PRICE TWO CENTS.

ATLANTIC COURSE RESULT OF DISASTER

LINERS HEREAFTER TO SWING LESSONS FROM LOST TITANIC

Summing Up Greatest Marine Tragedy of Modern Times Shows Bravery of Millionaire, Stoker and Passenger as Outstanding Features.

RELIEF FUND GROWS RAPIDLY AT NEW YORK AND LONDON

Steerage Passengers Who Lost Everything Will Be Well Taken Care of and Later Helped By Money and Advice to Start Afresh in New World.

New York, April 20.-Nearly a week has passed since the Titanic, greatest marine ach evement in the history of the world, sank in mid-ocean. Much of her story is still untold, and many a day will pass before the world will fully realize or comprehend the significance of a disaster which must rank in many

respects as the most stupendous catastrophe in modern history. The number of dead will probably never be exactly determined, inasmuch as the complete passenger list went down with the doomed vessel. The number of survivors is fixed at 705 by the report of Captain Rostron, of the Carpathia. The White Star Line officials believe that the death list totalled approximately

The narratives gathered piecemeal from the liner's 705 survivors pay a cribute without precedent to the bravery of the men and women of modern

days, a bravery of impulse, unstudied, unassuming, and instinctive alike in steerage passenger, stoker and millionaire. By common consent the churches of the world will set aside their pulpits tomorrow for a reverent consideration of the disaster, and for mourning for

As to the needs of the living, ample provision is rapidly being made. The celief funds being gathered in New York and London already total well up in the hundreds of thousands, and the personal assistance of public leaders both men and women, in each metropolis is assured. Most of the steerage passengers who reached New York destitute and penniless have been clad fed and housed. They will be given ample time to recover from the shock of their experience, and will start their life in the new world with ample funds and kindly advice of excellent counsellors.

THE INVESTIGATION.

fate vet obtained is being rapid ly gathered in New York by the members of the Senate investigating commit-The committee has already listened to the testimony of J. Brue Ismay managing director of the Whit Star Line; Captain Rostron, of the Carpathia. Charles W. Lightholder, second officer of the Titanic, and others. The witnesses called for today's sessions included H. J. Pitman, third officer of the Titanic; J. G. Roxhall, fourth officer; G. Lowe, also in an official position on the Titanic, and fifteen members of the crew. (Continued on Page Ten.)

LONDON MAN LOST SUDDEN DEATH HIS BROTHER-IN-LAW OF C. E. MOUNTJOY Declares Conscience Is Clear "And, more, all the men within ing information have been closed until the reach had been taken care of before the Red Star liner reaches the other

Great Tragedy of the Atlantic Well-Known Businessman Pass-Is Being Brought Home to People of This City.

FIREMAN ON THE TITANIC VERY UNEXPECTED CALL

Mr. Wm. Tunnock, 252 Ottaway Ave- Had Been III But His Condition Was nue, Had Relative Who Was Quartermaster on the III-Fated Vessel.

passengers and crew of the Titanic, is being made more manifest daily as additional information concerning the tragedy

While many other Londoners lost relatives and friends by the foundering of the great leviathan, it has now been learned that a brother-in-law of Mr. Wm. Tunnock. of 252 Ottaway avenue, Mr. Thos. Hughes, of Southampton, England. Was quarter-master on the ill-fated pecially serious, but within a few min-

Hughes, whose wife and daughter are residents of Southampton, was engaged as a member of the crew of the Titanic, and no doubt sailed from England on the Mr. Tunnock himself has seen service the fruit business, which he assumed at the time of the old gentleman's death. on the sea, and until a couple of years ago was a fireman on the Adriatic, of the White Star fleet, then commanded by Capt, E. J. Smith, who went down with the Titanic

NEW CHARGE LAID AGAINST DR. NESBITT

The Charges of Forgery Dismissed and the Doctor Rearrested.

Chicago, April 20.—Charges of forgery against Dr. W. Beattie Nesbitt, former president of the Farmers' Bank, Toronto, were dismissed today, and he was rant charged with a lesser offence.

