of Captain's house, 105 ft. 7 in.
Height of funnels above casing, 72 ft.
Height of funnels above boat deck, 81 ft. 6 in.
Distance from top of funnel to keel, 175 ft.
Number of Watertight bulkheads, 16
Crew, 860

The first intelligence of the disaster was contained in the following messages received by wire:

New York, April 15.—The White Star liner Titanic sank at 2.20 o'clock this morning after all passengers and crew had been taken off and transferred to the steamer Virginian. This statement was given out at the White Star office at 7.15 o'clock to-night.

The following statement was given out at the White Star office. "Captain Haddock of the Olympic sends a wireless message to the White Star office here that the steamer Titanic sank at 2.20 a.m. after all passengers and crew had been lowered to life boats and transferred to the Virginian. The steamer Carpathia with several hundred passengers of the Titanic is now en route to New York."

Cape Race, Nfld., April 15.—The steamer Olympic reports that the steamer Carpathia reached the Titanic's position at daybreak today but found boats and wreckage only. She reported that the Titanic had foundered at about 2.20 a.m. in latitude 41.16 north and longitude 50.14 west. The message adds that all the Titanic's boats were accounted for and about 675 souls saved, crew and passengers latter nearly all women and children.

The report from the Olympic states that the Leyland liner California remaining and searching the vicinity of the disaster. The Carpathia it was stated, was returning to New York with the survivors.

New York April 15.—The text of the message received from Captain H. J. Haddock of the Olympic as made public by Mr. Franklin, reads:

"At 2.20 a.m. Titanic foundered. Carpathia proceeding to New York with passengers."

In answer to the wireless messages of relief sent out over the ocean, by the operator on board the sinking ship, several steamers hastened to the scene of the disaster. The three which seem to have earliest arrived on the scene were the Carpathia of the Cunard Line; the Virginian and the Parian of the Allan Line. The Carpathia was the first to arrive. She reached the place about 4 o'clock; but the great steamer

with her human freight, had plunged to the bottom some time before, and nothing could be seen but wreckage. Moving about she came in touch with the Titanic's boats and took on board all who are known to have left the doomed ship. The other steamers did not pick up anyone. All kinds of reports regarding the disaster were going the rounds of the press on Tuesday, the 17th. Among others the following: Two hundred and two out of three hundred and twenty-five of the first cabin passengers accounted for. Not known yet if Charles M. Hayes is saved. Carpathia supposed to have been only 70 miles from Titanic at time of accident. Reached scene of tragedy two hours later. Got into wireless communication with Sable Island late at night, and more detailed news may be now forthcoming. In view of the loss of the Titanic transatlantic companies have agreed to abandon the Northern route hereafter in favor of the Southern route so long as icebergs are reported in the path of the Northern route. The White Star Company at Liverpool issues statement that Titanic carried 20 boats, which is in excess of the official requirements. Alexander Carlisle, who designed both the Titanic and the Olympic, considers that the large ships of the present type do not carry a sufficient number of boats, although the Titanic carried over 50 per cent. more than required by law. Disaster will lead to strict inquiry into the matter.

The following relative to the disaster appeared in the New York Herald on Tuesday 17th. While the greatest of all ships was driving steadily westward in the night, toward a country that was waiting her with all of that country's interest in a fine new thing. Captain Smith was on the lofty bridge. There can hardly be a doubt that for ship masters in dangerous seas—and few stretches of ocean are more trying at this season of the year to navigators than the waters that run between Cape Race and Cape Sable—remain on watch night and day, foregoing rest for many hours at a stretch. It seems to be clear that the Titanic was running at a great speed, or else the shock of the collision could hardly have crushed a vessel that was regarded as unsinkable by her builders and by the Captain himself. Perhaps indeed probably, the fog played its greatest devil's trick, lifting now clearing now, always intangible treacherous, the blanket of invisible evil. Some such shroud must have descended with little warning upon the Titanic and blinded her to fate just ahead. Perhaps a whim of the Polar currents, whose pulse has never been gauged by seafarers with absolute accuracy, drifted the great berg squarely in the Titanic's path. The wireless has told of the bitter cold in the air, the accompaniment always of the ice packs that tear loose from Arctic glaciers and sag southward with the currents. But no warning chill served to deflect the ship from her course. She strove ahead as destiny pointed her and no invention of man or interference of Providence averted her from a fatal course. Her ears, the submerged telephone placed on either side of the vessel just below the water line to tell of the proximity of solid objects near or distant, gave no warning in time. And it happened swiftly that she went headlong into icy derelicts that were more substantial than the work of man's hands—vast bulks of ice—there to forestall any sensational or exaggerated story, down to the duty to give to the press a statement of facts which have come to our knowledge, and which we believe to be true.

