

SHIPWRECK OF S. S. TITANIC

Death Roll is Now Said to
Total 1312 Souls—Disaster
Still Largely Shrouded in
Mystery

NO SURVIVORS ON ALLAN LINERS

Fate of Mr. C. M. Hays is Un-
known—No Wireless Mes-
sages from Steamer Carpa-
thia Last Evening

That the final roll of the rescued from the Titanic disaster virtually had been made up was the impression that grew almost into conviction last night as the hours wore on without the revision of the lists adding, measurably, to the total of known survivors.

Of definite news of the disaster, the night added little. Down the Atlantic coast, fog enveloped in many places, kept the Cunarder Carpathia bearing the 868 lives that had been snatched from the waters when the Titanic's twenty boats, laden to the limit, made their way from the giant liner as it became apparent she was soon to take her fatal plunge.

That although the rescue ship was within wireless range of the Sable Island station at a comparatively early hour and every wireless ear was waiting to catch the snap of a receiver which might mean that the great secret of the liner's death was to be given up, midnight came and went and the night began to grow old—and still the word had not been spoken.

The known survivors
Carefully compiling the available lists, the record of the identified survivors of the disaster stands significantly thus:

Men 78, women 233; children 16; total 327.

is known, is that of men like John Jacob Astor, master of scores of millions; Benjamin Guggenheim of the famous family of bankers; Isador Strauss, a merchant prince; William T. Stead, veteran journalist; Archibald Butt, soldier; Washington Roebling, noted engineer—any or all of these men stepping aside and bravely, gallantly, remaining to die that the place he otherwise might have filled could, perhaps, be taken by some sad-sack, shawls-carrying sluttish and penniless peasant woman of Europe.

Thus the stream of women with toddling infants or babies in arms, perhaps most of them soon to be widowed, filed up from the cabins and over the side and away to life. The crew—by far the greater part of them—remained to die, millionaire and peasant and men of middle class alike, bravely it must have been, sharing each others fate and going down to a common grave.

Of the survivors, what will be their story of peril and suffering of just what happened on board the stricken ocean giant, it is too soon to tell. How quickly they will be able to tell it and clear up all the mysteries of identity of which the limited carrying capacity of the Carpathia's wireless has left the world in doubt, seems entirely to depend upon atmospheric conditions.

The weather was thick on the coast last night, not only interfering, it is believed, with the wireless communication from the liner to Sable Island, but probably with her rate of progress to New York, whether she is heading.

Meanwhile other methods of communication with her than by the land stations are being tried. From the Virginian Cape the scout cruiser Salem and Chester, armed with powerful wireless apparatus, are speeding toward the Carpathia and in not many hours it is hoped they will be in touch with her.

All hope that some of the Titanic's survivors might be on board the Parisian or the Virginian had to be abandoned late yesterday when it was learned that neither steamer had picked up anyone from the big liner. Search for bodies in the vicinity of the disaster it was learned tonight would be taken up by the White Star line from Halifax, where the cable steamer Mackay Bennett had been chartered to proceed to the scene until further orders, searching for bodies coming to the surface.

Up to 1:30 this morning, so far as could be learned at any of the coast stations no tidings had come from the Carpathia. It was thought that the wireless operator on the Carpathia had

out of wireless range towards noon, for after that efforts to reach her with wireless were futile. A score or more of messages from the Cunard company and other sources were unanswered.

At 5 o'clock this afternoon Vice-President Franklin said he knew the Olympic was still standing by the Carpathia to relay wireless messages. He added that he had received no word from the Olympic since 9 o'clock this morning, and had been unable to get either the Carpathia or Olympic by wireless. Mr. Franklin said also that the steamship companies with vessels crossing the Atlantic had entered into an agreement to abandon the short northern route in favor of the southern route as long as icebergs were reported in the pathway of the former course.

Baseless Hope
The despatch from Montreal saying that hope still was entertained there that the Parisian might have picked up some of the Titanic's survivors, Mr. Franklin characterized as a "ridiculous report." He added that "in my opinion, neither the Parisian or the Virginian has any survivors aboard."

