

UNWRITTEN LAW OF SEA WAS STRICTLY ENFORCED

Women and Children on the Ill-fated Titanic were Given the Preference in the Lifeboats—Many Painful Scenes Enacted—Steamship Struck Berg with Tremendous Force and was Racked from Stem to Stern—British Seamanship and Discipline Prevailed to the Last

New York, April 17—The Herald today publishes the following:

While the greatest of all ships was driving steadily westward in the night toward a country that was awaiting her with all of that country's interest in a fine new thing, Captain Smith was on the lofty bridge. There can hardly be a doubt of that, for ship-masters in dangerous seas—and few stretches of ocean are more trying at this season of the year to navigators than the waters that run between Cape Race and Cape Sable—remain on watch night and day, foregoing rest for many hours at a stretch. It seems to be clear that the Titanic was running at great speed, or else the shock of the collision could hardly have crushed a vessel that was regarded as unsinkable by her builders and by the captain himself. Perhaps, indeed probably, the fog played its greatest devil's trick, lifting now, clearing now, always intangible, treacherous, the blanket of invisible evil. Some such shroud must have descended with little warning upon the Titanic and blinded her to the fate just ahead. Perhaps a whim of the polar currents, whose pulse has never been gauged by seafarers with absolute accuracy, drifted the great bergs squarely in the Titanic's path.

The wireless has told of the bitter cold in the air, the accompaniment always of the ice packs that tear loose from Arctic glaciers and sag southward with the currents. But no warning chill served to deflect the ship from her course. She strove ahead as destiny pointed her, and no invention of man or interference of providence swerved her from a fatal course. Her ears, the submerged telephones placed on either side of the vessel just below the water line to tattle of the proximity of solid objects near or distant, gave no warning in time. And it happened swiftly that she went headlong into icy derelicts that were more substantial than the work of man's hands—vast bulks of ice—there to make a mockery of human ingenuity.

COMPARTMENTS WERE QUICKLY FLOODED.

As a result her compartments from amidships forward were speedily flooded. She took water at a rate that defied the efforts of the pumps and soon began to settle by the head, listing heavily to port and rolling in the trough of the sea as she became gradually disengaged from the ice, many tons of which had fallen upon her decks, contributing to the demolition and inextricable confusion.

The force of the blow had been so tremendous that the vast ship was started in her every joint, and everything movable throughout her superb equipment of luxurious cabins and saloons were tossed into heaps like discarded junk.

British seamanship and discipline prevailed, and it did what little might be done as dauntless men could do it. Every officer and man leaped to his post, while Captain Smith, megaphone in hand, bellowed his orders over the rolling hull that an hour before had been the proudest ship in Christendom. Order was maintained to launch safely most of the boats, the greater number of which remained seaworthy despite the ordeal through which they had passed.

WOMEN AND CHILDREN GO FIRST

This work was progressing in a way, the women and children being given the preference in the lifeboats. At first the evidences of panic were well suppressed, though there was many a painful scene as wives and sisters, sweethearts and mothers parted from their dear ones whom they were leaving to an unknown fate as they took their allotted places in the boat.

Several times, as the apartments filled the vessel tossed heavily. Then the cry went up that the ship was sinking, and there was a rush for the small boats that for the first time threatened to transform a brave and orderly scene into one of frenzied panic. As the Titanic settled lower under the weight of the rapidly gaining water in her hold, it was said some of her boats were stove in before they could be freed from the davits and that a few were swamped in the effort to launch them.

Titanic's Survivors Expected to Reach New York Tonight

Carpathia Reported off Nantucket Lightship at an Early Hour This Morning--Does not Reply to Wireless Messages of Enquiry--All Hope Abandoned for the Safety of Charles M. Hays, Col. John J. Astor, Benjamin Guggenheim and Major Butt--Anxious Relatives Throng White Star Offices--Much Canadian Mail Matter Lost

Siasconsett, Mass., April 18—The steamer Carpathia, bringing survivors of the sunken Titanic to New York, was off the Nantucket Lightship at 5.50 o'clock this morning. This places the Carpathia 196 miles distant from New York. On the basis of the Carpathia's average speed of 13 knots an hour, and allowing for her time in passing up New Harbor, she should reach the Canard docks in that city at approximately 11 o'clock tonight. The definite reporting of the Carpathia off the Nantucket Lightship at this hour negates earlier reports placing her at a far greater distance out.

