

BLAME LIES WITH PUBLIC

Captain W. H. Logan Says All Shipmasters in Atlantic Trade Take Chances Every Voyage to Make Time

Capt. W. H. Logan, who is the special agent of the London Salvage Association in Victoria, and who was in command of liners for many years in the North Atlantic trade to New York, Boston and the St. Lawrence, and who was chief officer of the steamer Columbian when that vessel left Liverpool with the lost White Star liner Titanic, which was never heard of after parting company off the Fastnet with that vessel, said yesterday:

"The disaster to the big steamer Titanic is not the first, nor will it be the last, of great ocean tragedies in the North Atlantic. It involves greater loss of life than any other because, as vessels are being built larger to accommodate so many more passengers than previously, accidents will be proportionately worse.

"The cause of these disasters is, to my mind, largely the fault of the general public, inasmuch as people who travel now demand a steamship service run like a railroad train. If a steamer, for instance, is due at a port on a Wednesday, and does not arrive until the day after the travelling public find fault. They say the Germans or the French, or this or that line, would not slow down, and they are dissatisfied. Business men, too, demand fast steamship service for their correspondence, and it is quite common for them to mark their letters with the name of a fast steamer.

"I have been in command of steamers crossing the North Atlantic, and can therefore appreciate the fact that these men in command of the big liners know every voyage that they are taking all manner of chances in hurrying their vessels to port. The owners of the vessels pay for the last thing in naval architecture, and seek to get the highest speed. They issue letters of instruction to the men in command, which say 'the first consideration is safety,' but the captain knows well that if he does not make the port he will get promotion from the liner to a cattle boat.

"Any officer who has been in the North Atlantic trade, if he speaks candidly, will admit that on many voyages the shipmasters take long chances, and they tell you, too, that to command a big liner in this trade is a nerve-racking business. Whatever the weather conditions the steamer has to be kept going, when there is fog—as there often is—the man on the bridge cannot see or hear with the thick weather and the rush of wind, and he takes a chance. Any one who has spent many nerve-racking nights on the bridge and seen these conditions of wind and fog, and knows that the master cannot see or hear in these conditions with the wind blowing and the vessel rolling in a seaway, and the steamer speeds on, trusting greatly to Providence. I have often prognosticated that a disaster would take place, expecting at any time to hear of two of these big steamers colliding with each other, as well as being cognizant of the great danger from floating ice.

"The only way to avoid this danger of collision would be to steer for 30.50 instead of 40.50; but this would mean that the steamers would have to make a much greater distance and the public would not agree. The lives could not afford to do this while others made the shorter route and the quicker time. The general public wants speed—and while this want is cared for in many ways—be accidents.

"I left on board the steamer Columbian from Liverpool on the same tide as the lost Titanic. We went down the Channel together and parted off the Fastnet. We got into considerable ice, and at night in a heavy fog. I have no doubt that the Titanic met the same fate as the Titanic. She never reached port. There was no wireless then, and had it not been for the wireless today the mystery of the Titanic would have been duplicated by the Titanic. It was due only to the fact that she could call assistance by wireless that the Titanic was not another Titanic. The fate of the Titanic, the brand new Allan liner, which never reached port on her maiden voyage, was probably due to the same cause, and also that of the City of Boston.

"The great loss of life when the Titanic went down I believe—and I think this will be verified when the Carpathia arrives—was due to the Titanic striking the ice with her side and tearing the side out of her. She would then take a heavy list, and go down. This would account for the heavy loss of life, as when the liner listed the boats on that side would practically be put out of business. I have no doubt also that many people never reached the deck, being unable to do so owing to the rush of water.

"I have been aboard various vessels when they were about to founder, and have never been on one which did not take quite a list before she went down. I was on the United States cruiser Yankee, formerly the old Morian liner SS Sio, which was loaded by us from the High and Chickens in the North Atlantic a few years ago. Before she sank I stepped off the low corner of her mid-ship house to a tug. The water was then half-way over her decks. It is the same thing when floating vessels. When we raised the steamer Spokane she had a list of 30 degrees when she came up."

of the recent winter, which is the worst perhaps in the history of Newfoundland and Labrador. From mid-December up to the present time, intense frost and incessant storms have prevailed. These conditions caused the ice forming in every harbor along Labrador and Northern Newfoundland to become unusually thick, and the severe winds tore the masses from the coast, these immense crystal mountains were flung widespread over the ocean and carried south by the current from the polar regions which meeting the Gulf stream caused the constant fogs which so greatly menaced shipping. Never in the history of Newfoundland has there been a winter so disastrous to steam and sail vessels. Since November no less than twenty sailing craft, of from 100 to 300 tons' burden have gone to the bottom, seven of them carrying their whole crews down as well off Newfoundland and the Grand Banks near the Titanic's grave.

Many Disasters
NEW YORK, April 17.—Icebergs, such as the one that sank the Titanic, are one of the three dangers of peril to vessels navigating the North Atlantic. The others are fog and derelicts. The iceberg menace has been greater this spring than in recent years. In the last fifty years there have been twelve disasters for which icebergs were responsible. A majority occurred off Newfoundland and the Grand Banks.

