

WITH FLAGS HALF-MASTED AND CHURCH BELLS TOLLING TITANIC DEATH SHIP DOCKS

The Mackay-Bennett Arrives at Halifax From the Scene of the Titanic Foundering, Bearing One Hundred and Ninety Bodies.

ONE HUNDRED AND SIXTEEN BODIES WERE GIVEN BURIAL AT SEA

Col. Astor's Remains Amongst the First To Be Identified—Captain Reports That When Corpses Were Picked Up They Were All Encased in Life Belts.

[Canadian Press.]

Halifax, N. S., April 30.—While the city's church bells tolled and the British flag fluttered down to half-mast, the cable ship Mackay-Bennett steamed slowly into Halifax harbor this morning, bearing the dead picked up from the scene of the White Star liner Titanic's foundering. She reached her dock in the navy yard shortly after 9:30 o'clock.

As soon as the ship was sighted down the harbor the canvas curtains shielding the coffins and embalmers' tents on the pier were lowered, and twenty sailors from H. M. C. S. Niobe, in the yard for repairs, lined up as a guard.

A patrol boat took up its vigil in front of the pier in order to prevent any craft docking in the vicinity. The sky was cloud decked, the air crisp and biting, conditions which surgeons pointed out were ideal for the task confronting the embalmers.

FIRST MOURNER A WOMAN.

A woman was the first mourner to arrive on the pier. She was Miss Eliza Lureme, a maid for Mrs. Wm. Augustus Spencer, of 7 East Eighty-sixth street, New York. Mr. and Mrs. Spencer were passengers on the Titanic. Mr. Spencer went down. The maid hopes to find her late employer's body, although it had not been reported among those on the Mackay-Bennett.

Other mourners arrived shortly before 9 o'clock, with a view to identifying the bodies recovered.

Her own flag at half-mast, the death ship docked slowly. Her crew manned the rails, with bared heads, and on the aft deck were stacked the coffins with the dead.

BODIES BORE LIFEBELTS.

Members of the crew, talking over the side, said that everybody picked up had been in a lifebelt, and there were no bullet holes in any. Many uncoffined dead lay on the forward deck, covered with tarpaulins. As the undertakers came aboard it was decided to take off these bodies first. White Star Line officials boarded the ship down the harbor, and they superintended the arrangements attendant upon the docking.

DREADED THE SIGHTS.

All told there were not more than half a dozen mourners or their representatives at the pier, for they dreaded the sight, and preferred to await the work of identification at the morgue.

The first body removed was that of a seaman. When the tarpaulin was thrown back more than fifty bodies were disclosed. They all lay on their backs, the sunlight beating down into their sightless eyes. Some were in a state of apparent repose; the contorted features of others were too horrible to describe. Men with stretchers quickly came on board, and the work of removal was begun.

190 BODIES ABOARD.

It was announced that the total number of bodies on board was 190, and that had been found necessary to bury no less than 116 at sea. Among those brought to pier were two women.

Captain Richard Roberts, seeing Col. Astor's body, reported after a conference with Commander Lardner, of the Mackay-Bennett, that he was sure the identification was proper. He added, however, that the body identified as that of George B. Widener, of Philadelphia, was so mutilated that identification was still in doubt. Captain Lardner could not say positively whether it was that of Mr. Widener or of his valet.

After a second conference with the commander of the Mackay-Bennett, Captain Roberts, announced that there was no doubt of the identification of Col. John Jacob Astor's body. In the pockets \$2,500 cash had been found, and he wore a belt with a gold buckle. The body identified as that of Mr. Widener was buried at sea.

OUTSIDERS BARRED.

At 11 o'clock the work of removing the bodies from the forward deck had not been completed. None of the coffins had been touched. No one without special permit was allowed aboard the boat, and as the chaplain and the commander were remaining aboard pending the removal of more bodies, it was impossible to obtain a full account of the death-ship's trip.