The Titanic was insured for \$5,000,000. Mr. Franklin said. On the ship he added, the White Star line would lose about \$3,000,000, and "this will be the smallest part of our loss," he added.

Captain Rostron of the Carpathia in his last wireless report said that his ship was progressing slowly through a field of ice to this port.

President Taft this afternoon directed the secretary of the navy to order the scout cruisers Salem and Chester to the scene from Hampton Roads to meet the Carpathia and send by wireless to the government a complete list of survivors. The Chester was caught by wireless about 40 miles off the Chesapeake Capes and by 4 o'clock was steaming northward at 20 knots an hour, aiming to get as quickly as possible in touch with steamers having news on the disaster.

California Spoken

Revenue cutters were also notified to stand in readiness to proceed to the Carpathia if necessary. In the event that the Salem had not sufficient coal instructions were given to dispatch the cruiser North Carolina instead. A possible chance of obtaining news bearing on the disaster developed early this evening, when the Leyland liner Californian came into the zone of wireless. The Californian was reported at the scene of the disaster shortly after the Titanic went down and it was thought she had some information. Captain Rostron of the Carpathia has been instructed to send full details of the sinking of the Titanic. All day anxious throngs visited the office of the White Star company, stopping traffic at times on Broadway.

Colonel John Jacob Astor is reported to be among those drowned. His wife and her maid are safe on the Carpathia. Isador Strauss, the millionaire merchant; Benjamin Guggenheim, the copper magnate, and Edgar J. Meyer, vice president of the Braden Copper company, still are unaccounted for.

MR. C. M. HAYS STILL AMONG THE MISSING

OTTAWA, April 16.—Sir Wilfrid Laurier has received a message that there is no hope for the safety of President Hays of the Grand Trunk. It is stated, however, that one of the Grand Trunk officials in Montreal has a telegram from New York stating that Mr. Hays was saved.

Ottawa is deeply stirred tonight by the terrible catastrophe attending the first and last voyage of the Titanic. Of these reported lost, none are from the Canadian capital, although Thompson Beattie of Winnipeg, had relatives here and visited Ottawa during the winter. Blyth Beattie of the Ottawa firm of Cleghorn and Beattie, is his nephew.

President Hays of the Grand Trunk was well known in Ottawa, where he was a frequent visitor on railway business with the late government. Private messages received here tonight from Montreal indicate a doubt as to his fate. The date of opening of the new Grand Trunk hotel was to be settled by him on his arrival.

A full list of Canadian passengers was received by the government today from Lord Stephenson and accords with the list as published.

STORM CENTRE OF BATTLE FOR NEWS

HALIFAX, N. S., April 16.—Sable Island, through the agency of the wireless, is the storm centre tonight of a great battle for news of the missing passengers and crew of the Titanic. The wireless station on the lonely sand, driven inland, planted on the Atlantic, 125 miles southeast of Halifax, is maintained by the Canadian government and is one of the most important of the chain of wireless stations on the Canadian coast. It has made the inland known as the "graveyard of the Atlantic," the radiating centre of news which comes and goes between the passing liners and the shore. The wireless equipment is powerful within a range of 300 miles and the business handled runs up to 12,000 to 15,000 messages a year.

Tonight the Allan line Parisian is abreast of this island headed for Halifax by the Cunarder Carpathia, which bears the survivors. The wireless operators at Sable Island are overwhelmed with messages which have come from all quarters from relatives of passengers and the strenuous life the wireless men have lived during the last 48 hours will not be relaxed until the Carpathia gives up her story.

