United Kingdom.

The Colonist.

The Colonist Printing & Publishing Company, Limited Liability. 1211-1215 Froad Street, Victoria, B. C.

The Semi-Weekly Colonist

One Year \$..00 To the United States \$2,00 Payable in advance. Sent postpaid to Canada and the,

THE SILVER LINING

There is a thrill in every line of the story of the wreck of the Titanic, and almost every person who read it must have felt at times as if something had clutched his heart. Four days had passed and there was nothing to lighten the burden of sorrow. Our expecta-tions were tuned up to expect a climex of horror. And then the story came, an we read of deeds of quiet heroism that made our pulses beat faster and there is no tale of the sea more awful in its toll of lives, so there is none more glorious as an illustration of the nanliness of men and the nobility of woman's love. The wife who stood by than to be saved without him, although there was everything else band's love: the father whose only thought as he faced certain death was little boys: the captain who stood upon the bridge and issued his commands knowing that in a few moments he would have gone to his death in the own death song in order that courage might be inspired in the hearts of others; the sailors who stood by the boats in which they could have sought refuge, but preferred their duty to life We may lament the death of such as these and of the hundreds of others of whose noble courage we have not been and never will be told; but it is with pride that we realize that they were only men and women like our selves, and that we feel a reason to be lieve that we could do as they did.

The explanation of such a disaster ! only to be found in the inscrutable wisdom of God. Perhaps, who knows man needed a lesson? In our pride we built a great ship. We said we have done what has never before been done we have built a ship that cannot sink; we have so tamed the forces of nature that we can rush with headlong speed ness, nothing on land or sea daring to make us afraid. Then out of the a mantle of ice. She spurns the greatest triumph of our skill with only a touch of her foot, and what was our pride, what seemed the very culmination of wisdom and skill, is broken and child throws it into a pond, and the cy monster moves on without a tremor When daylight comes where there had been a mighty ship, seemingly almost a men and women full of satisfaction that man had been able to accomplish nothing but a few fragments of wreckage and a stately berg shining like a vast pearl in the rays of the rising sun. Nature has taught man a lesson tion to our pride so must be our fall.

And yet though there is much sorrow, it is not all sorrow; though there is much that is almost too painful to bear, it is not all painful. Nature may works of man; but she failed to show that she can triumph over the souls of men. The greatest thing in that awhose feet were many fathoms deep; but the unconquerable souls of the men, who in the very hour and article of death could do their duty unfilnchingly. Human skill was powerless, but he manity itself was triumphant. And so forget that the men and women, who proved their nobility of soul, were no r than we ourselves are, that we and every one have within ourselves that which is greater than fear, that when the time comes for us to exhibit the greatness of humanity we too may be able to prove ourselves worthy to classed with the heroes of the

TITANIC VICTIMS

Among the victims of the Titanic disaster were two Canadians well known in the West and highly thought of by all who came within the circle of their acquaintance. Mr. F. McCaffrey was manager of the Vancouver branch of the Union Bank of Canada and general supervisor of that financial institution's siness in British Columbia. He had thoroughly earned the confidence of the public and was regarded as a shrewd business man of the type which earns esteem and commands respect in growing and prosperous country. loss will be keenly felt in financial circles, not only in Vancouver and Victor-

Mr. Hugo Ross, a prominent real estate man of Winnipeg whose death is also reported was a familiar figure in this city to which he made frequent trips. He was one of the prairie residents who thoroughly recognized the potentialities of this part of Canada, and he has been here time and again for the purpose of investing money for his clients. During these visits he made meny warm attachments and those who him will deeply regret that one endowed with such a likeable personality coupled with shrewd business talents should have been cut off in the prime of life.

"Be British, my men." This was the entence which Captain Smith, of the Titanic, imposed upon his gallant crew. And be it said to their everlasting glory that not a man of them failed to respond. Nelson's famous signal was written in anticipation of battle. Cap-tain Smith spoke in the very face of

. . . .

