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LAST EDITION

THE TITANIC DISASTER WAS DUE TO TERRIBLE IMPACT GIVEN HER.

Her Decks, Sides and Bulkheads Were Smashed to Pieces, From Bow to Midships.

Force of Impact So Terrific, That It Rent The Ship From Stem to Stern—The Ship Settled by the Head With a List to Port and Rolled Heavily in the Trough of the Sea.

Special to the Whig.

St. John's, Nfld., April 17.—A report is current here which is said to have emanated from the trading vessel Bruce, which is on its way to Sydney, C.B., giving a version of the Titanic disaster which the trader obtained from various ships. This is to the effect that when the Titanic struck the berg she was going at a rate of eighteen knots an hour and the impact almost rent the big vessel in two. Her decks, sides and bulkheads were smashed from bow to midships. The bows and upper works were smashed to pieces.

The ship struck the berg partially low on, careening to the port side and almost turned turtle. The bottom is supposed to have been torn out of the Titanic by submerged icebergs which she was passing over, as every compartment from midships forward was quickly flooded, and the ship rapidly settled by the head with list to port, rolling heavily in the trough of the sea. The force of the impact was so terrific that it practically rent the ship from stem to stern.

For a short time, sufficient order was maintained to allow of the launching in safety of most of the lifeboats, and the embarkation of about one thousand persons. Then a cry went up that the Titanic was sinking and the frenzied crowd rushed madly for the boats.

As the ship settled in the sea many of the boats were smashed to pieces in the davits, and some were swamped while they were being launched. The others went down with the ship.

By this time the ship was seen to be settling fast and the water had reached the engine room. The wireless failed through loss of motor power and all lights went out all over the ship. This added to the gloom, and the difficulty of handling the boats.

The source of this version, which has the appearance of reliability, gives the number of passengers saved as over one thousand.

Lack of Life Saving Apparatus.

New York, April 17.—A toll of 1,242 dead on the Titanic may be traced directly to lack of sufficient life-saving appliances in the equipment of the ship. Wireless reports from the scene of the disaster say that all of the Titanic's lifeboats have been accounted for.

If this be so, over 1,200 human beings never had a chance for their lives, because no provision had been made for their safety in just such a contingency as arose.

Moreover, inquiry yesterday at the bureau of inspection of steam vessels disclosed the shocking fact that there is scarcely a ship sailing out of New York that is provided with lifeboats to the full measure of its passenger list.

Not only that, but officials of the bureau say that it is customary for a ship to carry only sufficient lifeboats for one-third of the total number of its passengers and crew.

Not More Difficult to Control.

London, April 17.—Privy Councillor Carlisle, who directed the building of the Titanic, in reply to a question, said he did not think that large ships were more difficult to control than smaller ones. They have so many extra appliances and safeguards. Forty years ago the original Oceanic had only one set of engines, whereas to-day vessels have two sets, besides their turbines. Then there are bulkheads, which are very much better thought out and made more theoretically correct.

DAILY MEMORANDA.

Burningsville, April 15 and 17. Board of Works, 4 p.m., Thursday. Miss Reid's musical, Y.M.C.A. parlors, 4:15 p.m., Thursday. Cheese Board, 7:30 p.m., Thursday.

rect, both as to number and strength, than in the old types.

Warning of Iceberg Menace.

London, April 17.—Norton Griffiths, M.P., who arrived last night, on the steamer Empress of Britain, says: "I have sailed all over the world, but I can honestly say I have never seen such a sight in my life. It was simply magnificent. We were steaming along quite comfortably, rather patting ourselves on the back that we had given the iceberg the slip, when suddenly there came from out of nowhere a wireless message. It had a very serious import, for, after saying that it was from the Allan liner Virginia, it went on to warn us of the presence of a gigantic mass of ice.

"The captain acted on the instant. He knew the necessity for immediate action in the presence of that sinister peril of the deep, and that no distance could be too great between it and the ship. The vessel's course was deviated at once, though it meant much lost time.

"We had another warning, just as sure, a little later. All were easy. It had been delightfully warm and pleasant, when without apparent reason the temperature dropped. It became suddenly cold, and there was a cold smell in the air. It affected everyone. There was no need for wireless messages after that.