The list includes:
Ship lost, place and year.
Canada, Mid-Atlantic, 1873... 45
Immigrant ship, off Cape Race, 1874... 154
Vicksburg, off Cape Race, 1879... 29
Warrior, Grand Banks, 1878... 25
North Star, Cabot straits, 1881... 27
Medway, off Newfoundland, 1887... 69
Valiant, Grand Banks, 1897... 70
Knobhead, Cape Race, 1888... 6
Bradford, Grand Banks, 1900... 87
Edmonton, off Atlantic, 1907... 8
Albatross, Mid-Atlantic, 1906... 8
Titanic, off Cape Race, 1912... 1,234

Coming Further South
The drift of ice this spring has been farther south than for years. Vessels reported ice fields extending far down into the southern track and skippers have told of being shut in by ice as far as they could see on every side of the horizon.

The size of the bergs that have been encountered recently varies greatly, but according to reliable reports bergs reaching from 60 to 100 feet to the top of their walls, with pinnacles and spires reaching to a height of 250 feet or more, have not been unusual. Below the water, some of these giant bergs extend to probably 800 feet.

Pass Many Bergs
Steamers reaching New York from Europe which had been held down the bay by fog for the last twenty-four hours or more, all report having passed many large icebergs and ice fields near where the Titanic was lost. The Red Star line, Lapland from Antwerp and Dover, reports she passed large and small ice bergs near longitude 49.50 and latitude 42, and that the field extended as far as the eye could reach.

The steamer Niagara, said that on April 16, in latitude 41.07, longitude 50.40 she saw many icebergs, followed by an ice field and that the liner steamed around the field until a o'clock the following afternoon.

Ice Pierces Plate
While steaming through the ice fields the wash of the sea hurled a large block of flintlike ice against the port bow of the Niagara and it pierced one plate.

The steamer President Lincoln, of the Hamburg-American line, which arrived yesterday from Hamburg, reported that on April 12 she encountered 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 country covered with nothing but ice and snow, rather than on the Atlantic ocean.

The centre of the field, Captain Magnin said, was in latitude 41.55 north and longitude 50.15 west, which is close to the point where the Titanic struck an iceberg two days later. The Titanic's graveyard is in latitude 41.14 north and longitude 50.14 west.

MYSTERY STILL ENSHROUDS FATE

with particular reference to the inadequacy of boats. This resolution, introduced in the senate by Senator Smith of Michigan, who ranks next to the chairman of the commerce commission, was passed by unanimous consent in one hour and 20 minutes. Senators Martine, of New Jersey, and Perkins of California, the latter chairman of the naval affairs committee, also introduced bills.

Senator Martine proposed that the president be advised that the senate would make treaties with maritime nations to regulate the safety of ocean vessels and their passengers and crews. Senator Perkins resolution provided for the equipment of steamers with adequate life saving apparatus. It would require that every steamer have a sufficient number of seaworthy life boats to carry "at one time every passenger and every member of the crew; that it should carry any port, without so certifying to the surveying inspectors, who would determine the character of such equipment but would have no discretion whatever as to the number of life boats which would be determined solely by the actual capacity to carry all aboard."

The Perkins resolution even prescribed that the life boats should have not less than three cubic feet displacement for each person. The Martine resolution was referred to the foreign relations committee and the Perkins resolution went to the commerce committee.

Wants International Commission
The house committee on merchant marine will take up speedily the many bills and resolutions which have been introduced bearing on the Titanic disaster. Representative Alexander, of Missouri, chairman of the committee, introduced two resolutions today. One would direct the president to invite the maritime nations of the world to appoint members of an international commission to define ship lanes and routes and to minimize the danger of collisions at sea. The other would extend a similar invitation to nations interested in North Atlantic steamship travel to form a commission to arrange for a general North Atlantic waters to warn ships.

Representative Sulzer of New York, chairman of the foreign relations committee offered a joint resolution identical with the senate resolution introduced by Mr. Perkins. The Perkins-Sulzer provisions would require one life preserver for each person aboard. They would also make it a felony for any captain, executive officer, or assistant general agent of a corporation actually charged with control of ocean vessels knowingly to permit a vessel to sail from any port of the United States without a full life-saving equipment. The penalty would be imprisonment for not more than ten years.

General George Uhler, supervising inspector general of steamboat inspection said there was no action that his department could take in the Titanic case in view of the fact that the vessel was a foreign craft, complying within the British navigation laws.

Pacific Coast Wrecks
SAN FRANCISCO, April 17.—The greatest number of lives lost in any wreck on the Pacific coast is 198. In the sixteen most disastrous wrecks on the Pacific coast the total loss of life was 1370, but little more than that in the single wreck of the Titanic. This list covers a period of sixty years. In the wreck of the Rio de Janeiro near Mile Rock in San Francisco bay, in 1901, the loss of life was 123. In the burning of the steamer Golden Gate off Mendocino in 1868 there was a loss of life of 198, and the same number perished in the wreck of the warship Condon in 1902. In the wreck of the steamer Valencia on Vancouver island January 23, 1906, the loss of life was 148.

Not Among Survivors
NEW YORK, April 17.—That Henry B. Harris, the theatrical manager, is not among the Titanic survivors on the Carpathia is shown by a message received late today at the Hudson theatre from Mrs. Henry B. Harris, his wife, who with Mr. Harris was on board the Titanic. Mrs. Harris' name has appeared on the list of saved. The message came from the steamer Carpathia by way of Halifax and said: "Am safe. Fray that Henry has been picked up by another steamer, Carpathia. Rene."

