

THE TITANIC SUNK.

1500 Persons Perish

HERE CARPATHIA REACH SCENE

Of Wreck Titanic Had Disappeared— 600 or 700 Survivors in Boats Picked Up—It is Supposed 1500 Lives Were Lost.

Special to Evening Telegram.
NEW YORK April 15. Wireless despatches up to noon today showed that the passengers of the Titanic were being transferred aboard the steamer Carpathia. The Parisian, for Halifax, was close at hand and assisting in work of rescue. Baltic and Virginian are also near the scene, and Olympic apparently nearby. Transference of passengers is being carried on successfully and safely. The sea is smooth and weather calm. Possibly all the passengers of the Titanic are safe. While the ship is badly damaged, the Titanic is still afloat and reported to be making her way towards Halifax under her own steam.

LATER—Titanic sunk at 2.30 this morning. All passengers and crew taken off by Virginian.

The City of St. John's and the whole people of Newfoundland shared yesterday in the excitement and horror which the world experienced when it became known that the great White Star Line steamer, the largest in the world, in fact the greatest ever built, the Titanic was in collision with an iceberg and that she had sunk with all on board, it was presumed. The frantic calls for aid by wireless from the imperilled ship were quickly picked up by various liners running in the neighbourhood were transmitted to Cape Race and thence to various centres in the United States and soon the news with its horrible possibilities was spread over the world causing alarm, consternation and grief amongst the many in different parts who had loved ones on board.

Already the utility of Marconi's great discovery as a life saving agency has been demonstrated but never before will its efficiency in this respect be made more apparent than of the 4,000 or more souls on board the great ship have been rescued by its use. Yesterday we referred to the wireless news which the Bruce had received from Cape Race relative to the accident, on her voyage from Port au Basques, and up to midnight last night only a few other messages had reached here. The belief in the city last night was that the sinking of the Titanic must of necessity be attended with considerable loss of life owing to such a large number of people being on board and the probability that they would become panic-stricken and would rush to and swamp the boats as they were drawn out. As it is known at this writing that several large liners were at the scene standing by the ship before she plunged into the ocean's depths, it is within the range of possibilities that all the passengers and crew were safely transferred to these, or that loss of life, if there has been any, by reason of their presence has been minimized.

The first message received by the Anglo-American Co. came from Cape Race at 1 p.m. and was as follows:—
"At 11.15 the Titanic about 41.46 N. 50.14 W. about 300 miles off Cape Race, a little to east, if anything, gave out sounds which would indicate that it was about that time she struck. The wireless connections were continued from then up to 2 a.m., but not afterwards. At 1 a.m. they were getting the passengers into boats, and messages read that she was sinking head first."
Cape Race had been receiving wireless messages from the scene of the disaster for 45 minutes Monday night and when the signals stopped the operator then presumed that the power to transmit had left the dynamo by reason of the incursion of water into the engine rooms and believed that she soon after went down and evidently was right in this conjecture as the messages later received go to show. At 4.20 p.m. the Anglo-American had the following from New York:—
"Intelligence is at New York that the passengers are O.K. and other steamers are standing by her."
This message reassured people and the hope was expressed that loss of life at least to any great extent would be disassociated with the disaster, but early last night another wire to hand read:—
"Reported officially that Titanic sank at 2.30 a.m. to-day. Only meagre reports regarding other boats. Loss of life—but whether large or small, cannot say."
The public message received this morning stated that the passengers were being transferred to the Carpathia and that the Parisian, Baltic, Virginian and Olympic were near. It also stated that the passengers and crew were taken off by the Virginian and that the ship had gone down at 2.30 a.m. yesterday. This is cheering news if true but many hold to the belief that a marine disaster of such magnitude could not have happened without some loss of life. Whether fatalities have occurred or not should be known in to-day's press despatches, as the rescuing ship or ships will have given particulars by wireless.
The Titanic left Southampton for New York on her maiden voyage on Wednesday last, the 10th inst., and had a full passenger list of 3,000 persons on board. She, it is believed, carried a crew of nearly 1,000 all told, and as the weather was fine must have been rushing through the water at possibly 22 knots. The effect of such a ship striking such an object as an iceberg under such conditions must have been awful. Had she gone over a submerged spur, of the berg the bottom must have been torn out of her, and in such an event only the presence of the many watertight bulkheads in the hull would keep her afloat and this for only a limited time as the great pressure of the water must eventually break them down. Old mariners believe that the impact of such a ship on a berg must have caused the whole hull to rend and strain and that her destruction was inevitable as a result of the collision.
The Titanic was the largest ship afloat and the "last word" in marine architecture. To give one an idea in a manner of the great bulk of the ship, we need only observe that to make the foundation of the slips on which the Olympic and Titanic were built required an expenditure of \$250,000. They have got a 200-ton floating crane—the largest in the world, the travelling cantilever cranes are Brodingtonian monsters, whose