"On Sunday, April 14, 1912, at about 11.40 a.m., on a cold, starlit night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but not early enough to avoid collision. Steps were taken to avert the disaster and save the passengers and ship. Orders were given to put on lifeboats, the boats were lowered from the staterooms and the Titanic's signal was sent out by wireless and rockets fired at intervals. The ship sank at about 2.20 a.m. Monday.

"Fortunately the wireless message received by the Cunard S. S. Carpathia at about 12 o'clock midnight, and she arrived on the scene of the disaster about 4 a.m. Monday. The officers and crew of the S. S. Carpathia had been preparing all night for the rescue of the survivors, and the last mentioned were received on board with the most touching care and kindness, every situation being given to all, irrespective of class. The passengers, officers and crew gave up gladly their staterooms, clothing and other belongings, all honor to them.

"The English Board of Trade passenger certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for life boat accommodation for approximately 3,500 in the following boats:

"Forty life boats, two smaller boats and four collapsible boats. Life reservoirs were accessible and apparently in sufficient number for all on board."

The approximate number of passengers carried at the time of the collision was:

First class, 330; second class, 230; third class, 740. Total, 1,400.

Officers and crew, 940. Total, 2,340.

Of the foregoing about the following were rescued by the S. S. Carpathia:

First class, 110; second class, 125; third class, 200; officers, 4; seamen, 39; stewards, 96; firemen, 71; total, 210 of the crew. The total, about 745 saved, was about 80 per cent. of the maximum capacity of the life boats.

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for on modern passenger steamships and recommend that immediate steps be taken to compel passenger steamships to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection:

"The insufficiency of life boats, rafts etc., lack of trained seamen to man lifeboats, stewards, etc., are not efficient boat handlers, not enough officers to carry out emergency orders on the bridge and experienced in the launching and control of life boats; absence of searchlights.

"The Board of Trade rules allow for entirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat deck was about 75 feet above water and consequently the passengers were required to embark before lowering boats, thus endangering the operation and preventing taking on the maximum number of people in the boats. Boats at all times should be properly equipped with provisions, water lamps, compasses, lights, etc. Life saving boat drills should be carried out thoroughly and frequently, in fog and ice, as damage if collision actually occurs is liable to be less. In conclusion we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea and we urge the United States government to take the initiative as soon as possible."

The statement was made by Samuel Goldenberg, chairman, and a committee of some twenty-five passengers.

The official government enquiry into the wreck of the Titanic began in New York Friday afternoon at the Waldorf-Astoria.

The first witness was J. Bruce Ismay, the president of the International Mercantile Marine.

Mr. Ismay was severely interrogated by the members of the investigating committee.

Though obviously ill he answered every question competently. First he told how he came to be on the boat. He said he always accompanied his company's liners on their maiden voyage.

Signor Marconi took the stand as soon as the hearing was resumed for the afternoon. He was asked to give the details of the British Marconi Company.

"Has your company any specific instructions to give your operators in cases of emergency?"

"Yes they are the same as those given by the international convention regulating wireless telegraphy known as the Berlin Treaty which the United States is not a party as yet," Mr. Marconi said.

"Under these instructions must the operator take his instructions from the captain of this ship?" Senator Smith asked.

"Yes," he replied. "Do the regulations prescribe whether one or two operators should be aboard the ocean vessels?"

"Yes, on ships like the Titanic and the Olympic two are carried," said Mr. Marconi. "The Carpathia, however, has only one operator. It is a short distance from the Titanic to the Carpathia, about 100 miles."

"Does this distance depend upon the weather?"

"Yes, somewhat and a great deal also depends upon the skill of the operator. The maximum efficiency of the Carpathia wireless, I should say was 200 miles. The wireless equipment on the Titanic available 500 miles during the day time and 100 miles at night."

"Do you consider that the Titanic was equipped with the latest improved wireless?"

"Yes I should say that it had the very best."

The All Canadian Route To Montreal.

Via the Intercolonial Railway Maritime Express is the only All Canadian Route to Quebec and Montreal from the Maritime provinces. The Maritime Express is generally admitted by experienced travellers to be the most comfortable train in America. This is especially true in regard to the dining and sleeping car services. The diners of the I. C. R. are roomy and well ventilated and furnished in the best of taste. The most excellent meals are served. Table d'hôte at a price well below the a la carte rates prevailing on the company owned lines. The sleeping coaches are up to date in every particular, and the smoothness of the road bed makes the long journey easy and pleasant. Being popular with a class of travellers who are generally found to be the acme of good company, the through journey is never found dull, and even during the winter months there is much of scenic interest in the day's ride through the Province of Quebec. Montreal is reached at the convenient hour of 6.30 p.m. and connections are made at Bonaventure Union Station with the through trains of the Grand Trunk Railway for Toronto, Buffalo, Detroit, Chicago and other points in Western Canada and the United States. Connecting train for the Maritime leaves Pictou at 14.20—14.