Montreal's Anxiety
MONTREAL, April 17.—Several residents of Montreal who had relatives on board the Titanic are on their road to New York today to meet the Carpathia. Among them are Dr. F. G. Lewis, whose wife was reported among those rescued; James Baxter, whose brother, Quigley Baxter, has not been accounted for, and Dr. James Goodarts, who is going to New York to await Mrs. Baxter, one of the rescued women, whose health was poor when she boarded the Titanic.

Lost in the Wreck
OTTAWA, Ont., April 17.—It is learned here tonight that the bust of Sir William Laurier, which was to have been placed in the rotunda of the Château Laurier on the Titanic, and went down with the boat. It was in the possession of Mr. Paul Chevre, the sculptor, who was saved. The bust had been modelled in Paris, and was deemed to be one of the best works of the sculptor and a splendid likeness of the liberal leader.

PREMONITION OF DEATH

TORONTO, Ont., April 17.—It is recalled here that when W. T. Stead was last in Toronto ten years ago, waiting Dr. Goldwin Smith, he expressed the premonition he either would be beaten to death by a mob in London's streets or perish a victim of a great disaster involving hundreds.

PRESIDENT KILLED BIG WHALE AT SEA

Pacific Coast Co's Steamer Collided With Mammal When on Way to California Ports
The steamer President of the Pacific Coast Steamship company, which has returned to Seattle from San Diego, reports having collided with a whale and killed it when between Monterey and Pismo points on her thousand voyage. "It was about 4:30 last Monday afternoon and we were steaming at full speed," said Capt. Thomas, "when a big gray-back whale, which I believe was over forty feet in length, darted in front of the President. We caught her just behind the gill, plowing two-thirds through her body and pinning her to the ship. She lay on her side against the bow of the vessel, which was soon dripping with blood. At first I did not slacken the speed of the President, and with the big gray-back planned to the steam we steamed for over two miles. An enormous amount of blood and oil was spouting from the whale's head and her body soon became white. I did not feel that there was any danger to the vessel, but decided that we had better be clear of her, so I stopped the President and backed at full speed. The force of the swell soon freed the whale and she sank from view."

Capt. Thomas said that when he struck the whale a big black whale made its appearance, and with the big gray-back resembling a submarine at full speed. "He struck the vessel on the starboard bow, and evidently stunned, sank from view. I have sighted and killed a great many whales, while master of vessels on the coast, but it was the first time I have been compelled to stop the engines and back my ship to get clear of one."

MISFORTUNE AFTER CAPTAIN

Friend of Captain Smith, of the Lost Titanic, Says He Believed Himself Victim of Ill-Luck

"Capt. E. J. Smith, commander of the White Star fleet and commander of the ill-fated Titanic, believed that he had been hoodooed and several months ago told me that if he would have another accident with an ocean liner of which he had the command he would resign his ship and retire into private life," said J. P. Grant, a retired English business man, in an interview at Seattle.

Mr. Grant, who is a brother of Sir James Grant, Ottawa, has crossed the Atlantic seventy-four times, and says that he has travelled 400,000 miles. He has been a passenger on steamships commanded by Captain Smith several times and learned to know him well.

"Captain Smith was recognized as one of the ablest sea captains of the Atlantic, and White Star officials had the utmost confidence in him," said Mr. Grant.

"Within the last three years, however, he seemed to be unaccounted in his commands. He was in charge of the Olympic when this ship met with three accidents in one year. It was first struck by the British man-of-war Hawke and the White Star line had to spend \$500,000 to repair it. It then lost a blade of a screw by running into a submarine wreck and had to put into Belfast for repairs. When the ship left the Belfast harbor it ran aground.

"It shows what great confidence his superiors had in him, because he retained his command of the Olympic until he was transferred to command the Titanic on its maiden voyage.

"In all these mishaps it was always found that Captain Smith was not to blame, but he came to fear his luck and often spoke about it to me.

PURSE SEINE LICENSES

"The issuing of purse seine licenses has been practically agreed upon for the west coast of Vancouver island. This will mean that the Canadian fishermen will be able not only to compete with their arrivals in the waters beyond the three-mile limit but will have the exclusive right to use the purse seine within the three-mile limit. The exact value of this cannot be estimated, as up till now no purse seine licenses have been issued. The use of the purse seine by the Americans has acted greatly to the detriment of the Canadian fisherman, but in the future that advantage will not be offset but counterbalanced.

"In past years the Americans have had a large number of traps set in Puget Sound, and as the fish, in reaching the Fraser river, have to pass through the Puget sound, they are invariably caught in large quantities in the trap nets. Now, however, that the Canadian fishermen can use the purse seine within the three-mile limit as well as outside of it the utility of the trap nets at Puget sound will become a thing of the past, as the Canadians will be able to catch the fish themselves before they get to that distance.

"There was another question before the conference and that was the improving of the fish in Cowichan Lake from the sportsman's standpoint. Hon. Mr. Bowser listened attentively to what we had to say on this subject, and I am in a position to say that he has already evinced his interest in it by arranging for a collection of trout eggs in the vicinity of the provincial Seton Lake Hatchery and transferring them to the Dominion government hatchery at Cowichan lake, where they will be incubated and the resulting fry distributed in the waters of the lake."

Mr. Cunningham also stated that this would be the last conference of the kind. The value of it has been recognized by everyone present, and he is certain that they would all meet again from time to time to discuss matters of importance affecting the fishing industry on the Pacific coast of Canada.