It was predicted that the mere work of unloading would take perhaps all day. As fast as bodies were put on the pier they were placed in wagons and taken up the hill to awaiting rinks, where they will be prepared for inspection.

Citizens of Halifax in general, cautioned by the clergy, remained away from the vicinity of the navy yard, and only a thin fringe of humanity lined the walks three hundred yards from the pier.

Col. Astor's body was brought off the ship shortly before noon, and taken with others to the morgue. Captain F. H. Lardner then received interviewers on board, and described the work of the death ship at sea.

FOUND 306 BODIES.

The total number of bodies found, he said, was 306. Of these 116, most of them members of the crew of the Titanic, and unidentified, were consigned to the sea, leaving 190 which were brought to Halifax. Only eighteen women were found floating, and several of these were sunk. The exact number of identified among the 190 brought here Captain Lardner preferred to leave to an official statement to be issued tonight by the White Star Line authorities.

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NO ATTEMPT MADE TO REINSURE TITANIC

Mr. Ismay Put Through Searching Examination By Senator Smith.

[Canadian Press.]

Washington, April 30.—The Senate investigation into the wreck of the Titanic entered its final stages today. J. Bruce Ismay, managing director of the Inter-

national Mercantile Marine, owners of the lost liner, was recalled to the witness stand and put through a last searching examination by Senator Smith. Mr. Ismay indignantly denied that he or any representative of his company had attempted to re-insure the Titanic between the time she went down and the hour the real news of the disaster became known.

HOME RULE BILL IS NOW BEING DEBATED

Discussion of the Measure Is Expected to Last for Six Days.

[Canadian Press.]

London, April 30.—The debate on the second reading of the home rule bill was begun this afternoon in the House of Commons by Winston Spencer Churchill, first lord of the admiralty, in the presence of a crowded house. Discussion of this bill promises to last about six days. Two prominent speakers are representing the Government and the Opposition respectively will participate in the debate each day, and Bonar Law, the leader of the Opposition, and Premier Asquith making the concluding speeches on May 8, just prior to the taking of the vote.

New Traffic Bylaw.

The police announced today that commencing tomorrow, the 1st day of May, the new traffic bylaw will be rigidly enforced in the city, and those who do not abide by the regulations have been warned that prosecutions will be preferred against all offenders.

SPRING IS THE GREATEST ENEMY OF LABOR.

By John T. McCutcheon.

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PATTERSON ON WITNESS STAND

Declares He Told Farr He Would Have Nothing To Do With Any Hold-Up.

HURON LICENSE PROBE

Chairman of the Board Tells of His Various Visits to Farr's Hotel.

[Canadian Press.]

Goderich, Ont., April 30.—Chairman Wm. Patterson, of the Centre Huron Board of License Commissioners, against whom Michael Farr, proprietor of the Union Hotel, has made a charge of attempting to extort money for exchange for guaranteeing the security of his license, was called to the witness stand at 10:30 this morning in the investigation of the charges being conducted by Mr. Eudo Saunders. Previous to his being called several witnesses of lesser importance were examined.

An Army of Witnesses.
Crown Attorney Seager hopes to complete the investigation late this afternoon, but there is still a small army of witnesses to be examined. John Torrance, license inspector of South Huron, residing at Clinton, testified to having had a conversation with Thomas Strother, warden of the county, and William Bailey, J. P. of Duncannon, as a result of which he interviewed R. J. Farr, the member of the license board, residing in Clinton, and told him that Michael Farr had been approached and asked for \$400 to guarantee the security of the Union Hotel, Goderich.

Told To Play Straight.
He told Cliff the only thing for him to do was to take a straight course. Cliff replied that he would be guided to a great extent by George Elliott, of Goderich, another member of the board, who would be familiar with the facts. Wm. Bailey, J. P. of Duncannon, corroborated the testimony given by Farr yesterday as to the latter telling him of an interview with Wm. Patterson, and also said he had advised Farr not to set a trap for Patterson. He told Farr he could make a declaration before the crown attorney or place it before the provincial license department. If he decided to do neither of these two things he could take criminal proceedings. He had advised Farr to make a declaration and hand it to the crown attorney.

