

# The Daily British Whig

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LAST EDITION

## MORE THAN 1,500 PERSONS DROWNED BY FOUNDERING OF THE SS. TITANIC

### The Greatest Ocean Horror in the World's History Occurred on Monday Morning.

### TITANIC SANK IN FOUR HOURS

### Only 886 Passengers Are Known to Have Escaped in Lifeboats From the Coomed Steamship

### Nearly all Those Rescued are Women and Children--Among the Lost are said to be Col. John Jacob Astor and Editor W. T. Stead--The Titanic's Life-boat with 675 Passengers Picked up by SS. Carpathia.

New York, April 16.—More than 1,500 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 886 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."

#### THE WORLD'S GREATEST MARINE DISASTER.

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 to La Bourgogne in 1898, with a fatality list of 573.

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 message was mostly un- official, however, and none came direct from the liner, so that a lurking fear remained of possible bad news to come.

#### TITANIC SANK IN LESS THAN FOUR HOURS.

Shortly after seven o'clock last evening 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, three hours and fifty-five 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, out-calling, reached New York, and raving 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 meager reports received up to a late hour, were some 675 survivors of the disaster. These, according to the advices, the Carpathia picked up, and is now on her way with them to New York.

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, snuffing out in her downward plunge, as 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 crew. In the cabin were 260 women and children, but it is not known how many there were among the 740 third-class passengers. In the first cabin there were 128 women and fifteen children, and in the second cabin seventy-nine women and eight children.

At this hour the identity of the survivors seems unknown. Some reports say all the first cabin passengers were saved but this is not believed to be correct, for in such a time of danger it is probable Captain Smith and his officers would rigidly enforce the unwritten law of sea that the women and children must be saved first. This would make it seem probable that President Hayes, of the Grand Trunk Pacific; Major Peuchen, of the Standard Chemical company, and other prominent Canadians were lost. As a matter of fact, a message reached Fleet street, London, last night, that Colonel John Jacob Astor, Major Archibald Butt, aide-de-camp to President Taft; C. M. Hays, president of the Grand Trunk railway, and Editor W. T. Stead, were among the drowned.