LARGE ICE FIELD IN THE ATLANTIC

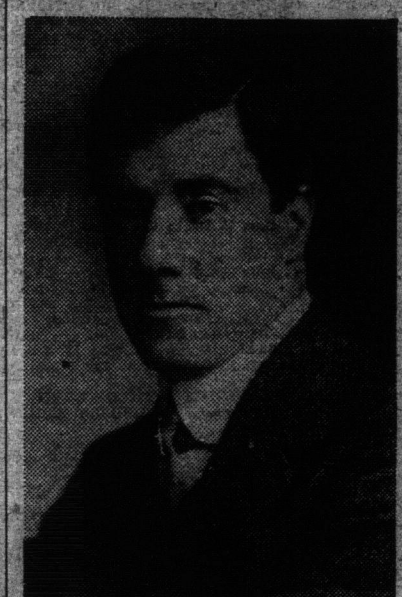
NEW YORK, April 16.—The steamship President Lincoln of the Hamburg-American line, which arrived today from Hamburg, reported that on April 12 she detected a large field of ice, dotted in all directions with large and small icebergs. Captain Magnin said it was easy to imagine that the ship was in the midst of a polar coun-

TOLL OF LIFE	
Ship's company—	
First cabin passengers	323
Second cabin passengers	285
Third cabin passengers	730
Total passengers	1312
Members of crew	860
Total	2180
Number of known survivors	328
Believed to have perished	1312
Total	2180

try covered with nothing but ice and snow, rather than on the Atlantic ocean.

The centre of the field, Capt. Magnin said, was in lat. 41.56 north, and long. 50.14 west, which is close to the point where the Titanic struck an iceberg two days later. The Titanic's graveyard is in lat. 41.16 north and long. 50.14 west.

The steamer St. Laurent, from Bordeaux, reported the same ice field, while Capt. Wood of the Etouan, which arrived tonight from Antwerp reported he encountered a field of ice 18 miles long.



MR. E. P. COLLEY
The only Victorian who was aboard the lost liner Titanic. Uncertainty still prevails as to his fate.

LONDON'S ABSORBING INTEREST IN TRAGEDY

LONDON, April 16.—Pathetic scenes were enacted all day at the offices of the White Star company, hotels and other places where friends of those aboard the vessel had waited for the dreaded news. All other topics were dwarfed. Parliament discussed Home Rule but that question for the moment had no interest for a public face to face with such a disaster.

Much satisfaction is expressed over the large number of women and children among the survivors as showing that the best traditions of the sea have been upheld. There is no disposition, pending details, to attribute blame in any quarter, but every possible phase and theory likely to throw

TITANIC'S OFFICERS REPORTED SAVED

CAPE RACE, April 16.—A wireless message tonight from Captain Haddock of the steamship Olympic, recalled by the Celtic, is as follows:
"Please allow rumor that Virginian has any of the Titanic's passengers. Neither has the Virginian. I believe that the only survivors are on the Carpathia. The second, third and fourth and fifth officers and the second Marconi operator are the only officers reported saved."

A light or give guidance for the future is being discussed, especially the question as to the number of boats and life saving apparatus carried aboard the big liner. In this respect the calamity has brought to the public a revelation of unsuspected dangers in ocean travel and probably will lead to the strictest investigation and remedial measures.

The board of trade regulations requires that a vessel of 10,000 tons shall carry a minimum of 16 boats. There are no regulations applying to vessels of greater tonnage, but another rule provides that where boats don't furnish accommodations for all passengers of the steamer additional wood or metal collapsible boats or rafts shall be carried.

It is stated in Belfast that the Titanic carried 14 lifeboats, each accommodating 65 persons, two cutters and a number of collapsible boats or rafts. The regulations require that the capacity of the boats shall be 5,500 cubic feet. The Titanic's boats had a capacity of 9,702 cubic feet each. Thus she had nearly the accommodations required by the board of trade.

OLD TIMERS IN B. C. AMONG PASSENGERS

VANCOUVER, B. C., April 16.—Mr. M. S. Logan, of this city, has received word from his brother in Montreal that some friends of his, Mr. Christie, her daughter, Miss Christie, and another married daughter, Mrs. Jacobson, were rescued from the wreck of the Titanic. Mr. Jacobson, the daughter's husband, went down with the ship. The Christies were old timers in British Columbia.

The Times editorially asks whether competition in the mere magnitude of ships has not gone far enough. The Times expresses the opinion that unbridled luxury which makes such mammoth vessels pay and the speed competition, which leads to the selection of a track full of ice, fogs and dangers, instead of a slower, safer track, are not commendable aims, and that the time has arrived to bring safer and sounder public opinion to bear.