A Good Reputation.

To Mr. Daney, on cross-examination, Bailey said he had known Patterson intimately for 25 years and could not believe that he would be guilty of the conduct of which he had been accused. Patterson had always borne an excellent reputation.

Meeting Called Off.

Patterson said that the meeting of the board called for April 23 to decide on licenses for the next year had been called off by a letter of instruction from the Provincial Government. The board had discussed the fact that two licenses

LEADER ROWELL GIVEN CREDIT IN REPORT PRESENTED TO SYNOD

Rev. Mr. Amos Told Presbytery of Hamilton and London That Head of Ontario Opposition Should Be Complimented Upon His Step to Promote Temperance.

[Canadian Press.]

At this morning's meeting of the Synod of Hamilton and London, the reports of the committees on social service and evangelism, as presented by the conveners of the two committees, Rev. W. A. Amos and Rev. A. C. Wishart.

The report of the committee on social service and evangelism, as presented by Rev. Mr. Amos, denounced the liquor traffic. Science, economics and ethics all combine to condemn strong drink, and the aim of all those engaged in the fight against liquor should be total abstinence and total prohibition.

Mr. Rowell Complimented.

Public sentiment should be encouraged against the traffic. Some encouraging facts have been noticed during the past few months, notably the stand that Leader Rowell, of the Ontario Opposition, has taken. The speaker stated that Mr. Rowell should be complimented upon his step because, no matter what political reasons had urged him to take this stand, it had made the Government realize that the province was not all in accord with its position in the matter.

Race Track Gambling.

The gambling spirit is also very prevalent in the province today, and is mingled to a great extent with politics, business and sport. The greatest evil is race track gambling, which is legal according to the laws of the province. Why gambling should be permitted in an inclosure and not elsewhere could not be understood by the committee. This question is of vital interest to this synod, as within its bounds there are more race tracks than within the confines of any other synod in the country. One outstanding feature of the race track question

Working Girls' Wages.

The assertion was made that the church was shunning the problem of rescue work out of respect for herself. The question of adjustment of the wages of the working girls was touched upon, but owing to the feeling that has risen over this question, and the absence of any evidence to the fact that the girls are underpaid, no action was taken in the matter.

Hotel Accommodation.

There was quite a discussion after this report had been presented in regard to the hotel accommodation that was provided for the travelling public in places where the local option bylaw is in force. During this discussion it was stated that a Conservative M. P. had stated to the speaker that the Government of Ontario had realized that it had made a great mistake by not fulfilling the promises made some years ago.

The report of the Young People's Societies contained several recommendations that would greatly increase the interest and work of the societies. The young people are the best and most important asset of the church and should not be neglected. The work in connection with them should be completely organized as outlined in the report.

Too Much Club.

As it is now, there is too much of the club idea in the organizations of the young people, while it should be religious and missionary. The important recommendations are: The organizing of a young people's society in each church, an annual rally be held, the observation of young people's day, a summer school, and the discussion of young people's work by each presbytery.

The meeting this morning was presided

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MINE LAID FOR ITALIANS SENDS MERCHANT SHIP DOWN

The S. S. Texas Blown Up at Entrance to Harbor of Smyrna By Turkish Submarine Mine, and One Hundred and Forty Persons on Board Meet Their Death.

[Canadian Press.]

Smyrna, April 30.—The steamer Texas, belonging to the Archipelago American Steamship Company, struck a mine at the entrance to the Gulf of Smyrna last evening and sank. One hundred and forty persons on board were drowned.

The Texas was flying the Turkish flag, and was engaged in carrying mails from Constantinople to the Levant.

It was first stated that the Texas was an American vessel, the error arising from the fact that she is part of the fleet of a local concern trading

under the name of the Archipelago American Steamship Company.

The Gulf of Smyrna is one of the finest harbors in the Mediterranean, and Smyrna itself is the principal seaport of Asiatic Turkey. The entrance to the Gulf was extensively mined some time ago by the Turkish authorities in order to protect the port against an attack by the Italian fleet.

