WEATHER FORECAST.

MARITIME PROVINCES.

Southwesterly and Westerly Winds; a Few Showers but mostly Fair and Warmer.

Temperature at 3 A. M. 42 Degrees Above Zero.

The Standard.

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TITANIC SINKS---MANY LIVES BELIEVED LOST

NEW WHITE STAR LINER WENT TO THE BOTTOM YESTERDAY MORNING

Officials of Line Admit Possible Only 675 of 2,200 Aboard Have Been Saved By Carpathia.

Virginian Thought to be Bound for Halifax with Other Persons — Conflicting Reports Point to Heavy Loss of Life and Total Loss of Vessel Valued at Millions — I. C. R. Arranges Special Cars for the Survivors.

New York, April 15.—The White Star liner Titanic sank at 2.20 o'clock this morning after all passengers and crew had been taken off and transferred to the steamer Virginian. This statement was given out at the White Star offices here at 7.15 o'clock tonight.

The following statement was given out at the White Star offices:

"Captain Haddock of the Olympic sends a wireless message to the White Star offices here that the steamer Titanic sank at 2.20 a. m., after all passengers and crew had been lowered to life boats and transferred to the Virginian. The steamship Carpathia with several hundred passengers of the Titanic is now en route to New York."

Cape Race, Nfld., April 15.—The steamer Olympic reports that steamer Carpathia reached the Titanic's position at daybreak today but found boats and wreckage only. She reported that the Titanic had foundered at about 2.20 a. m., in latitude 41.16 north, and longitude 50.14 west. The message adds that all the Titanic's boats were accounted for and "about 675 souls saved, crew and passengers, latter nearly all women and children."

The report from the Olympic states that the Leyland liner California was remaining and searching the vicinity of the disaster. The Carpathia it was stated, was returning to New York with the survivors.

Olympic's Report.

New York, April 15.—The text of the message received from Captain H. J. Haddock of the Olympic as made public by Mr. Franklin, reads:

"At 2.20 a. m. Titanic foundered. Carpathia proceeding to New York with passengers."

There was reason to believe however, that the message was considerably longer than the above, and that the White Star officials had not deemed it wise to give out the full text until the reports of loss of life had been confirmed. One of Mr. Franklin's assistants in announcing earlier that the Titanic had gone down, said that the Carpathia was proceeding to New York with survivors.

So far as could be ascertained at the White Star office it was not known there whether there were any passengers aboard the Virginian and Parisian.

Vice President Franklin positively refused to give out the full text of the message which he received from Capt. Haddock, of the Olympic, reporting the sinking of the Titanic. This attitude led to the belief that the message intimated a loss of life, which the company desired to confirm before spreading alarm.

Mr. Franklin said Capt. Haddock's message was very brief and neglected to say that all the crew had been saved. It said that the Carpathia had six or seven hundred of the Titanic's passengers on board, including all of the first cabin and that the vessel should reach New York Friday morning. No information had been received from the Virginian or Parisian at the White Star Line offices although it was said "to be known" that many of the Titanic passengers were on board these vessels.

Vice President Franklin said that he had cancelled arrangements for the special trains which they had planned to send to Halifax to bring the rescued passengers to this city by rail as it was believed that the boats which had the Titanic passengers on board would steam direct for New York.

Horrible Loss.

Vice-president Franklin at 8.40 o'clock tonight conceded that there had been "a horrible loss of life" in the Titanic disaster. He said that he had no information to disprove the Associated Press despatch from Cape Race to the effect that only 675 of the passengers and crew, numbering 2,200, had been rescued. He said that the monetary loss could not be estimated tonight although he intimated that it would run into the millions.

"We can replace the money," he added, "but not the lives."

