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Papers at f-Price Monday at Half-

dark brown Caldmeal, in perfect inches wide. Re-II. Monday ... 15c Imported Papers, in stripe, medium esigns, in greens, , reds. Regular to nday 24c lls English-Beders, and halls-in et designs, in light colorings. Regular

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ilt finish, complete Monday \$1.29 burners, mantels, \$2.69 new "spring-clip" ly 60c. Monday, 49c ed Gas Globes. Re-

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G. P. R. BUILDING

VOL. XXXII-No. 11,586

ERVICES HELD IN CHURCHES THRUOUT THE WORLD

SIXTY-FOUR BODIES ARE REPORTED FOUND

Rumor Has It That the Mackay-Bennett is Returning With Remains of Titanic Victims, While Others Were Sunk, Being Unidentifiable

BULLETIN.—ST. JOHN'S, Nfld., April 21. — Sixty-four Street Railway Employes bodies have been recovered by the cable steamer Mackay-Bennett which has been searching the vicinity of the Titanic disaster, according to a report that reached this city to-night. It is said a number of bodies which were recovered were sunk again, as they were without identification marks. The names of those identified could not be obtained thru the Cape Race wireless station.

The sixty-four bodies recovered are regarded as identifiable, according to the report. Those that were sunk were presumably in a condition making their preservation impossible.

Rumors in Halifax.

HALIFAX, April 21.—(Can. Press).—The cable ship Mackay-Bennett must have been cruising at the scene of the Titanic foundering for 24 hours now in search of bodies, but no word has been received from her, except that it was learned that a steamer proceeding westward had seen bodies floating at sea and notified the Mackay-Bennett, which immediately proceeded to the locality indicated. There had been rumors that bodies were found, one of these being that of Captain Smith. The Mackay-Bennett salied with orders to report, her period of search being left indefinite.

The cable ship's instructions were to report first to New York and then to Halifax. The White Star agents said to-night that nothing had come.

The Empress of Ireland sailed last night at 7 o'clock for Liverpool from midnight Saturday night until on the lobbying of which Business and by 6 o'clock to-morrow morning would be in the waters where the Titanic went down. It is likely the Ireland will speak with the Mackay-whole trend of the meeting was as of lights, are the chief features of the

Scene of Wreck Inquiry Shifted To Washington the men be held to consider the answer of the company. His motion was lost, but only after Business Agent Joseph represent the conductors and motor-

Senator Smith Announcee Change Suddenly After Day Devoted to Probe Into Wireless Operations - Phillips' derly, with President Johnston of the That the men are at least seeking to men were driven back by the smoke of employment would be greater in Toronto. He is being cared for by a

NEW YORK, April 20.—(Can. Press.)

With dramatic suddenness the sentering intended to return to be investigation of the Titanic came to an end to-day, so far as the New York hearing was concerned. It will present the prese of the White Star Line, and more than parture of his ship, after his most a score of the officers and crew of the commendable conduct, worthy of the sunken vessel will appear before the commendable project. We felt that it would not be an evidence of our approval to detain him and his ship and passengers.

Lines a year to select their runs upon the cars. This was defeated after a lengthy and heated discussion. A number of new clauses and minor amend.

Continued on Page 3, Column 1. committee. Incident to the sudden close of the hearing here was the story of Harold S. Bride, the second and only surviving wireless operator of the Titanic. His tale was one of suffering and of death. He told of the final plunge of the vessel to its ocean burial. Its captain's end was also revealed. He leaved from the bridge when the He leaped from the bridge when the injured and was unable to be conve-vators were closing over his ship.

The hearing was abandoned without testimony and the testimony of the wireless operator of the Carpathia were any explanation from the committee as to why it was transferred to Wash- take the testimony of both forthwith, ington. It was intimated, however, and in order that we might beyond that the power of the senate on fed- peradventure have the statement of Mr. eral territory would be undisputed in getting at the real facts, and no question of state rights would arise to inhad not finished with them and they terfere. Thruout the hearing, also, were requested to remain.

Off to Washington, officials of the White Star Line had portrayed the dangers of sallors' board-

ing houses in New York as a reason why those detained by the committee should be allowed to sail on the Lapland, which left to-day.