RESCUE SHIP WITHIN WIRELESS ZONE

NEW YORK, April 16.—Whether Charles M. Hays, president of the Grand Trunk railway, was saved was not known tonight. His name was not among those rescued by the Carpathia. A Canadian despatch earlier in the day stated that Mr. Hays was saved. His wife and daughter were rescued.

The treasury department, through the customs office had given orders to expedite the landing of the survivors of the Titanic and to aid them in every way possible upon the arrival of the Carpathia. Customs regulations have been suspended and the customs officers will aid the survivors in finding relatives and friends.

Vice-President Franklin said late this afternoon that his list of survivors showed that 202 out of 325 first cabin passengers and 114 out of 235 second cabin passengers had been accounted for.

Charles B. Sumner, general agent of the Cunard line in this country said tonight that he heard the Carpathia was within 50 or 70 miles of the Titanic when the big ship struck. Mr. Sumner who had tried vainly to reach the Carpathia by wireless during the afternoon, said he had no way of telling where the Carpathia was at this time, but thought she was steaming for New York. She might be in the New York wireless zone and able to send messages late tonight or tomorrow morning, he said, but added that he merely advanced this as a supposition. It was estimated that both the scout cruiser Chester and her sister ship, the Salem, would be in touch with the Boston wireless station before midnight. The cruisers are expected to communicate any information they may acquire to Washington.

TITANIC CARRIED TWENTY LIFEBOATS

LONDON, April 16.—In response to a telegram of inquiry as to the number of boats carried by the Titanic and how many persons they would accommodate, the White Star Co., at Liverpool sends the following message:

"The Titanic had 20 boats which is in excess of the requirements."

The question of the number of boats carried by steamers has been discussed widely. It appears that the board of trade regulation permit a reduction by half of the number of boats, rafts, and buoyant apparatus carried when the ship officially is provided with airtight compartments; but this concession does not apply to life jackets and similar apparatus.

According to some experts it would be impossible to carry a sufficient number of boats to accommodate half on board the mammoth liners, or if carried, it would be almost impossible to man and provision them. It cannot be doubted, however, that the disaster will lead to a strict inquiry and a revision of regulations.

This question has been under discussion for some time by the advisory committee, composed of prominent ship owners and the board of trade committee, and certain recommendations have been prepared, which have not yet been made public. The Titanic was fitted with electrically controlled watertight compartments. These should have been immediately closed from the bridge, unless, as surmised, the collision damaged the electrical apparatus so as to render this impossible, or the vessel's side was torn away by an iceberg.

At the White Star offices in London and Southampton the large crowd awaited with the greatest anxiety any intelligence in one street in Southampton every house had a breadwinner aboard the Titanic. The Mayor of Southampton has opened a relief subscription for those left dependant and has appealed to the Lord Mayor of London to co-operate.

The sinking of the Titanic, following so closely the wreck of the Delhi, Oceanic, and other big vessels, has caused consternation among marine underwriters. It will be long before the full effect in insurance of various kinds at Lloyd's is known and many underwriters and syndicates may be hard hit. Instructions were issued today that all Cunard steamships follow the southern routes in order to avoid the icebergs.

ROYAL MESSAGES OF SYMPATHY

LONDON, April 16.—King George has sent the following message to the White Star Company.

"The Queen and I are horrified at the appalling disaster which has happened to the Titanic, and at the terrible loss of life. We deeply sympathize with the bereaved relatives, and feel for them in their great sorrow with all our hearts."
—George R. and I.

The Queen Mother Alexandra has sent a message of sympathy to the company, in which she says:
"It is with feelings of the deepest sorrow that I hear of the terrible disaster of the Titanic and of the awful loss of life. My heart is full of grief and sympathy for the bereaved families of those who have perished."

OTTAWA, Ont., April 16.—The following message was sent this afternoon on behalf of His Royal Highness, the Duke of Connaught, to the owners of the Titanic.
"I am designated by His Royal Highness, the Governor-General of Canada, to send you the following: 'I desire to express to the owners of the Titanic my very deep and heartfelt sympathy with the relatives and friends of all those who lost their lives in this terrible catastrophe.'"
Lieut.-Col. Lowther, military secretary.

