

NEW ATLANTIC COURSE RESULT OF DISASTER

LINERS HEREAFTER TO SWING SOUTH TO EVADE THE BERGS 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

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

[Canadian Press.]

New York, April 20.—Nearly a week has passed since the Titanic, greatest marine achievement 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 1,635.

ALL WERE BRAVE.

The narratives gathered piecemeal from the liner's 705 survivors pay a tribute without precedent to the bravery of the men and women of modern days, a bravery of impulse, unstudied, unassuming, and instinctive alike in stowage 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 the lost.

THE RELIEF FUNDS.

As to the needs of the living, ample provision is rapidly being made. The relief 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 stowage 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.

The most complete story of the Titanic's fate yet obtained is being rapidly gathered in New York by the members of the Senate investigating committee. The committee has already listened to the testimony of J. Bruce Ismay, managing director of the White 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. Pittman, 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

Great Tragedy of the Atlantic Is Being Brought Home to People of This City. Well-Known Businessman Passed Away at His Home This Morning.

FIREMAN ON THE TITANIC VERY UNEXPECTED CALL

Mr. Wm. Tunnoch, 252 Ottawa Avenue, Had Relative Who Was Quartermaster on the Ill-Fated Vessel.

The appalling number of families bereaved through the deaths of the 1,600 passengers and crew of the Titanic, is being made more manifest daily as additional information concerning the tragedy comes to light.

While many other Londoners lost relatives and friends by the foundering of the great levitathan, it has now been learned that a brother-in-law of Mr. Wm. Tunnoch, of 252 Ottawa avenue, Mr. Thos. Hughes, of Southampton, England, was quartermaster on the ill-fated vessel.

Hughes, whose wife and daughter are residents of Southampton, was employed as a member of the crew of the Titanic, and no doubt sailed from England on the fatal voyage.

Mr. Tunnoch himself has seen service on the sea, and until a couple of years ago was a fireman on the Adriatic, of the White Star line, then then commanded by Capt. R. J. Smith, who went down with the Titanic.

NEW CHARGE LAID AGAINST DR. NESBITT

The Charges of Forgery Dismissed and the Doctor Rearrested.

[Canadian Press.] Chicago, April 20.—Charges of forgery against Dr. Wm. Nesbitt, formerly a member of the Farmers' Bank, Toronto, were dismissed today, and he was immediately rearrested on a new warrant charged with a lesser offence.

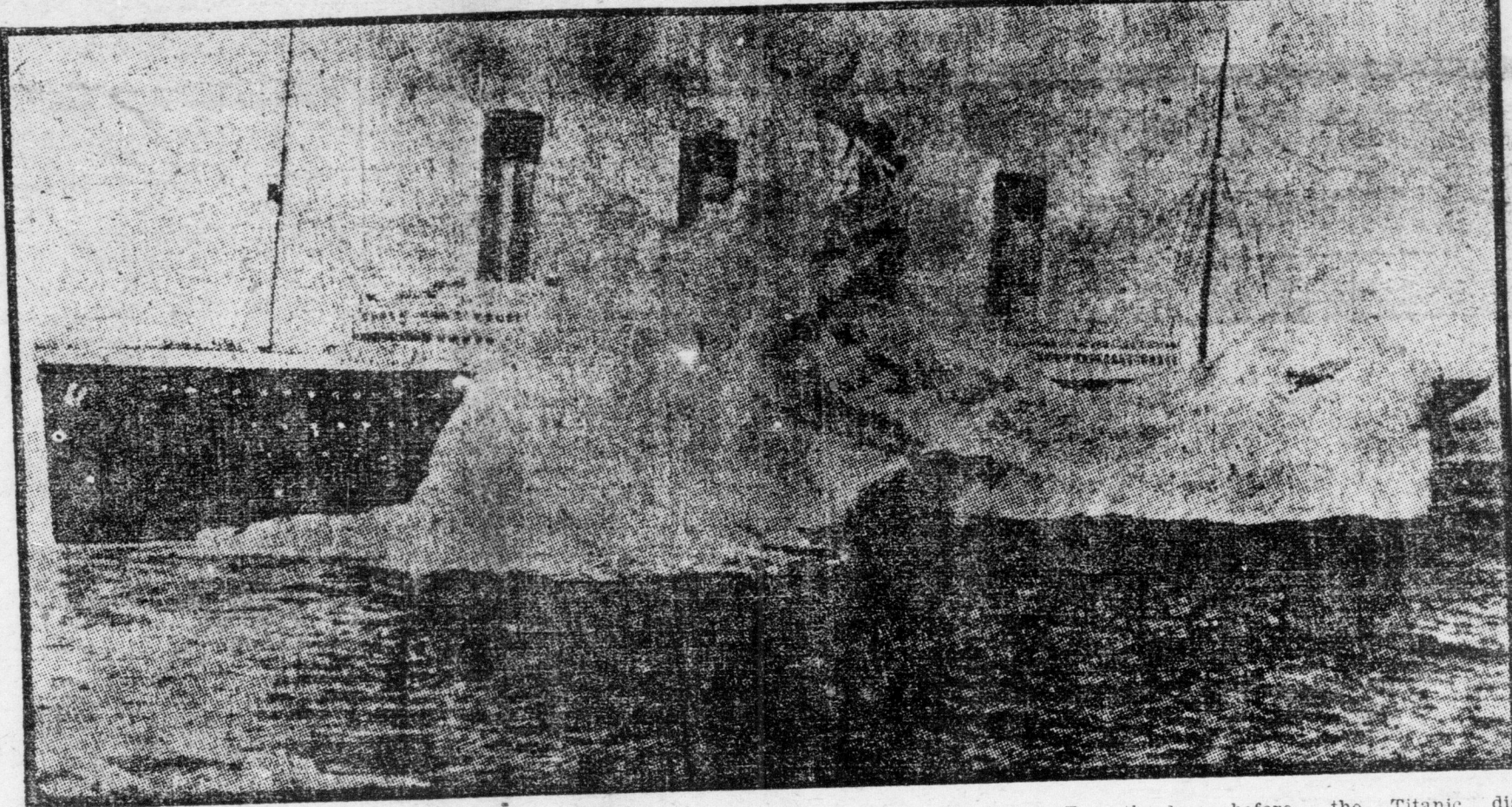
Counsel for the former banker declared that extrajudicially to Toronto would be resisted, and U. S. Commissioner Roote, who issued the warrant, held Dr. Nesbitt without bail and set the hearing of the extradition argument for April 26th.