Bride Almost Fainted. Thruout the hearing this morning Wireless Operator Bride, crippled as a result of his experience, and seated in an invalid's chair, told his story of the last moments of the Titanic. His narrative, drawn from him piecemcal by the shrewd questioning of Senator Smith of Michigan, chairman of the committee, held enthralled the com-mittee and the audience. When his

ordeal ended he was almost on the and I am unable to give a list of those ured. After the hearing was resumed in the afternoon, announcement of the change of base in the committee's plans was made. Herbert J. Pittman, the third officer of the Titanic, had been called to the witness chair and sworn. Senator Smith directed one question to him, relating to the whereabouts of the ship's leg. The witness said he did not

Promptly Mr. Smith announced the committee's decision to resume the anestigation in Washington Monday. Later Senator Smith made this state-

Not Caught Napping.

"The object of the committee in coming to New York coincidental with the arrival of the Carpathia, was prompted by the desire to avail itself of first hand information from the active participants in this sad affair. Our course has been guided solely by this Durpose-to obtain accurate informatales of long hours at low wages and tion without delay. We were told that days and nights spent without sleep. some of the officers of the Titanic, who were British subjects and resided in England, desired and intended to re-turn to their homes immediately on their arrival in port. We concluded that it would be most unfortunate if we were to be deprived of their testi-mony for any indefinite period, and their removal beyond the jurisdiction

of our authority might complicate and possibly defeat our purpose.
"We went directly to the Carpathia upon her arrival, were received court-eously by the captain and officers of ferview with the managing director Line. We satisfied ourselves that their nice at the hearing, and have not been

before the senate committee that is investigating the circumstances connected with the sinking of the Titanic. He left immediately for Washington.

Are Prepared to Strike

Major Peuchen had been in Toronto only a few hours on Saturday when he received a long-distance message to appea:

Summoned to Washington

Men Will Demand 28 Cents an Hour for First Year and 30 Brakeman Corey of Stratford Cents Thereafter, With Many Other Changes From Existing Conditions, and if Company Does Not Comply a Strike Will Follow.

preparation for battle. So eager was men's demands. plause which greeted his motion, to have considerable support, that he pointed to meet the officers of the moved that only a single meeting of company. It consisted of W. Robbins, the men be held to consider the answer H. E. Johnson, R. B. Brown and Thos.

Committee Named. A committee of four men was ap-Gibbons had explained that there were men, and were elected by the meeting low-drovers who escaped made des- with a five dollar bill. Crownstein certain formalities with which the law at large. The last man represents the

union in the chair. Many interesting be in the best possible position for a and fire. sidelights on the operations of the strike should there be no other way of company and its cars were shown by securing the points demanded, was Currah and the brakeman appear to the various speeches. The men pro- shown by the statement of President have been the only men in the rear- of 11 West Richmond-st. ceeded at about 1 o'clock to consider a Johnston, who said to them: "You can end car of the cattle train in which draft agreement which had been drawn talk as you will, but it is the people there were 45 cars. Those who escaped

the Steamer's Course, and Had No Special Privileges-Deck Was Clear When He Left in Boat.

at Washington, where the entire sub committee could be present. "In summoning the surviving pas-sengers, many of whom were distress-NEY YORK, April 21 .- (Can. Press.) ed, some quite ill and others injured, we have thought it wise to proceed with care and consideration for their Bruce Ismay replies to various pubphysical and mental condition. Many of them have already been subportant, but returns have not yet been made which his name has prominently fig- vice held in Cooke's Presbyterian

Probing Work of "Wireless."

Like Cottam, who is 22 years old, Bride is merely a boy, a year younger than Cottam. Neither had any telegraphic experience previous to taking up wireless telegraphy, and both told

so intimately related, we concluded to

"After conferring with our associates, we concluded to exercise our authority and formally subpoena these officers, together with about 20 men of

the ship's crew, and take the furth

Passengers and Less of

-In a statement given out to-night, J. bring two great nations closer together than anything that has occurred durlished statements regarding the Tilling the past five years," declared Rev. Passed the Salt tanic disaster, particularly those in Dr. A. T. Taylor at the memorial ser-Church on Sunday evening. The altar "When I appeared before the senate and chancel was draped in memory of

Speed.