Counsel for the former banker declared that extradition to Toronto would be resisted, and U. S. Commissioner Foote, who issued the warrant, held Dr. Nesbitt without bail and set the hearing of the extradition argument for April

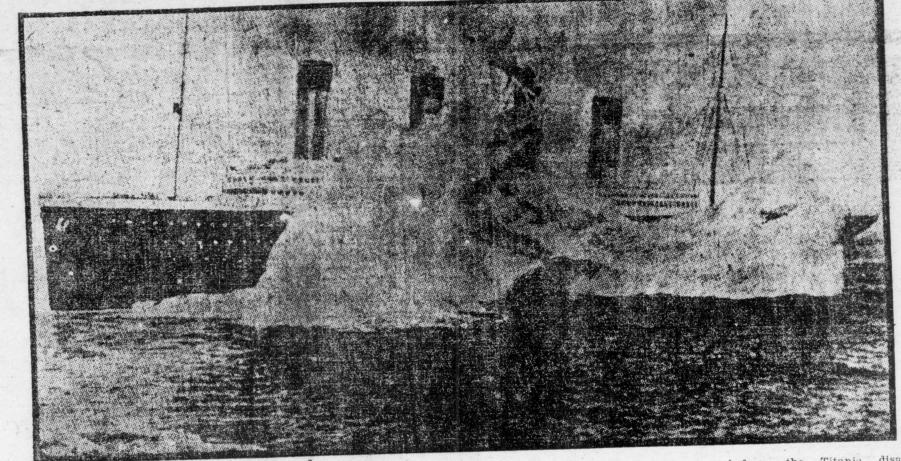
ing of the extradition argument for April 26th. The new warrant charges the forme The new warrant charges the former banker with fraud by making false statements to the minister of finance of the Dominion of Canada as to the condition of the Farmers Bank, of Toronto.

The change in front in the Nesbitt case came yesterday after Nesbitt's counsel had decided to have his client waive extradition on the forgery charge and go to Toronto to face his accusers. W. D. Greer, of the criminal investigation department of the Ontario provincial police.

freer, of the Criminal investigation of the partment of the Ontario provincial police, filed the new charges, which the Canadian officials believe will be more easily supported by the evidence.

Attorney W. K. Pattison, counsel for Attorney W. K. Pattison, counsel for the counsel for t Attorney W. K. Pattison, counsel for r. Nesbitt, then decided that although the charge was an offence less serious

PHOTOGRAPH OF ICEBERG BELIEVED TO HAVE BEEN THE TITANIC'S NEMESIS: LINER ALONGSIDE FOR COMPARISON



Captain William Ferrie Wood, of the Etonian, took a photograph of an iceberk south of Cape Race the day before the Titanic disaster. Captain Wood was impelled to do this because it was one of the largest icebergs he had ever seen in the Atlantic steamship lanes. It is believed to be the iceberk against which the Titanic crashed. The liner is drawn alongside to show its relative proportions.

GALLANT DEATH OF CAPT. SMITH

[Canadian Press.]

New York, April 20.—Taking refuge on the bridge of the ill-fated Titanic, two little children remained by the side of Captain Smith until that portion of the big ship had been swept by the waves. Survivors of the crew, who went down with the ship but were saved by clinging to an overturned lifeboat, today today of their gallant commander's effort to save the life of one of the children. He died a sailor's death, and the little girl who had

intrusted her life to his care died with him.
"He held the little girl under one arm," said James McGalen, a fireman, "as he jumped into the sea and endeavored to reach the nearest lifeboat with the child. I took the other child into my arms as I was swept from the bridge deck. When I was plunged into the cold water I was compelled to release my hold on the child, and I am satisfied that the same thing happened to

"I TOOK NO OTHER'S PLACE," SAYS WHITE STAR PRESIDENT silence. With the sailing of a majority of the Titanic's crew this morning on

as Regards Escape From Titanic.