"It was on Thursday that we sighted the menace. It is difficult to describe it. As it came upon us, it looked to me, if I may say so, like a vast continent of ice. It was all shimmering like polished silver, an amazing sight."

Just Like Hitting a Rock.

New York, April 17.—Lewis Nixon, the eminent naval architect, is inclined to think the Titanic was either travelling at full speed or perhaps crashed into a berg as tremendous that there was practically no give.

"If the Titanic hit one of those great ice masses," said Mr. Nixon, "it is likely that she struck one that had no more give than a rock. Under these circumstances, something had to give way, and as the iceberg did not, the great ship had to crumble up."

"It is conceivable that an impact of this sort might have buckled her longitudinal plates from end to end, shearing off and starting rivets and opening up the water-tight compartments throughout the length of the vessel."

Revenue Cutters Out.

Washington, April 17.—President Taft ordered out two revenue cutters to meet the Carpathia, which is bearing the Titanic's survivors to New York. The Gresham is at Boston and the Acushnet at Woods Hole, Mass.

Lapland to Carry Them.

New York, April 17.—The Lapland, of the Red Star Line, sailing Saturday, will take the first and second cabin passengers who were booked for the scheduled return voyage of the Titanic. The Lapland will call at Plymouth and Cherbourg and will then proceed to Antwerp.

Sarnia Man a Victim.

Sarnia, April 17.—James M. McCrie, one of the best known oil drillers of Lambton county, was a passenger on the Titanic. He had been conducting drilling operations in Egypt, and was returning home because of his wife's serious illness. She is too ill to be told of the ship's wreck.

Shock Killed Him.

Boisevain, Man., April 17.—J. P. Alexander, ex-M.P.P., dropped dead when told of the Titanic disaster. He was troubled with heart disease.

Messages Indecipherable.

Boston, Mass., April 17.—Communication with the steamer Carpathia, hurrying towards New York, with the survivors of the Titanic was re-opened by wireless with various coast stations, this morning, but the messages were indecipherable and nothing was ascertained. Wireless operators are complaining of interference all along the line by amateurs and experimentalists. In other words, there is too much wireless in the air and whatever the Carpathia is saying, reaches land so jumbled up that nobody can read it. It is not thought

that there are any additions to the list of names saved, as published, yesterday. The Carpathia is pushing her way carefully through a heavy fog.

Believed Titanic Unsinkable.

Montreal, April 17.—That Capt. Smith believed the Titanic and the Olympic to be absolutely unsinkable is recalled by a man who had a conversation with the veteran commander on a recent voyage of the Olympic. The talk was concerning the accident in which the British warship Hawke rammed the Olympic.

"The commander of the Hawke was entirely to blame," commented a young officer who was in the group. "He was 'showing off' his warship before a throng of passengers and made a miscalculation."

Capt. Smith smiled enigmatically at the theory advanced by his subordinate, but made no comment as to this view of the mishap.

"Anyhow," declared Capt. Smith, "the Olympic is unsinkable, and the Titanic will be the same when she is put in commission."

"Why," he continued, "either of these vessels could be cut in halves, and each half would remain afloat indefinitely. The non-sinkable vessel has been reached in these two wonderful craft."

"I venture to add," concluded Capt. Smith, "that even if the engines and boilers of these vessels were to fall through their bottoms the vessels would remain afloat."

Insurance Company Loses.

Winnipeg, April 17.—There will be heavy losses among the insurance companies as the result of the loss of the Titanic. Mark Fortune carried \$25,000 in the Travellers' Accident Insurance company, with a double liability, which being lost on the Titanic will mean fifty thousand. In the Canadian Railway Accident Insurance company, Mr. Fortune also carried \$5,000 with double liability, which would be covered by steamship accident, and in all his death in wreck means sixty thousand. Charles M. Hays, president of the Grand Trunk Pacific, carried \$25,000 double liability in the Travellers' with \$12,500 accumulative, which also carried the double liability clause and the total to be paid on his death by wreck would be seventy-five thousand.