Lawson, fireman, crashed into the rear car of a cattle train early this morning. Brakeman Corey was killed instantly, and Thomas Currah was burned to death in the flames which made the rear-end cattle car, a roarperate efforts to tear away the wreckshop and repair men, and was elected age and rescue Currah, whose shouts

Only Men In Car,

out unharmed. The wreck blocked the main line for Currah's son and two brothers af-rived this afternoon and took charge of the remains. Both bodies were

"The sinking of the Titanic will scene to-day, will open an inquest to-

Too Boisterously

Survivor of Marine Disaster Arrives in Toronto in Search of Work - Abram Crownstein, a Young Russian Jew, is Received Here by Countryman After Awful Hardship and Exposure - Escaped From Steerage Quarters, Jumped Into Ocean and Swam Until He Found Large Ice Floe, Accompanied by Nine Compatriots. One of Whom Was Frozen to Death.

ing furnace in a few moments. Fel- gave him his ticket to Toronto along to Chicago, but he was informed that Toronto. He is being cared for by a number of compatriots, most prominent of whom is Mr. Henry Rosenthal

Met by Compatriot.

treme. this country if he could obtain a jeb. an saw-mill on the Don! He wants the This is what he said: .

Crew With Revolvers. "Between 1 0and 10.30 last Sunday were attending a moving picture show

just gone on the deck set apart for ritch is twa sixpences for a bit plate, steerage passengers when there was a An' th' plates no full! I agree wi' ye "When I appeared before the senate committee," the statement reads, "I understood the purport of the enquiry was it on five wireless with the disacter. H. T. Cottam, the operator on the Carpathia, was the first witness. Senator Smith sought to establish certain testimony he Ifad given on the stant vesterday, and this was soon ended. Then came the "star" witness of the "Seated in an invalid's chair. Brido with the committee and answered all questions to the best and answered all questions to the best form a physician's acre. It is not some from a physician's care. It is a physician's care. It is handled with the committee and the locked the purport of the enquiry was to ascertain the cause of the sinking of the Titanic, with a view to determine whe lead given on the stant vesterday. And this was soon ended. Then came the "star" witness of the Titanic, with a view to determine whether additional legislation to have been plastered in Saturbay. There was great excite on have been plastered in Saturbay. There was great excite the close to have been plastered in Saturbay. There was great excite the to have been plastered in Saturbay. There was great excite the tendence towards main street, a plasterer, is said by the possible to the to have been plastered in Saturbay. There was great excite the the cause of the sinking of the Titanic, with a view to deterning whe lead given on the stant the mening whe here additional legislation was required to prevent the recurrence of so horrible a disaster.

The committee," the statement reads, "I understood the purport of the enquiry was sooned the catastrophe to have been plastered in Saturbay. The deck. Some of the crew with wunding David the very deal with wounding David the purport of the enquiry main the menint of saturbay. The deck. Some of the crew the first witness. Some of the crew with wunding David the very deal with wounding David the purport of the enquiry main the menint of saturbay. The came of the catastrophe to have been plastered in Saturbay. The came of the cat "When I appeared before the senate committee," the statement reads, "I uncommittee," the statement reads, "I uncommittee," the statement reads, "I unstreet, a plasterer, is said by the postreet, a plasterer, is said by the po-

before the committee in Washington to wincome stellars and both told the washington to wincome, I should prefer to make a statement out of respect for the committee was no chance of her survives and uights seent without deep.

Strained to Breaking Point.

This inexperience and the mental condition of the young operators were the two points on which Senator Smith hore persistently. He had put Cottain the face of the untrue statements with the statement of the young testing the statement of the correct the youth testified that he had not been surviving the face of the untrue statement of the young testing the statement of the young testing to the hours between Sunday might to the carelessor Continued on Page 7, Column 3.

Brakeman Corey of Stratford Instantly Killed, and Thomas Currah, Oxford County, Was Burned in Wreck of Cattle Frain Car at Georgetown—Light Engine Beyond Control

KILLED

THOMAS CURRAH. Cassel P.O...

THOMAS CURRAH. Cassel P.O...

GEORGETOWN. April 21.—(Special.—Special)

GEORGETOWN. April 21.—(Special.—Special)

GEORGETOWN. April 21.—(Special.—Special.—Special depends of a light engine in charge of Fred Corley of Stratford and James Cawson, fireman, crashed into the rear-ade, a light engine in charge of Fred Corley of Stratford and James Cawson, fireman, crashed into the rear-ade, a light engine in charge of Fred Corley of Stratford and James Cawson, fireman, crashed into the rear-ade, a light engine in charge of the Carpathia eight hours later.