J. Bruce Ismay said deepest care. I have thought long over ers today the work of the Senate incall. I am sure that I did not do anything that I should not have done. said: My conscience is clear, and I have not

known businessman of London, succumbed to a sudden and unexpected recurrence of an illness from which he had ship.

uffered for some time, at his home this norning. Mr. Mountjoy, who has been in illhealth for several months, arose this morning about 7 o'clock, and shortly afterward was compelled to return to bed.

ed Away at His Home

This Morning.

Not Such as to Warrant Any

Anxiety on Part of Family.

utes he dropped back lifeless. Mr. Mountjoy was born in London 50 years ago, and had since resided in this city, being associated with his father in Well Known Church Worker,

He was a prominent member of the New St. James' Presbyterian Church, and was president of the choir of that con-gregation at the time of his death,

Water Sweeps Away Dikes and Inundates an Entire

County. [Canadian Press.] Jackson, Mich., April 20.-Reports reached here today that 200 persons have been drowned by the flood that swept through Bolivar County, Miss., when the river dykes broke near Beulah, Bolivar County. Bolivar County or the Titanic was in tow. is covered with water, and efforts to verify the report are meeting with than forgery, he would resist extradition. many obstacles.

New York, April 20. — Discussing myself any different form the rest of us departure from the Titanic, Mr. the passengers. I took no other man's

each single incident that I could re- vestigating committee, which he characterized as "brutally, unfair." "I cannot understand this senatorial

WIRELESS OPERATORS

Saying All Passengers Had Been Saved.

"What did you say?" asked the sen-"I told them we had been to the wreck and had picked up as many of the passengers as we could."

"No, sir." "Nor anything like it?"

Senator Smith sought to have Cottam designate the exact hour when he

his course and headed for New York.
He could not remember when the change of course was made.
"Did you send any messages that at the passengers had been saved or that it will be followed by a disturbance now developing over the Southwestern States. the Titanic was being towed to Hali- States.

passengers. I was a passenger.
"It is true that I am president of
the company, but I did not consider

Bruce Ismay said place."

"I have searched my mind with the Mr. Ismay discussed with interview-

been a lenient judge of myself. Inquiry. They are going at it in a manner that seems unjust, and the inthe slightest way I had done anything justice lies heaviest upon me. Why, I care. wrong, I would never have another cannot even portect myself by having survivors' relief fund continue to pour the Mountjoy Fruit Company, of Rich- happy moment. I took the chance of my counsel ask questions. Don't mis- in and over lifty thousand dollars has reaved through the deaths of the 1,600 mond street, and a well and favorably escape when it came to me — I did understand me, thinking I mean quesnot seek it. Every woman and child tions calculated to twist witnesses up. is needed. had been cared for before I left the On the contrary, questions intended to simplify involved meanings."

from the Titanic. BEFORE THE PROBERS extenuation. "I was up continuously, and I lost track of the hours and

Declare They Sent No Messages

New York, April 20. - When the Titanic investigation was resumed today, the first witness was Thomas fatal trip he could not remember re-Cottam, the wireless operator on the ceiving or sending any messages for Carpathia, who was recalled to the

was president of the choir of that congregation at the time of his death.

While the arrangements have not as yet been completed, it is possible that the funeral will be conducted under Masonic auspices, as he was a life member of St. John's Ledge, 209a. Rev. Thos. Mitchell, of New St. James', will officiate at the services on Monday afternoon, and the remains will be interred at Mount Pleasant Cemetery.

Mr. Mountjoy is survived by his wife and two daughters, Misses Bertha and Bessie, and two sisters, Miss Bertha and Miss Jennie, both of West London.

"I cannot speak too highly of Mr. Mountjoy," Rev. Thomas Mitchell, of New St. James' Presbyterian Church, told The Advertiser, "He was a kind-hearted, consistent, good man, and his very sud-

Under questioning, the witness said Montreal the ship was first headed for Halifax. Father Point. Later, he said, the captain changed

Cottam was uncertain as to what messages he sent to the Virginia or the California, but he denied in mono syllabic replies that he said to any one that the passengers were all sa.

had been taken aboard the Carpathia

"I don't know, sir," said Cottam, in days. I had from eight to ten hours sleep from the time we left the wreck intil we arrived in New York."