"It is horrible," Mr. Franklin continued. "As far as we know it has been rumored from Halifax that three steamers have passengers on board; namely, the Virginian the Carpathia and Parisian, now. We have heard from Captain Haddock that the Titanic sank at 2.20 this morning. We have also learned from him that the Carpathia had 675 survivors on board. It is very difficult to learn if the Virginian and the Parisian have any survivors on board. We have asked Captain Haddock and our agent at Halifax to ascertain if there are any passengers aboard the two steamers. We very much fear, however, that there has been a great loss of life, but it is impossible for us to give further particulars until we have heard from the Parisian and Virginian. We have no information that there are any passengers aboard the two steamships."

Mr. Franklin said there was a sufficient number of life boats to take all the passengers from the Titanic. He said that he was confident today when he made the statement that "The Titanic" was unsinkable, that the steamship was safe, and that there would be no loss of life. The first definite news received came in the message from Captain Haddock, he said, and was given to the Associated Press at once.

Special to The Standard.

Halifax, April 15.—The place where the Titanic sank, according to an official of the marine department here, is about five hundred miles from Halifax, and the water at that point about seventy miles south of the Grand Banks, is at least two miles deep. It is midway between Sable Island and Cape Race and in a line with those dangerous sands which, however, might have been a place of safety had there been time to run the Titanic there and beach her on the northern side.

News of the disaster was difficult of attainment today. The Canadian warship Niobe has a powerful wireless apparatus but the officials on board say they got nothing, and Camperdown, the government wireless station here heard very little. The Virginian, which is reported to be coming with a crowd of the passengers to Halifax has the Canadian mails aboard and some three hundred passengers for Liverpool.

Opinions differ as to when the Virginian will arrive but if she got away when the Titanic went down she should be here some time tomorrow. Lloyds' agent here has not yet had word of the sinking of the ship, all he has is a bulletin from your correspondent in line with that given out in New York at the White Star office.

Halifax is particularly interested in the White Star line, for it was at the entrance to this harbor that the Atlantic was lost in this month of April, 39 years ago. There is one Halifax man on board, George Wright, who is returning from a trip to the Mediterranean.

Moncton, April 15.—General Traffic Manager Tiffin of the Intercolonial says sixty-three cars will leave Boston tonight for Halifax for the transfer of the Titanic's passengers who are expected to reach Halifax Wednesday afternoon or evening. The trains will consist of sleepers, colonist, dining and baggage cars. This arrangement may however be changed on receipt of the news of the loss of many passengers.

London, April 15.—The Titanic was insured at Lloyds for $5,000,000. No definite information is obtainable as to the amount of valuables on board, but it is generally understood that the vessel took diamonds of great value consigned to dealers whose estimated value is as high as $500,000, but this is largely conjecture. She also took a large amount of bonds.

The news of the wreck received here, is all coming from New York with the exception of one message received at two a. m. from Lloyds signal station at Cape Race, giving only the first details stating that she had struck an iceberg and was in a sinking condition and that transfer of passengers had begun at once.

H. O. Rideout, who is at the Royal Hotel received the following telegraph messages regarding the Titanic disaster late last evening:

"Titanic sinking two o'clock, no hope, passengers and crew safe, one exception, survivors two ship, Halifax, one New York."

Shortly afterward the following message was received:

"1,450 passengers, 502 crew, passenger list many prominent persons, extent of damage unlearned but believed to be enormous, still afloat, passengers safe, no loss of life, everybody safe, all transferred to the Carpathia."

In connection with the sinking of the Titanic four United States immigration officials from the west side have been ordered to Halifax to take care of the immigrants who are expected to arrive on the Virginian.

Among the passengers on the ill-fated Titanic is Mr. Allan of the firm of Johnson, McFarland and Allan, Montreal.

