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SATURDAY, APRIL 27th

Do you know what it means to you? The answer is Dollars for 50c. We have secured over 100 White and Col'd Waists, they are the samples of a Factory: you will find goods among the lot worth 3 times the price we ask
Sale Price for any waist in the lot

79 cents

Also 50 dozen Ladies' Lisle Hose very special 2 pr. for **25c**

25 doz. Boy's two in one Ribbed Cashmer Hose
regular 35c, sale price per pair **19c**

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Yes-there is no other car like the Ford Model T. It's lightest, rightest-most economical. The two-passenger car costs but \$775, f.o.b., Walkerville, Ontario, complete with all equipment-the five-passenger but \$850. Today get latest catalogue-from

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IMPORTANT EVIDENCE WAS BROUGHT OUT

(Continued from page one.)

a room far aft on the ship and felt only a slight shock from the collision. Henry B. Harris, the theatrical man was in another party in the same room. Bradley said, and left his game to go on deck with Bradley to investigate. Mr. Harris, Bradley said, found his wife, saw her to one of the boats, and then came back to the room to which Bradley had already returned.

"He told me their was no danger," said Bradley, "but for the sake of women and children, to make no sign." The orchestra struck up "Alexander's Ragtime Band," and we went on playing cards. There wasn't a man in the game who didn't realize the stake we were playing for. There was not a man who didn't know what those hysterical musicians were playing for. They played on, playing everything they had a mind to, and finally struck up "Nearer My God to Thee."

Then we knew that the time had come and that it was not any use to bluff any longer. People had crowded round us, and watched us play the game out, feeling that there could be no danger. When the old hymn sounded a different feeling possessed them, they knew that it was time to go if they hoped for a chance to get off the ship.

How any man going to save himself, not one of that bunch knew. It took only a few minutes on deck, to realize that we were all too late for the life boats. The last ones were being lowered.

Bradley said that he ran between decks, and managed to get into a boat as it was being lowered. The boat was not a bit crowded, he said, but it was not more than 100 yards from the Titanic, when the steamer went down.

THE SENATE ENQUIRY

Washington, April 24-Senator William Alden Smith, the chairman of the senate commission enquiry into the Titanic disaster, announced after a meeting with his colleagues that the British witnesses would be called as rapidly as possible before any more passengers were examined. Fredrick Fleet, lookout of the Titanic was called. Senator Burton asked "When you were on the Titanic were your eyes ever examined?"

"Yes."
"How often?"
"Frequently."
"Can you distinguish colors?"
"Yes sir."

"Did you, when the Titanic's crown set see a light?"

"No, I saw no light, until I got in the life boat. Then I saw a bright light on the forward bow. I don't know what it was, Mr. Lightoller saw it before we got off the Titanic and told us to pull toward it. It finally disappeared. We never made out what it was."

"When you have binoculars what share of time do you have the glass to your eyes while on the lookout?"

"If we fancy we see anything on the horizon," said Fleet, "then we use the glasses to make sure."

Senator Fletcher asked Fleet if he had assisted in the loading of the boats. "Yes sir."

"Had you ever had any experience in loading and lowering lifeboats?"

"All of us do in the White Star."

He said he saw no lifeboats lowered other than No. 6 the boat in which he hauled away with about 30 passengers.

"Were there any women left on the decks who did not get in the boats?"

"No sir. I saw none."

"Did you call for them?"

"Yes, sir."

The witnesses said that there were a number of men on the decks but that none of them sought or even asked to be taken on. Fleet told of the appearance in the boat, of a stowaway, who had hidden beneath a seat. The man was an Italian, was of no assistance because of an injured arm, his boat Fleet said, asked for an got another man from a life boat to which they tied up.

"Did you hear any cries for help?" asked Senator Smith.

"Yes, but they were very faint."

"Did you go back to help?"

"No, sir, some of the passengers wanted to but the quartermaster who was in command ordered us to keep on rowing."

"How far were you from the Titanic when it sank?"

"Oh, it must have been a mile."

"As to your experience in trying to estimate how far the Titanic was from the iceberg when you sighted it, I should say you didn't have any judgment as to distance," Senator Smith commented.

"No more I haven't," Fleet answered, and then was excused.

Senator Smith formally announced that he wanted to meet an enquiry that had arisen as to the purpose of the committee.