"Did you hear Bride send any message declaring that the Titanic was being towed into Halifax?" "No. sir," said the witness.

Bride remembered receiving and ending messages relative to the speed of the Titanic on its trial tests. After leaving Southampton on the Titanic's Ismay. Senator Smith asked particularly about messages on Sunday.

THE WEATHER. TOMORROW SHOWERY. Forecasts.

Toronto, April 20—8a.m.
Today—Light, variable winds; fine.
Sunday—Fresh easterly winds, become

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

States.

The weather is fair in all provinces, with rather cool conditions from Ontario eastward and comparatively warm in the Western Provinces.

Today's Probs. Western Ontario-Fine; not much nange in temperature.

ime-Fresh northwesterly and weserly winds; fair and cool. Lake Superior - Fine; much the same temperature. Manitoba-Fair; a little lower tem- on the Titanic as relieved by Operator Bride, who

Lower St. Lawrence, Gulf and Mari-

All Realized Lack of Training When Crash Came—A Fireman Declares There Was a Fire in the Bunkers When Liner Sailed From Southampton.

Line has not been forthcoming, and we were unorganized, and although there is no indication when it will be. every man did his best, we were hin-Officers and crew rescued from the ll-fated ship have been kept under of the Titanic's crew this morning on time. the Lapland, some sources of interest-

take my turn? There are only two classes on a ship—the crew and the crew that he has held here for examination may reveal just what happened

to the Titanic below decks, when she struck the berg. Second Officer Lightholder said that the Titanic did not break in two, but made her dive diagonally into the sea,

and that when half-way under the waves there were two explosions. which he believed to be the boilers. Sick Ones Recovering.

The survivors in the hospitals are reported to be doing nicely this morning, and they are being given every Contributions to the Titanic been raised so far. No more clothing

New Crew Slow. There was some criticism among given away, and the entered the survivors here today of the Titanic's crew to handle the lifeboats. "The crew of the Titanic was a new one, of course," declared Mrs. George and went down with the ship. ning, instead of the glassy calm that engines. passenger prevailed, not a single

No Boat Drills.

come to my mind above all else, as I he is now employed on the Grand New York, April 20.—The promised flicial statement of the White Star ized at the start of the trouble that relatively and the start of the trouble that relatively and the start of the trouble that relatively and rela

dered in getting the best results because we couldn't pull together. There had not been a single boat drill on close watch and put under a seal of the Titanic, in which all the men, of anything was wrong until someone course, were sailing for the first time. The only time we were brought together was when we were mustered night on Sunday. She had not heard for roll-call about 9 o'clock on the the boat strike, and was surprised

> Fire in Bunkers. Another story told by members of

rapid sinking of the ship, is of a fire

water came rushing in after the colhave the supporting weight of the coal. Somebody reported to Chief Engineer Bell that the foreward bulkhead had given away, and the engineer replied:

Stayed By Pumps.

The engineers stayed by the pumps N. Stone, of Cincinnati, "and had firemen and stokers were sent on deck never been through a lifeboat drill or five minutes before the Titanic sank. any training in the rudiments of when it was seen that they would inlaunching, manning and equipping the evitably be lost if they stayed longer Scores of lives were thus at their work of keeping the pumps at ruthlessly wasted, a sacrifice to ineffi- work. The lights burned to the last, ciency. Had there been any sea run- because the dynamos were run by oil

The story of what injuries were would have safely reached the surface sustained by the Titanic in striking would have salely reached the know the ice that caused her to sink has yet that sight as long as I live. It stands how to lower the boats; the boats to be told, and may forever remain a were not provisioned; many of the mystery. Did the Titanic strike headsailors could not handle an oar with on, or did some sharp, knife-like edge of a berg shear off her side or bottom? All this may yet be disclosed by the