The others who attended the conference in addition to the Attorney-General and Mr. Cunningham were Mr. D. N. McMillan, deputy commissioner of fisheries, Mr. J. C. Williams, inspector for the northern section of the province, Mr. E. G. Taylor of Nanaimo, and Mr. J. P. Babcock.

WANTS TO RISK HIS LIFE IN SMALL BOAT

NORWEGIAN SAILOR WHO CROSSED ATLANTIC IN TINY CRAFT WANTS TO BE PUT ADRIFT IN MID-PACIFIC
Capt. Ole Brude, the Norwegian sailor who in 1912 crossed the Atlantic in a small, one-man boat, is planning an interesting expedition. He is now in Seattle, and is planning to cross the Pacific in a small boat, carrying forty passengers and provisions for three months. Fifty-five of the crew will be taken from the Titanic and all of the passengers of the Titanic and early rescued New York harbor.

The life boat was invented in 1905, patents being obtained in Norway, France, Great Britain and the United States. The inventor, Capt. Brude, has been in the business for many years and already they have given him a large sum of money.

Capt. Brude said that while he and his crew were on the Atlantic, they were asked if they wanted assistance, and that they were not. He added that they were not shipwrecked sailors, but that they were a Norwegian steamship crew, and that they were on their way to the coast of Norway.

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FIVE LINERS LEFT WHARVES

Animated Scenes at Outer Docks Yesterday When Big Fleet Cleared for Many Ports

Five steamers left the outer wharves yesterday for many ports, a freighter came en route to Nanaimo for a cargo of coal, a coaster returned and sailed on there was a busy day on the waterfront.

The Umattila of the Pacific Coast steamship company was the first to leave sailing yesterday morning for San Francisco, with a good cargo and over 200 passengers. The Mexico Maru, of the Osaka Shosen Kaisha, left at 10:30 a. m. for Hongkong and way ports with a heavy cargo of general freight valued at \$58,899, and the Keelung of the Blue Funnel line left at noon also carrying a large cargo of general freight, including a heavy shipment of logs to be milled at a Japanese sawmill.

The Zealandia, of the Canadian Australian line, left last night for the Antipodes with over 300 passengers and 2,000 tons of general cargo, and the big Holt line's Rathabyus, after completing discharging general cargo at the outer wharf since Monday, left for Vancouver about midnight. The Norwegian steamer Thor arrived from San Francisco in ballast for Nanaimo to load another cargo of coal for the Bay city under charter to the Western Fuel company, and the steamer Venture, Captain Parks, of the Boscowitz steamship company arrived from Beila Coala and way ports, and left again last night for the north.

Killed in Self-Defense
SAN FRANCISCO, April 12.—S. Okuba, the Japanese cook who killed Carl Benson, master of the schooner Americana on January 3, last, was arraigned in court here charged with murder. The schooner, which was only 50 miles north of the equator when the shooting was done, arrived with Okuba in irons.

A statement dictated by Okuba to Paul Rittmeyer, the cabin boy, was read in court. In it Okuba says he shot in self defense after the captain had accused him of wasting the ship's stores, had threatened him with arrest, lashed him with vile names and laid hands on him with sufficient violence to tear his shirt. The cabin boy confirms the statement.

Interrogated by representatives of the United States district attorney's office, members of the crew of the Americana, said that throughout the voyage the Japanese had been subjected to harsh treatment from the captain. Shortly before the shooting, according to one of the crew, the captain entered the galley and began abusing the cook, finally saying, "I am going to beat you up." It was then that the cook shot.

Members of the crew said they believed the captain had lost his mind early on the voyage.

QUESTION OF MORTGAGE

Mr. Stuart Henderson, K. C., is Arraigned at Instance of Ashcroft
VANCOUVER, B. C., April 17.—Stuart Henderson, K. C., lately the liberal candidate in Lillicoet and formerly member for Yale in the B. C. legislature, was arraigned here this afternoon on the charge of embezzlement. He was afterwards released on \$3,000 bail, \$1,500 in himself and \$1,500 divided between two sureties of \$750 each. He will return to Ashcroft where the information was laid this afternoon.

The allegation against Mr. Henderson is that in July 1910, a Norwegian farmer named Hans Gjilstad, living at Ashcroft, gave him as his solicitor, \$1,112 to pay off a mortgage on 160 acres of land he owned in Alberta. Mr. Gjilstad in his information, alleges that Mr. Henderson told him he had paid off the mortgage and had the papers in safe keeping. This spring Mr. Gjilstad wanted to rent his land, but the prospective tenants objected to taking it with a mortgage on it. Mr. Gjilstad then made inquiries, and says he found that the \$1,112 had not been paid. He further alleges that he has a letter from Mr. Henderson stating that the mortgage had been paid, and that he has also the paid cheque which Mr. Henderson cashed.

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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 Unknown—No Wireless Messages from Steamer Carpathia Last Evening

That the final roll of the rescued from the Titanic disaster virtually had been made up was the impression that grew almost inconvincible 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 888 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; Isidor Straus, 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-souled, shawly-souped dilettante 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 with the revelation they will furnish of just what happened on board the stricken ocean giant, remains to be told. 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 Capes the scout cruisers 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 (all 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 steamer 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 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.

Capt. 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. Isidor Straus, 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.