MR. T. McCaffrey WAS AMONG PASSENGERS

VANCOUVER, April 16.—Mr. G. S. Orde, assistant manager of the Union Bank in Vancouver, received a message this morning from the manager of the London branch of the bank, stating that Mr. Thomas McCaffrey, manager of the Vancouver branch, sailed on the Titanic. His name appears amongst those unaccounted for today. Mr. McCaffrey had been on a trip on the Continent, being in company with Mr. J. Hugo Ross, also well known on the coast. Mr. McCaffrey had been sick and Mr. Ross, a very old friend, had been looking after him during the entire trip. It is believed that both have been victims of the disaster.

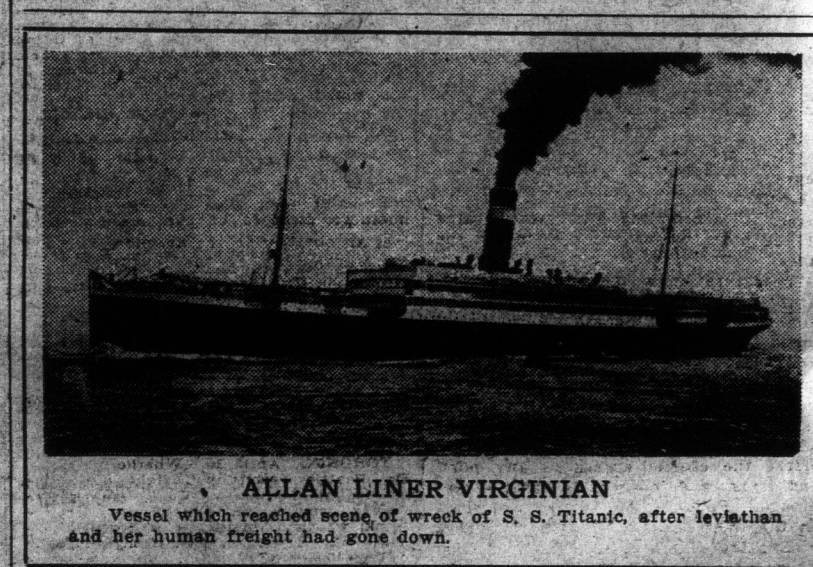
Mr. McCaffrey's loss will be felt in the business community of Vancouver. He came here a number of years ago as manager of the government assay office. Refusing from that position he joined the Union Bank, with which he had previously been identified. Mr. Ross, though a resident of Winnipeg, could almost be called a Vancouver boy. He was a son of the late Mr. A. W. Ross, who in the earliest days of the city was a member of the firm of Ross & Ceperley, Mrs. M. A. Maclean, widow of Vancouver's first mayor, is an aunt of Hugo Ross. The latter was in Vancouver only a few months ago. He was a hearty, hustling fellow, always cheerful and popular all the way from Dawson City to Halifax.

Another probable victim was Mr. Allison, of Montreal, well known on the coast. He was a member of the firm of Messrs. Johnson, McConnell & Allison, and was a large stockholder in the British Canadian Lumber Corporation of Vancouver.

BEST TRADITIONS OF THE SEA OBSERVED

LONDON, April 16.—Premier Asquith in a brief statement in the House of Commons this afternoon gave public expression to Great Britain's sympathy in connection with the Titanic disaster, after reading to the members the messages from the White Star company, already published, the premier continued: "Perhaps the House will allow me to add this:

"That I am afraid we must brace ourselves to confront one of those terrible events in the order of Providence which baffles foresight, which appeal the imagination and make us realize the in-



ALLAN LINER VIRGINIAN
Vessel which reached scene of wreck of S. S. Titanic, after levitation and her human freight had gone down.

adequacy of words to do justice to what we are.

"We cannot say more at this moment than to give a necessarily imperfect impression of our sense of admiration that the best traditions of the sea seem to have been observed, and that willing sacrifices were offered to give the first chance for safety to those who were left to help themselves, of the heartfelt sympathy of the whole nation to those who find themselves suddenly bereaved of their nearest and dearest."

