



### 150,000 Free Homesteads ALONG THE LINE OF THE CANADIAN NORTHERN RAILWAY IN Manitoba, Saskatchewan and Alberta

The Government has thrown open for entry 150,000 Free Homesteads—160 acres each—along the lines of the Canadian Northern Railway in Manitoba, Saskatchewan and Alberta. At least 35,000 of these are within a radius of 20 miles of operated lines of the Company, while the balance will be served by Branches now under construction or projected.

Alberta, the Province already noteworthy for its fertile lands and salubrious climate—takes first place in the total of homesteads offering. But the wonderful Wheat Lands of Saskatchewan are well represented in the free Farms which have been thrown open for entry. Manitoba—the oldest settled of the three—holds out a large number.

**Manitoba, 21,800 Saskatchewan, 48,080 Alberta, 74,000**

Western Canada is so big that practically every farming condition is met with in the combined total. There is open prairie, the bluff country which needs some clearing, and also the rolling land where loan and climate are admirably adapted to the needs of mixed farming. The atmosphere—Clear, Dry and invigorating—makes this land the best land to live in.

The best Homesteads are rapidly being taken up, and intending settlers will be well advised to make their selection without delay. Write for a free booklet giving the location and a description of the land being offered. A copy will be mailed to anyone making application to R. L. Fairbairn, Asst. General Passenger Agent, Canadian Northern Building, Toronto, Ont.

## TORY PAPER'S SARCASTIC CRITICISM OF PREMIER WHITNEY'S ANTI-TREATING BILL

From the Montreal Star, (Con.)  
It is rather a pity that Sir James Whitney's anti-treating bill will not be brought down this session. Some very good people may die before next session, and they must pass away without ever having their curiosity satisfied as to what an anti-treating law may look like. The Mail and Empire intimates that it is even to be applied to clubs—institutions which the redoubtable Mr. Rowell seems to hesitate to assail. Though how long Mr. Rowell imagines that a law will stand which closes "the poor man's one club member reported another club," while leaving the rich man's club member for "treating," how open, we cannot conjecture.

We know, at all events, what the member of the club? Some clubs Rowell proposes to do to "the have anti-treating by-laws; but they bar." But what does Sir James propose to do? How can a law be passed the majority of civic by-laws in this ed and enforced which will permit city.

Jones and Smith to go into a bar. At all events, there will be a lot and "order drinks," but which will of curiosity to see that law. Sir not permit Jones to pay for Smith's James should not keep it hidden drink, or vice versa? That is the thefrom the public view. It is too great puzzle on which universal curiosity is a strain upon the curiosity of the unwhetting its teeth. It is not a ques-curious sex—the sex which will be tion of whether it should be done, chiefly affected.

## Titanic's Cargo Total Loss Revised List of Drowned

(Special to The Post.)  
NEW YORK, APRIL 16—THE FOLLOWING FACTS CONCERNING THE LOSS OF THE WHITE STAR LINER TITANIC OFF THE BANKS OF NEWFOUNDLAND STOOD OUT PROMINENTLY EARLY TODAY AS SIFTED FROM THE WIRELESS REPORTS: REVISED ESTIMATED LOSS OF LIFE, 1,234 SOULS. THE \$10,000,000 STEAMSHIP WITH CARGO AND JEWELS PERHAPS WORTH TEN MILLION TOTAL LOSS. MANY PERSONS OF IMPORTANCE STILL UNACCOUNTED FOR. THE CUNARDER CARPATHIA WITH 886 SURVIVORS, THE TOTAL THUS FAR ACCOUNTED, IS EXPECTED TO REACH NEW YORK ON FRIDAY. THE ALLAN LINE VIRGINIAN IS REPORTED EN ROUTE TO ST. JOHN'S, Nfld., BUT WHETHER SHE CARRIES SURVIVORS HAS NOT BEEN CONFIRMED AS YET, NOR IS THERE CONFIRMATION THAT HER SISTER SHIP, THE PARISIAN, AIDED IN THE RESCUE WORK AS REPORTED YESTERDAY.