DUE AT ELEVEN O'CLOCK.

New York, April 18—The Cunarder Carpathia, with the shipwrecked survivors of the sunken Titanic, numbering 868, is due at her dock at eleven o'clock tonight. The rescue ship was off Nantucket Lightship, 198 miles away, at 5.55 o'clock this morning. The wireless report that there are only 705 survivors of the Titanic aboard the Carpathia still persists, but no word so far as can be learned has come from the Carpathia within the last twenty-four hours, giving the exact number of shipwrecked persons aboard. From figures available at the White Star offices, it is probable that the number of those perished totals 1,312 souls.

The Carpathia is now said to be in a good working wireless zone for numbers of wireless messages from survivors and despatches to the line were constantly being received during the morning but no word came to the repeated requests for details of the accident. The cruisers Chester and Salem and the government wireless stations on shore stopped sending that the Carpathia might have an uninterrupted field for sending news.

MAIL MATTER LOST.

Montreal, April 18—Thousands of letters addressed to Canadians went down with the Titanic.

L. J. Gaboury, assistant post-master, has not yet received word of the amount of mail that was coming to Montreal by the ill-fated steamer, but judging from the amount usually received by that line, he thinks that at least two hundred bags of mail matter addressed to residents of Montreal will be now two miles under the Atlantic.

There will probably be a great deal of registered mail also lost to Canadians. The S.S. Olympic of the same line, on the 21st of March last, carried 981 registered articles. The Titanic would in all probability have much more than this, as there has been a large accumulation of such mail matter on the other side of the Atlantic owing to the miner's strike. Since the strike, it is said, nothing has been regular in the mail service from across the seas.

WHOLE FAMILY GONE.

London, April 18—John Dage, who came from Saskatchewan three months ago to let his wife and nine children, is believed to have perished with his whole family in the steerage compartments of the Titanic.

WONT ANSWER MESSAGES

The following despatch was received this morning over J. C. Mackintosh & Co.'s private wires:

Boston, April 18—At 5.21 this morning the wireless operator at Charles-town Navy Yards received following message from cruiser Salem to be sent to the Navy Department:

"Called Carpathia repeatedly. Cannot get any information from her. She wont even admit receipt of message although she is within easy range of communication. Sometimes she acknowledges the call but she wont admit receipt of message or make any reply. I cannot believe she has failed to understand messages."

ONLY THIRTEEN BOATS.

New York, April 18—The Carpathia has sent ashore the names of 125

third class passengers and has requested the White Star Line to send a ship's officer and fourteen sailors on two tugs to take charge of thirteen Titanic life boats at quarantine. This would indicate that only thirteen life boats had been found available for rescue work instead of twenty life boats as had been approximately. All hope has been given up that Chas. M. Hays, president of the Grand Trunk Railway; Col. John Jacob Astor, Isador Strauss, the millionaire merchant; Benj. Guggenheim, Geo. D. Widener and Major Archibald Butt, side to President Taft, have been saved. The Carpathia's wireless operator sent word this morning that Col. Astor was not on the Carpathia, and he did not know whether Benj. Guggenheim or Major Archibald Butt were aboard or not. The scout cruiser Salem requested information regarding Major Butt from the Carpathia, but the Cunarder gave no answer. The Salem sent ashore the following message:

"Can read the Carpathia, but he won't take any business from me." The cruiser Chester has informed the navy department by wireless that having sent the list of third class passengers on the Carpathia, via the Salem, she was now proceeding to Delaware Bay. The scout cruiser Salem has sent the following wireless to Washington:

"From U.S.S. Salem, to Washington—Your telegram relative to Major Butt and others were relayed to Chester promptly, and acknowledged and I later sent a second inquiry just to learn at 10 p.m. that the original message was not received by the Chester. Am now trying for Carpathia direct to enquire. Conditions very unfavorable with many stations interfering with each other. Salem will proceed Bradford Thursday for coal, thence Boston."

PARISIAN HAS NO NEWS

Halifax, N. S., April 17—The Parisian arrived at 7 o'clock tonight and brought absolutely no news throwing any light on the Titanic tragedy.