New York, N. Y., April 15.—Untold wealth was represented among the passengers on the Titanic there being on board at least six men each of whose fortunes might be reckoned in tens of millions of dollars. The wealthiest of the list is Col. John Jacob Astor head of the famous house whose name he bears, and who is reputed to be worth $150,000,000. He is connected with most of the large corporations of the country and for years has had direct control of the vast estate left by his father, the late William Astor. Mr. Astor was returning on the Titanic from a tour of Egypt with his bride who was Miss Madeline Force, the daughter of Mr. and Mrs. William H. Corce. Benjamin Guggenheim, probably next in financial importance is the fifth of the seven sons of Meyer Guggenheim, who founded the American Smelting and Refining Company, the great mining corporation, and is a director of many corporations, including the International Steam Pump Company, of which he is president. His fortune is estimated at $95,000,000. His wife, whose name does not appear on the passenger list, is the daughter of James Seligman, the New York banker.

George D. Widener is the son of P. A. B. Widener the Philadelphia "traction king," whose fortune is estimated at $50,000,000.

Isadore Straus one of the most prominent dry goods merchants and noted for his philanthropy has fortune said to be worth $50,000,000.

J. Bruce Ismay, president and one of the founders of the International Mercantile Marine Company who has always made it a custom to be passenger on the maiden trip of every new ship built by the company, is said to be worth $40,000,000.

Colonel Washington Roebling, builder of the Brooklyn Bridge, president and director of John A. Roebling's Sons.

Continued on Page 2.

Those Rescued.

Cape Race, Nfld., April 16.—Following is a partial list of the first class passengers who were rescued from the Titanic: Mrs. Edward W. Appleton, Mrs. Rose Abbott, Miss G. M. Burns, Miss D. D. Cassebere, Mrs. William McClarke, Mrs. D. Chibinaco, Miss E. G. Crossbie, Miss H. E. Crossbie, Miss Jean Hippach; Mrs. Henry B. Harris (Wireless version Mrs. L. Y. B. Harris), Mrs. Alex. Halverson, Miss Margaret Hays, Mr. Bruce Ismay, Mr. and Mrs. Ed Kimberley, Mr. F. A. Kenyman, Miss Emile Kenchen, Miss G. F. Longley, Mrs. A. F. Leder, Miss Bertha Lavory, Mrs. Ernest Live, Mrs. Susan P. Rogerson, Miss Emily B. Rogerson, Mrs. Arthur Rogerson, Master Allison and nurse, Miss K. T. Andrews, Miss Nanette aPnhart, Miss E. W. Allen, Mr. and Mrs. Ed. Bishop, Mr. H. Blank, Miss A. Bassina, Mrs. James Baxter, Mr. George A. Bayton, Miss C. Bonnell, Mrs. J. M. Brown, Miss G. C. Bowen, Mr. and Mrs. R. L. Beckwith, Mrs. F. M. Warner, iss Helen A. Wilson, Miss Willard, Miss Mary Wick, Mrs. Geo. D. Widener and maid, Mrs. J. Stewart, Miss Mary Cline, Mrs. Singrid Lindstrom, Mr. Gustave J. Lesueur, Miss Georgletta Amadille, Madame Melcard, Mrs. Tucker and maid, Mrs. J. B. Thayer, Mr. J. Bthayer, jr., Mr. H. Woolmer, Miss Anna Ward, Mr. R. M. William, Mrs. J. Steward White, Miss Marie Young, Mrs. Thomas Pottre, jr., Mrs. Edna S. Roberts.

The above list was received by a wireless at Cape Race station from the steamer Carpathia. In spelling and the initials does not correspond with the list as cabled from London today.

(Bulletin.)

Boston, April 16.—A wireless message picked up early this morning relayed from the Olympic, says that the Carpathia is on her way to New York with 866 passengers from the steamer Titanic aboard. They are mostly women and children the message said, and it concluded:

"Grave fears are felt for the safety of the balance of the passengers and the crew."

London, April 16.—In addition to a valuable shipment of diamonds aboard the Titanic it is said that among almost priceless jewels carried by the passengers are pearls belonging to an American woman valued at $600,000. The steamer also carried a large amount of bonds and a very valuable registered mail.

It is stated that the owners were unable to insure the Titanic to the full amount because the British and European markets were not big enough to swallow the sum.