DEATH ROLL IS

White Star Lines Places Loss of Life at 1,635-Titanic Was Traveling at 21 Knots

NONE OF SURVIVORS BLAME CAPTAIN SMITH

Messrs, J. Bruce Ismay, Marconi and Second Officer Lightholder Testify Before Senate Committee

NEW YORK, April 19.—The living cared for, the dead beyond recall, survivors of the Titanic disaster were able for the first time today to see in calmer retrospect Monday's tragedy in the north Atlantic, and from their ore normal utterances there is slowly unfolding the full story of how the great White Star liner, her band playing to the last, sank off the Grand Banks with more than 1,600 souls on

From the Countess of Rothes, now uartered luxuriously in a hotel, to the six Chinese coolies who escaped by hiding under the lifeboat seats, all of the 705 survivors have been provided for with food and clothing and some immigrants and millionaires are on their way home to England, the con-tinent, or distant parts of the United

hospitals shelter scores, remain in New York, where the Cunard liner Carpa-thia brought them last night.

Speed at Moment of Collision

Even after all had been told of the disaster the death list remains approximate. Last night's total estimate was 1601. Today the White Star line issued a statement placing the loss of life at 1635. Exactly how many died never will be known. It has been estimated officially, however, that the Titanic was traveling at 21 knots an hour when she hit the iceberg. Notwithstanding this none of the survivors from the streets. have as yet condemned Captain Smith

The Titanic's rate of speed, which was approximately 26½ land miles, was brought out today from the lips of J. Bruce Ismay, president of the International Mercantile Marine and managing director of the White Starling when he appeared to the line wh line when he appeared as a witness before the United States senate committee which is investigating the disaster. Nervous but not in tears as was Captain Rostron, of the Carpathia, who followed him on the stand. Mr. Ismay told in whispers of his escape from the sinking liner from the time he pushed away in a boot with time he pushed away in a boat with the women, until he found himself clad in pylamas aboard the Carpathia.

No Consorship He was not sure in just what boat he left the Titanic nor was he sure how long he remained on the liner after she struck. He added, however, that entered a lifeboat, he had been told there were no more women on deck, and he denied that there had been any censorship of messages from the Carpathia. Other witnesses in-cluding Capt. Rostron, bore him out in this, with the explanation that the wireless operator on the rescue swamped with personal messages, was unable to send matter for the press. Interest, second only to that in the later survivors, centered on Mr. Ismay's

recital. In Washington Senator Rayner of Maryland, bitterly arraigned him before the senate and expressed the hope that efforts would be made "to bring to

bay the directorate of this company. Sixty Miles Southward

From Washington also came the opinion of expert hydrographers that no blame should be attached to Capt. Smith because an analysis of charts showed the skipper, warned of the presence of icebergs, had steered the Titanic fully sixty miles southward from the regular course. In spite of this caution the mass of ice was struck and was a preventative of similar disasters. The hydrographic officers in New York issued tonight an order shifting the track of trans-Atlantic travel many miles

"After giving his testimony before the senate committee, Captain Rostron of the Carpathia took charge of his ship, which departed late today for the Med-

iterranean. Captain Rostron wept as he told today how the Carpathia had picked up

the survivors of the Titanic. Most of the wealthy and more prominent survivors have left the city, among them Mrs. Charles M. Hays, widow of the president of the Grand Trunk railway. He met death in the disaster, but Mrs. Hays and her daughter were saved. They left today for

Montreal in a special train. Col. John Jacob Astor's young widow remained in the Astor residence, too ill. according to her physicians, to make any statement. No direct word from her has come to the outside world since Colonel Astor kissed her goodbye and put her in the lifeboat.

TWO EXPLOSIONS BEFORE LINER SANK

NEW YORK, April 19 .- Hugh Wilner son of Thos. Wilner, R. A. of London, says there were two explosions before the Titanic sank. He believes he was the last person to leave the ship. To a friend he said:

'Not long after the ship struck there eame the first big explosion, then, in a moment later, the second. It was the in the saloun of the Titanic. second explosion that did the most dam-

age. It blew away the sunnets and tore a big hole in the steamer's side."

CARPATHIA'S CAPTAIN REPORTS ON RESCUE

NEW YORK, April 19.-Less than 24 ours after the Cunard line steamer Carpathia came in as a rescue ship with 745 survivors of the Titanic disaster, she sailed this afternoon for the Mediterranean cruise on which she originally started last week, Just before the liner salled, H. S. Bride, the second Marconi operator of the Titanic, who had both of his legs crushed on a lifeboat, was carried off on the shoulders of the ship's officers to St. Vincent hospital.