"Misrepresentations have been made I have heard. I have not however, read the newspapers because I do not wish to be prejudiced."

"The representatives of the press have all co-operated in every possible way to lighten the burdens of the committee."

"The committee will not tolerate any further attempt on the part of

anyone to shape its course. We shall proceed in our own way and the judgment of our efforts well may be withheld until those who criticize our course may have opportunity to examine the official record."

As Senator Smith delivered this announcement, he spoke emphatically and punctuated his remarks by pounding the table with his fist.

Afterward he did not give any explanation as to what actuated him to make the statement.

Edmund G. Law, fifth officer of the Titanic was the next witness. He told of his early experience from the time he ran away to sea at fourteen and ship on a schooner. He knocked around the world on sailing vessels, then took up steamers and about fifteen months ago joined the White Star Line. Until he shipped on the Titanic he never before had been in the North Atlantic.

"It is to get all the facts attending this catastrophe," he said, "the surviving officers and men of this ship are not shipbuilders and if we can get from them what they know it is all that we can expect. Not a word as to the plan it is the intention of the committee to inquire of all subject of Great Britain in this country and who may not know anything of the disaster and to hold them here until we have learned all we can."

"This course will be pursued until the committee conclude they have obtained all accessible and useful information to a proper understanding of this disaster."

"Now, a word about the difficulty. To the credit of most of the officers and members of the crew we have experienced little difficulty in securing such witnesses as we thought necessary, but from the beginning until now there has been a voluntary, gratuitous, meddlesome attempt on the part of certain persons to influence the course of the committee and to shape its procedure."

"What did you do?"

"I looked to the life boats with Mr. Moody and Mr. Boxhall, I looked over the lifeboats, examined them carefully and found everything in them except that in one a dipper was missing."

"As one collapsible boat," he said he did not remember precisely what was found.

"We did find that there were plenty of oars for each boat."

The witness said that while it had been planned to hold a life-boat drill April 1, it was postponed because there was breeze. In fact the witness said, it was almost "squalid." The witness declared there had been no test speed on the Titanic. He believed the Titanic was capable of making from 23 to 25 knots an hour.

"Have you any idea yourself, the speed the Titanic made on her trial trip?" the senator continued.

"I do not know exactly," he replied, "but I believe it was between 20 and 20½ knots."

ORDERED ISMAY AWAY.

Washington, April 24-Fifth Officer Lowe told the Senate Committee investigating the Titanic disaster that he ordered J. Bruce Ismay, head of the line, to get away from No. 5 lifeboat. He said Mr. Ismay was interfering with the lowering of the boats.

WEALTH OF MEN DROWNED

John Jacob Astor, head of the house of Astor in America, one of the richest, if not the richest land owner in the United States.....\$125,000,000

Benjamin Guggenheim, son of Meyer Guggenheim, and a member of the Smelter Trust.....10,000,000

George D. Wick, Youngstown, O., a coal and iron magnate.....5,000,000

Isidor Straus, member of the firms of L. Straus & R. H. Macy & Co., and Abraham & Straus.....5,000,000

George D. Widener of Philadelphia, son of P. A. B. Widener, promoter of many enterprises and traction schemes.....2,000,000

Harry Elkins Widener, his son.....2,000,000

Arthur Ryerson, of Philadelphia.....5,000,000

William C. Dulles of Philadelphia.....2,500,000

C. Duane Williams, Philadelphia.....2,000,000

Fredericton Sutton, Philadelphia.....6,500,000

Charles M. Heys, President of the Grand Trunk Railroad.....3,000,000

Henry B. Harris, owner of the Hudson, Harris and other theatres.....1,000,000

\$191,000,000

WATER RISING FAST

The river has risen a foot at this point since last night and the rise is reported to be general. At Van Euren this morning the ice moved a short distance.

WOMEN ON TITANIC EXHIBITED BRAVERY

New York, April 22-One able-bodied seaman who shipped aboard the Titanic when she left Southampton, is tired and a little listless and tells in subdued form the things lived through last Monday, but his eyes light up and his speech becomes animated when you ask him what part the women played in the trying hours after the Titanic sank.

"There was a woman in my boat as was a woman," he said yesterday, straightening up in her honor. "She was the Countess Pothos, and let me tell you about her. I was one of those who was ordered to man the boats, and my place was in number eight."