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 Strathcona 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 and driven island, 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 island 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 absent of this island headed for Halifax, and the Carpathia, which bears the survivors, is approaching communication. 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 will not be relieved until the Carpathia gives up her story.

LARGE ICE FIELD IN THE ATLANTIC

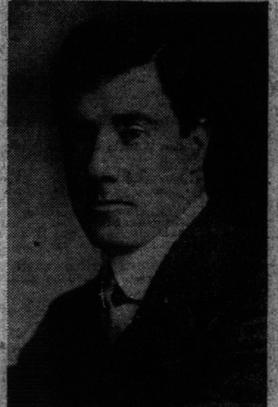
NEW YORK, April 16.—The steamship President Lincoln of the Hamburg-American line, which arrived today from Hamburg, reported that on April 12 she entered a large field of ice dotted in all directions with large and small icebergs. Captain Hays said it was easy to imagine that the ship was in the midst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

TOLL OF LIFE Table with columns: Ship's company, First cabin passengers, Second cabin passengers, Third cabin passengers, Total passengers, Members of crew, Total, Number of known survivors, Believed to have perished, Total.

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

The centre of the field, Capt. Magin 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 grave-yard 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 Etonian, 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 alley rumor that Virginian has any of the Titanic's passengers. Neither has the Tunisian. 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 3,702 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, Mrs. Christie, her daughter, Miss Christie, and another number of relatives, Mrs. Jackson, were rescued from the wreck of the Titanic. Mr. Jackson, 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 signs, 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 90 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 all 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 awaiting a relief subscription for those left dependent on the aid of 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 of 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. McCAFFRY 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 McCaffry, manager of the Vancouver branch, sailed on the Titanic. His name appears amongst those unaccounted for today. Mr. McCaffry had been on a trip on the Continent, being in company with Mr. J. Hugo Ross, also well known on the coast. Mr. McCaffry 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. McCaffry'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. Before that position he joined the Union Bank, with which he had previously been identified. Mr. Ross, though a resident of Winnipeg, could amply 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-

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. First-class passengers were experienced in getting many of the names correctly, and more than a score of names as 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. Cardosa, Thomas Casazza, Mrs. Lucille Carter, Mrs. William E. Carter, Master William Carter, Howard B. Case, Mrs. Lucille W. Cavenish and maid, Mrs. H. F. Chaffee, Mrs. and Mrs. N. C. Chambers, Miss Gladys Cherry, Paul Chivroy, 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. E. Futrelle, Mrs. Leonard Gibson, Miss Dorothy Gibson, Mrs. S. and Miss Ella Godeburg, Sir and Lady Cosmo Duff Gordon, Col. Archibald Grose, Mr. Graham, Mr. William Graham, Miss Margaret E. Graham, Mrs. Lee D. Greenfield, Mr. William B. Greenfield, Henry Harner, Mr. and Mrs. George A. Harper, Henry S. Harper and maid servant, Mrs. Henry S. Harper, Henry Hawkeford, 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 Llover, Miss Longley, Miss Georgitta, 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. Oathey, Miss Helen Oathey, Mr. Arnold Omond, Major Arthur Puchin, Mrs. Thomas J. Porter, Mrs. George Rhoads, Mrs. Edward Roberts, C. E. Rolman, Miss Edith Rosenbaum, Mrs. Martin Rothschild, Countess of Rothes, Adolph E. Saffield, Abraham Salkman, Mrs. Paul Schaber, 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 Steppin, Mr. and Mrs. C. E. B. Stengel, Mrs. George M. Stone, Mrs. Frederick Joel Swift, Miss Ruth Tausig, Mr. and Mrs. E. Z. Frankner, 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. Hippeck, Mrs. Walter Clarke, Mrs. John B. Cummings, R. Spencer Silverthorne, Mrs. Bolton Barnshaw, Mrs. Caroline Andros, Miss E. T. Andrews, (probably Miss Cornelia J. Chalmers), Mrs. B. or Mrs. N. B. Chibnall, Robert D. Douglas, Mr. and Mrs. W. O. Douglas or Mrs. F. C. Douglas, Miss Ellis (may be Miss Eusta), Miss E. Mile Kenchla (possibly Mrs. F. R. Kenyon, Mr. and Mrs. E. D. Kimberley (possibly Mr. and Mrs. E. N. Kimball), F. A. Kenman (possibly Mr. or Mrs. Kenyon), Gerrit Lindstrom (probably Mrs. J. Lundstrom), Mile (probably Mrs. D. Mile), Mrs. J. N. Rogerson, Mrs. Arthur, Mrs. Amlly 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. Albert; 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 Ella 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 sections 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 the 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 guinea, but the rate quickly was raised to 95, 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 \$125,000,000. 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 elsewhere.