One interesting thing Captain Hains told your correspondent was that D. S. Sutherland, the Parisian's wireless operator, was in touch with the Titanic at 10.30 o'clock on Sunday night, when he asked the White Star liner to relay a message from him via Cape Race to the Allan line in Montreal. It was a business message to his owners. He thinks that message the only reason for connecting the name of the Parisian with the affair. They had nothing whatever to do with it, and did not know of its occurrence till 4 o'clock on Monday morning.

A remarkable thing mentioned by Captain Hains in this connection was that no one on board knew of the fax harbor except himself and the catastrophe till the ship entered Halifax harbor. The wireless operator who had picked it up a number of messages telling about it. The first intimation the officers or passengers on the Parisian had that the Titanic had gone down, was when your correspondent who boarded the ship at quarantine told them about it.

The Parisian was about 150 miles east of the place where the Titanic struck, when the call signalling for help was sent out, and they were not received by the Parisian because the operator had retired for the night. They had been busy all day working for all they were worth to pick up the Deutschland, drifting without coal. In the race for the prize Captain Hains said, were two other ships—the California and the Mosaba. "None of us got her though," said the captain. "For the prize fell to the Asia coming from the west. We were all from the east." The tow is following us into the harbor, the captain added, and will be here in a couple of hours.

PASSED HUNDREDS OF ICE-BERGS

The icebergs were very thick, Captain Hains said. "The Carpathia passed us Sunday night at 9 o'clock."

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SLAUGHTER OF GAME ON THE NORTH SHORE

Opposition Members Urge upon the Government the Need of Greater Vigilance in Protecting one of the Most Valuable Assets of the Province--Game Wardens Wink at Violations of the Law--Public Printing Must go to Party Hack Organs Says Premier

Considerable progress was made with supply on Wednesday. The items that cause most discussion were those for fish, forest and game protection and public printing.

Discussing the former, several opposition members took the ground that the game protection was not well done, and there was much illegal destruction of game and the expense was too large for the services rendered.

Mr. Byrne's amendment that the public printing allowance be reduced to \$11,000 was voted down.

The premier's statement that he only asked quotations from newspapers supporting the government caused a sharp discussion that was taken part in by Messrs. Copp, Bryne, Bentley, Leger and Ugham.

The House met on Wednesday at three o'clock.

Hon. Mr. Flemming moved that the Public Accounts Committee have leave to meet during the sitting of the House this afternoon.

Mr. Munro presented the report of the Municipalities Committee.

Mr. Slipp presented the report of the Corporations Committee.

Hon. Mr. McLeod laid on the table the report of the Commission of the General Public Hospital, St. John.

Hon. Mr. Grimmer introduced a bill relating to town planning. He explained that the bill was introduced in view of the development to be undertaken in St. John and other parts of the province and was an advanced measure to protect the proper development of a town or city.

The bill follows along the lines of the system in vogue in England.

Hon. Mr. Grimmer presented the report of the Law Committee.

The House went into supply with Mr. Munro in the chair.

On the item of \$2000 for Crown Land contingencies Hon. Mr. Flemming said that as more business was carried on in the departments the contingencies grew. In the Crown Lands Department a check had been kept and it was found that there were 8000 letters mailed from the department in six months.

On the item of \$32,000 for Fish, Forest and Game Protection Mr. Currie said the enforcement of the game law on the North Shore was a farce. One government official who conducted a lumber camp fed his men in and out of season on moose meat. A game warden in Restigouche county had found it necessary to turn his team off the roads to allow loads of moose meat to pass. This moose meat was sold through the country. Moose meat had been sold in his own cook house for two years, the cook being in league with the violators.

Hon. Mr. McLeod said that it was pretty near time the hon. gentleman did something more than come here to the House and talk about it. There was nothing like that in other countries.

Mr. Currie said it was the same in other parts of the province.

Hon. Mr. McLeod said that the hon. gentleman could not very well be in a position to get correct information when he was out in British Columbia.

Mr. Currie said that some work of education to show the people the value of the big game of the province ought to be undertaken. A colony of beaver had disappeared in Restigouche County.

Hon. Mr. Flemming invited the hon. gentleman to give him in confidence the information which he said he had as to the alleged violation of big game. He believed that the hon. gentleman would rather blame the government for not protecting the game than see it protected. The trust of secrecy if any hon. gentleman would place any information before him would not be violated and everything possible would be done to see that the charges were thoroughly investigated.