Nothing to Live For.

New York, April 17.—Capt. E. J. Smith's friends said there could be nothing for the veteran to live for after losing the Titanic. The very fact that he had failed to "save" the iceberg would always have been held against him, and the men who knew him best, said he would hardly have lived to come to port, even though he had saved his passengers.

Alfred G. Vanderbilt, at first supposed to have been lost, cabled his relatives here that he did not sail.

Steamship Experts on Great Ship.

Belfast, April 17.—Thomas Andrews, Jr., a director of the shipbuilding firm of Harland & Wolff, was among the passengers on board the Titanic. He was accompanied by a number of mechanics, who were watching the working of the last production from the company's yards.

Ashburton and Ismay Safe.

London, April 17.—Lord Ashburton and Norman C. Craig, member of parliament, whose names appeared in some of the published lists of first class cabin passengers, did not sail on the Titanic. Lord Ashburton is on his way to America on another steamer. The family of J. Bruce Ismay, managing director of the White Star Line, received no direct news of him, but the appearance of his name in the list of rescued posted by the papers brought great relief to his friends and relatives.

The Futility of Money.

New York, April 17.—The futility of money in the face of the appalling tragedy that had overtaken the victims of the wreck was exemplified in the case of Mrs. Benjamin Guggenbush, whose husband was one of the missing. She impetuously demanded that something be done.

"For God's sake do something," she demanded of Vice-President Franklin. "If there is any chance do not let it slip. Can't you hire steamboats and rush them to the scene? There may be some boats still afloat and there may be men and women clinging to the wreckage."

She was assured that word had been sent to every steamer in the vicinity to patrol the sea and do what they could.

Hit Iceberg, But Reached.

Fleensburg, Prussia, April 17.—The steamer "Scandinavia" collided with an iceberg in the Baltic sea off Riga. Her entire bow was shattered, but her captain managed to run her into shoal water before she began to sink, and her passengers and crew were safely taken off.

Awaiting Her Husband.

London, Ont., April 17.—Mrs. James McCrie, whose husband is among the list of those missing on the Titanic today, received a letter which he had mailed just a couple of days before he sailed, stating that he was coming home on the big new liner on her maiden trip, and was looking forward with unbounded joy both to the trip and the homecoming with his wife and

three little ones, whom he had not seen since he left for Egypt, eighteen months ago, to work in the oil fields for an English syndicate. Mrs. McCrie is hoping against hope that her husband has not perished, and is waiting under terrible strain for the portentous telegram that is expected and which will mean either his life or death. The letter stated that McCrie remained over a week in order to come on the Titanic.

Message From Carpathia.

Boston, April 17.—The Carpathia should arrive in New York to-morrow night. Sable Island has just picked up a message from the Carpathia saying that all are well on board.

From other sources it is stated that fishing smacks and other vessels have picked up a number of bodies from the Titanic and are taking them to the Newfoundland coast.

To Look for Bodies.

Halifax, April 17.—The Mackay-Bennett cable steamer is leaving Halifax to-day, with a full equipment of grappling apparatus, and a number of coils of line for the use of divers and divers on board, for the locality of the disaster, in the hope of picking up bodies.

Crown Heads Sympathize.

London, April 17.—King George, Emperor William, and nearly all the heads of governments of Europe have sent cables expressing sympathy.

(Continued on Page 7.)

HE CAN WRITE ELSEWHERE.

But Ontario Medical Council Refused to Let Him.

Special to the Whig.

Ottawa, April 17.—Kingston physicians and Queen's medical students will be interested in the following editorial from to-day's Citizen: "Recently a young local doctor wrote the Citizen over the pen name, 'Medico,' pointing out that although he had graduated in medicine from Queen's University, the Ontario Medical Council refused him the privilege of writing on its examination because his matriculation papers from a British school were unacceptable to the council. The absurdity of the excuse is obvious when it is realized that the said papers were acceptable at both McGill and Queen's Universities. 'Medico' now informs the Citizen that, last week, he received a letter from the medical council of Nova Scotia stating that he may write on the council's examinations of that province as his matriculation papers are quite satisfactory. This is further evidence of the injustice of the attitude of the Ontario Medical Council towards this young local doctor."