Captain A. H. Roston, of the Carpathia nas addressed an official report giving his account of the Carpathia's rescu ork to the General Manager of the Cunard line at Liverpoo

The report stated that Capt. Rostro first was apprised of the plight of the Titanic at 12:25 a. m. on Monday and that he immediately ordered the Car pathia headed for the scene of the dis ister, a distance of 58 miles. At 2:40 m. a flare was seen and it was taken to indicate the position of the Titanic.
The report stated that the Carpathia bassed through a big field of icebergs and at times had to alter her course to avoid ice. The weather was described as fine and clear.

Commences Re

"We stopped at 4 a. m., thus doing the distance in three and a half hours. We ommenced picking up lifeboats at 4:10 up. All survivors were aboard and all oats accounted for, viz. 15 lifeboats. berthon boats were alongside. We saw one floating upturned, and according to he Second Officer who was saved, one aving got jammed. This made 16 lifeoats and four berthon boats accounted first boat, it was breaking day and I ould see all within an area of four niles. We also saw that we were surrounded by icebergs.

"The report stated that at & a m th Leyland liner California arrived and that her master was told of the tragedy and asked to search for possible sur-vivors. The Carpathia then took aboard 13 of the Titanic's lifeboats. A clergyman held a short service for the lost and offered a prayer of thanksgiving

The report went on to say: "Before deciding definitely where to make for, I conferred with Mr. Ismay and he told me to do what I thought best. I informed him, taking every into consideration, I considered New better for Mr. Ismay to go to New York or England as soon as possible, and knowing I should be cut out of wireess range very soon if I proceeded to the Azores, this consideration left Halifax, Boston and New York, so I chose

"Again passengers were hysterical about ice and I pointed out to Mr. Ismay the possibility of seeing ice if I went to Hallfax. Then I knew from the gravity of the disaster, that it ould be best to keep in touch with land stations as best I could. We have experienced very great difficulty in trans-mitting news and the names of surhad so many interruptions from other ships and also messages from shore principally press which we ignored. I gave instructions to send first of all official messages, then the names of passengers, then survivors' private mes-

- "I am pleased to say that all survivors have been very plucky. On INVESTIGATING THE

survivors physically well.
"We all turned out of our cabins and gave them to survivors; the saloon smoking room, library, etc., also being used for sleeping accommodations. Our crew also turned out to let the crew of the Titanic into their quarters.

"I beg specially to mention how willing and cheerful the whole of the ship's ompany behaved, receiving the highest praise from everybody. And I can assure you I am very proud to have such company under my command. "Signed, A. H. Rostron, Captain of the R. M. S. Carpathia"

"BE BRITISH, MY MEN" WAS RALLYING CRY

NEW YORK, April 19.—But for the unparalleled self-sacrifice and of Captain Smith and the Titanic's of ficers, the sea would have claimed an even greater toll. From the bridge Captain Smith called through his mege phone, "Be British," and that became the rallying cry of officers and crew.

Such was the graphic description of the conduct of the men responsible for the saving of human souls in the Titanic disaster as told today by John Johnson, a member of the crew ook an oar in a lifeboat.

Johnson gave his version of how the ship struck the iceberg and went down how officers and male passengers stood unafraid on deck awaiting the inevitable hour, how the lifeboats were lowered and how husbands and wives said their last farewells.

"When the first signal was given to lower the boats some of the crew press-ed forward. It was then that the rally British, my men."

man obeyed the command and faced death calmly. They knew there no hope and as the big, strong Englishmen assisted the women and children into the boats they gave no sign that they realized that Captain Smith's words, 'Be British,' had sealed their

"They remained at their posts, and

died like men." Phillips, the first Marconi operator aboard the Titanic, stood at his post until the last, jumping from the sink-ing ship. He was taken aboard the life raft and died before the rescuers reach-"Phillips was on the overturned life-

COURSE OF ATLANTIC LINERS IS CHANGED

WASHINGTON, April 19.-By an order issued today by the branch United States Hydro graphic office at New York the of Atlantic liners moved 180 miles southward from that which was being pursued by the Titanic when she rate against the iceberg last Sunday

oat with me," said Whiteley. "He was when taken aboard the Carpathia They tried to revive him, but it was one sailor, two firemen and Phillips. oo late. There were four buried at