St. John's, Nfld., April 15.—The steamer Virginian will proceed after daylight tomorrow morning for this port, bringing such sirvivors of the steamer Titanic as she may be able to rescue, according to wireless advices received here late tonight.

Continued on page seven.

DIMENSIONS OF TITANIC, LARGEST STEAMER AFLOAT.

Tonnage, registered	45,000
Tonnage, displacement	66,000
Length over all	882 ft. 6 in.
Breadth over all	92 ft. 6 in.
Breadth over boat deck	94 ft.
Height from bottom of keel to boat deck	97 ft. 4 in.
Height from bottom of keel to top of Captain's house	105 ft. 7 in.
Height of funnels above casing	72 ft.
Height of funnels above boat deck	81 ft. 6 in.
Distance from top of funnel to keel	175 ft.
Number of watertight bulkheads	11
Number of watertight bulkheads	15
Crew	860

GIRL MURDERED IN WINNIPEG

Woman of Underworld Found Strangled to Death With Valuables Missing — Arrest is Expected Hourly.

Winnipeg, April 15.—With her hands tied behind her back by a towel, her feet knotted securely and a towel wound tightly around her throat, the body of Giselle Roberts, the belle of the segregated district, popularly known as Mignon, was found lying on her bed this morning.

The case is one of the most mysterious murders that the police have known in a decade. The unfortunate girl was strangled by the towel wrapped around her throat.

According to physicians, she had been dead about an hour when found.

This afternoon the police dragnet is stretched over the city in an effort to locate the murderer. Although but a meagre description has been furnished, it was said that the police have already a good idea of the identity of the slayer, and that an arrest is expected hourly.

Robbery appears to be the only reason. All the girl's money was taken, boxes and dressing tables were ransacked.

TO ENCOURAGE SETTLEMENT ON THE FARMS

Premier Announces Progressive Proposals to Foster Immigration.

READY-MADE FARMS

Settlers Will Be Allowed to Make Payment on Easy Terms—Province Stands to Lose Nothing.

Special to The Standard.

Fredericton, April 15.—The last stage was reached in the Valley Railway Bill when Hon. Mr. McLeod laid on the table of the House the agreement between the Federal government, the Provincial government and the St. John and Quebec Railway Company. At Saturday's session the bill regarding construction of the bridges had been presented to the House and the statement made that no toll was to be charged on freight or passengers transported over these bridges. All that the opposition had contended since the opening of the House is now proven to be groundless. The road is to be constructed from St. John to Grand Falls and operated as part of the Intercolonial.

The bridges are to be free and the arrangement under which they are constructed is highly beneficial to the province, and a much better arrangement in every way than Mr. Pugsley was prepared to make with the provincial government last summer. Many hours of valuable time have been wasted by the opposition, trying to demonstrate that Mr. Flemming meant something else than his words implied.

Several important bills were introduced at the afternoon session, the most noticeable of which was that to further amend the liquor license act which was brought down by Mr. Maxwell, and another to encourage the settlement of farm lands in the province which was introduced by Mr. Maxwell, and another to encourage the settlement of farm lands in the province which was introduced by Mr. Flemming. The modifications of the liquor license act provide for the inspection of liquor, including of all mutes under the head of interdicts and inability to collect liquor accounts The fine for drunkenness in St. John is reduced to $2, and provision is made for the inforcement of the act in the parishes where prohibition had been introduced by order in council.

IT IS VERY EASY TO WIN ONE OF THE PRIZES OFFERED BY THE STANDARD

The Proposition is Simple; Read Page Ad. In This Issue---Tell Your Friends That You Want One of the Automobiles.

Nominate Yourself or Send in One for a Friend—Twenty-six Prizes and Ten per cent Cash. Commission Will Be Paid if You Do Not Win a Prize—Contest Closes Saturday, June 8 — Only Seven More Weeks.