## None of the Passengers Saved Are on Virginian or Parisian S.S. Carpathia Carries Rescued

(Special to The Post.)  
NEW YORK, APRIL 16—TWO MESSAGES RECEIVED SHORTLY AFTER 10 O'CLOCK THIS MORNING BY THE MARCONI WIRELESS TELEGRAPHY CO. FROM THE COMPANY'S STATIONS AT CAPE RACE, MAKE IT APPEAR THERE ARE NONE OF THE TITANIC PASSENGERS ON EITHER THE PARISIAN OR THE VIRGINIAN. ONE MESSAGE READS, "THE MARCONI STATION AT SABLE ISLAND HAS BEEN IN COMMUNICATION WITH THE PARISIAN, AND THE SHIP REPORTS NO PASSENGERS FROM THE TITANIC. THE OTHER MESSAGE READS, "THE MARCONI STATION AT CAPE RACE REPORTS IT HAS HAD NO COMMUNICATION WITH THE VIRGINIAN AND DOES NOT BELIEVE ANY OF THE TITANIC'S PASSENGERS ARE ON THAT VESSEL.

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 BY WIRELESS TO THIS STATION THE LIST OF TITANIC'S SURVIVORS. GREAT DIFFICULTY WAS EXPERIENCED IN GETTING THE NAMES CORRECTLY, AND MANY OF THOSE RECEIVED DID NOT APPEAR IN THE TITANIC'S ORIGINAL PASSENGER LIST. THE NAMES OF THE SALOON PASSENGERS RECEIVED INCLUDE THESE CANADIANS: MAJOR PEUCHEM, TORONTO; MRS. J. C. HOGABOOM, TORONTO; MRS. CHAS. M. HAYS AND DAUGHTER MARGARET; MRS. THORNTON DAVIDSON, MONTREAL; MRS. JAMES BAKER, MONTREAL; MRS. FRED C. DOUGLAS, MRS. MARK FORTUNE, AND DAUGHTERS LUCILLE AND ALICE, WINNIPEG.

New York, April 16.—More than 1,300 persons, it is feared, sank to their death early yesterday, when within four hours after she crashed into an iceberg the mammoth White Star Line steamer Titanic, bound from Liverpool to New York on her maiden voyage, went to the bottom off the Newfoundland Banks. Of the approximately 2,200 persons on board the giant liner, some of them of world-wide prominence, only 866 are known to have been saved.

The White Star Line offices in New York, while keeping up hope to the last, were free to admit that there had been "horrible loss of life."

Accepting the early estimates of the fatality list as accurate, the disaster is the greatest in the marine history of the world. Nearest approaching it in magnitude were the disasters to the steamer Atlantic, in 1873, when 574 lives were lost, and the La Bourgogne, in 1898, with a fatality list of 571. Should it prove that other liners, notably the Allan liners Parisian and Virginian, known to have been in the vicinity of the Titanic early yesterday, had picked up others of her passengers, the extent of the calamity would fortunately be greatly reduced. This hope still remains.

News of the sinking of the liner and the terrible loss of life in consequence came early last evening with all the greater shock, because hope had been buoyed up all day by reports that the steamship, although badly damaged, was not in a sinking condition, and that all her passengers had been safely taken off. The messages were mostly unofficial, however, and none came direct from the liner, so that a lurking fear remained of possible bad news to come.

Shortly after 7 o'clock last night there came flashing over the wires from Cape Race, within 400 miles of which the liner in the treacherous Newfoundland Banks region, had struck the berg, which brought her to grief, that at 2:20 o'clock Monday morning, 3 hours and 55 minutes after receiving her death blow, the Titanic had sunk.

The news came from the steamer Carpathia, relayed by the White Star liner Olympic, and revealed that by the time the Carpathia, outward bound from New York and racing for the Titanic on a wireless call, reached the scene, the doomed vessel had sunk.

Left on the surface, however, were lifeboats from the Titanic, and in them, as appears from the meagre reports received up to a late hour, were some 886 survivors of the disaster. These, according to the advices, the Carpathia picked up, and is now on her way with them to New York.

For the rest of the scene as the Carpathia came up was one of desolation. All that remained of the \$10,000,000 floating palace, on which nearly 1,400 passengers had been voyaging luxuriously to this side of the Atlantic, were some bits of wreckage. The biggest ship in the world had gone down, smuffing out in her downward plunge, it appeared, hundreds of human lives.