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 when the former banker 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, filed the new charges, which the Canadian officials believe will be more easily supported by the evidence.

Attorney W. K. Pattison, counsel for Dr. Nesbitt, then decided that although the charge was an offence less serious than forgery, he would resist extradition.

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



Captain William Ferrie Wood, of the Etolian, took a photograph of an iceberg 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 iceberg 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 told 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 entrusted 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 Captain Smith."

"I TOOK NO OTHER'S PLACE," SAYS WHITE STAR PRESIDENT

Declares Conscience Is Clear as Regards Escape From Titanic.

[Canadian Press.] New York, April 20.—Discussing his departure from the Titanic, Mr. J. Bruce Ismay said:

"I have searched my mind with the deepest care, and I have not been a lenient judge of myself. I tell you that if I thought that in the slightest way I had done anything wrong, I would never have another escape when it came to me—I did not seek it. Every woman and child had been cared for before I left the ship."

"And, more, all the men within reach had been taken care of before I took my turn. And why shouldn't I take my turn? There are only two classes on a ship—the crew and the passengers. I was a passenger. It is true that I am president of the company, but I did not consider myself any different from the rest of the passengers. I took no other man's place."

Mr. Ismay discussed with interviewers today the work of the Senate investigating committee, which he characterized as "brutally, unfair."

"I cannot understand this senatorial inquiry. They are going at it in a manner that seems unjust, and the inquiry lies heavily upon me. Why, I cannot even protect myself by having my counsel ask questions. Don't misunderstand me, thinking I mean questions calculated to twist witnesses up. On the contrary, questions intended to simplify involved meanings."

He had been taken aboard the Carpathia from the Titanic. "I don't know, sir," said Cottam, in explanation. "I was up continuously, and I lost track of the hours and days. I had from eight to ten hours sleep from the time we left the wreck until we arrived in New York."

"Did you hear Bride send any message declaring that the Titanic was being towed to Halifax?" "No, sir," said the witness. "Bride received and sent messages relative to the speed of the Titanic on its trial tests. After leaving Southampton on the Titanic's fatal trip he could not remember receiving or sending any messages for Ismay. Senator Smith asked particularly about messages on Sunday."

THE WEATHER. TOMORROW SHOWERY. Forecasts. Toronto, April 20.—S. a. m. Today—Light, variable winds; fine. Sunday—Fresh easterly winds, becoming showery.