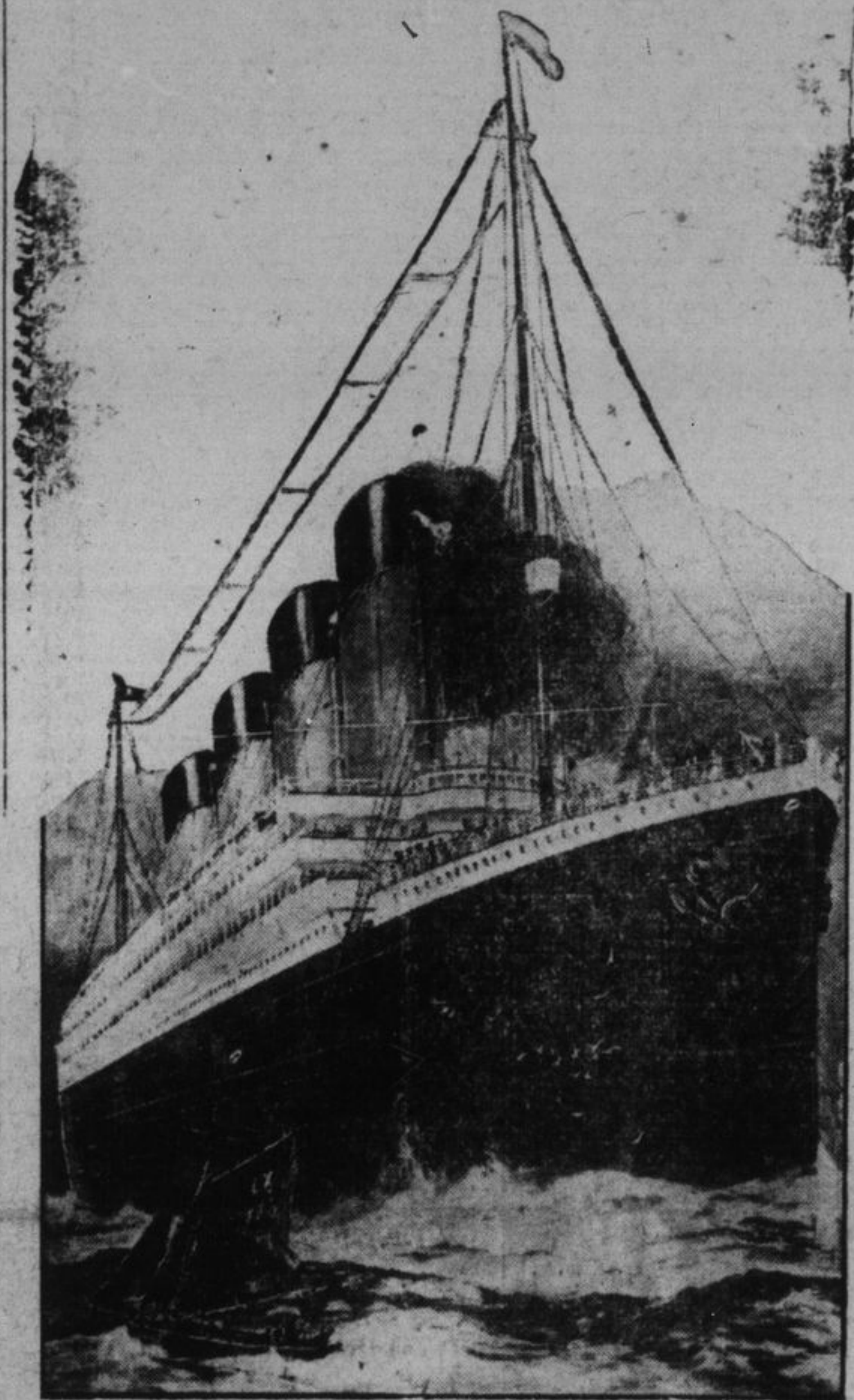
#### First Heard in Montreal

New York, April 16.—The first heard

#### DAILY MEMORANDA.

Board of Trade, 8 p.m.  
City property committee, 4 p.m.  
Wednesday.  
A Message From Mars' Grand Opera House, 8:15 p.m.

### THE STEAMSHIP TITANIC



tion at Cape Race notified the Allan liner Virginian, the captain of which immediately advised that he was proceeding for the scene of the disaster. The Virginian at Sunday midnight was about 170 miles distant from the Titanic and expected to reach that vessel about 10 a.m., Monday.

The Olympic at midnight was in latitude 40.32 north and long. 61.18 west. She was in direct communication with the Titanic and is now making all haste toward her. The steamship Baltic also reported herself as about 200 miles east of the Titanic at 1:15 a.m., and making all possible speed toward her.

The last signals from the Titanic were heard by the Virginian at 12:27 a.m., Monday. The wireless operator on the Virginian says these signals were blurred and ended abruptly.

The fact that the Virginian was going out of her course to put into St. John's, was taken as a favorable indication, arousing the hope that after all she might have picked up some of the victims of the wreck and was bringing them to port.

#### Charles M. Hays Safe.

Montreal, April 16.—Charles M. Hays, president of the Grand Trunk, who was on the Titanic, is safe. Early this morning, Peers Davidson, brother of Thornton Davidson, Mr. Hays' son-in-law, received a private message from Newfoundland, saying that Mr. Hays and his whole party were rescued.

"C. M. Hays and Mrs. Hays, Mr. and Mrs. Thornton Davidson all safe," the message ran.

#### Prepared for the Worst.

New York, April 16.—After an all-night vigil with scattered and indefinite Marconiograms coming in with heart-breaking slowness, Vice-president Franklin, of the White Star line, and other officials, issued from his office this morning, prepared to admit almost the worst.

"It is terrible, horrible," he said to assembled newspaper men. "It is useless to express further hope. We fear all are lost except eight hundred or so coming in on the Carpathia."

Later, however, a message from St. John, N.B., stated that the Canadian steamer Virginian had wirelessed she was coming in there. As she was eastward bound, it is hardly conceivable she would turn back unless she carried survivors of the ill-fated Titanic.