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

(Continued on Page 12)

Many Reg... don Salvag... mour Narro... in an inter... that the por... situated the... chief entrep... Pacific, whi... provided to... cargoes br... this port. ... bridge will... "With the... ing settlem... the west, w... grain will... this great... greater tha... port on the... Even were... 000-000 bus... west—it is... theorties th... 250,000,000... shipped via... cargoes for... freighters... move, each... tate the bri... railroad car... "This wh... handling o... It will not... Coast ports... the export... Seymour na... let railroad... assist in a... but the pier... wheel. "Seafarers... situated is... come the gr... ports. It is... from sea. ... Fucus is a... open water... being his w... all times and... offers the... and it is as... proach. Per... on the west... in Barkley... where, but... big ports ha... the west coa... of Scotland... not be big... that the ap... Vancouver I... is reached i... large size I... "Victoria" ... in the world... situated. Th... are merely o... Bay and Gas... of Africa... and about fi... a big fleet... stretched the... age. Vessel... to ply to pe... thing have b... the new doc... toria does i... disadvantage... This port... tag and is... Bay and Colum... if Hardy B... of the island... although con... approached... nothing like... the straits o... the approach... most advan... ping port. "However... though, they... road connect... the Bute in... narrow's brid... the first tra... Canada was... gave it as a... via Bute In... that the lowe... led to Bute... sea. If Sey... the greater p... of the distri... route to the... be carried i... route for sh... would soon... come the be... port on the... "BUYS O... Mr. John Ar... Leon at the... Vict... Mr. John... has purchas... one of the... known pla... The deal was... of Lee & B... Seattle, and... was not made... been by the... The Collec... about two ye... long and ele... aimed through... being the fa... not only...



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

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Our Store Management, Large Turnover and Buying Advantages Enables Us To Offer Better Goods At The Least Expense

Buying a Costume Isn't an Every Day Matter

CHOOSE FROM SPENCER'S STOCK AND YOU'LL BE PLEASED WITH YOUR INVESTMENT

There is no getting around the fact that the pleasure to be derived from a Summer costume lies in the quality of the material and the workmanship that goes into it, but a perfect fit makes the pleasure more than double.

These are facts that had our careful consideration when we purchased our stock, and the ever-present question of price was considered last of all. As a result we are in a position to offer you the very highest possible quality at a moderate price.

Both the more conservative and the extreme New York trimmed styles are here to choose from, also many that strike the happy medium, and as we have garments in all sizes, you are sure of finding just what you want in this assortment.

PRICES FROM \$22.50 TO \$50.00

Hosiery Values That Deserve Your Attention

SOME SPECIALLY GOOD LINES FOR FRIDAY'S SHOPPERS

They are not odd sizes, or a special purchase of untried goods, but lines that have stood the test of time. Every pair is sterling value and will please the most exacting woman.

- Children's Hosiery, ribbed and made of a fine cotton. They are to be had in all sizes and colors black and tan. Fast colors. Per pair..... **25¢**
- Fine Cotton Hosiery for Women. They come in plain, fancy embroidered and lace styles, in colors black and tan. Special value for Friday's selling, per pair..... **35¢**

Ottoman Silk Hand Bags on Friday at \$1.75

Dainty Hand Bags that you'll be proud to use. They are made of a fine Ottoman silk, have silver trimmings, long cord with bracelet, and may be had in colors green, champagne, ponce, sky, white and black. They are now being shown in the Broad Street windows, and one glance will convince the most exacting woman that full value is represented. Friday's special..... **\$1.75**

Beautiful Collars and Frills SOME EXCEPTIONAL VALUES TODAY

It's astonishing what a difference—a pleasing difference—a smart lace collar, side frill or jabot will make to your dress or costume, and when you can get the latest and best at such a small cost, there's no reason why you shouldn't have a change.

Ask to see them in the department on the Main Floor.

- Dutch Collars, in lace and embroidery. The range of patterns is especially good and the values are better than the average. There are many here that will please you. Prices start at 25c and range as high as..... **\$2.50**
- Side Frills. These are the season's latest productions and better values are not to be had. Many charming designs to choose from. Prices start at 25c each, so you can afford one, but there are many better ones that range as high as **\$8.50**

- Jabots in lace and embroidery. We have an assortment that should meet your requirements exactly. Prices start at 25c and range as high as..... **\$6.00**
- Handkerchief Collars. These come in a variety of shapes. Will you see them? The goods tell their own story best. If we attempted to tell you what their worth is, you might think that we were partial to our goods. Prices from 35c up to **\$2.00**
- Colored Satin Sailor Sets. Very attractive and cost little. Price..... **\$1.75**
- Lace and Muslin Yokes and Sleeves. Many styles to choose from. Prices 50c..... **\$1.00**

Women's Underwear—Values That Should Interest You

- Women's Vests with low necks and no sleeves. These garments are made entirely of cotton, have a smooth finish, and will not irritate even the most sensitive skin. All are finished with neat lace round the neck. Sizes 38, 39 and 40. Per garment, 35c and..... **25¢**
- Women's Vests with low neck and short sleeves. They are made of cotton lisle and are finished with lace around the neck. Sizes 36 and 40. Price, per garment, 35c and..... **25¢**
- Women's Vests, made of all cotton, have a soft finish, low neck and no sleeves, also low neck and short sleeves. They are trimmed with cotton beading. Size 36 at the bust. Price..... **12½¢**
- Women's Vests, low necks, short or no sleeves. These are made of good lisle thread, soft finish, finished with a bead trimming. Size 36 at the bust. Price, per garment..... **15¢**
- Women's Balbriggan Vests. There are garments with plain or fancy tops to choose from, with short or no sleeves, and low necks. Sizes 40 to 42 only. Per garment, 35c and..... **25¢**
- Fine Porous Balbriggan Combinations. These are made with low necks, no sleeves and are loose at the knee. Sizes 40 to 42 at the bust. Per garment..... **75¢**
- Combinations. These are loose at the knee, low necks and short sleeves. Sizes 36, 38 and 40. Per garment..... **65¢**