reach of arm and lifting capacity are quite uncanny. She was believed to be unsinkable when she slid off the ways in the yards of her builders, Messrs. Harland & Wolff, Ltd., of Belfast, and the ship when equipped and ready for her voyage across the Atlantic must have been valued for at least \$10,000,000. By comparison she was about thirty times the tonnage of the S. S. Bruce and twenty that of the fine Red Cross ship Stephano, and it took two years to build her. Every convenience that science could suggest, or accommodation that lavish expenditure of money could supply was found on this great levathan of the waves. She well might be termed "a floating palace." The most luxurious appointments were hers, corps of musicians regaled the passengers when they dined, a paper was published on board, there were tennis grounds and swimming pools for the diversion of passengers and for the enjoyment of secrecy and repose palatially furnished suits of parlors could be had by those who required them. Running through her eleven decks were several electric hoists, and the accommodation for her second class and steerage passengers was equal to what was afforded to those who travelled saloon in many other ships.

Many seamen here express the fear that some of the crew on board must have been killed when the ship struck the berg as the watch below must have turned in and were in their bunks away up in the "eyes" of the steamer.
The scene on board when the accident occurred with so many thousands of people, men, women and children on the ship must have been one awful to contemplate and beggar description. Even the survivors will hardly ever realize it fully.
A NEW DANGER FROM SUCH SHIPS
The following shows that the creation of such great marine fabrics brings into the calling of the seafarer an added danger to that of collision which always overshadows him.
Southampton, Eng., April 10.—The new White Star liner Titanic, the biggest vessel afloat started from this port to-day at a quarter past twelve on her maiden voyage to New York. She carries 350 first class passengers. There was a large crowd present to witness her departure and cheers were raised as she left.
The Titanic experienced an exciting moment as she was proceeding down Southampton water. As the big vessel was passing the White Star liner

reached the Titanic, the two vessels were side by side, the Titanic's screws dragged the New York from her moorings, and seven of the vessel's steel ropes parted. The stern of the American liner missed striking the passing Titanic which was obliged to stop while the New York was towed off to a safer berth.
1,500 LIVES LOST.
This forenoon a private message to the Anglo Coy. here from Sydney stated that the American papers have the following story, which goes to show that the accident has been attended with appalling loss of life:—
"When the 'Carpathia' arrived from the vicinity of the wreck the Titanic had already sunk. The 'Carpathia' picked up all the passengers who were out in boats, numbering between 600 or 700. The impression prevails that some 1,500 lives were lost."

World's Largest Liner.

Size and Luxury of the Titanic — A British Triumph.
(London Standard.)

The new White Star liner Titanic the largest in the world, has arrived from Belfast, previously to leaving on her maiden Transatlantic voyage to New York on Wednesday next. As one saw her, a majestic monster floating, it seemed, irresistibly into harbor, a strange sense of might and power pervaded the scene. She embodied the latest triumphs of Britain in the world of mercantile marine, and although a sister ship of the Olympic, similar in design and construction, is an improvement in many respects on the latter, which it seems only yesterday left the stocks, and was hailed as one of the world's latest wonders.

Fitted with a combination of turbine and reciprocating engines, she is 883 ft. long, 33 ft. broad, will accommodate 3,000 passengers and crew; seat 550 first-class passengers at dinner, at the same time that 400 second-class and 500 third-class travellers are enjoying all the evening delights of a sumptuous menu.

She differs from the Olympic in her greater first-class state-room accommodation, both on the top or boat deck and the upper promenade deck. But the true test of a liner is the comfort and convenience it affords to the traveller on land and the life on sea. In this respect the Titanic represents the highest skill and perfection in marine construction.

Take the typical day of a first-class passenger on the Titanic next Thursday, as she sails past the Scillies towards the Old Head of Kinsale. He may first have a turn in the splendidly equipped gymnasium; next a game in the squash racket court, which is in charge of a professional, and then proceed to the Turkish electric, or swimming baths before breakfast. The cooling room in the Turkish bath is lighted with bronze Arab lamps, in a Moorish setting, with tiled Damascus tables and handsome marble drinking fountains.

Thence he may proceed to the first-class saloon, an immense room, where breakfast is served with the daintiness of the Paris "Ritz" or the Berlin "Bristol" in Jacobean surroundings, with privacy or semi-privacy as he may choose. After breakfast comes a refreshing "whiff" in the smoking-room—panelled in the finest mahogany with exquisite Georgian carving, and subdued with painted windows—in an apartment of surpassing splendor; or he may enjoy the delights of the verandah with its green trellis and climbing plants, overlooking the great open fairway.

TWO-MILE STROLL ON DECK.

Later he may greet his friends in the reception-room, an apartment decorated in charming simplicity, and take a stroll of a couple of miles on the spacious decks, rising or descending from one to the other by electric lifts. Before lunch he may enjoy an appetiser in the Cafe Parisien, and after lunch "forty winks" in the splendidly upholstered reception-rooms, or spend a quiet hour in the reading and writing room, which is elegantly furnished in white, with a gigantic bow-window looking over a vast expanse of sea.