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

Stations. High. Low. Weather. LONDON 45 31 Fair. CALGARY 54 24 Fair. WINNIPEG 60 34 Cloudy. PORT ARTHUR 40 22 Fair. TORONTO 49 25 Clear. PARRY SOUND 49 26 Clear. OTTAWA 42 26 Clear. MONTREAL 40 28 Clear. QUEBEC 38 28 Clear. FATHER POINT 36 20 Clear.

Weather Notes. An area of high barometer is passing eastward across the Great Lakes and Middle States, with strong indication that it will be followed by a disturbance now developing over the Southwest 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 change in temperature. Lower St. Lawrence, Gulf and Maritime—Fresh northwesterly and westerly winds; fair and cool. Lake Superior—Fine; much the same temperature. Manitoba—Fair; a little lower tem-

NO BOAT DRILL ON TITANIC, SAYS A MEMBER OF CREW

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

[Canadian Press.]

New York, April 20.—The promised official statement of the White Star Line has not been forthcoming, and there is no indication when it will be. Officers and crew rescued from the ill-fated ship have been kept under close watch and put under a seal of silence. With the sailing of a majority of the Titanic's crew this morning on the Lapland, some sources of interesting information have been closed until the Red Star liner reaches the other side.

United States Senator Smith believes that certain members of 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 care. Contributions to the Titanic survivors' relief fund continue to pour in, and over fifty thousand dollars has been raised so far. No more clothing is needed.

New Crew Slow. There was some criticism among 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 N. Stone, of Cincinnati, "and had no training in the rudiments of launching, manning and equipping the boats. Scores of lives were thus ruthlessly wasted, a sacrifice to inefficiency. Had there been any sea running, instead of the glassy calm that prevailed, not a single passenger would have safely reached the surface of the water. The men did not know how to lower the boats; the boats were not provisioned; many of the sailors could not handle an oar with reasonable skill."

No Boat Drills. Albert Major, steward on the Titanic, admitted that there had been no boat drills, and that the lifeboats were poorly handled. "One thing," he said, "I am sure of, and that is, if the Titanic had been drilled, she would have been saved."

Takes Major Butt's Job as White House Aide

Govt. Intercepted Message of Ismay

Caused Senator Smith To Hurry Opening of the Titanic Investigation.

[Canadian Press.] New York, April 20.—Explanation of why Senator William Smith of Michigan, chairman of the United States Senate committee, named to investigate the Titanic disaster, hurried to New York Thursday night to begin the inquiry, was made today, when it became known that a wireless message sent by J. Bruce Ismay, president of the International Mercantile Marine Company, to Vice-President Franklin D. Roosevelt, asking that the Cedric be stopped to take Mr. Ismay and the survivors of the Titanic crew on board, was intercepted by a Government boat, and sent to Washington.

Senator Smith is quoted today as saying he had understood in Washington that such messages had been exchanged, and that this was one of the reasons the investigation had been started at New York without loss of time.

Cold Was Awful. "Before we were picked up, it was so cold, and there was no fire on the lifeboat. I shall never forget the screams of that pathetic crew. I shall never forget the screams of that pathetic crew. I shall never forget the screams of that pathetic crew."

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FORMER LONDON LADY ON TITANIC

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, Phyllis and Winnifred, who were survivors of the ill-fated liner Titanic, passed through London this morning on their way to their home in Detroit, accompanied by 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 effects 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 he is now employed on the Grand Trunk in Detroit. The family lived in Pottersburg for a short time also.

In speaking of the collision which caused the Titanic to sink, Mrs. Quick stated that she was not aware that anything was wrong until someone came rapping at her door about midnight on Sunday. She had not heard the boat strike, and was surprised 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 said, "and also got the children ready. We had barely time to grab a few clothes before we were ordered out on deck. Winnifred became frightened and grew hysterical, and it was with great difficulty that I got her and Phyllis up the steep iron ladder that led to the deck. There was a great deal of excitement on deck but no confusion. Men were standing around watching, and in many cases 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 at the night was very cold. As we drew away from the Titanic I could see she was settling, and they were still lowering lifeboats."

The Liner Went Down. "I think that we were in the eleventh boat, and we were hardly out of distance of the suction when the big liner went down. I shall never forget that sight as long as I live. It stands 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 bandmen. They stood on the bridge playing from the time the boats were being lowered until the Titanic sank. When I saw the bow of the boat beginning to sink and heard the machinery rumble as it dropped to the front of the ship, I looked for those bandmen, but the lights on the Titanic went out then and I could not see them. A minute later the went down."

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