SEA IS GIVING UP ITS DEAD

Fifty-Three Bodies of Victims in Titanic Disaster Are Discovered by Cable Steamer Mackay Bennett

HALIFAX, N. S., April 22.—Late reports received here indicate that the cable steamer Mackay-Bennett has recovered the bodies of fifty-three victims of the Titanic disaster. That some have not been identified was made certain when the Mackay-Bennett sent a wireless saying that those bodies not embalmed would be buried at sea.

The Rev. K. C. Hind of the Church of England was taken along on the cable ship, and to him fell the duty tonight of conducting the services for those who again were consigned to the sea.

Rush orders were received here today to prepare another steamer to go in search of the dead. The cable ship Minia was chartered and local undertakers placed 150 coffins on board, while 100 tons of ice were stored away in the hold. A quantity of iron was also placed on board to be used in burying the unidentified.

The Minia is under orders to meet the Mackay-Bennett. The Rev. Mr. Hind will be transferred to the Minia and the Mackay-Bennett then will proceed to port with the dead. The Minia started late tonight.

NAMES OF DEAD TAKEN FROM SEA

NEW YORK, April 22.—The first list of names of bodies recovered from the Titanic disaster by the cable ship Mackay-Bennett was received here tonight through wireless messages to the White Star line office. The list of 27 names contains none of the most prominent who perished, unless it be that of George W. Widen, sent by wireless refers to George D. Widner, of Philadelphia. The original passenger list of the Titanic did not mention "Widen," which apparently establishes the identity of the body as that of Mr. Widener, son of P. A. B. Widener of Philadelphia, one of the directors of the White Star line, who with his son Harry, were lost. The list as received at the White Star office is as follows:

L. H. Hoffman, Mrs. Alexander Robbins, William H. Harbeck, Malcolm Johnson, A. J. Halverson, H. W. Ashe, Leslie Williams, A. H. Hayter, Jerry Monrose, Frederick Sutton, J. S. Gill, Ernest B. Tomlin, George Rosenshire, N. Marriot, John P. Chapman, W. Colbine, H. Granburg, Simon Sothery, N. Colas, Raser Shea, George H. Widen, Roman Artagavey, Nihil Schedig, Steward No. 96, Yosite Drazenoui, R. B. Att, Leslie Glinski.

The wireless message, after listing the names, concluded, "All preserved," presumably referring to the condition of the bodies. A number of names in the list do not check up with the Titanic passenger list, which leads to the belief that a number of the bodies recovered are members of the crew.

The White Star officials state many of the names sent were badly garbled by wireless telegraph operators acquainted with both the Morse and Continental codes speculated as to whether the names of Major Archibald Butt and Colonel John Jacob Astor were intended in two instances, but they could come to no decision that would prove trustworthy in such a case. In the list as it came the following combination appeared: "Nihil Schdig R. B. Atatt," which, operators say, might have been intended for Major Butt's name. A similar combination is the name "Colas Raser," a name which the White Star line could not account for, and telegraph operators thought might be Colonel Astor's. The White Star line despatched a message in an effort to clear up such questionable interpretation, and for this and the possible receipt of further names the offices will remain open all night.

SUCCOR WAS ONLY FIVE MILES AWAY

WASHINGTON, April 22.—With succor only five miles away the Titanic slid into her watery grave, carrying with her more than 1600 of the passengers and crew, while an unidentified steamer that might have saved all, failed, or refused, to see the frantic signals of those on board.

This tragic feature of the disaster was brought out today before the senate investigating committee when J. Boxhall, fourth officer of the Titanic, told of his unsuccessful attempt to attract the steamer's attention. According to Boxhall she could not have been more than five miles away and was steaming toward the Titanic. So close was she that from the bridge Boxhall plainly saw the masthead lights and sidelights. Both with rockets and with the Morse electric signals did the young officer hail the stranger. Captain Smith and several others in the vicinity of the bridge said at the time their belief was that the vessel had seen them and was signalling in reply. Boxhall failed to see the replies, however, and in any case the steamer kept on her course, obliquely past the Titanic without extending aid.