Ocean Limited Early On Route.

The summer change of time on the Intercolonial Railway will go into effect on June 2nd when the famous Ocean Limited will be placed on the route between Montreal, St. John, N. B. and Halifax, N. S. with connections to and from the St. John and Prince Edward Island, in anticipation of an early rush of summer travel. The time schedule is expected to be practically the same as last year which means that the "Limited" will leave Montreal at 1.30 p.m. reaching Nova Scotia at midnight, and giving through passengers the opportunity of seeing the famous Matapedia Valley during the earlier hours of the morning and a view of the Restigouche River at the blue waters of the Bas de Chaleurs. The beautiful Valley of Westmorland, N. S. will be seen in the more mellowing light of early evening, and the train will reach Truro at 8.00 o'clock connecting with the through night express for the Sydney and arriving at Halifax at 10.00 p.m.

The Maritime Express under the summer schedule will leave Montreal at 3.15 a.m. and through passengers will have the daylight journey through Quebec, and a view of the majestic St. Lawrence as it widens in its course to the sea. Making connections at Moncton with morning express for St. John the Maritime continuing eastward will reach Halifax at 13.30.

The Ocean Limited will leave Halifax westbound at 8.00 a.m. and the Maritime Express will leave as usual at 15.10 and there will be a through week day service by two trains equal to the best on the continent—14.

The Market Prices.

Butter, per lb. 0.00 to 0.35
Eggs, per doz. 0.00 to 0.22
Fowls each, 0.80 to 1.00
Chickens per pair, 0.00 to 1.25
Pork (per lb.), 0.00 to 0.03
Beef (small), 0.10 to 0.14
Beef (large), 0.08 to 0.14
Mutton, per lb. 0.08 to 0.15
Pork, 0.08 to 0.15
Potatoes (bush), 0.55 to 0.80
Hay, per 100 lbs., 0.05 to 0.75
Bk. Oats, 0.60 to 0.65
Hides (per lb.), 0.10 to 0.12
Calf Skins, 0.00 to 0.12
Sheep pelts, 0.00 to 1.20
Oximal (per lb.), 0.00 to 0.10
Turnips, 0.12 to 0.15
Turkeys (per lb.), 0.20 to 0.25
Geese, 1.25 to 1.75
Poultry, 12.00 to 15.00
Straw, 0.35 to 0.40
Ducks per pair, 1.00 to 1.50
Lamb's Pelt, 0.30 to 0.40

STATEMENT OF PASSENGERS.

The following statement issued by a committee of the arriving passengers was given the press on the arrival of the Carpathia:

"We, the undersigned surviving passengers from the S. S. Titanic, in order to forestall any sensational or exaggerated story, deem it our duty to give to the press a statement of facts which have come to our knowledge, and which we believe to be true."

"On Sunday, April 14, 1912, at about 11.40 a.m., on a cold, starlit night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but not early enough to avoid collision. Steps were taken to avert the disaster and save the passengers and ship. Orders were given to put on lifeboats, the boats were lowered from the staterooms and the Titanic's signal was sent out by wireless and rockets fired at intervals. The ship sank at about 2.20 a.m. Monday.

"Fortunately the wireless message received by the Cunard S. S. Carpathia at about 12 o'clock midnight, and she arrived on the scene of the disaster about 4 a.m. Monday. The officers and crew of the S. S. Carpathia had been preparing all night for the rescue of the survivors, and the last mentioned were received on board with the most touching care and kindness, every situation being given to all, irrespective of class. The passengers, officers and crew gave up gladly their staterooms, clothing and other belongings, all honor to them."

"The English Board of Trade passenger certificate on board the Titanic allowed for a total of approximately 3,500. The same certificate called for life boat accommodation for approximately 3,500 in the following boats:

"Forty life boats, two smaller boats and four collapsible boats. Life reservoirs were accessible and apparently in sufficient number for all on board."

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for on modern passenger steamships and recommend that immediate steps be taken to compel passenger steamships to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection:

"The insufficiency of life boats, rafts etc., lack of trained seamen to man lifeboats, stewards, etc., are not efficient boat handlers, not enough officers to carry out emergency orders on the bridge and experienced in the launching and control of life boats; absence of searchlights."