MEMBERS OF CREW HELD IN NEW YORK

NEW YORK, April 19,-The ness of the inquiry by the senate committee into the Titanic disaster was dis closed tonight when Senator Smith of Michigan, the chairman, at first hat! erused to let any of the officers of the two hiddered odd of the crew of the ship beyond the jurisdiction of the were all to have sailed tomorow on th steamer Lapland. Later it was settled that the greater part of the crew would be permitted to sail on this steamer but twelve men and four offi ers among the survivors now under subpoens, together with Mr. Ismay would not be allowed to depart.

The intention of the committee wa made clear at the adjournment when with Affred Crawford, a steward on the tand, Senator Smith pleaded weariness. "We have been at this all day and into the night," he said, "and I believe we had better cease until tomorrow. I am not through with Mr. Crawford yet. and would like to question him further tomorrow, together with other members of the crew and officers." The first day's testimony brought to

the front the apparent conclusion that the biggest ship which was ever built us modern shipbuilders, sank nidecean almost at the top speed and crashed into a field of icebergs after warnings had been given to look out and that few were saved, because of no enough lifehoats on board to accommodate the passengers. There were only 20 boats because the Titante was be lieved to be unsinkable.

This state of affairs appeared when Is state of artains appeared when the committee had examined J. Brues Ismay, Arthur Henry Rostron, captain of the rescue ship Carpathia, and sec-olid officer Lightholder on the Titanic who went down with the ship but later was rescued; William Marconi, inventor of the wireless telegraph; Thos. Cottain. the wireless telegraph; Thos. Cottam, the wireless operator of the Carpathia and other survivors. It was explained at tonight's conference over the duestion of holding the even that Mr. Ismay was very anxious to leave at once for Europe as he had been worn out by his experiences and felt the need of rest. His pleas were unavailing. Captain Rostron stirred the committee which he said he knew he was running a risk when he drove the Carpathia through the sea of ice at top speed

toward the Titanic.
"I doubled the watches and knew what I was about. I took the risk for there were many human lives to be

for there were many human lives to be sayed," he said,
"In the name of Congress and the people of the United States we thank you for what you did," said Sénator Smith, selemnly.

TITANIC DISASTER

NEW YORK, April 19.—The story of how the Titanic met its fate cold teday to the United States se committee investigating into the managing director of the International Mercantile Marine and one of the sur-

der which he left the boat, Mr. Ishay replied almost in a whisper:
"One of the boats was being filled. cers called out to know if were any more women to go. There was none. No passengers were on the deck as the boat was being lowered. I

The details of the story were drawn t by Senator William A. Smith, arged with the examination of witlesses, and Senator Newlands, who

ismay was accompanied by P. A. S. Franklin, vice-president a Gmerson E. Parvin, secretary of t international Mercantile Marine.

Besides the committee, Representive Hutchinson of West Virgin whose daughter, Mrs. Lucion P. Smil

whose daughter, Mrs. Lucion P. Smith, was saved, and whose son-in-law was lost, was present. Another spectator was Trugs H. Newberry, former assistant secretary of the navy.

Mr. Ismay was nervous when he took the stand. He gave his age as 50-years. "Kindly tell the committee all the

"Kindly tell the committee all the circumstances surrounding your voyage," said Senator Smith.

"Tell us as succinctly as possible, beginning with your boarding the vessel at Liverpool, place on the ship and as many circumstances as possible."

"First, I want to say that I court the fullest inquiry," said Mr. Ismay. "This awful catastrophe, I must say, at the outset, I greatly deplore. We have nothing to conceal, nothing to nide.

"The boat left Belfast, I think, on

MANSION HOUSE RELIEF FUND

LONDON, April 19.—The relief funds which have been opened for the assistance of those who were made paupers by the disaster to the Titanic now amounts to \$125,000.

the first of April. She underwent her trials safely and arrived at South-ampton on Wednesday, April 3, I think. "We sailed on Wednesday, April 10,

leaving Southampton at -12 o'clock, noon. That evening the Titanic reached Cherbourg, having run at about 68 revolutions.

revolutions.