ONTARIO LEGISLATURE HAS BEEN PROROGUED

Speech From Throne Regrets Federal Refusal of Subsidy to Temiskaming Railway.

Toronto, April 17.—The Ontario Legislature was dissolved yesterday afternoon with the usual ceremonies. Lieutenant-Governor Sir John Gibson presided.

The speech from the throne was comparatively brief and contained reference, among other matters, to the boundary extension agreement, the \$5,000,000 loan for development in New Ontario, colonization and settlement; federal and provincial co-operation regarding agriculture; the granting of \$1,000,000 for good roads works; revision of the statutes; compulsory attendance in schools; and liquor act amendments.

Particular reference is made to the refusal of the dominion government to grant a subsidy to the Temiskaming and Northern Ontario railway.

IDENTIFIED LOUIE.

The Finger Print System Worked Out Finely.

Special to the Whig.

Ottawa, April 17.—The value of the finger print system as adopted by the local police department, was manifested when it served to identify Louie Morrow, a man who had served two years in Kingston penitentiary for holding up and robbing a citizen on August 12th, 1910, and who gave his name, yesterday, as Alphonse Mathieu.

Detective Joliat arrested Morrow on suspicion and his finger prints were sent to Inspector Foster, the government expert, who arrived at the conclusion that Mathieu was no other person than Louie Morrow.

POWERS LOOKING FOR PEACE.

Turkey is Asked to Name Her Best Terms.

Constantinople, April 17.—The representatives of the foreign powers took the first step to endeavor to bring about mediation between Turkey and Italy, when an identical note was presented to the Turkish foreign minister, Assim Bey, at his private residence.

The substance of the communication is that, having ascertained the Italian conditions of peace, the powers desire to know Turkey's terms.

Assim Bey asked for time to formulate his reply, which is practically certain to be that Turkey declines to enter into negotiations on the basis of the Italian pretensions.

To Improve House of Commons.

Ottawa, April 17.—Steps are being taken by the government to improve the acoustic properties of the house of commons, where it is practically difficult to hear in hearing members. Jacob Masser, of New York, an expert, is here consulting with the government architects.

\$1.50 corsets, \$1. Dutton's.

FEARED CHARLES M. HAYS IS AMONG THE DROWNED

President Taft Sends Cruisers to Scene of Disaster.

TITANIC WAS WARNED

BY FRENCH LINER OF PRESENCE OF ICEBERGS.

And Capt. Smith Acknowledged the Message With Thanks—King George and Queen Mary Send a Message to the Bereaved.

Montreal, April 17.—Owing to the prominence of Charles M. Hays, special efforts were made by the Grand Trunk officials and his friends to locate him, but up to this morning no word has been received that would lead to the belief that he had escaped. His wife and daughter, Mrs. Davidson, are reported safe, but his son-in-law, Thornton Davidson, is counted among the missing. As a matter of fact every Montreal man who was on board the Titanic is regarded as lost. This morning, in addition to the above, Mr. Payne, secretary to Mr. Hays; H. J. Allison, H. Markland Molson, and J. Baxter, Mrs. Allison and her infant son are also among the missing. Her other child and nurse are reported safe. Heartrending scenes were enacted here during the twenty-four hour which have elapsed since the first flash came saying the Titanic had foundered.

Efforts to Find Survivors.

New York, April 17.—All day there has been hope that the Allan liner Virginia and the Parisian or the Sable Island steamer Minia had managed to pick up some survivors of the wreck. In the morning, however, word was received at Halifax from both the Virginia and the Parisian that they had reached the scene of the wreck too late to be of assistance. They had cruised over the spot and had sighted wreckage in the big iceberg in which the Titanic went down, but they had found no trace of human being. The Parisian put back to Halifax, but the Virginia continued on her way with her mails to Liverpool. The Olympic, too, after her farewell to the Cape Race wireless station, continued on her way across the sea.

The Minia, which hurried from Cape Race as soon as the first wireless call or help was received from the Titanic, got in communication with the station yesterday, and said that they had found no sign of life at the spot where the Titanic went down. That steamer, too, is putting back for port, having abandoned as useless any further search for survivors.