"The Board of Trade rules allow for entirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat deck was about 75 feet above water and consequently the passengers were required to embark before lowering boats, thus endangering the operation and preventing taking on the maximum number of people in the boats. Boats at all times should be properly equipped with provisions, water lamps, compasses, lights, etc. Life saving boat drills should be carried out thoroughly and frequently, in fog and ice, as damage if collision actually occurs is liable to be less. In conclusion we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea and we urge the United States government to take the initiative as soon as possible."

The statement was made by Samuel Goldenberg, chairman, and a committee of some twenty-five passengers.

The official government enquiry into the wreck of the Titanic began in New York Friday afternoon at the Waldorf-Astoria.

The first witness was J. Bruce Ismay, the president of the International Mercantile Marine.

Mr. Ismay was severely interrogated by the members of the investigating committee.

Though obviously ill he answered every question competently. First he told how he came to be on the boat. He said he always accompanied his company's liners on their maiden voyage.

Signor Marconi took the stand as soon as the hearing was resumed for the afternoon. He was asked to give the details of the British Marconi Company.

"Has your company any specific instructions to give your operators in cases of emergency?"

TENDERS FOR DREDGING

SEALED TENDERS addressed to the undersigned and addressed "Tenders for Dredging Maritime Province" will be received until MONDAY, MAY 6, 1912, at 4 p.m., for dredging required at the following places:

PRINCE EDWARD ISLAND—V. River.

NOVA SCOTIA—Chesapeake, M. Harbour, Sydney Harbour, P. J. Cove, a Digby, Margarettown, Mill Cove, N. B. BRUNSWICK—Frasier Cove, St. Andrew's, St. Stephen.

Tenders will not be considered unless made on the forms supplied, and signed with the actual signatures of tenderers. Combined specification and form of tender can be obtained on application to Secretary, Department of Public Works, Ottawa. Tenders must include the covering of the plant to and from the work. Dredges and tugs not owned and registered in Canada shall not be employed on the performance of the work contracted for. Contractors must be ready to begin work within thirty days after the date of award. The Department does not intend to accept the lowest or any tender.

By order,
R. G. DESROCHES, Secretary, Department of Public Works, Ottawa, April 11, 1912.

Newspapers will not be paid for this advertisement if they assert it without authority from the Department.

April 17, 1912—21

Synopsis of Canadian North-West Land Regulations.

Any person who is the sole head of a family, or any male over 18 years of age, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-agency for the district. Entry by proxy may be made at any agency, on certain conditions by father, mother, son, daughter, brother or sister of intending homesteader.

Duties—Six months' residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or by his father, mother, son, daughter, brother or sister.

In certain districts a homesteader in good standing may pre-empt a quarter section alongside his homestead. Price \$3.00 per acre.

Duties—Must reside upon the homestead or pre-emption six months in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres extra.

A homesteader who has exhausted his homestead right and cannot for a pre-emption may enter for a purchased homestead in certain districts. Price \$3.00 per acre. Duties—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$300.00.

W. W. CORY,
Deputy of the Minister of the Interior.

Mortgage Sale.

There will be sold at the Court House at Georgetown, in King's County, on Friday, the 10th day of May, A. D. 1912, at the hour of 12 o'clock noon, All that tract, place and parcel of land situate lying and being on Township Number Fifty-one, in King's County aforesaid, bounded and described as follows, that is to say: Commencing at the north west angle of land sold to John Molins; thence south to the division line of Townships Number Fifty-one and Fifty-nine; thence west to the east boundary line of land sold to Donald McLeod; thence north to the north west angle of land sold to the place of commencement, containing one hundred acres of land a little more or less.

The above sale is made pursuant to and by virtue of a power of sale contained in a certain Intention of Mortgage bearing date the 12th day of February, A. D. 1910, and made between Gordon Boston, of Moncton, in King's County, aforesaid, Farmer, of the first part, and the undersigned of the second part, default having been made in payment of the interest money due thereon.

For further particulars apply at the office of Matheson, McDonald & Stewart, Solicitors, Georgetown.

Dated 6th day of April, A. D. 1912.
WILLIAM BYRNES,
JOHN BYRNES,
Trustees under the last will of Charles Moore, deceased.

April 10th, 1912—41

Fraser & McQuaid,

Barristers & Attorneys-at-Law, Solicitors, Notaries Public, etc.,
Souris, P. E. Island.
A. L. Fraser, M.P. J. A. McQuaid, B.A.

W. J. P. McMILLAN, M.D.,

PHYSICIAN & SURGEON.
OFFICE AND RESIDENCE,
148 PRINCE STREET
CHARLOTTETOWN.
June 16, 1912—41

KING EDWARD HOTEL,

Mrs. Larter, Proprietress
Will now be conducted on
KENT STREET
Near Corner of Queen.

Look out for the old sign, King Edward Hotel, known everywhere for first class accommodation at reasonable prices.
June 12 1907.