

Dominion Government to Act With British Board of Trade in Framing More Stringent. Precautions

OTTAWA, Ont., April 22 .- Follow ing the Titanic disaster, deputy min-ister Johnson of the Dominion Marine Department today issued an order to the acting chairman, Mr. Adams, of the steamboat inspection board, to the steamboat inspection board, to proceed here at once, and the chief of-ficials of the department will meet in conference as to the necessity for changes in the present methods of inspection. Hitherto each vessel carry-ing passengers to Canadian ports got an annual certificate stating that it had been inspected and fulfilled the requirements for life-saving appliances This yearly inspection on each vessel usually took place in June and July. Arrangements are now being made here to act in conjunction with the British board of trade in the matter of nspection.

Information has reached here that improved methods for the carrying of life-saving appliances will be enforced by the British board of trade. Besides the necessity for more lifeboats - the nestion of discipline, especially on nmigrant ships, will be taken up. It question s not unlikely that the Italian method emigrant ships will be adopted, by which a trained royal navy officer is sent with each boat and in moments of danger he will assume the responsibil-ity for discipline, while the captain will look after the ship. The deputy has been busy collecting data and no will present rules for the safety of passengers which will be enforced, but others more far reaching in their effect will be brought into play. One document on the files will show that not only are the present rules inade-quate, but that according to the present ideas on the number of lifeboats on passenger ships all over the world, 2496 persons traveling weekly, are totally unprovided for in case of disaster.

#### \$14.000 Bobbery

GRAND JUNCTION, Colo., April 22. -Although 26 suspects have been ar-rested the county authorities here admit that they are unable to explain the story of the theft of \$14,000 from the depot office of the Globe Express company last night.

## STREET CAR FATALITY

# E. J. Hutchins of Winnipeg Victim of Accident on Eve of His Wedding

WINNIPEG, April 22.-Hutchins, aged about 28 years, who roomed at 403 Balmoral street, received such serious injuries by being struck by a street, car that death resulted in an hour and a half later at the General hospital Mr. C. H. Lugrin, Mr. Wm. Platemore, Mr. H. F. W. Behnsen, M. P. P., Hon Senator Macdonald and Mr. Beaumont

Hutchins left a westbound street car at the corner of Fortage avenue and Dominion street and attempted to cross in front of an eastbound Portage av-enue car. He was hurled to the ground with terrific force, and never regained

Mr. Hutchins came to Winnipeg from Saskatoon about nine months ago, and became connected with the post office shortly after his arrival.

Hutchins was to have been married next month to Miss Dorrington, of London, Eng., and Miss Dorrington had granged to sail from England April 19. to be married in Winnipeg on her ar-

HUGE DRY DOCK

Plans Provide for 1050 Feet in Length-Over 100 Feet More Than Projected Esquimalt Structure

SAN FRANCISCO, April 23 .- One reason why Charles M. Schwab, of the Bethlehem Steel company and the Union Iron Works, has decided to build at Hunters Point, San Francisco, the most capacious drydock in the world, was made known today by Edward C. Hoimes of this city, who prepared tentative plans for Mr. Schwab's inspection. In anticipation of new business to be brought to the coast by the opening of the Panama' canal, private capital, aided by a subsidy of 3 1-3 per cent. from the Dominion government to run for 35 years, will build a drydock 928 feet long at Esquimalt, B. C. on the Strait of Juan de Fuca, Mr. Holmes drew the plans.

"So far as I know," he said today, "the largest docks in the world now complete are those at Glasgow, 880 feet; Southampton, 850 feet, and Brem-erhaven, 755 feet. The new dock at Esquimalt will outmeasure them all, and Mr. Schwab is planning to outmeasure Esquimalt. "I am not in his confidence and do

not know what his final decision will be, but when I drew the tentative plans for him they contemplated a dock 1000 feet long. In return for aid from the inion government the company at Esquimalt will give government business the right of way, but it is to be paid for at commercial rates."

ence of such a dock would remove on of the objections heretofore raised against the policy of maintaining

#### mour Narrows to Be Urged on Federal Cabinet in Very **Complete** Memorial

ng the last 24 hours here, and no

Graft Prosecution

SAN FRANCISCO, April 23.-Ar

rangements were perfected today for the taking of depositions in the \$250,

000 libel suit brought by Francis J.