This and the assertion by P. A. S. Franklin, vice-president of the White Star line, that there were enough life boats aboard the Titanic to care for the ship's company at one time, were features of the hearing.

The committee will resume its hearing tomorrow. Fourth Officer Boxhall is expected to appear on the stand to tell more fully of the events immediately preceding the collision.

ON WATCH AT THE MOMENT OF COLLISION

Boxhall testified to the sobriety and general habits of his superior and brother officers.

"You were on watch Sunday night from 8 o'clock till midnight?"

"Yes."

"Do you know whether the officers were at their customary posts at the forward end during that watch?"

"Yes. Lightoller was on the bridge when I came on at 8 o'clock. He was relieved at 10 o'clock by Mr. Murdock, who remained until the accident happened."

"Who else was on deck?"

"Moody, the sixth officer."

"Who occupied the crow's nest during your watch?"

"Fleland Leigh."

"Who else was on the lookout?"

"The bridge officer, Mr. Murdock."

"Was the ordinary complement of officers at their posts?"

"Yes, sir."

"Did you know of the proximity of icebergs?"

"No, sir."

"Do you know whether the temperature of the water taken from the sea was tested.

"Yes, sir; I saw the quartermaster doing it. He reported to the junior officer, Mr. Moody.

"Any other officers?"

"No; but I always made reference for them to see. The log contained the temperature."

"Were there any additional officers or members of the crew stationed in the bow or on the deck after you went on deck on Sunday night."

"I don't know."

CAPTAIN SMITH'S ATTENTION TO DUTY

"Did you see the captain frequently on Sunday night?"

"Yes, sir; sometimes on the upper deck, sometimes in the chart room; sometimes on the bridge, and sometimes in the wheelhouse."

"Was the captain on the bridge or at any of the other places when you were on the watch at 8 o'clock?"

"No, sir; I first saw the captain about nine o'clock."

"Did you see Mr. Ismay with the captain on the bridge or in the wheelhouse?"

"No, sir; not until after the accident.

"Did you know when he dined that night, where he dined, or with whom?"

"No, sir." Boxhall said he did not believe the captain had been away from the vicinity of the bridge at any time durng the watch.

"When did you see the captain last?" asked Senator Smith.

"When he ordered me to go away in the boat."

"Did you see what occurred at the time of the collision?"

"No, I could not see."

"Did you hear?"

"Yes, the senior officer said, 'We have struck an iceberg.'"

"Was there any ice on the decks?"

"Just a little on the lower deck. I heard the sharp report of rasping."

STRUCK ICEBERG A GLANCING BLOW

"Did you see the iceberg?"

"No, sir."

"Did it strike the bow or shave it?"

"It seemed to me to have struck the bluff of the starboard bow."

"Then it was not a square blow on the bow of the ship?"

"No; a glancing blow."

"Was it a hard impact?"

"No; it was so slight that I did not think it was serious."

Boxhall then went on the bridge, where he found the first officer, Mr. Murdock, the sixth officer, Mr. Moody, and Captain Smith.

Boxhall said the captain asked what was the trouble and the first officer replied they had struck an iceberg and added that he had borne to starboard and reversed his engines at full speed, after ordering the closing of the watertight doors.

"Did you see the iceberg?"

"Yes, sir; I could see it dimly; it lay low and about as high as the lower rail of the ship, or about 30 feet above the water. He had great difficulty in seeing the berg, which he said was a dark grey color.

Boxhall said he went down to the steerage and inspected all the decks in the vicinity of the ship where she struck There were no traces of any damage and he went directly to the bridge and so reported.

"The captain ordered me to send the carpenter to sound the ship, but I found a carpenter coming up with the announcement that the ship was taking water. In the mail room I found mail sacks floating abouut while the clerks were at work. I went to the bridge and reported and the captain ordered the lifeboats to be made ready."

Boxhall testified that he took Captain Smith's orders to the wireless operator with the ship's position.

"What position was that?"

"41.46 North, 50.14 West."

"Was that the last position taken?"

"Yes; the Titanic stood not far from there when she sank."