Mr. Labllois said that he had letters from responsible men in Restigouche County telling of great slaughter of game. Two men had killed as

much as three sleigh loads, according to one of these letters and an official of the government had gone out with a net in one night and had taken as many as fifteen or twenty salmon.

Hon. Mr. McLeod—Do you know that to be true or are you repeating a rumor which has come to you.

Mr. Labllois said that he had no information himself that he had not seen the occurrence take place, but that he had information from reliable men in the County of Restigouche both Liberals and Conservatives on which he founded the statements he was making to this House. He and his colleagues were calling attention to the great slaughter of big game on the North Shore merely from a patriotic standpoint and from a desire to see the game as one of the province's valuable resources properly protected. A man named Carson in Kent County, who it was said was to be a candidate on the government ticket at the approaching election had told him that he had refused to purchase furs valued at several hundred dollars for \$65, because he knew that it would be illegal for him to have the furs in his possession.

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TWO HUNDRED SAILORS DROWNED LIKE RATS

Ottawa, April 18—A special from Highland Light, Mass. to the Citizen says:

By wireless from Captain Rostrom of the Carpathia—I know for sure that there were no lives saved except those I have on board. I have not the body of John Jacob Astor aboard. Mrs. Astor is very sick. More than 100 are sick in the hospital. When collision occurred about 200 sailors sleeping in the bow of the Titanic were drowned like rats. After the impact the lights of the Titanic went out in four minutes. The dynamo lasted about the same time, which caused the wireless operator to abandon his calls for help. As his storage batteries were only capable of carrying from fifty to 100 miles the wireless operator was rendered helpless.

TWO RIVER STEAMERS ARE ON THE ROUTE

(Special to The Mail)

St. John, April 18—The steamers Majestic and Champlain started up river this morning on their first trip of the season. They are two days earlier than last year.

KING GEORGE SENDS MESSAGE OF SYMPATHY

London, April 18—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 the terrible loss of life. We deeply sympathize with the bereaved relatives and feel for them in their great sorrow with all our hearts."

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 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."

Don't forget Williams' millinery department when you think bats.

Mr. J. I. Fairbairn of Montreal is at the Queen.

RICHILIEU AND ONTARIO FEATURES OF MARKET

(By direct private wires to J. O. Mackintosh & Co., 604 Queen St. Fredericton, N. B.)

New York, N.Y., April 18—The market opening was active and stocks generally showed fractional advances. A supply of stock seemed to be met as has been the case on all advances in the past few days and many traders came to the conclusion that the market would merely back and fill for some time to come.

Quotations from direct private wires of J. M. Robinson & Sons, Bankers, St. John, N. B., members of Montreal Stock Exchange

	Open	Noon
Amalgamated,	83½	83½
Atchison,	108½	108½
Barnes,	86	85
Brooklyn,	82½	82½
Canadian Pacific,	253½	252½
Great Northern, pfd.,	131½	131½
Northern Pacific,	121½	121½
Pennsylvania,	125½	125½
Reading,	155½	155½
Soo,	142	141½
Southern Pacific,	112½	113
Union Pacific,	172½	171½
U.S. Steel, com.,	71½	71½
Virginia,	56	56½

MONTREAL MORNING SALES

Merchants Bank—2 @ 195; 1 @ 95½
Royal Bank—1 @ 230
Toronto Bank—2 @ 209
Bank of Commerce—7 @ 228
Cement Pfd—85 @ 914
Bell Telephone—4 @ 148½
Spanish River—10 @ 89½; 2 @ 135
Smart Bank—60 @ 109

THE ITALIAN FLEET BOMBARDING FORTS

London, April 18—Canon firing which was heard at the entrance to the Dardanelles today, according to a despatch received here from Lloyd's Signal station in the Dardanelles. It is believed that the Italian fleet has begun an attack on the forts of the straits but no details have yet come to hand.

The Italian fleet is reported to have appeared at the entrance to the Dardanelles Straits. One Italian warship is said to have been sunk.

Two divisions of Italian war vessels each comprising a dozen ships passed successfully Royal Island yesterday sailing to the north.