A significant line in the Cape Race despatch was the announcement that of those saved by the Carpathia nearly all were women and children. Should it prove that no other vessel picked up any passengers of the sinking liner, this might mean that few of the men on board had been saved, as the proportion of women and children among the passengers was large. The same fact would likewise spell the doom of practically the entire

# EXTRA!

We have Purchased the Stock of Men's Coat Sweaters from the Hood Knitting Co. which plant was recently burned, and will place these coats on sale Friday morning next.

"Some are Smoked", "Some are Scorched" "Some are Wet"

Come for a bargain on Friday, see these in our Clothing Window

## Dundas and Flavelles, Ltd. Clothing Department

aster in time to have been of assistance. When the Virginian first reported her receipt of the "C.Q.D." signal she said she was not likely to be able to reach the Titanic before 11 a.m. in the morning. This hour would have been nearly eight hours after the Titanic sank. It is equally doubtful that the Parisian could have reached the scene in time.

The Titanic, with a length of 882 feet six inches and a width of 92 feet six inches. She was launched at Belfast last May, and this was her maiden trip. She had a displacement of 66,000 tons and 45,000 tons register. Her rudder alone weighed 10 tons. To build the vessel cost nearly \$10,000,000. She was a four-funnel, triple-screw steamer; had eleven decks; was provided with fifteen watertight bulkheads, and had accommodation for 3,000 passengers—500 saloon, 500 second-class, and 1,900 steerage. She carried a crew of 850. In height she was 175 feet from the top of the funnels to keel.

Canadians Among Missing.  
Toronto, April 16.—H. G. Thorley, Toronto agent of the White Star Line, received from W. W. Jeffries, the New York agent, a telegram advising that Captain Haddock of the Olympic reported that the Titanic ran aground at about two o'clock yesterday morning. The Carpathia has on board all the surviving passengers and crew, numbering 675. The Carpathia is steaming to New York.

Later in the evening Mr. Thorley received the following messages from Mr. Jeffries:

"Regret exceedingly to advise that Captain Haddock of the Olympic reported that the Titanic foundered about two a.m. Monday. Carpathian has on board all surviving passengers and crew, numbering 675. The Carpathian is now proceeding to New York."

Shortly before midnight, Mr. Thorley received another message, reading as follows:

"Referring to previous telegram, earlier advices state that Parisian and Victorian have passengers on board, but have not yet received confirmation."

The news of the terrible disaster to the Titanic coming after the reassuring messages of the forenoon, which indicated that not only were the passengers saved, but that there was good prospects of towing the disabled leviathan into port at Halifax, came like a veritable bolt from the blue.

There were a number of Canadian passengers listed on the steamer Titanic which met with disaster yesterday. Among them were:

Major Arthur G. Peuchen, general manager of the Standard Chemical Co., Toronto.

J. J. Borebank, well known in real estate circles in Toronto and in Winnipeg, and

Mrs. John C. Hogeboom, Toronto.

Other Canadians in the first-class cabin list included:

Charles M. Hays, wife and daughter, Montreal.

Thornton Davidson and wife (son-in-law of C. M. Hays), Montreal.

J. Hugo Ross (formerly of Toronto), Winnipeg.

Thompson Beattie, Winnipeg.

Mr. George E. Graham, buyer for Eaton's chinaware department, Winnipeg.

Dr. Alfred Pain, Hamilton, son of Captain Albert Pain, a well-known commission merchant. He finished his training in the Hamilton City Hospital, and has been studying in the hospitals of Europe.

Mark Fortune and three daughters, Winnipeg.

Markland Molson, broker, Montreal.

Mr. H. J. Allison, wife and daughter, Montreal.

Mrs. James Baxter, Montreal.

Thomas McCaffrey, manager Union Bank, Winnipeg.

Mrs. F. C. Douglas, wife of Dr. F. C. Douglas, Montreal.

H. Markland Molson of the Molson's Bank directorate, Montreal.

W. H. Parr, Montreal.

Mr. and Mrs. Allison, Miss Allison, Master Allison, Montreal.

Big Magnates on Board.

New York, April 16.—Wealth aggregating something like half a billion dollars was represented by ten of the passengers on the Titanic. If a calamity befell a few of these men it would materially affect the stock market, as well as vast business enterprises in the United States and England.