After that Boxhall went back to the lifeboats where there were many men and women. He said they had lifebelts.

ON BRIDGE SENDING DISTRESS SIGNALS

"After that I was on the bridge most of the time sending out distress signals, trying to attract the attention of boats ahead." He said. "I sent up distress rockets until I left the ship to try to attract the attention of a ship directly ahead. I had seen her lights. She seemed to be nearing us and was not far away."

"She got close enough to send to me to read our electric Morse signals. I told the captain; he stood with me much of the time trying to signal her. He told me to tell her in Morse rockets signals "Come at once—we are sinking."

"Did any answer come?"

"I did not see them, but two men say they saw signals from that ship."

"How far away do you think that ship was?"

"Approximately five miles."

Boxhal said he did not know what ship it was.

"Have you learned anything about that ship since?"

"No, some people say she replied to our rockets and our signals, but I did not see it."

"By some people, whom do you mean?"

"Not passengers but stewards and the children on the Titanic said they saw them.

UNKOWN STEAMER STANDING CLOSE IN

"What did you see of the ship?"

"First we saw her mast headlights and a few minutes later her red side lights. She was standing closer."

"Suppose you had had a powerful searchlight on board could you have not thrown a beam on the vessel and have compelled her attention?"

"We might."

Boxhall said he rowed the sea boat three-quarters of a mlie when the Titanic went down. Before that he had rowed around the ship's stern to see if he could not take off three more persons for which there was room. He abandoned that attempt, however, because he had with him only one man who knew how to handle an oar and he feared an accident. He was the fourth picked up by the Carpathia. That was about 4:30 a. m.

"Did you have any conversation with Mr. Ismay that night?"

"Yes, just before the captain ordered me below to take an emergency boat."

"When you boarded the Carpathia did you see any lights or any other lifeboats?"

"No, it was nearly daylight by the time I brought my passengers aboard the Carpathia."

Boxhall said that before boarding the Carpathia he saw lanterns in the several boats but could not say that all boats had lights.

Boxhall said he knew none of the American passengers personally, but he knew the identity of Col. John Jacob Astor.

The witness said he had crossed the Grand Banks many times before but never had seen field ice hitherto.

"Did you see Mr. Ismay when you got into the lifeboat?"

"No."

"When did you next see Mr. Ismay after you left the ship?"

"I saw him in a collapsible boat in the water afterwards."

"Who else was on it?"

"Mr. Carter."

"Any other men?"

"Yes, I saw some that looked like Filipinos. Three or four of them."

LIFEBOAT NEARLY FULL OF WOMEN

"Any women in it?"

"Yes, it was full of them—well, not exactly full, but there were many women, most of them foreigners."

"How long after you reached the Carpathia did Mr. Ismay's boat arrive?"

"I cannot say exactly, but it was before daylight."

The Carpathia he said was steering by the green lights on his lifeboat. He said he saw other lights.

"Our green lights were special lights that I told one of the sailors to put in. I lighted them after we were lowered. The lights were brilliant and attracted the Carpathia."

"Do you know what precautions the Carpathia captain took when he found himself among the ice?"

"No sir."

"Well, said Senator Smith, answering his own question. "He doubled his lookouts."

"Did you see any bodies?"

"Yes, I saw one body, the body of a man lying on his side. He had a life belt on."

ONLY SAW ONE BODY IN THE WATER

"There must have been hundreds of bodies about the Titanic?"

"But I saw no more."

"Did you hear of any persons refusing to enter the life boats?"

"I heard persons say some people refused."

"Did you see any one refuse to enter the life boats?"

"No sir."

"Did you see any man, woman or child prevented from entering a life boat?"

"No sir."

"Did you see any ejected?"

"No sir."

"Did you see any who got in from the water or see any in the water?"

"No sir. If I had seen any in the water I should have taken them into the boat."

Boxhall said the sea was calm and in his opinion each of the life boats could have taken its full capacity. How many had got into his small boat he never knew.

Senator Newlands returned to the subject of the icebergs.

"You say you could not see these great icebergs, when in the sea boats, but you could hear the water lapping against them?"