President Taft, however, ordered one last effort to gather in other survivors of the wreck. He ordered the scout cruiser Salen and Chester to proceed to the spot beneath which the Titanic now lies, giving them orders to intercept the Carpathia on the way and to wireless to Washington immediately a full report of the wreck. They are to go on to the scene of the collision, but there seems no hope at all that they will have the fortune to find survivors for which four steamships have searched in vain.

Carpathia Has 700 Survivors.

Camperdown, N.S., April 17.—During the steamer's direct communication by wireless with the Carpathia, and the captain states there are seven hundred survivors aboard. This probably does not include those members of the lifeboat crews saved.

The Latest News.

Toronto, April 17.—To-day has been a day of fearful dread and anxiety for the relatives of people on the Titanic passenger list. The rescue ship Carpathia is within six hundred miles of New York, but owing to contrary atmospheric condition, wireless communication with her was difficult, and no names were added to the short list wireless yesterday. While it is known there must be others on board whose names are not given, friends of the passengers aboard the ill-fated liner will not be satisfied.

The Montreal Star's cable from London, based apparently on fragmentary Marconigrams received by eastward-bound steamers now nearing England, was the feature of the day's news of the great disaster. Montreal city itself suffers a stillness of the grave.

Despair has taken the place of hope there. It is conceded that eleven out of sixteen of Montreal's prominent citizens and their children who were on the Titanic, have found a nameless grave in the depths of the Atlantic.

A Boston despatch says the steamer Californian has picked up a number of bodies in the Atlantic, and is on its way to that city.

Now that the first shock of the terrible catastrophe is over, the big newspapers on both sides of the Atlantic are energetically pressing the question, Did the Titanic have enough lifeboats?

The United States government has already arranged to take a number of the survivors to Washington, immediately on landing to be witnesses at an exhaustive enquiry into the cause of the wreck, and the conduct and efficiency of the officers.

The Loss Not Estimated.

London, April 17.—Insurers stated that they could not say accurately what securities were on board the ship as yet. It was generally estimated, however, that, with the cargo, the Titanic would represent a value of approximately \$12,500,000. Of this

total, \$750,000 was retained 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, if it is said to be the largest on record in connection with one "bottom."

Fishing Vessels Were Near.

New York, April 17.—The hope that some of the passengers of the Carpathia may have been saved was revived early, to-day, when the captain of the freighter, Eltonia of the Phoenix line, which docked about midnight, reported that he passed along the route taken by the Titanic, and that a number of fishing boats were in the vicinity of the disaster at the time. He said he thought it not improbable that many of the passengers had time to avoid being carried under by the suction of the liner may have been rescued by the crews of the fishing vessels. The Eltonia is not equipped with wireless. The captain of the liner said the fishing boats were headed towards Halifax, when he passed along the route taken by the Titanic.

Look Along the Coast.

Ottawa, April 17.—The marine and naval department has notified all the government wireless stations along the Atlantic coast to be constantly on the lookout for any messages from steamers bearing on the rescue of passengers from the Titanic. The tidal survey experts in the naval department say there is no possibility of any bodies being washed ashore later on. Any bodies or wreckage would be caught in the Gulf stream and carried clear across the Atlantic.

Titanic Was Warned.

Halifax, April 17.—The French liner La Touraine, which arrived here last night, reports that at midnight on April 14th she encountered a huge field of ice with the tops of the bergs slightly above the water. La Touraine slowed down, and emerged from the field after an hour's steaming. Next morning she passed other icebergs.

La Touraine was in communication with the Titanic on the afternoon of April 12th.

The Presse Nouvelle quotes the captain of La Touraine as saying that the presence of icebergs led to the captain of the Titanic, who acknowledged the message with thanks.

Message From King and Queen.

London, April 17.—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."

"(Signed) 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 deepest sorrow that I hear of the terrible disaster to 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."

Theory of the Disaster.