The Texas was a vessel of 261 tons net register, built at Newcastle, England, in 1888. She was at first called the Olympia, then rechristened the Marguerite, and finally received the name of Texas.

MORE CARS NOW IN OPERATION ON LONDON ST. RAILWAY LINES

Company Claim To Be Making Every Effort to Maintain the Schedule Demanded By the City—All Cars Being Run Far Into the Night.

The first day's checking of the schedule of the London Street Railway Company resulted in the compilation of a mass of figures, which City Engineer Wright will endeavor to unravel at the completion of the ten days' test.

In the meantime the street railway have increased the number of cars on their lines—two on Oxford street, and one or more on the Wellington, belt, and other lines.

The London street railway have announced that they will make every effort to comply with the requirements of the agreement.

The company are also timing the cars to the minute, the object being to show that the schedule demanded by the city is a physical impossibility without more double-tracking, principally on Horton street.

No Quarter.

Mayor Graham also announced that no quarter would be shown the company—that they must maintain the schedule as laid down by bylaw.

The Oxford street line—the one causing the most trouble—has no less than eight cars running today. There are usually six on this route, but Manager King added two this morning, and they are working regularly on the line.

The belt line has an additional car, while at intervals the other routes are augmented by additional cars.

The regular cars were kept on the move all day Monday. It is customary to take some of them off at eight o'clock in the evening on many of the routes, sending them to the barns after the rush of traffic. None were dispensed with on Monday, all working from early morning until midnight. The same practice is being followed today, and it is expected that they will run until midnight.

Not on Schedule.

None of the cars ran exactly on the schedule. The belt line cars, supposed to run at 5 minutes, varied from 6 to 15. The Oxford street cars, supposed to run at 8-minute intervals, were from 12 to 30 minutes apart. The Wellington cars were from 14 to 28 minutes apart. The Ottawa cars varied from 15 to 25 minutes, while the Ridouts were from 18 to 25 minutes.

The results today are not so favorable, the cars showing much more variation. With the extra cars in service, there is no improvement whatever.

The statistics are not submitted to City Engineer Wright until the close of the day, and it could not be discovered exactly what the time limits were.

The checkers invariably stated, however, that the cars were not making good time.

Extra Cars Provided.

Manager King informed The Advertiser that the company were making every possible effort to live up to the agreement.

"We have put on extra cars on the Oxford lines, and elsewhere as occasion demands," said Manager King.

"We are doing all we possibly can to live up to the schedule as outlined. We are showing what can be done with extra cars, and it may possibly be shown that with all manner of cars, it is impossible to maintain the schedule as laid down by the city. We are doing what we can, as I said before, and if the schedule is not lived up to, it will not be our fault. The cars are being checked up to show what they are doing. Delays at crossings and the like will be considered when the report is being made out. I can venture no opinion at the present time as to results."

Mayor Demands the Situation.
Mayor Graham insists that the company will have to live up to the very letter of the law and no quarter will be shown.

"I understand the company are making efforts to live up to the requirements of the city," explained his worship. "The results of this policy are not sufficiently manifest at this time to venture an opinion as to its success. However, if the company do put on the service required, we will not complain. That is simply all we want. But rest assured it must be done. We mean business, and no quarter will be shown. They simply have to live up to the bylaw."

A Pretty Pass.

"It is simply ridiculous to hear Mr. Ivey and Mr. King say they will fight for their rights. It has come to a pretty pass, when the city, after giving the company the use of the streets, and a franchise, has to fight to get what we are entitled to. There should be no talk of fight."

"The company should be willing to live up to the agreement. Surely we should have something to say about our own business. Perhaps some people want to fight, but I fancy when the directors of the company look the situation over, they will see that our demands are just and right."

"I understand that extra cars have been put on. I expect to see it demonstrated that it is not a physical impossibility to maintain a proper service in the city, even with the present equipment. If that is not enough, the company know well what to do to improve it."