"We arrived at Queenstown on Thursday noon. The Titanic was then running at 70 revolutions. The first day, I think, we made about 467 miles. The next day increased the speed to 72 revolutions and I think we made 519 miles. The next day we increased to 75 revolutions and ran about 546 to 549 miles.

"The accident took place on Sunday night. The exact time I do not know, because I was asleep. The Titahic sank, I am told, at 2:30 a.m.

NEVER TRAVELED AT FULL SPEED

the Titanic was running at full speed. "She was built to go 80 revolutions and had never been sped up to that. We never had all her boilers working. It was our intention to speed the boat up to her full quota on Tuesday, but the catastrophe came to prevent it."

Although he came on a "voluntary trip." Mr. Ismay said his purpose was to see how the ship worked and in what manner she could be improved upon. A representative of the builder, Mr. Andrew, was on board, Mr. Ismay said. She was built to go 80 revolution "Did he survive?" asked Mr. Smith

"Unfortunately no," Mr. Ismay said.
"It was arranged between myself and Captain Smith of the Titanic not to arrive at New York lightship before 5 a. m. on Wednesday. There would have been no advantage in arriving

"Was there any attempt to lower the boats of the Carpathia to take passengers after you went aboard her?" asked Senator Smith.

"There were no passengers to take on," replied Mr. Ismay.

"In your lifeboat, what course did you take?" the senator asked.

"We saw a light and headed for it," said Mr. Ismay.

"How long were you in this lifeboat?" "About four hours."
"Were there any other lifeboats that

you saw?
"Yes, we hailed one," he said. H
said he saw no life rafts in the sea.

Number of Lifeboats "How many lifeboats were on the

Titanic?"
"Twenty altogether, I think," replied Mr Ismay. "Sixteen collapsible and four wooden boats."
"Were all the lifeboats that left the Titanic accounted for?"
"I think so; I've been told so, but I do not know of my own knowledge."
"It has been suggested." Senator Smith continued, "that two of the lifeboats sank as soon as lowered. Do you know anything about that?"
"I do not I never heard of it, and I think all the lifeboats were accounted for."

'Did you see the Titanic sink?" "Did you see the Titanic sink"!
"I did not see the Titanic go down,"
Mr. Ismay replied, shaking his head
mournfully. "I did not want to see her
go down. I was rowing in the lifeboat
all the time until we were picked up.
I turned my back once after we left
the vessel. I saw her green light and
never turned back again. I did not
want to see the end." want to see the end."

NO CONFUSION ON BOARD VESSEL

the Titanic when you looked back?"

"I did not see any. All I saw was the green light the last time I looked."
"After you left Capt. Smith on the bridge dld you see him again?"
"I dld not."

"Did you have any message from him?"

"How many wireless operators were there on the Titanic?"
"I presume there were two," said Mr. Ismay, "One is always on watch."
"Did they survive?"
"I have heard one died, but do not know whether it is true?"

"Were any of the crew enlisted men n the English army?" "I do not know." Mr. Ismay said he would have known if there had been an explosion on board nd that there was none.

In response to a question the witness estimated the speed of the ship when she struck at 21 knots. Senator Smith asked the witness if

he had had anything to do with selecting the crew of his boat.
"I did not," was the snappy reply.

INSPECTION WAS OF RIGID KIND

"Can you tell us," asked Senator Smith, anything about the inspection certificate that was issued for the Titanic before she sailed?"
"I kniew that the government inspection was thorough or the boat could never have sailed."

"Do You know whether the Titanic had its proper number of lifeboats?" "Yes, she had. I think there were 20

"Do you know whether the boat you were in was a Titanic lifeboat or one that had been taken from some other White Star ship?" "I did not notice the name on the car or on the boat, but I am sure it was a new lifeboat."

oats.

Mr. Ismay declared the ship was specially constructed so that with only two compartments full of water she would still float. "If the ship had struck head on she probably would be affoat today," he

"Did any of the collapsible boats

"No sir"
"Did you attempt to interfere with
the working of the wireless on the Carpathle?" "The captain will probably tell voil I was not out of my room from time I got into it until last night,"

the reply.

As a final question to his examinat when he got into the lifeboat.

a suit of clothes and an overcoat," h

"During your voyage did you kno you were in the vicinity of ice?" Sena tor Smith asked.
"I knew some had been reported," replied the witness.