"Yes sir. It was an olly calm sea and we could see nothing in the small boats."

"If the sea is smooth then it is difficult to discern these bergs?"

"Yes sir. I believe if there had been a little ripple on the water the Titanic would have seen it in time to avoid it."

With Boxhall on the stand the hearing adjourned until ten o'clock tomorrow morning.

The audience at today's hearing was so great that the committee took testimony with difficulty.

Tomorrow the hearing will be heard in a small room which will accommodate only the witnesses, the newspaper men, attorneys and investigators.

BRITAIN MOURNS OVER CATASTROPHE

LONDON, April 22.—Sunday was observed as a day of mourning throughout the kingdom. Every place of worship from the cathedral to the smallest hillside chapel held special services. In each of them "Nearer my God to Thee" was sung. Eloquent tributes were paid by eminent preachers to the captain and crew of the Titanic and the notable victims of the disaster like W. T. Stead and others. In many cases the offertories were devoted to the relief funds, which now aggregate more than $500,000.

Special services were held aboard all His Majesty's warships and mourning was generally observed in the same manner in the British colonies.

In addition to an almost universal movement in the direction of providing better life-saving apparatus on ocean liners, there are indications of a movement for taking better advantage of the wireless. The necessity of two wireless operators being aboard every vessel is emphasized by the fact that the liner Parisian missed the Titanic's call for help only through the operator being off duty at the time, and an agitation has commenced here in favor of the board of trade formulating regulations to govern wireless arrangements on board ships.

The Austrian government has also taken steps to assist in the installation of a wireless system on all ocean passenger steamers, the government bearing part of the expense on condition that it will receive a percentage of any salvage moneys obtained through wireless calls.

Canadian subscribers to the Titanic fund are: James Ross, director of the Bank of Montreal, £1,000; Canada Club, £50; Hugh Allan, £50; J. W. Flavelle, Lindsay, Ont., 25 guineas.

PRIEST AMONG HEROES OF SHIPWRECK

NEW YORK, April 22.—Winnowed from among many pathetic stories of the Titanic catastrophe was a tale today of two clergymen who went down on the Titanic while ministering to the stricken passengers. One of the clergymen was the Rev. Thomas Byles, of Westminster Parish, London, who was on his way to officiate at the marriage of his brother in Brooklyn, and the other a German priest, whose name is unknown.

Father Byles was in the first cabin and the German priest in the steerage, both ministers had celebrated mass in the steerage in the morning. The story of their deaths were related today by three women survivors of the Titanic, Ella Mocklare, Bertha Moran and a Miss McCoy. When the liner struck the iceberb they said Father Byles came down the steerage passageway with hand uplifted, commanding the people to be calm and giving them absolution and his blessing.

"He led us to where the boats were being lowered," said Miss Mocklare, "he meanwhile saying his prayers and helping women and children into the boats. He whispered words of comfort and encouragement to all. The passengers were deeply impressed by his self control. Twice he refused to enter the boat and save himself."

INFANT SURVIVORS MAY BE IDENTIFIED

NICE, France, April 22.—It is possible that the mystery of the identity of the two children answering the names of Louis and Lolo, who were saved from the Titanic, may be cleared up soon.

Mme. Vavratils, the wife of a sailor living near here, says she recognized the little children as her two little ones. She was separated from her husband two months ago, who took the children and disappeared, after telling his friends he was going to America. The children were travelling with a man named Hoffman, who is said to have been a friend of Vavratils. The two French waifs were found wrapped in a blanket in one of the Titanic's lifeboats.

According to stories told by survivors, a man passed the children into the boat just as it was leaving the side of the ship. Officers stepped forward to prevent his taking a place in the boat, but he said he did not wish to go, asking that the children be taken, as their mother was waiting for them. The man was not saved.

The second cabin lists include a Mr. Hoffman and two children.