If he must attend to business en route he may get "interviews" typed ready for the American reporters, or prepare his correspondence through the ship's stenographers before dressing for dinner in his state-room. The state-rooms of the Titanic are well kept with the excellence of the public-rooms, and are exceptionally large and beautifully furnished. Perhaps the most striking are the staterooms, of which there is an unusually large number, decorated in different styles and periods, and including Louis Seize, Louis Quinze, Georgian, Regence, Queen Anne, Modern Dutch, and Old Dutch. In the staterooms the coats are four feet wide, a fact which will appeal to every ocean traveller.

And the guest of the Titanic may close the day in the music saloon—hear the organ or touch the piano; listen to the band or attend the evening concert before supper. On the Titanic, in brief there is the atmosphere of companionship with all the delights of town, all the advantages of the finest hotel, the desired comfort of home, the

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Ladies' Trimmed and Ready-to-Wear HATS, in English and American Styles.

A Huge Assortment of Misses' and Children's HATS and BONNETS.

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A large assortment in Silk, Serge and Lustre, in all shades and styles.

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We have made every preparation for a busy season. The work turned out by our skilled assistants here has always been the subject of favorable comment.

MARSHALL BROS.

privacy of the study, in a fascinating marine setting.

Commander E. J. Smith, R. D. R. N.R., has joined the new liner from the Olympic to take charge of this last word in "ocean-going luxury," which makes its appeal to the pleasure-seeking and business-seeking millionaire and the man of moderate means alike. To the battle of the Transatlantic passenger service the Titanic adds a new and important factor, of value to the aristocrat and the plutocracy attracted from East to West and West to East. With the Mauretania and Lusitania of the Cunard, the Olympic and Titanic of the White Star, the Imperator and Kronprinzessin Cecilie of the Hamburg-America, in the light during the coming season, there will be a contest of battle all the way from New York to the shores of this country—a contest of sea giants in which the Titanic will doubtless take high honors.

Headache is often caused by Bad Indigestion. Try Prescription "A" only 25 cents a bottle. April 16.

I consider MINARD'S LINIMENT the BEST Liniment in use.

I got my foot badly jammed lately. I bathed it well with MINARD'S LINIMENT, and it was as well as ever next day.

Yours very truly,
T. G. McMULLEN.

Special to Evening Telegram.

HALIFAX, April 15.

A wireless message from the Leyland liner Aslan, in lat. 49.40, long. 55.10, says she has the German tank steamer Deutschland in tow, 630 miles from Halifax.

Electric Restorer for Men Phosphor restores every nerve in the body and vitality. Premature decay and all sexual weakness averted at once. Phosphor will make you a new man. Price \$2.00 per bottle or two for \$3.50. Write to any address. The Phosphor Drug Co., 11, Colburn Street, U.S.A.

Last Thursday there appeared in the Evening Telegram an account of a marriage of Mr. James Beaton of Badger. Last evening we received a most indignant denial from Mr. James Beaton, stating he had not been married. We received the account in the usual way and published it in good faith. We shall place the matter in the hands of the police, and hope to be able to prosecute the writer of this cruel act. We regret that it was perpetrated through the columns of the Evening Telegram.

JACKMAN'S SALE CONTINUING.

25 Per Cent. Off Everything.
Men's Summer Vests, sizes 3, 4, 5, 6, 7. Prices 94c. to \$1.88.
Men's Silk Body Vests. Colors Navy Blue, Red and Black; sizes 3, Men's, Men's & O. S. Prices 68c. to \$1.13 each.
JACKMAN THE TAILOR.
The Mail Order House.
April 15, 1912.

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Men, these are the three great American Cut Spring

Fit Just Right.

The Latest and Improved American Styles. Each suit packed in separate box.

Prices to suit YOU, from

\$5.50 to 15.00.

Men's Dark Work Pants, 95c. up.

C. L. M

En Passant.

(By Mac.)
Yesterday afternoon the Central and Eastern Companies were called to Holloway Street, where the tool shed used by the street car employees was on fire. The services of the firemen were not needed, a few pails of water having done the necessary before their arrival. Occasionally the Companies are called out for such trivial matters as yesterday's, and citizens should consider what they are doing before ringing in an alarm.—Daily News, April 12.

I am surprised that the Daily News' editor or proof reader should have allowed such an item to appear to help us digest our breakfasts. The shed above mentioned is situated just off Holloway Street, in the rear of two restaurants, a tea warehouse and a fruit dealer's, and is practically surrounded by public houses. It contains, I understand, all the oils, grease, etc., which are used in running the tram service on the eastern belt. Surely had the fire obtained headway it would have probably been the cause of a serious conflagration resulting in the loss of thousands of dollars. In any case the fire service is organized, I presume, for the prevention as well as the subduing of fire, and it would often be the means of preventing serious loss if the fire companies were called five or even ten minutes earlier than they sometimes are. Even though the blaze has been quenched before their arrival I don't see why the firemen should have a grievance, as through the fore-

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150 Sacks Lancashire Potatoes
25 Sacks Egyptian Onions
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