UNAWARE OF PRESENCE OF ICEBERGS

He said the ship was not in proximity o icebergs on Saturday or Sunday, al-hough he knew the ship would be near ice on Sunday night. The witness said he knew nothing of the Amerika and the Titanic talking by wireless about icebergs.

Senator Smith asked if he sought to send any messages by wireless from the Titanic after she struck. He did not.

Turning to the subject of lifeboats, Mr. Ismay said he heard the captain give the order to lower the boats.
"I then left the bridge," added the witness. Three boats, he said, he saw leave filled. In his boat were four embers of the crew and forty-five "Was there any jostling or attempts

"I saw none."

"How were the women selected?"
"We picked the women and children they stood nearest the rail." Representative Hughes handed Sen ator Smith a note, and then the chair man told Mr. Ismay that it was re ported that the second lifeboat left without its full complement of officers and from 11:30 until 7:30 women were orced to row the boat. "I know nothing about it," replied Mr.

Representative Hughes' daughter was in this boat and was assigned to watch (Continued on Page 5)



COLLEGIATE SCHOOLS FOR BOYS The Laurels, Rockland ave. Victoria B.C. Headmaster, A. D. Muskett, Esq., assisted by J. L. Moilliet, Esq., B.A., Oxford. Three and a helf acres extensive recreation grounds, gymnasium, cadet corps. Xmas term commences September 12th., Apply Headmaster.

LAND NOTICES

Rupert Land District—District of Coas Range One

Take notice that James L. Reese, of Van-couver, occupation farmer, intends to ap-ply for permission to purchase the follow-ing described lands: Commencing at a post planted at the S.E. point of Fir Island, the largest island in the Hedley group, in Queen Charlotte, Sound. Applying to purchase the whole island, containing 24 acres more or less.

Per David A. Spence, Agent Dated March 15, 1912.

Rupert. Land, District District of Coast, Range One

Take notice that Henry J. Williams, of Vancouver, occupation mason intends to apply for permission to Jurchase the following described lands: Commencing at a post planted on the east store of Basil Island, an island in the Deserters group, containing 100 acres more or less. Applying to purchase the whole island.

HENRY J. WILLIAMS.

Ther David A. Spence, Agent.

Dated March 17, 1312.

Sayward Land District—District of Coast Range One

Take notice that James L. Lee, of Vancouver, Br. D. occupation barber, intends to apply for paymission to purchase the following described lands: Commencing at a post planted on the shore of Cranberry Lake, at the S.E. corner of T.D. 27476, thence like of T. L. west, southwest, south to H.M. Co. 35, thence following, this limit cast, north, east, north, east, north, east, north, east, south to T. L. 34678; thence following said limit morth to T. L. 2335; thence following said limit west to lake shore. Thence following said limit west to lake shore.

ortherly to the point of commencement.

JAMES L. LEE.

Per David A. Spence, Agent.

Dated March 14, 1912.

Rupert Land District District of Coas Range One Take notice that, James J. Todd, of Van cauver, occupation farmer, intends to ap-ply for permission to purchase the followin described, lands: Commencing at a pos described lands: Commencing at a postplanted on the south shore of McLeod
Island, an Island in the Deserters group, in
Queen Charlotte Sound containing 60 acres
more or less. Applying to purchase the
whole Island.

JAMES J. TODD.

Per David A. Spence; Agent.

Banest Land

Rupert Land District, District of Const Take notice that David A. Spence, of Vancouver, accupation carpenter, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the west shore of Sheep Island, a small island in the Walker group, in Queen Charlotte Sound, containing 20 acres more or less, applying to purchase the whole island.

Dated March 18, 1912. Rupers I and District District of Coast
Range One
Take notice that Andrew Holcomb, of
Vancouver, occupation farmer, intends to
apply for permission to purchase the following described lands: Commencing at a post
planted, at the south shore of Numas Island, in Queen Charlotte Sound, containing
one hundred acres more or less. Applying
to purchase the whole island.

ANDREW HOLCOMB.

Per David A. Spence, Agent.

Dated March 19, 1912.

Rupert Land District—District of Coast Range One Take notice that Adolph Johnson, of Vancouver, occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the west shore of Wright Island, an Island in the Deserters group, containing 200 acres more or less. Applying to purchase the whole Island.