Ann Arbor, Mich., April 17.—Capt. Innan Sealy, who was in charge of the ill-fated White Star liner Republic at the time she sank, and who is now a senior law student in the University of Michigan, was most interested in the news of the sinking of the Titanic. He expressed no surprise that a collision with an iceberg would cause such a vessel, supposed to be absolutely safe, to sink.

Capt. Sealy has had twenty-five years' experience on the Atlantic and knows the treacherous of icebergs. He called attention to the fact that the Titanic struck a berg on the eye of the day when the transatlantic liners change from the north to the south track because of danger from the ice.

His opinion is that the Titanic did not strike the berg head on, as it would have damaged only her bow, and could not possibly have caused her to sink. He figures from his experience that a glancing blow was struck and that the berg scraped down one side, tearing holes through a large number of bulkheads.

Sinking of the Titanic.

Special cable to Montreal Star.

London, April 17.—A description of the final scene in the Titanic's disaster, which is published here, says the boat sank inch by inch till the ship was at an angle of forty-nine degrees before she plunged forward. The passengers rescued from the sinking water, and crowded into the lifeboats, were pushed overboard and scores jumped from the decks with life jackets only to be sucked down in the whirlpool. When the final plunge was made the stern and propellers were high in the air in the furnace room as the sea water poured down the funnels and reached the fire.

The captain and officers were seen clinging to the bridge three seconds after the Leviathan was engulfed. A great amount of water shot upwards either from the waters meeting over the ship's grave or from the explosion of the boilers. There must have been at least thirty explosions in the furnace room as the sea water poured down the funnels and reached the fire.

The authorities at the admiralty (Continued on page 6.)

GO-CARTS.

A couple dozen of them. Why not? They are a reasonable price. Must be cash. Turk's. Phone 765.

WEATHER PROBABILITIES.

Toronto, Ont., April 17th, 10 a.m.—Ottawa Valley and Upper St. Lawrence. Fair and cool today. Thursday, unsettled.

AFTER EASTER SALE OF SUITS

\$15.00, \$18.00 and \$20.00 Suits for \$6.95

All Fashionable Shades—28 inch Coats and partially pleated Skirts.

On Sale To-morrow

No Talk Just Values

STEACY'S

"The Store of Satisfaction."

MARRIED.

BOYD—HACKETT—In Toronto, on Wednesday afternoon, April 17th, 1912, by Rev. J. G. Robertson, D.D., Cora Jeanette Hackett, daughter of Mr. and Mrs. A. J. Hackett, of Fish Lake, Ont., formerly of Wolfe Island, to George Walter Boyd, son of Edward Boyd, of this city.

BUSHEY—JAMIESON—In St. George's Cathedral, on Tuesday, April 16th, 1912, by the Rev. Canon Starr, M.A., Margaret Mae Jamieson, youngest daughter of Mr. and Mrs. Thomas Jamieson, of Wesley Bushey.

GRAHAM—HAMILTON—In St. George's Cathedral, on Wednesday, April 17th, 1912, by the Rev. Canon Starr, Harrison Chapman, Ellen LeMay, only daughter of Major Hamilton, R.C.A.F., and Mrs. Hamilton, to George Graham, Graham, eldest son of Mr. and Mrs. R. J. Graham, Belleville, Ontario.

DIED.

CAVERLY—In Kingston, on April 16th, 1912, Mary Johanna, beloved wife of Nathaniel Caverly, aged 67 years.

Funeral will take place, from her late residence, 124 Nelson Street, Thursday, April 18th, at 2 p.m.

LATURNEY—In Kingston, on April 15th, 1912, James Laturney, aged 62 years and 2 months.

Funeral to-morrow afternoon, at four o'clock.

McCONVILLE—In Kingston, on April 15th, 1912, Mrs. Ann McConville. Funeral from the residence of her son, 125 St. Mary's Cathedral, where a solemn requiem mass will be sung for the repose of her soul. Friends and acquaintances are respectfully requested to attend.

ROBERT J. REID, The Leading Undertaker, Phone 577, 230 Princess Street.

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

PICKLES

CROSSE & BLACKWELL'S Mixed, Chow Chow, Walnuts, White Onions, Gherkins, In Octagon Bottles, 30c.

Jas. Redden & Co.