Albert Major, steward on the Ti- senatorial investigation, but nothing tanic, admitted that there had been has been given by any of the survivno boat drills, and that the lifeboats ing passengers or crew in answer to were poorly handled. "One thing these interesting questions. Takes Major Butt's Job GOVT. INTERCEPTED

MESSAGE OF ISMAY as White House Aide Caused Senator Smith To Hurry When I saw the bow of the boat be-

Opening of the Titanic Investigation.

of why Senator William Smith of see them. A minute later the Michigan, chairman of the United went down. States Senate committee, named to investigate the Titanic disaster, hurried to New York Thursday night to begin the inquiry, was made today, when it fering on the lifeboat. became known that a wireless message sent by J. Bruce Ismay, president of the International Mercantile Marine ompany, to Vice-President Franklin, of the White Star Line, asking that pathia came the Cedric be stopped to take Mr. Is-may and the survivors of the Titanic deck crew on board, was intercepted by a Government boat, and sent to Wash- I noticed

Senator Smith is quoted today as belonging saying he had understood in Washing-MAJOR THOMAS RHOADES, was ton that such messages had been exreplaces, as the President's military changed, and that this was one of the replaces, as the President's military reasons the investigation had been aide, Major Archie Butt, reported daad started at New York without loss of

Mrs. Fred C. Quick and Two Children Saved From Wreck. GRAPHIC STORY

OF THE TRAGEDY Family Passed Through This City Today on Their Way to Home In Detroit.

Mrs. Fred C. Quick and her two little daughters, Phyliss and Winnifated liner Titanic, passed through London this morning on their way to Mr. Quick. The train spent two hours at the Grand Trunk station and The Advertiser interviewed Mr. and

Mrs. Quick in regard to the disaster. Beyond feeling very tired from their long journey and the excitement of the past week, Mrs. Quick and her little daughters are suffering no ill e :fects from the experiences they have passed through.

Former Londoners.

Mr. and Mrs. Quick were formerly residents of East London, just leaving the city last May for Detroit, where they have since resided. Mr. Quick was employed at the Grand Trunk carshops while in London, and

In speaking of the collision which caused the Titanic to sink, Mrs. Quick stated that she was not aware that noon until Sunday nearly five days passed, but there was no boat drill." when told to dress as quickly as possible and prepare to leave the ship.

Got the Children Ready,

"I dressed as quickly as I could, ' she bearing in the investigation of the said, "and also got the children ready. We had barely time to grab a few which is said to have started in one clothes before we were ordered out shortly after she left her dock at on deck. Winnifred became fright-Southampton, and which was not ex- ened and grew hysterical, and it was tinguished until Saturday afternoon. with great difficulty that I got her The story, as told by a fireman, is as and Phyllis up the steep iron ladder "It had been necessary to take the that led to the deck. There was a coal out of sections 2 and 3 on the starboard side, forward, and when the no confusion. Men were standing dision with the ice, the bulkheads around watching, and in many cases would not hold, because they did not helping the women and children into the lifeboats. Someone half-pushed and half-led the children and me towards a lifeboat. We were piled into the boat and it was lowered into the water. We were only thinly clad and the night was very cold. As we drew away from the Titanic I could see she was settling, and they were still low-

ering lifeboats. The Liner Went Down.

"I think that we were in the elevaenth boat, and we were hardly out of distance of the suction when the big liner went down. I shall never forget out clearly now. The lights of the Titanic were the only lights that could be seen. There were no lights on the lifeboats. I noticed on the bridge that the ship's band was playing, and just before the Titanic sank I heard the strains of "Nearer, My God, to Thee."

"Nearer, My God, to Thee."

"I can never forget those bandsmen. They stood on the bridge playing from the time the boats were being lowered until the Titanic sank. ginning to sink and heard the machinery rumble as it dropped to the front of the ship, I looked for those bandsmen, but the lights on the Ti-New York, April 20.-Explanation tanic went out then and I could n

Cold Was Awful "Before we were picked became intense, and there all wet through, and with the shock of ser