Foremost among the passengers in point of wealth was John Jacob Astor, who was returning to New York with his bride, formerly Miss Madeleine Force. Col. Astor's holding amount to fully \$150,000,000, and he is connected with nearly a score of corporations. Next in financial importance came Benjamin Guggenheim, Alfred G. Vanderbilt and George D. Widener. Guggenheim represents American Smelting Securities Co., a great mining corporation. He is a member of a number of corporations.

Alfred Gwynne Vanderbilt has never taken an active part in business affairs of the Vanderbilt family, having left that to his brother, Cornelius. Alfred is a member of numerous corporations, and his fortune is estimated at \$75,000,000.

George D. Widener is connected with the Traction Syndicate of Philadelphia. His fortune is estimated at \$50,000,000.

Col. Washington Roebling, builder of the Brooklyn Bridge, and director of John A. Roebling Sons Co. His fortune amounts to \$25,000,000.

Bruce Ismay is probably worth \$50,000,000. If the fortunes of all the first-class passengers were placed together they would make easily one billion dollars.

Notable persons, travelers on the Titanic, whose fate was in doubt in the lack of definite advices as to the identity of the survivors were Major Archibald Butt, aide to President Taft; Charles M. Hays, president of the Grand Trunk Pacific, his wife and daughter; W. T. Stead, F. D. Miller, the artist, Mr. and Mrs. Isidor Straus, Henry B. Harris, the theatrical manager, and Mrs. Harris, and Col. Washington Roebling, builder of the Brooklyn Bridge.

### Now is the time to lay down Carpets, Linoleums and Mattings

What better for the home than an inexpensive floor covering of straw or Jap Matting or a Rug of cocoa fibre

**Jap Rugs in all sizes**  
6 ft. x 9 ft. for...\$1.50    9 ft. x 9 ft. ....\$2.50

**Jap Floor Mats**  
3 ft. x 6 ft. for.....35c    2 ft. 3 in x 4 ft. 6 in. 25c

Heavy printed Linoleum, new goods of Scotch and domestic manufacture, excellent for dining rooms, halls, kitchens, passages, etc. Block and floral effects, 4 and 2 yds wide at per yard.....50c and 30c

Tapestry and Wool Squares in sizes 9 ft. x 7 ft. 6 in.; 9 x 9 ft. 10 ft. 6 in. x 9 ft. and 12 ft. x 9 ft.

Tapestry Rugs 9 ft. x 7 ft. 6 in. for.....\$5.00

Extra values in Curtain Net, Scrims, Madras, Maslins, etc

### Window Shades

Opaque Window Shades, on good rollers, colors white cream, and green, complete with insertion or lace trimming for.....50c

## O'Loughlin & McIntyre

CASH AND ONE PRICE

## SCOTT'S EMULSION

has helped countless thousands of thin, weak, delicate children—made them strong, plump and robust.

It creates an appetite, aids digestion, fills the veins with rich red blood.

After illness or loss of weight from any cause, it brings strength and flesh quicker than anything else.

ALL DRUGGISTS 11-16

## NEWS OF MINDEN

(Special to The Post)

Miss Margaret Hillig, of Rochester, N. Y., is visiting her parents, Mr. and Mrs. John Hillig, sr., of Lutterworth.

Mr. and Mrs. David Richardson left town for Englehart early last week.

Mr. Alex. Scott of Gelet was in town one day last week.

Mr. Arthur Stevens, of Cobocok, was in town last week.

Orman Barry, who has been in Dunnville, Ont., for some time, is visiting his father, Mr. Wm. Barry, of Lutterworth. He was accompanied home by his cousin, Jack Barry.

Mr. Chas. Brownlee returned to town last week.

Mr. Wm. Barry was a visitor to Lindsay last week.

Mr. and Mrs. John Graham, jr.,

If you have any pictures you want enlarged, come in and talk over with us.

## THE LEADER STUDIO

over Gregory's Drug Store

## Special Sale of Base Ball Goods

As we are going out of this line of goods and our stock is very heavy, we offer some very attractive bargains in Base Ball Mitts, Deckers, Gloves, Official League Balls and bats, etc.

See these goods before buying.

## R. L. MORGAN

Druggist and Optician

P.S.—A full line of telephone batteries, flash lights, etc. always in stock.