Would you like to run a 20 hp., 5 passenger, 1912 model, fore door Ford touring car? Perhaps you would prefer a high grade Willis piano, or it may be a beautiful diamond ring would suit your fancy. Then too, a valuable gold watch may appeal to you. If you are not averse to spending a bit—a very little bit of your time securing subscriptions to this paper, then you can easily be the happy owner of one of these prizes.

No such stupendous proposition has ever been made you before, and when you have read the description of the various prizes offered, when you have seen the Ford touring cars, when you become acquainted with the merits of the Willis piano, when you think what the ownership of a beautiful diamond ring means, and when you contemplate the pleasure of possessing a handsome gold watch we believe, nay, we are convinced, that you will heartily agree with us in our extraordinary statement. And, lest you forget, we would remind you that if you do not win a prize, we will pay you 10 per cent. cash commission on every dollar you turn in during the campaign.

Does it not strike you that any of these prizes is well worth striving for? Especially as it will cost you nothing to try—and to win.

Now is your time to secure that automobile you have wanted so long. It is yours if you want it, and as we assume that you do, and there is no reason why you should not have it. We will tell you more about it in future editions. Indeed, we will be glad to see you in person if you will call upon the campaign manager or you may 'phone him at any time. You must not stay out of this contest through ignorance of the conditions governing it. And, by the by, do not forget that there are twenty-six prizes. Men and women who have been wishing for something to do in leisure hours, who have been wondering when they could own an automobile, a piano, diamond ring or one of the other prizes, here is your opportunity. Read the details of the contest conditions printed daily, and nominate yourself or a friend, then get busy.

GRAY MATTER PRODUCT OF NOVA SCOTIA

Principal MacKenzie Would Not Exchange Brains for Money.

Thinks the Learning of the East Preferable to the Commercialism of the West — Speaks in Montreal.

Montreal, April 15.—Principal MacKenzie, of Dalhousie College, Halifax, N. S., lecturing on "Down East" to the Canadian Club at a luncheon today, said that the easternmost part of the Dominion had no inducement to offer for wildly speculative capital, such as that which was keen to get in where worthless areas of today, might be made million producers of tomorrow by the arrival of steel rails or something equally chancy.

The resources of the east were already partially developed, and were very easily negotiable by land or water. They were of the kind which should attract that variety of capital which was content with the results of steady effort.

Principal MacKenzie confined his "East" to Nova Scotia, and Nova Scotia principally to Halifax.

He referred to "bulging forehead, gray matter, professors, and clergymen as the chief products of Nova Scotia in the past," he was not wholly decided that he would like to see these staples exchanged for the more commercial outputs with which other sections of the world are content. The professors, ministers and scientists which Nova Scotia had given to the Dominion were great gifts. They came from the finest transplantation of British institutions to be found in the Dominion, and they were the most effective moulders of the immigrant population which Canada could find. All the same, Nova Scotia needed a capitalistic Amundsen."

The lack of advance in Nova Scotia Principal MacKenzie attributed tot he Highland Scottish character, which urged a man on to become a professor or a minister in preference to those businesses which afforded a chance to make a living; to the presence of the British official class, which placed culture above everything; and to the discouragement which the people received when wooden ship building went out of date.

BRILLIANT THRONG ATTEND OPENING OF DRAMATIC CONTEST

Two Performances Staged Last Evening Highly Successful—Sir John Hare Too Ill to Act as Judge.

Special to The Standard.

Ottawa, April 15.—The opening of the Earl Grey Musical and Dramatic contests was a brilliant series function in Ottawa tonight. The Duke of Connaught graced the first of these performances amid a brilliant assembly. Sir John Hare did not judge the dramatic piece as he is not well. Dr. A. S. Vogt, of Toronto, was the musical judge.

The Hamilton Operatic Society put on one act from Florodora and did fairly well, the singing, however, was better than the acting and the dancing was fair. As the piece is to be judged musically they fulfilled the real requirements and were a success.