IN MEMORY OF THE LATE MR. C. M. HAYS

MONTREAL, April 22.—A public memorial service in memory of the late Charles M. Hays will be held in the American Presbyterian church in Montreal on Thursday. Precisely at half past eleven, Montreal time, on Thursday morning, there will be an absolute cessation of work in every department of the Grand Trunk and Grand Trunk Pacific railroads and affiliated lines for a space of five minutes as a most impressive memorial to the late president.

This striking and far-reaching memorial will embrace Canada, Great Britain and the United States, any lines of railway on this continent and also the steamboat service on the Great Lakes and the Pacific Coast. Early tomorrow night telegraphic instructions will be sent out conveying these orders with the time so arranged that the cessation of work nearly half way around the world shall be simultaneous.

LEARNING LESSON OF DISASTER

LONDON, April 22.—It is understood that the plans of the White Star Gigantic, which is now being built at Belfast and which was to have been 1,000 feet in length, will be modified. It is possible that the new plans will provide for a double-cellular bottom, such as the Mauretania and Lusitania have, as a stipulated condition of receiving the government subsidy.

The Olympic has been provided with forty collapsible boats and will carry 16 additional lifeboats.

Life Saving Equipment

HAMBURG, April 22.—The National Marine Association today forwarded an appeal to the foreign office in Berlin to convoke an international conference to draft regulations regarding life-saving equipment of ocean-going vessels.

A Seattle Victim

SEATTLE, April 22.—Wm. H. Harbeck, of Seattle, whose name appears in the list of bodies recovered, was a moving picture operator who had traveled extensively, making films. He made the films of the Alaska Yukon Pacific exhibitions and other scenes. He was returning from an extended motion picture tour of Europe. Mr. Harbeck had intended to sail on the Titanic but his name did not appear in the passenger list and his wife, who is here, was hoping that he had changed his plans.

Denies Sensational Stories

MONTREAL, April 22.—Paul Chevee, the French sculptor and a survivor of the Titanic wreck arrived in Montreal today. His first act was to give a categorical denial to certain sensational interviews attributed to him in American newspapers. He also denied the story that the Laurier bust executed for the Chateau Laurier at Ottawa had gone down with the Titanic, declaring that this had been shipped on the S. S. La Bretagne and was now on the way to Canada.

Medals As Mementoes

WASHINGTON, April 22.—A bill to provide medals of honor for Captain A. H. Rostron and the officers and crew of the Cunard liner Carpathia was introduced today in the house by Representative Francis of Ohio. It would appropriate $5,000 and instruct the director of the mint to strike off a suitable medal to commemorate their heroism in rescuing the Titanic's survivors.

Heavy Insurance Losses

HARTFORD, Conn., April 22.—The Titanic disaster will cost insurance companies of Hartford nearly $1,000,000, according to statements by officials of companies. The loss will fall chiefly, it is said, on those companies which do an accident business while the companies only issuing life insurance will suffer small losses.

ENGINEERS MAY GO ON STRIKE

Impasse Threatens Tying Up of Fifty Railroads in United States—Offer of Mediation Is Accepted

NEW YORK, April 22.—The tender of the friendly offices of representatives of the federal government called a halt tonight to a strike of railroad engineers in the territory extending north of the Potomac river. The mediation of federal officials came immediately after the refusal of the managers of fifty railroads to concede the demands for an eighteen per cent increase in wages, when chief Warren S. Stone of the Brotherhood of Locomotive Engineers had announced that in view of this refusal a strike of engineers would go into effect within thirty-six hours.

Knowing the situation had reached a critical stage Martin A. Knapp, presiding justice of the United States commerce court, and Charles P. Neill, commissioner of labor, hurried here from Washington and as soon as the break occurred, they addressed a letter both to Chief Stone and to J. C. Stuart, chairman of the conference of railway managers, saying that a grave situation had arisen and the sense of duty impelled them to tender their "friendly offices," in the hopes that some means might be found to adjust the questions in dispute without the calamity of a general strike.

Although Chief Stone a few minutes before had said his associates of the engineers committee said they would call a strike, were impressed with the letter and met again and voted to accept the proposal of Messrs. Knapp and Neill for mediation.