Watching the Cars.

City Engineer Wright stated that he had not coupled the figures handed in by the checkers on Monday night. The men are watching the cars very closely, and are also noting the delays at the railway crossings, and other (Continued on Page Eleven)



Photo by Frank Cooper Studio.
REV. DR. W. J. DAY,
Of Simcoe, Moderator of Synod of Hamilton and London.

FITZGERALD ACTION HAS BEEN SETTLED FOR SUM OF \$25,000

Another Big Action Set for Non-Jury Sitings Is Ended.

Acting upon the advice of Mr. Justice Riddell, the parties to the action of the Bank of Commerce and all other creditors of Frederick Fitzgerald, Fitzgerald, against that gentleman, was settled out of court, and while the basis of the agreement was not announced, it is said that Mr. Fitzgerald is to pay over the sum of \$25,000.

The action of the bank was for the execution of a judgment for \$56,759.42, obtained from Mr. Fitzgerald in this city on Oct. 3, 1901.

Three witnesses—Morley Aylesworth, accountant at the Huron and Erie; Charles Clark, of the Canada Trust; and Mr. Frederick Alfred Fitzgerald—were examined before an adjournment was granted to permit the parties to once again endeavor to bring about a settlement.

Financial Troubles.

The monetary difficulties of Mr. Fitzgerald were gone into at length by Sir George Gibbons for the plaintiff, who endeavored to show that after losing many thousands of dollars in what was formerly the Stevens & Burns Foundry, Fitzgerald & Scudrett's Grocery, the Fitzgerald Block, which was heavily mortgaged, and many oil and coal mining stocks, Mr. Fitzgerald placed what remained of his property in his wife's name. As was shown by the witnesses called today, Mr. Fitzgerald was the owner of the Standard Oil of New York City, he received a salary of \$5,000 a year. After investigation had been made by creditors as to what remuneration he was receiving, Mr. Fitzgerald stated that his salary was cut off by the Standard Oil, and a "gratuity" was extended to his wife by that company.

The court at the conclusion of Mr. Fitzgerald's evidence, advised the parties to confer once again, and as a result the suit was today withdrawn.

Too vs. Ryan.
The trial of the case of William Toal, of Caradoc, and Frank P. Toal, of Detroit, against William Ryan, David J. Toal, Mary McAteer, and Elizabeth Fisher, is now being proceeded with.

Since the commencement of the suit Mrs. McAteer, who resided in East London, has died, and her two children, both minors, Mary and William, have been made parties to the defence. The plaintiffs and defendants are the only surviving relatives of Susan Ryan, of Euphemia Township, Lambton County, who died on Sept. 16, 1911, leaving a farm of 125 acres in Lambton, valued at \$7,000, and personal estate worth \$3,000. Her will, drawn up a few days before her death by Clerk Code, of the division court of Alvington, named three beneficiaries—David Toal to the extent of \$600, Elizabeth Fisher \$200, and Mary McAteer \$300. Her sisters were allowed a certain piece of furniture, and her husband the residue of the estate. The plaintiffs assert that the will is void, claiming that Mrs. Ryan was of unsound mind during her fatal illness. The suit was instituted by her husband. The suit is to have Mrs. Ryan declared intestate.

The Witnesses.

Mrs. Fisher, David Toal, Clerk Code, Rev. Father Thomas J. Fox, Kathryn Hand, Dr. John B. Martin and Annie Armstrong were the witnesses called today. All testified as to the mental condition of Mrs. Ryan for a short time before her death. It was claimed that Mrs. Ryan was normal mentally previous to her death, and did not have to be aroused from a stupor to sign the will. One of the witnesses of the will, Miss Mabel Hoy, is ill in St. Joseph's Hospital, and as her evidence is very material, the case cannot be closed until she is called. It may therefore be necessary, if she is unable to attend court, to adjourn for a week more, in which event Mr. Justice Riddell will return to London to complete the hearing of the testimony.