#### Other Vessels Threatened.

New York, April 16.—With no warning that they were to be marooned, the passengers of the Cunard liner Carmania found themselves, on Thursday afternoon, completely surrounded in mid-Atlantic by the biggest and most stubborn pack that has drifted south in April in many years.

It was the sort of ice that breaks the bow plates, and the Carmania was not alone in this dangerous

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 was connected with traction syndicate, of Philadelphia. His fortune is estimated at \$50,000,000.

C. J. Washington, bridge and builder of the Brooklyn bridge and director of John A. Roehling Sons Co. His fortune amounts to \$25,000,000.

Bruce Ismay was probably worth \$50,000,000. If the fortunes of all the first-class passengers were placed together they would make easily \$1,000,000,000.

#### The Canadians Saved.

Montreal, April 16.—While a telegram to the White Star offices from New York says President C. M. Hays is among the survivors, his name is not among the official list, and the Grand Trunk authorities here are anxiously expecting some definite word from the president himself. As far as can be ascertained from the list wirelessed from the Carpathia, now on its way to New York, the following Canadians are safe aboard that ship:

Major Peuchen, Toronto; Mrs. Hoggabloom, Toronto; Mrs. C. M. Hays, Montreal; Mrs. Thornton Davidson, Montreal; Mrs. James Baxter, Montreal; Mrs. Frederick C. Douglas, Mrs. Mark Fortune, Winnipeg; Miss Lucille Fortune, Winnipeg; Miss Alice Fortune, Winnipeg.

The Canadian not accounted for are Mark Fortune, and apparently one of his three daughters; Markland Molson, Montreal; Dr. Pain, Hamilton; Mr. and Mrs. Allison and daughter, Montreal; Hugo Ross, Winnipeg; Thompson Beattie, Winnipeg; Thomas McCaffery, Vancouver; C. M. Hays, Montreal; Thornton Davidson, Montreal; W. H. Parr, Montreal; J. J. Borebank, Winnipeg, formerly of Toronto, and V. Payne, Montreal.

#### In Open Boats for Hours.

New York, April 16.—Even the survivors of the Titanic disaster have gone through hardships of exposure and peril which may have left many of them in a serious condition. A despatch announced at the White Star offices late last night, said that those rescued by the Carpathia were picked up from a "small fleet" of lifeboats at 10:30 o'clock, Monday morning. It was eight hours before that that the Titanic is reported to have gone to the bottom.

In the opinion of Vice-president Franklin, the Carpathia will hasten her speed in order that those survivors suffering worst from exposure may be able to obtain proper medical attention. The despatch accounted for 575 survivors on the Carpathia.

Vice-President Franklin said the company was also trying to get into wireless communication with the Carpathia, and filed a message asking that if possible the complete list of the names of the 675 survivors said to be on board the Carpathia be sent by wireless.

Amid confusion at the offices the situation was studied as calmly as possible. Mr. Franklin figured that notwithstanding his fervent hope to the contrary, the Allan line steamers Virginian and Parisian could have hardly reached the scene of the disaster in time to have been of assistance. When the Virginian first reported her receipt of the "C.Q.D." signal late last night, she said she was not likely to be able to reach the Titanic before 10 a.m. today. This hour would have been nearly eight hours after the Titanic sank. It was equally doubtful that the Parisian could have reached the scene in time.

Mr. Franklin said that from his knowledge of Capt. Smith's gallantry and heroism on other occasions, the veteran navigator must have stuck to his bridge and gone down to his death.

There was discussion as to whether all of the male passengers had sacrificed opportunity to save themselves by giving women and children the first chance at the boats.

"There is no rule of the sea," said Mr. Franklin, which requires such a sacrifice. It is a rule of courtesy on land as well as sea that gallant men have often observed in time of disaster.

It was generally true that men made this sacrifice at sea to the women of the steerage, as well as the weather class who afforded first and second cabin.