- Cotton Drawers for Women. They are loose at the knee, trimmed with lace, and may be had in open or closed styles. Price, per garment..... **35¢**
- Women's Drawers. These are Summer weight cotton garments, ankle length, and may be had in open and closed styles. Sizes, 36, 38 and 40. Per garment..... **35¢**
- Women's Out Sizes in Vests. They are Summer weight, made of cotton, low neck, short or no sleeves and finished with crochet at the top. Per garment..... **50¢**
- Women's Drawers, out sizes. Summer weight garments, made of cotton. All sizes are here in open and closed styles. Per garment..... **50¢**
- Children's Cotton Vests with high necks, medium and short sleeves and all sizes. Drawers are to match. Per garment, 20c and..... **15¢**
- Children's Black Cotton Drawers in all sizes. These are loose at the knee, and are finished with lace. Some are ankle length. Per garment, 35c and..... **25¢**
- Women's Vests. A splendid value, made for evening wear. They are made of good silk lisle, openwork, low necks, no sleeves, and are trimmed with lace at neck and arms. Sizes 38 and 38. Per garment..... **65¢**
- Women's Balbriggan Drawers, loose at the knee or ankle length. Sizes 40 and 42 only. Per garment..... **50¢**



A Sale of Silk, Net and Fine Embroidered Waists at \$2.50 Friday

MANY OF THE WAISTS ARE WORTH TWICE THE PRICE. SEE THEM IN THE VIEW ST. WINDOW

THESE are a few samples that we have been fortunate in securing, and although there are most sizes in the lot, there is only one or two of a kind. It's impossible to give you a good idea of the value or designs of these garments in this advertisement, but one glance at the View Street window will convince you that the garments were never made to sell at this low figure.

There are silks in black and various colors, some plain tailored, while others are tucked, trimmed with braid, piped with silks of contrasting colors, or in the popular one-sided effect.

Net and marquisettes are here made up in very attractive styles, some handsomely trimmed with colored braids, beautifully embroidered and finished with high and low necks, short and long sleeves. You'll have to shop early if you want one.

FRIDAY'S PRICE, \$2.50

Natural Pongee at 30c a Yard—Friday

The fact that Natural Pongee is so very popular this season should make this offer specially attractive. The material is 25 inches wide and is of excellent quality. Will wash well and make up into excellent coats and dresses for the Summer. Per yard on Friday, 30c.

Pajamas and Shirts for Men Who Demand Quality

A LARGE SHIPMENT JUST ARRIVED—MARKED AT TEMPTING PRICES

MEN who require the best materials and workmanship will find these garments all that they can desire and still cost very little more than the average garment. The extra comfort and wear to be had by wearing garments of the better sort is worth far more than the little increase in their cost, in fact they really cost less in the long run.

- Imported Flannelette Pajamas, in fancy stripes. These are a very special value and are well suited for Spring and Summer wear. Per suit..... **\$1.50**
- Imported Pajamas, made of good Ceylon flannelette, in fancy stripe patterns. They are a nice medium weight and may be had in three different sizes. Per suit..... **\$2.25**
- Imported Pajamas, made of good chambrays, in plain colors and stripes. Colors grey, blue, pink, mauve and ponce. They are made in the double-breasted style and fasten with large pearl buttons. All sizes at per suit..... **\$2.00**
- Imported Ceylon Shirts, in fancy light and dark stripes. They are light weight and are well made. Are generously cut in the bodies and are finished with plain white neck bands. All sizes and an assurance of perfect shirt comfort in every garment. Price..... **\$1.25**
- Ceylon Flannel Shirts, with turndown collars, reversible, in all sizes. These garments may be had in light and dark fancy stripes, and are as good as shirts can be. Per garment..... **\$1.50**
- Flannelette Shirts. These are imported garments and have turndown collars that button at the neck, are full size at the body and are well made. These are a very special value. Per garment..... **85¢**
- Will Black Bath Shirts. These are light weight and have a mercerized finish. All sizes are to be had and no better garment is on the market at this price. Per garment..... **\$1.00**
- Blue Cambie Working Shirts. Light in weight but strong. They are in plain blue and come in all sizes. Specially good value at per garment..... **85¢**
- Khaki Drill Shirts. Nothing better for working in. For strength and comfort a better garment will be hard to find. All sizes at per garment..... **\$1.00**
- Imported Ceylon Flannel Shirts. These are finished with neckband for ordinary collar and have soft double cuffs. All sizes are here at per garment..... **\$2.75**
- All Wool Taffeta Shirts. Imported garments finished with collarband and soft double cuffs. These are the finest quality made and are guaranteed shrunk before making up. To be had in both light and dark fancy stripes. All sizes at per garment..... **\$3.50**
- Cricketing Shirts for Men or Boys. These are imported garments, made of a good flannelette that was thoroughly shrunk before being made up. Have turndown collars that button at the neck and soft cuffs. All sizes are here at the following prices: For men \$3 a garment, Youths' sizes at \$1.75, and Boys' sizes at..... **\$1.50**

Aprons—Designed for Service but Have a Neat Appearance MANY STYLES ARE HERE MARKED AT POPULAR PRICES

Of course an apron should be designed with a view to service, the best possible service in the protection of better and more expensive garments, but that is no reason why it should not be sufficiently attractive to make it all the more pleasant to wear.