SALOON PASSENGERS AMONG THE SAVED

CAPE RACE, Nfld., April 16.—The steamship Carpathia, which is believed to have on board all the survivors of the Titanic disaster, started early today to send wireless to this station, the list of the Titanic's survivors. Great difficulty was experienced in getting many of the names correctly, and more than a score of names were made out here did not appear at all on the Titanic's original passenger list, but it is believed many of these were passengers who had booked at the last moment. The receipt of first-cabin survivors required more than six hours' work. So far as the names checked up correctly, the following saloon passengers of the Titanic are safe on board the Carpathia.

Harry Anderson, Miss E. W. Allen, Mrs. E. Appleton, Mrs. John Jacob Astor and maid, A. S. Barkworth, Mrs. James Baxter, George A. Brayton, Mr. and Mrs. R. T. Beckwith, Carl H. Behr, Mr. and Mrs. B. H. Bishop, Henry Blank, Miss Caroline Bonnell, Miss G. C. Bowen, Miss A. Bowerman, Mrs. J. M. Brown, Mrs. J. J. Brown, E. P. Calderhead, Miss Churchill Cardell, Mrs. J. W. Cardozo, Thomas Cascoza, Miss Lucille Carter, Mrs. William E. Carter, Master William Carter, Howard B. Case, Mrs. Lucille W. Cavenish and maid, Mrs. H. F. Chaffee, Mr. and Mrs. N. C. Chambers, Miss Gladys Cherry, Paul Chervin, Miss Crosby, W. Daniel, Mrs. Thornton Davidson, Mrs. Devillers, Mr. and Mrs. A. A. Dick, Mr. and Mrs. W. Dodge and son, Mrs. Fred Douglas, Mrs. Walter Douglas, J. F. Flynn, Mrs. M. Miss Lucille and Miss Alice Fortune, Dr. H. and Mrs. Frauenthal, Mr. and Mrs. T. G. Frauenthal, Miss Margaret Frolicher, Mrs. J. Futrelle, Mrs. Leonard Gibson, Miss Dorothy Gibson, Mrs. S. and Miss Tilla Gordenburg, Sir and Lady Cosmo Duff Gordon, Col. Archibald Grafton, Mr. Graham, Mr. William Graham, Miss Margaret E. Graham, Mrs. Lee D. Greenfield, Mr. William B. Greenfield, Henry Harner, Mr. and Mrs. George A. Harner, Henry S. Harper and maid servant, Mrs. Henry S. Harper, Henry Hawkenford, Mrs. Charles M. Hays and daughter Margaret, Mrs. Henry B. Harris, Miss Jean Hippendach, Mrs. J. C. Hoggboom, Mr. and Mrs. Fred M. Hoyt, J. Bruce Ismay, Mrs. A. E. Leader, Mrs. Owen Lines, Miss Marie Liver, Miss Longley, Miss George, A. Madill, Pierce Marshall, Mrs. D. W. Marvin, Mrs. W. E. Minnehan, Miss Daisy Minnehan, Miss Marjorie Newell, Miss Madeline Newell, Miss Helen Newson, E. C. Osety, Miss Helen Osety, Mr. Arnold Omond, Major Arthur Puchin, Mrs. Thomas J. Porter, Mrs. George Rhoads, Mrs. Edward Roberts, C. E. Rolando, Miss Edith Rosenbaum, Mrs. Martin Rothschild, Countess of Rothes, Adolph E. Saalfeld, Abraham Salzman, Mrs. Paul Schabert, Frederick Seward, Mrs. W. D. Silver, Col. Alfonso Simonius, William T. Steeper, Mr. and Mrs. J. Snyder, Mrs. W. E. Spencer and maid, Dr. Max Steppell, Mr. and Mrs. C. E. B. Stengel, Mrs. George M. Stone, Mrs. Frederick Joel Swift, Miss Ruth Tausig, Mr. and Mrs. E. Z. Turner, Gilbert M. Tucker, Mrs. F. M. Warren, Mrs. J. Stewart White, Miss Mary Wick, Mrs. George D. Widener and maid, Mr. and Mrs. J. B. Thayer, Miss Constance Willard, Hugh Woolner, Miss Marie Young, Miss Ida S. Hippech, Mrs. Walter Clarke, Mrs. John B. Cummings, R. Spencer Silverthorne, Mrs. Bolton Barnshaw, Mrs. Caroline Endres, Miss E. T. Andrews (probably Miss Cornelia J. Chalmers), Mrs. B. or Mrs. N. B. Chibnalt, Robert D. Douglas, Mr. and Mrs. W. O. Douglas or Mrs. F. C. Douglas, Miss Ellis (may be Miss Eusta), Miss E. Mille Kenchia (possibly Mrs. F. R. Kenyon), Mr. and Mrs. E. D. Kimberley (possibly Mr. and Mrs. E. N. Kimball), P. A. Kenniman (possibly Mr. or Mrs. Kenyon), Gerrit Lindstrom (probably Mrs. J. Lindstrom), Mille (probably Frank D. Mille), Mrs. J. N. Rogerson, Mrs. Arthur, Mrs. Amy B. Miss Susan P. Master Watson and maid, of Philadelphia (practically certain is the Ryerson family; Miss B. Shutter (probably Miss E. W. Schuter), Mr. and Mrs. J. J. Spedden (probably Mr. and Mrs. Frederick O. Spedden), Rich Adams (probably P. M. Adams, Jr.), Mrs. Robert Connell (probably Mrs. B. G. Connell), Mrs. Rose Abbott, probably meaning Mrs. N. Aubert; Miss Ruberta Mammy, Madame Melicard, Miss Bertha Lavery, Gustave J. Lesneur, Miss Nettie Panhart, Mrs. Mamma J. Renago, Miss A. E. Renalt, Miss Augusta Streppe, H. B. Steffanson, Miss Emma Segesser, Mrs. P. P. Smith, Miss Hilda Slayton, Robert Douglas Shadell, Mrs. Lucien P. Smith, Mrs. Emma Ward, Miss Elsie Thor, Mrs. Tucker and maid.