The White Star line officers figured from their data that the Olympic was forty miles from the scene of the Titanic's sinking when she sent the news of it at seven o'clock last night. At that hour the Carpathia was estimated to be 1,050 miles east of Sandy Hook.

#### What Wireless Has Done.

Jan. 23rd, 1909—White Star liner Republic rammed off Nantasket by Italian liner Florida. 1,066 persons saved by the Baltic following "C.Q.D." wireless call by "Jack" Birms.

June 10th, 1909—Cunard line Slavonia wrecked off the Azores. Two steamships received its call for aid and went to the rescue.

June, 1909—Goodrich liner City of Racine disabled off Waukegan in Lake Michigan. Steamboats Chicago and Christopher Columbus, called by wireless, took off 200 passengers.

Aug. 17th, 1909—Steamship Ohio founded off Alaska coast. One hundred and fifty passengers and most of the crew saved. Wireless operator died at his post calling for aid.

#### Turn Down for Rockefeller.

Washington, April 16.—Upon protests of a number of members that the creation of a great corporation of \$100,000,000 might compete with private interests and in the end in controlling the government, the house refused to pass a bill incorporating the Rockefeller foundation, and struck it from the calendar. The bill has been before congress for two years.

## AT LEAST 1,342

### Lost Their Lives in the SS. Titanic Disaster.

### BURIED WITH THEM

### ARE JEWELS WORTH MORE THAN \$10,000,000.

### Steamship Carpathia With 868 Survivors is Making All Speed to New York, But Will Not Reach There Till Thursday.

New York, April 16.—The terrible character of the disaster that befell the colossal floating palace steamship Titanic and its town population of trusting souls, has increased if anything by the addition of the meagre fragments of news which have reached land up till two o'clock to-day. Making all allowances, it seems unquestionable that twelve hundred and thirty-four people have lost their lives in this greatest naval disaster of the world's history. From all that can be gathered at present writing, bodies to this number now lie at the bottom of one of the deepest parts of the Atlantic.

Buried together in their ten million dollar casket are cargo and jewels valued at probably ten million dollars more. Meanwhile, the steamer Carpathia, with eight hundred and sixty-eight survivors on board is making all speed with her slow engines to this port. She will not reach here till Thursday, but will probably be in wireless communication with Sable Island to-morrow, when more details about the sinking of the great ship Titanic will be obtained.

#### Suspense in Montreal.

Montreal, April 16.—Prominent citizens of both Montreal and Winnipeg are still unaccounted for, and the gravest anxiety prevails. They are prepared to face the worst. Business in Montreal is practically suspended. Crowds of people are watching the bulletin boards.

Great hopes were maintained here that the Canadian steamers Parisian and Virginian would turn up with the bulk of the Titanic's passengers aboard. When it was given out that these vessels reported nothing, there was a visible shudder through the crowd in front of the newspaper offices.

Prof. Barns, of McGill University, has been ordered by the Dominion government to conduct experiments with his iceberg finding apparatus this summer, and it is probable that all Canadian liners will be compelled to equip with this protection within a few months.

At two o'clock there was no more definite news about President Hays.

#### In the British House.

London, Eng., April 16.—In a brief statement to the House of Commons, this afternoon, Premier Asquith and Leader Bonar Law, referred most feelingly to the Titanic disaster, and said that it was some consolation to Great Britain and the United States that sons of the empire and the Anglo-Saxon tradition of the sea, and grave first the chance of safety to the women and children who were least able to help themselves.

#### Guggenheim and Astor Lost.

New York, April 16.—The revised list of the lost supplied by a Marconi telegram from the Olympic makes it 1,342. It is conceded here that Millionaires Guggenheim and John Jacob Astor are among the drowned. There is nothing more definite about Charles M. Hays.

#### Canadians on Titanic.

H. M. Molson, J. Allison, Mrs. J. Allison, Miss Allison, Master Allison, Montreal; Mrs. J. C. Hoggabloom, Toronto; Major Peuchen, Winnipeg; Hugo Ross, Winnipeg; Thompson Beattie, Montreal; Mrs. F. C. Douglas, Montreal; Mrs. James Baxter, Montreal; C. M. Hays, Montreal; Thornton Davidson, Montreal; Mrs. Thornton Davidson, Montreal; Mr. Payne, Montreal; W. Harbeck, moving picture machine operator.