Here is an assortment that should please you in point of style, quality and price, in fact they are the best that we have handled for a long time. We can't speak too highly of them, but we prefer you to see the goods and form your own opinion of their value.

- Holland Aprons, made with a bib, at each..... **25¢**
- Holland Aprons in large sizes, finished with neat hems and piped with white cotton. Price each..... **35¢**
- Holland Aprons—These are a good heavy quality, some have trimmings of white braid and others are finished with a deep hem. Extra large sizes at per garment..... **75¢**
- Tea Aprons. Some are made of white lawn trimmed with a frill of self and others come in muslins trimmed with lace. Remarkable values at each **25¢**
- Tea Aprons, made of fine lawns or fancy muslins trimmed with lace and hemstitching. There are many different styles to choose from at, per garment, 75c and..... **65¢**
- Overall Aprons made of white linen. Have a tucked yoke and finished with a frill over the shoulder. Price each..... **\$1.00**
- Overall Aprons, made in many attractive styles, including empire, princess and loose-fitting. Prices range, according to quality, from 75c each up to..... **\$1.25**
- Good Print Aprons in dark blue with white spots. These are a very special value at..... **25¢**
- Gingham Aprons Without Bibs. Made in large sizes. Price..... **35¢**
- Black Saten Aprons, in small sizes and finished with a frill of self. Rare value at, each..... **65¢**
- Overall Aprons made of good black saten. These are to be had with or without sleeves. Price each..... **\$1.25**

A Choice Belt for Your Summer Dress

MANY STYLES TO CHOOSE FROM HERE

No doubt you will require a new belt to wear with your new garments, and you will be interested to know that we have made a special effort to meet the exacting demands of our patrons and have now a larger assortment than ever for you to choose from. The styles are serviceable and so well assorted that choosing should be an easy matter. Ask to see them. Main floor near the elevator.

- White Embroidered Belts, with fancy buckles and a choice assortment of patterns. Price each..... **25¢**
- Black Belts in floral designs. Colors myrtle and black. They are fitted with gilt buckles and are a rare value at..... **35¢**
- Black Belts in fancy designs. These are in black only and have black buckles. Price..... **50¢**
- Elastic Belts in grey, brown, navy, white and black. These have fancy nickel and gilt buckles. Price, each..... **75¢**
- Buster Brown Belts in colors navy, cardinal, white and fancy stripes. These are excellent values at, each..... **25¢**
- Women's Leather Belts. Fine quality and may be had in brown and black, fitted with gilt and black buckles. Price each..... **25¢**
- Women's Belts, made of fine leather. These come in a neat black and white stripe. Price each..... **25¢**

Tan Button Boots for Women

THE MOST FASHIONABLE FOOTWEAR FOR SPRING AND SUMMER

Our shoes for Spring and Summer embrace the features of refined elegance that the most skillful shoemakers alone can produce. For comfort as well as beauty these models are hard to equal, and it is very doubtful if better can be had even if you are prepared to pay a much higher price.

Fashion has proclaimed tan as the leading color for both Spring and Summer, and button models are growing more popular every day. We have them in the newest American models with high dome toes and "Goodyear" welts. All sizes are here at per pair, \$4.50.

WHITE CANVAS BUTTON BOOTS

Another popular style that will be a close rival of the tan leather models. They are American made, have high toes and short vamps. All sizes are here and we guarantee a perfect fit at, per pair, \$3.00.

Men's Suits at \$12.50 and Boys' Double-Breasted Suits From \$3.25 to \$4.75—Friday

The prices are low but it's our huge purchasing power and our huge turnover that enables us to sell the goods at these low prices. They are good examples of Spencer values and that means that there is the best possible quality of material and workmanship crammed into the garments and are far better than you would expect to get for the money.

- Men's Suits made of good tweeds and chevrons in a large assortment of patterns and colors. They are three-button sack suits, are well tailored and trimmed, and may be had in all sizes. They are ideal business suits, are inexpensive, durable and smart in appearance. A splendid bargain at..... **\$12.50**
- Boys' Double-breasted Suits made of strong tweeds—They come in mixtures of browns, greys and greens, and are well tailored and trimmed. Sizes for boys from 2 to 10 years old are here, and you can't get better garments for school wear. Prices from \$3.25 to..... **\$4.75**
- Boys' Wash Suits. There are Buster and sailor styles to choose from, and may be had in about six different colors and patterns. They are just the garments for summer wear, especially for picnics and other holiday occasions. Will wash well and always look new and fresh. Ducks, gingham and prints are the materials, and the sizes range for boys from 2 to 10 years old. Per garment \$1..... **\$2.50**
- Children's Rompers made of good prints. Three different patterns and colors to choose from, and are specially good value at, per garment..... **75¢**
- Straw Hats, in boater and snap styles, made of fancy cut and split straws, have arrived and are waiting for you to make your selection. All the regular sizes are here, and you never saw better qualities offered at the prices. Prices range from \$1.25 each down to..... **50¢**
- Ginghams, Prints and Drills are the materials from which these suits are made, and there are Buster and sailor blouse styles to choose from. All manner of colors and patterns are here, and all sizes for boys from 2 to 10 years old are to be had. The garments are finished with fancy collars and cuffs, and will look fresh and new every time they are laundered. Prices from \$1.00 a suit up to..... **\$2.50**

David Spencer, Limited

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