It was said by leaders that 34,000 men would be affected by a strike order. Of these 25,700 are members of the Brotherhood of Locomotive Engineers and about 6500 are in the Brotherhood of Firemen and Enginemen, who the enginemen declare will join the strike. The rest are non-union men, who Chief Stone said have joined in the strike vote passed by the Brotherhood.

The railroads affected include:

Baltimore and Ohio, Boston and Albany, Boston and Maine, Central and New England, Chicago, Indianapolis and St. Louis, Chicago Terre Haute and Southeastern, Chicago, Indiana and Southern, Cincinnati, Hamilton and Dayton, Cleveland, Cincinnati, Chicago and St. Louis, Delaware, Lackawanna and Western, Erie, Lake Erie and Western, Lake Shore and Michigan Southern, Lehigh Valley, Maine Central, Michiga Central, New York Central and Hudson River, New York, Chicago and St. Louis, N. Y., New Haven and Hartford, New York, Ontario and Western, New York, Philadelphia and Norfolk, New York, Susquhenna and Western, Pennsylvania lines, east and west; Perre Marquette, Reading system, Toledo, St. Louis and Western, Vandalia, Western Maryland, Wheeling and Lake Erie, Wabash, Pittsburg Terminal.

The list includes nearly all except three of the railroads in the territory described as east of Chicago and north of the Potomac river. The three exceptions are the Central R. R. of New Jersey whose contract with the engineers does not expire until June 1, and the Central Vermont and Rutland railroads in Vermont, which have a separate agreement.

I.W.W. TACTICS

Attempt To Tie Up Shipping In Seattle Proves a Failure

SEATTLE, Wash., April 22.—The attempt of the I. W. W. agitators to tie up shipping in Seattle failed utterly today. Only a few men responded to the call to longshoremen to strike and their places were taken by others who said they needed the work and were prepared to defend themselves if they were molested. There was no disorder.

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PURE NEW ZEALAND JAM, 4-lb. tin	50¢
CROSSE & BLACKWELL'S JAM, 1-lb. glass jar	20¢
We hope from now on to have lots of Independent Creamery Butter at 3 lbs. for	**$1.00**
Bring your own jar and get 3 lbs. CALIFORNIA HONEY, for	50¢
CALIFORNIA HONEY, per comb	20¢
SLICED COOKED HAM, per pound	40¢
ARMOUR'S SLICED TONGUE, per lb.	50¢
NEW BRAZIL NUTS, per pound	20¢
SLICED PINEAPPLE, small tin	10¢
CALIFORNIA PEACHES, PEARS OR APRICOTS, large can	25¢
PURNELL'S PURE MALT VINEGAR, large bottle	15¢
ARMOUR'S LIGHTHOUSE CLEANSER—Look at the price and we think it is equal to Dutch or any Old Cleanser made. 4 tins for	25¢
SELECTED PICNIC HAM, per pound	15¢
CALGARY RISING SUN BREAD FLOUR, per sack	$1.80

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Marrons-Chestnuts, in syrup, per bottle	90¢
Teysoneau, whole raspberries, strawberries, plums, sliced quinces, etc. Per bottle	50¢
Cherries in Creme de Menthe, bottle $1.25, 75c or	50¢
Curled Anchovies, bottle $1.00, 65c or	35¢
French Peas, bottle	50¢
Macedoines, extra fine, glass jar	50¢
Haricot Flageaietes, glass jar	50¢
Colossal White Asparagus, tin	50¢
Green Asparagus, tin	40¢
Stewed Mushrooms, bottle	60¢
Champignons, bottle 85c or	50¢
Bohemian Ripe Olives, glass jar $1.00, 85c or	50¢
Stuffed Mushrooms, tin	60¢
Stewed Sweetbreads and Mushrooms, tin	50¢
Pate De Fois Gras, jar $1.00 or	50¢
Tin $2.75, $1.75, $1.25 or	$1.00
Puree De Fois Gras, jar $2.50, tin 35c or	25¢
Truffles, per bottle $1.00, tin	75¢
Cherries in Maraschino, bottle, $1.00, tin, 65c	35¢
Anchovy Sauce, for fish, bottle	35¢

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