"There was thirty-five of us in that boat, mostly women, but there were some men along. I was in command, but I had to row and I wanted someone at the tiller. I saw the way she was carrying herself and I heard the quiet, determined way she spoke to the others, and I knew she was more of a man than any we had on board."

"And I put her in command. I put her at the tiller, and she was at the tiller when the Carpathia came along, five hours later."

"And there was another woman on board who was strong in the work we had to do. She was at the oar with me, and though I never learned her name, she was helping me every minute. It was she who suggested that we should sing. Sing? I should think we did! We sang as we rowed, all of us, starting out with 'Pull for the Shore,' and we were still singing when we saw the lights of the Carpathia. Then we stopped singing and prayed."

MRS. FORTUNE SAW ONE MAN KILLED.

Through her son-in-law, Mr. F. C. Hutton of Winnipeg, Manitoba, Mrs. Mark Fortune told how she and her three daughters, Lucille, Mabel and Alice, were placed in the tenth boat which were lowered away.

There was consternation among the passengers, most of whom were women, on their boat when it was ascertained that four of the crew would have to be taken to man another boat. That left but one member of the crew to navigate. One of the Fortune girls and another girl got out an oar and helped to pull away from the wreck.

Mrs. Fortune was of the opinion that discrimination was made between passengers of the first, second and third class making allotments for seats in the boats.

Mrs. Fortune and her daughters knew nothing of any wholesale slaughter of the steerage passengers, but she saw at least one man go down.

He was shot in the arm and his fate intimidated others. They rushed off to another quarter of the ship to resume their attempts upon the boats.

Magistrate Robert C. Cornell said yesterday that his wife, who, with her two sisters, Mrs. Edward Appleton and Mrs. John Murray Brown, were among the survivors, had passed a comfortable night and was in as good a condition as could be expected.

"Mrs. Cornell," said the magistrate, "is of the same opinion as many others of the survivors, that many of the lifeboats left the side of the Titanic before they had nearly their capacity."

"There were three oars in the boat in which my wife and her sisters were put, but no food, water, or covering of any sort to keep out the cold."

"Mrs. Cornell and her sister, who had a slight knowledge of rowing, took turns at the oars, as did the other women in the boat."

THIS DATE IN HISTORY

1743-Edmund Cartwright, inventor of the power loom, born. Died Oct 30, 1823.

1845-China issued an edict permitting foreigners to teach the Christian religion.

1847-Troops from Wisconsin and Michigan left Detroit by boat for Vera Cruz enlisted in the Mexican war.

1862-Farragut's fleet passed Forts Jackson and St. Philip, guarding the entrance to New Orleans.

1877-War between Russia and Turkey.

1891-Count von Moltke, celebrated soldier died. Born Oct. 26, 1800.

1898-Spain made a declaration of war against the United States.

1900-The senate refused to seat Matthew Quay, appointed United States senator by the governor of Pennsylvania.

1911-The Pacific Mail Steamship was sunk off Finger Rock, China.

DIED IN CALIFORNIA

News has been received that Mr. George A. Woods died at his home in Los Angeles, California, on the 22nd inst., after a short illness. The deceased was the third son of the late Hon. Frank Woods, of Welsford. He was 54 years old. Early in life he became a locomotive engineer and has been following that work in California for many years. His wife, who was Miss Emma Scholtenberger of Wichita, Kansas, and one son, George, survive; also two sisters, Mrs. Wm. Howe, of Welsford, and Mrs. F. C. Taylor, of Hoyt Station, and two brothers, Wm. F. and H. W. Woods, M. P. P., of Welsford.

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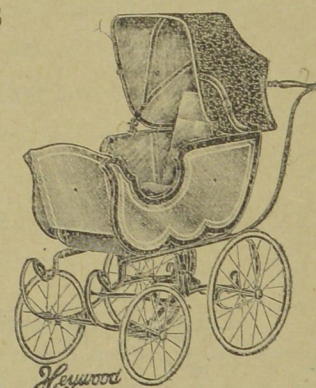
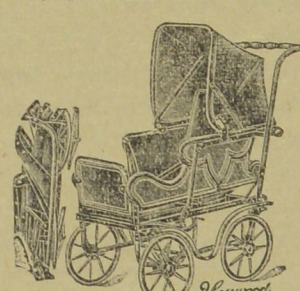
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