VETERAN'S THEORY OF SHIPWRECK

CHICAGO, April 16.—Captain Chas. Campbell, a veteran seaman attached to the government hydrographic office here, said tonight that "longitudinal stress" on the big boat probably caused the sudden sinking when the Titanic struck the iceberg.

"There is no doubt in my mind that longitudinal stress caused the sudden plunge," the captain said. "When the impact occurred, one end of the boat turned upward, naturally. The rivets at the bottom of the vessel then broke and in my opinion the entire bottom of the boat was severed from the rest of the craft."

"It is a mistaken idea that slow boats are less perilous than fast steamers. Fast ships are much the safer. A slow boat striking the iceberg as in the case of the Titanic would have met the same fate and there would have been no difference in the results."

"The Titanic apparently struck the iceberg a mile or more away from the ice that was visible. In large icebergs it is nearly always the case that a large portion of the ice is covered with water. Some section is visible but a portion a mile or more in length may have been under water. The steamer evidently struck the submerged portion, unmindful of any impending danger."

PROPERTY LOSS IN CATASTROPHE

LONDON, April 16.—The underwriters of Lloyd's were staggered at news, but it is declared that the insurance on the lost vessel is so equally distributed that none of the underwriters are likely to be hard hit. The reinsuring cable dispatches received yesterday had sent the reinsurance rate down to 25 per cent, and the underwriters closed up at night hopeful that all was well. When they reopened today a little business was done at ninety guineas, but the rate quickly was raised to 96, which is known as "total loss" rate.

The exact amount of property loss was hard to ascertain. Underwriters said they could not say accurately what securities were on board. It was estimated, however, that with the cargo, the Titanic would represent a value of approximately \$12,500,000. Of this total, \$150,000 was taken by the White Star Company, at its own risk, and the balance was placed on the insurance market in London, Liverpool, Hamburg and else where.

The loss sustained by Lloyd's on recovery in connection with one "bottom" of the officials of the White Star Company say that so far as they know every passenger whose name appeared on the

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