The Montreal Thesplans in Sir A. W. Pinero's The Amazons, gave a highly meritorious performance which will stand highly in the judgment unless others of high character follow during the week. Their performance may be counted as a great success.

It is hoped Sir John Hare will be the judge tomorrow night.

WIFE ELOPES--HE KISSES HER, GOOD-BYE, ON THE TRAIN

Hertz Chagrin Vanishes When He Recovers Money and He Doesn't Mind Loss of Better Half.

Toronto, April 15.—When the first train from Hamilton pulled in last night, a man who said his name was Hertiz and his address 209 Rebecca street, Hamilton, shouted to Police Constable Holmes that his wife was on board the Montreal train, and that she was running away with a man named Fisher. He was not worrying over the fact that she was eloping, but she had $600 of his money which he wanted. The constable boarded the train and found the woman and Fisher making merry. He advised her to give up her husband's money and Fisher. She handed over $200 to her husband who had followed the officer into the car. The balance she handed over to Fisher.

Hertiz accepted the $200 but told his wife he considered himself well rid of her, offering to shake hands and let it go at that. The wife demurred at first, but as the train commenced to move, kissed him good-bye, and waved a farewell from the window as she started with Fisher for the east.

ST. JOHN PLAYERS PROVE POPULAR IN THE RAILWAY TOWN

Special to The Standard.

Moncton, April 15.—Before a most appreciative audience in the Opera House tonight the members of the Loyalist Dramatic Club, of St. John gave their final performance of The Servant in the House, before leaving for Ottawa to take part in the Earl Grey Dramatic competition. The strong scenes in the play, notably Robert the Drainman's interview with his daughter Mary in the third act, were particularly effective.

The company played well together and handled the characters in this exacting play with the skill and confidence of professionals. To comply with the rule of the competition, that no play must exceed an hour and a half, the players made a test of their performance tonight and with some slight eliminations reduced the actual playing time to 87 minutes, so that no points on this score will be lost. They will return to St. John tomorrow morning and will leave for Ottawa on Wednesday. The play will be presented in the Russell Theatre on Friday evening

GOVERNMENT MAKES FORMAL COMPLAINT AGAINST NESBITT

Canadian Authorities Take Action Looking to Extradition of Former Banker—Hearing On April 26th.

Chicago, Ill., April 15.—Formal complaint by the Canadian government against William Beattie Nesbitt in connection with the wrecking of the Farmers Bank, of Toronto, was filed with U. S. Commissioner Foote today, seeking the extradition of the prisoner to Toronto on charges of forgery. Supt. Joseph E. Rogers, of the provincial police, filed the complaint. Nesbitt will be given a hearing on the extradition charges, April 26.

SIX POWERS GROUP STOPS PAYMENT ON BIG CHINESE LOAN

Advance of Belgian Sydicate Subject of Protest from Other Powers Led By Great Britain.

Paris, April 14.—It is understood that the representative in Peking of the six power group, comprising Great Britain, Germany, France, Russia, the United States and Japan, have stopped payment of advances on the loan as a means of protesting against the signature of the 25,000,000 taels ($17,500,000) loan by the Belgian syndicate.

France and the other powers are opposed to any participation by Belgium and it is likely that the French market will be closed to any loan arranged outside of the six power combination.

HAYES STARTS TRAINING.

Berlin, April 15.—Feeling like old times and confident he can run the Marathon route in good time, Johnny Hayes, the former American Marathon champion, is in Berlin to commence training for the international professional Marathon, which will be run here in the middle of May. Managers of the race, who are American sporting promoters, state that negotiations are about to be closed with Longboat, St. Yves and Dorando, while a special elimination race will be held between twenty-five German runners for the purpose of securing worthy local competitors. The race will probably be held in one of Berlin's mammoth ice palaces. Hayes thinks the best training grounds in Berlin are the Unter den Linden, and he purposes appearing there soon, clad in running togs trimmed with red, white and blue ribbon.