ADOLPH JOHNSON.

Per David A. Spence, Agent.

Dated March 17, 1912.

Rupert Land District—District of Coast Range One Range One

Take notice that Amos Griffith, of Vancouver, occupation barber, intends to apply
for permission to purchase the following,
described lands: Commencing at a postplanted at the south end of Kent Island,
an island in the Walker group, in Queen
Charlotte Sound. Applying to purchase the
whole Island, containing 100 acres more or
less.

AMOS GRIFFITH.

Per David A. Spence, Agent.

Dated March 16, 1912.

Rupert Land District—District of Coast Range One

Take notice that John H. Spencer, of Vancouver, occupation farmer, intends to apply for permission to purchase the rollowing described lands. Commencing at a post planted at the north shore of Staples Island, the targest Island in the Walker group, in Queen Charlotte Sound, containing 200 acres more or less Applying to purchase the whole Island.

JOHN H. SPENCER.

Per David A. Spence, Agent.

Dated March 16, 1912.

Rupers, I and District—District of Coast Range One

Take notice that Henry J. Spencer of Vancouves occupation paines, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the Walker group in Queen Charlotte Sound. Applying to purchase the whole island, containing 40 acres more or less.

HENRY J. SPENCER.

Per David A. Spence, Agent.

Dated March 16, 1912.

Rupert Land District—District of Coast Range One

Take notice that Geo. S. Tuttle, of Van couver, occupation carpenter, intends to apply for permission to purchase the following described lands—Commending at a pospianted in a bay at the southeast part of Redfern Island, an island about three miles west of Staples Island, in Queen Charlotte Sound. Applying to purchase the whole island, containing 60 acres more or less.

GEO. S. TUTTLE.

Per David A. Spence, Agent.

Dated March 15, 1912.

Sayward Land District—District of Corter Island.

Take notice that Martha Carson, of Toronto, occupation bookkeeper, intends t apply for permission to purchase the following described lands: Commencing at a post planted at the southeast corner of Lot 272; thence north 80 chains more or less to the shore of the salt lagoon, thence easterly along the shore of the salt lagoon to the west boundary of Lot 265, thence south 80 chains more or less to the northeast corner of Lot 171, thence west 20 chains more or less to point of commencement, containing 160 acres more or less.

Martha Carson J. F. Tait, Agen

Sayward Land District—District of Corte Take notice that I, Frank H. Sager, of Victoria, B. C., occupation prospector, intend to apply for permission to purchase the following described lands: Commencing at a post planted at the N.E. corner section 23. N.W. cor. section 24. S.E. cor. sec. 32. S.W. cor. sec. 31, marked N.E. cor. F. Sager, thence south 40.00 chains. Thence west 40.00 chains, thence north 40.00 chains, thence cast 40.00 chains to point of commencement, containing 180 acres more or less.

FRANK H. SAGER. Dated 4th April, 1912.

Range One-Land District. Range One—Land District.

Take notice that Charles F. Mills, of Vancouver, B. C., occupation salmon canner, intends to apply for permission to lease the following described lands on the north shore of Kincome Inlet:

Commencing at a post planted at the mouth of Charles Creek and alongside of southwest corner post of timber limit No. 44061, thence north twenty chains, thence west twenty chains, thence south twenty chains, thence asst following shore to place of commencement, containing 40 acres more or less.

CHARLES FRANCIS MILLS

Agent for Gifford Fish Company, Limited, Dated March, 7th, 1912.

Dated March 7th, 1912.

Coast Land District—District of Coast Range I

Take notice that Ernest Stewart Weller, of Vancouver, B. C., occupation Clerk, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the beach about 30 chains morth of the north east corner of T. L. 1276; marked "E. S. W.'s N.E. corner"; thence south 30 chains, more or less to the north east corner of T. L. 1276; thence west 80 chains; thence north 35 chains, more or less to shore; thence in an easterly direction along shore to point of commencement, and containing two hundred and sixty (250) acres; more or less.

ERNEST STEWART WELLER.

J. F. Maloney, Agent.

Dated, February 18th, 1912.