#### Scenes at Southampton.

Southampton, Eng., April 16.—Distressing scenes have been witnessed throughout the morning at the White Star offices here, which have been thronged by relatives of the crew of the Titanic. The town is absolutely stunned by the news of the disaster, which is the greatest blow that Southampton has ever sustained. Every member of the crew had his home here, and a large proportion of them were natives of the town. No family in the city or its vicinity but has lost a relative or a friend.

#### Water Two Miles Deep.

Halifax, April 16.—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.

Halifax is particularly interested in the White Star line, for it was at the entrance of this harbor that the Atlantic was lost in this same month, April, thirty-nine years ago.

"Buy garden seeds," Gibson's.

#### WEATHER PROBABILITIES.

Toronto, Ont., April 16th, 10 a.m.—Ottawa, Valet and Upper St. Lawrence—Moderate to fresh west and north-west winds; fair and cooler. Wednesday, westerly winds; mostly cloudy and quite cool.

## CREAM SERGES

Are very much in vogue for the coming season. We have a very fine range, including the celebrated "Priestly Pile" finish serge. Prices are: 45c, 50c, 65c, 75c, 90c, \$1.00 and \$1.25.

## TENNIS SUITINGS

Fine Half-line Striped Suitings on a cream ground, in Black, Navy and Mauve stripes. Prices, \$1.00 and \$1.25.

## Bordered Voiles

Beautifully Patterned Bordered Voiles in exclusive dress lengths to be had in White, Champagne, Harrison Blue and Mauve. We also have a beautiful range of dressy looking Striped Voiles in Blues, Greys and Black and White effects from 75c a yard to \$1.50 the dress pattern.

Inspection Cordially Invited.

## STEACY'S

The Store of Satisfaction.

#### DIED.

CAVERLY—In Kingston, on April 15th, 1912, Mary Johanna, beloved wife of Nathaniel Caverly, aged 67 years. Funeral will take place from her late residence, 129 Nelson Street, Thursday, April 18th, at 2 p.m.

DALEY—At Ottawa, on Sunday, April 15th, 1912, Nelson Daley, aged 53 years, formerly of Kingston. Funeral on arrival of G.T.P. train from Ottawa at four o'clock, from city station, on Wednesday, afternoon, to St. Mary's Cathedral, where a solemn requiem mass will be sung. Interment at Brewer's Mills. Friends and acquaintances are respectfully requested to attend.

FOLLIS—On Sunday, April 14th, 1912, at the residence of her son-in-law, Mr. Thos. Campbell, 167 Princess Street, Mrs. Jas. Follis, aged 86 years. Interment in Tara, Ontario.

GLENN—In Kingston, Ont., on April 15th, 1912, Pauline Glenn, in the 34th year of her age. Funeral will take place from her late residence, 28 Ellice Street, Wednesday morning, at nine o'clock, to St. Mary's Cathedral, where a solemn requiem mass will be sung. Interment at Brewer's Mills.

LATUNEY—In Kingston, on April 15th, 1912, James Latune, aged 82 years and 11 months. Funeral notice later.

McCONVILLE—In Kingston, on April 15th, 1912, Mrs. Ann McConville. Funeral from the House of Providence, Thursday morning, at nine o'clock, to St. Mary's Cathedral, where a solemn requiem mass will be sung. Friends and acquaintances are respectfully requested to attend.

ROBERT J. REID, The Leading Undertaker. Phone 577. 250 Princess Street.

JAMES REID The Old Firm of Undertakers, 254 and 256 PRINCESS STREET. Phone 147 for Ambulance.

GO-CARTS. A couple dozen of them. Will sell them at a reasonable price. Must be cash. Turk's. Phone 795.

## PICKLES

CROSSE & BLACKWELL'S Mixed, Chow Chow, Walnuts, White Onions, Gherkins.

In Octagon Bottles, 36c.

Jas. Redden & Co.