The April 21.—(Special.—Special.—Special.—Special.—Special of the Carpathia eight hours later.—In the New York Temperance Hotel, corner of York and Adelaide-sta, The World reporter met Crownstein, who cannot speak in word of English, and the carnet speak in word of English, and the carnet speak in word of English, and the rear-end cattle car, a voar-specture of the campatities in New York, which made the rear-end cattle car, a voar-specture of the committee in New York, which made the rear-end cattle car, a voar-specture of the committee in New York, which made the rear-end cattle car, a voar-specture of the committee in New York, which made the rear-end cattle car, a voar-specture of the committee in New York, which made the rear-end cattle car, a voar-specture of the committee in New York, which made the rear-end cattle car, a voar-specture of the committee in New York, which made the rear-end cattle car, a voar-specture of the committee in New York, which made the rear-end cattle car, a voar-specture of the committee in New York, which made the rear-end cattle car, a voar-specture of the carnet of the committee in New York, which made the rear-end cattle car, a voar-specture of the carnet of the

Continued on Page 7, Column 1. PROVIDENCE PUNISHES THE BRIT-

ISH-BORN WHO WANT STREETS. Toronto: The roads were never so bad as they are in the Township of York, and the people who had the hard-hood to get out of the limits of Little York are justly suffering for their rashness. I'm rubbing it into the Earls-Shortly after the train arrived a courters, who, because of their small be regumed, however, in Washington of the captain of the Carpath of the captain o Wynn, Wingham; J. Barr, Brussels, color, and he wore a moustache which to build up values in the centre of the and James Heffron, Blyth, all droyand James Heffron, Blyth, all droyares.

The accident occurred about 6.15
a.m., when the cattle train was pulling
into the yards at the junction of the

Grand Trunk and the old Northern

Grand Trunk and the old Northern

color, and he wore a moustache which
to suit ap values in the centre of the town is

Melinda-street — between your corner
and mine! And I'm roasting The World
because it is in favor of opening up the
suburbs. The whole object of the viaduct and the annexation of North To-Grand Trunk and the old Northern sently Sam. Ross, a Russian fur travel- ronto was to spread out the town. The Grand Trunk and the old Northern line. The train was drawn by a large "double-header" engine, but to aid it in climbing an up-grade, the light engine had been used to shove behind.

Ran Amuck.

This engine was uncoupled and when the descent on the other side began, it apparently got beyond control of the engineer and crashed into the rear end of the train at a high rate of speed.

Sently Sam. Ross, a Russian fur travel
or the used to shove behind.

Ran Amuck.

This engine was uncoupled and when the descent on the other side began, it apparently got beyond control of the engineer and crashed into the rear end of the train at a high rate of speed. At No Time During Voyage Did Rev. A. T. Taylor Says Titanic He Offer Suggestion as to Disaster Will Have the Effect move a hand to give the British-born a ten all over the place. Thru an inter- they come here and disturb our ancient Think More of Safety of the Chicago train. The damage to the engine was not great.

Think More of Safety of the Chicago train. The damage to the engine was not great.

Trunk Chicago train. The damage to the engine was not great.

Several hours, delaying the Grand He said he came from Odessa, Rus-Whitney and Hocken are getting too the engine was not great. sia, where he left a wife and one fresh! All Little York wants is to be child. He was a druftsman by trade let alone. It's a matter of profound and intended to follow up that line in that Billy Maclean owns the last dangers

> in the third-cales quarters. We had stiller here stoppin in they hotels. Par-Down South: They're takin' a' my terrific shock. We were all thrown to that they folk frae England should nae the question of my personal conduct was the subject of the enquiry, although the enquiry, although the enquiry, although the collision.
>
> I was ready to tell everything I did not have prevented the discontinuous personal conduct was the subject of the enquiry, although the enquiry, although the enquiry, although the collision.
>
> "As I have been subpoenaed to attend before the committee in Washington to-morrow, I should prefer to make no the man goes in the face before the committee of the committee in washington to-morrow, I should prefer to make no that the committee in washington to-morrow, I should prefer to make no that the committee in washington to-morrow, I should prefer to make no the committee in washington to-morrow, I should prefer to make no the committee in washington to-morrow, I should prefer to make no the committee in washington to-morrow. I should prefer to make no the committee in washington to-morrow, I should prefer to make no the committee in washington to-morrow, I should prefer to make no the committee in washington to-morrow. I should prefer to make no the committee in washington to-morrow, I should prefer to make no the committee in washington to the committee in washington to-morrow. I should prefer to make no the face the committee in washington to-morrow, I should prefer to make no the face the committee in washington to the collision.
>
> I was ready to tell everything I did not give way against these two forces.
>
> Found a Rope.
>
> There's nae modern contralptions in year to be opened up by the Mount Royal to be opened up by the Mount Royal to the read setate subdivisions to be opened up by the Mount Royal to be

viadock to team in his slabs. That's

the bottom of all his agitation.