Coast Land District District of Coast

Take notice that Annie Evs Mather of
Vancouver, B. C. occupation Spinster, intends to apply for permission to purchase
the following described lands: Commanding
at a lost planted on the beach about 30
citains north of the north east corner of
T. L. 1278, marked "A. E. M. s. N. E. corner";
thence north 30 chains, more or less, to the
north east corner of T. L. 1278; thence west
40 chains; thence in a north east rough
direction along shore to point of commancement, and containing two hundred and
twenty (220) acres, more or less.

ANNIE EVA MATHER,

L. F. Maloney, Agent.

Dated, February 18th, 1912.

Coast Land District—District of Coast Range 1

Take notice that Beatrice Mary Harrison Mather, of Vandouver, B. C., occupation Married Woman, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the north east corner of T. L. 1278, marked "B. M. H. M's N. W. corner," theree south 400. dred (200) acres, more or less.

BEATRICE MARY HARRISON MATHER,

J. F. Maloney, Agent.

Dated, February 18th, 1912.

Coast Land District Of Coast

Bange 1

Take notice that Maud Mather, of Vancouver, B. C., occupation Married woman, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the south east corner of T. L. 1278, marked "M. M.'s & W. corner"; thence north 30 chains; thence east 25 chains, more or less to west line of T. L. 42966; thence 50 chains south along west line of T. L. 42966; thence west 25 chains, more or less to point of commencement, and containing two hundred (200) acres more or less.

MAUD MATHER, J. F. Maloney, Agent Dated, February 18th, 1912.

Coast Land District—District of Coast Range 1 Hange 1

Take notice that Frederick Henry Byers of Vancouver, B. C., occupation Clerk, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the north east corner of T. L. 193, marked "F. H. B's N.W. Co. Post"; thence south 35 chains, more or less to the N. W. corner of T. L. 1276; thence sast 80 chains; thence north 35 chains, more or less to the shore; thence west along shore to point of commencement and containing two hundred and eighty (280) acres, more or less.

FREDERICK HENRY BYERS Dated, February 18th, 1912.

Coast Land District—District of Coast Range 1.

Take notice that Alice Ida Mather, of Vancouver, B. C., occupation Married Woman, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the beach about 15 chains south of the south east corner of T. L. 1278, marked "A. I. M.'s S.E. corner"; thence north 15 chains, more or less, to south east corner of T. L. 1278; thence west 40 chains; thence south 35 chains, more or less to shore, thence in a north easterly direction along the shore to the point of commencement, and containing two hundred (200) acres, more or less.

J. F. Maloney, Agent.

Dated February 18th 1312

J. F. Maloney, Agent Dated, February 18th, 1912. Victoria Land District District of The

Take notice that L. S. Higgs of South Pender Island, occupation farmer, intends to apply for permission to lease the fol-lowing described lands: Commencing at a post planted fifty feet north of the foot of the Public Whart, Bedwell Harbour, South Pendery and including fifty feet of foreshore LEWIS LEONARD SPALDING HIGGS. Dated March 23, 1912

Victoria Land District of The Take notice that L. S. Higgs of Sou Pender Island, farmer intends it apply in permission to purchase the following discribed lands:—Commencing at a per planted at the west end of an Island at it east end of South Pender Island, and knowns Blunder, Island, and including the who of the said Island, being four acres, motor less. March 28, 1912

Had t tanic not ed the b had the c after rev

Tempe

The

tle

Who

Probal

Eve

rect head the great averted, pressed Logan, a sociation lerce as ers plyin that seco strike the been a g Of cou think qui lion who nulse of away fro

abead to how, and the plate swerved Captal hope of if they e on, as the ed to the the stear badly dar Gaptair Jarvis, d its dange

"Even appear to derstood ers, and the are appa derstand happen, gence on the vesse case, it every kno navigatio doubtless the great so few s attributab The la

ice navig

"It is a sengers o such is b liance the than ordin that the s where ice and not th "The w for exam from Pol it, during quantitie come dow the extra down the ienced na temperati ward of to be more meeting in the profes ice naviga that no a

temperatu by the p icebergs; statemen "In co the "law transmit tical" dir heat in a place in spreads s tion" alon transferen is very s "For e stream in bands of

with cold

side by s Further t bue water cold countershore, is ship may I moment. I the inner with the name of known to

"On the cuffent of viay be ext that it wi Gulf stream not only in the southw