Henry, the craft prosecutor against William H. Crocker. The case will be heard in the New York state supreme

court, and it is understood testimony will review the entire graft prosecution

which Mr. Crocker, in an open letter

characterized as "passionate, vengeful

and criminal." Depositions will be ta-

ken in secret here and will be unsealed

**MINER'S REVENGE** 

Attempt to Kill Fire Boss With Whom

Re Quarrelled, Followed by Suicide

FERNIE, B. C., April 23 .- A serious

shooting affray occurred at the Coal Creek mines last night when a miner

amed Richard Benton attempted to

kill William Joyce, a fire boss, with whom he had had a quarrel. It appears that Benton, who had been working un-

der Joyce in the mine, considered he

had been unfairly treated and thinking

he would be unable to secure any re-

dress decided to take the law into his own hands. At midnight he went to the

ter opening the door fired a shot at him which fortunately only hit the in-

Thinking he had mortally wounded him he walked a short distance up the

hill and deliberately sent a bullet through his own head, dying immedi-

GO TO OTTAWA

Splendid progress with the agitation

connection with the Seymour Narrows

project was made yesterday afternoon

at a, well-attended meeting of the gen-

eral committee appointed some time ago

to formulate a plan of action by which

the - Dominion and Provincial rovern-

ments may be interested in the sume.

Among those present were Ald. Cuth-

bert, chairman of the committee, who

presided; Ald. Dilworth, Mr. H. G. Wil-

on, president of the board of trade

Ald. Cuthbert, in presenting the draft

E. C. S. Scholfield, provincial librarian,

for invaluable assistance in the collec-

Mr. Lugrin felt that the report was, on the whole, an admirable one, and sug-gested that it could be strengthened in

several important particulars. Thus

tended victim in the forearm.

DELEGATION TO

ately.

Boggs

tion of data.

use of the fire boss and upon the lat-

only by the New York court.

passengers aboard who claimed to have seen the Titanic sink. It was believed plunge,

Acting Premier Foster's telegram, dated today, follows: "Captain of Mount Temple reports received C.Q.D. messages from Titanic 12.30 a.m. ship's time Monday, Was then fifty miles south of position sent out by Titanic. Immediately altered course to reach Titanic, but did not

ng could be done. Under these cir-

of a memorial and letter which hal been prepared by a sub-committee for pre-sentation to the federal government, said he wished to thank Hon. Robi. Beaven, Hon. D. M. Eberts, K. C., and Mr. ing. If considered necessary commis-sioner could be appointed to take cap-tain's evidence. Will no doubt be ex-amined later by British Commission." In reply Senator Smith despatched the following:

"Telegram received. I will

THE VICTORIA COLONIST

**OBJECT TO KEEP** 

CERTAIN THAT ALL

Was there any panic?"

of a mile

head.

Ismay, when the weather thick remarked to me," said Lightolie ause I was afraid of the suction. Be fore she sank we were all pulling for that light. The ship was still afloat when we stopped and the light disap-peared about fifteen minutes jater. After that it was hardly possible we could such the boat. He asked me if I lought it desirable unat he send a Treless to hold the teless to hold the Cedric and I said, tost certainly. The telegram was nt: we were all agreed that it would it disappeared we heard cries of dis-tress. Some of the women said they be the best course and we all ad-vised it." were cries of appeal in one boat sigalling another.'

Hichens is the witness who was taken from the Celtic in New York on a subpone. He was released and may re-turn to England tomorrow, with the promise that he will come back if the WITNESSES TOGETHER mmittee wants him. The other British He said that when the telegram from New York was received saying the Cedric would not be held, he urged Mr. Ismay to insist upon the Cedric being held. witnesses were not permitted to leave, as the steamship line's attorney asked

lAt 6.20 o'clock the hearing was adourned until tomorrow. "I will say that at this time Mr. I will say that at this time Mr. Ismay was in no mental condition to transact business," said Lightoller. "He seemed to be possessed with the idea that he ought to have gone down with the ship because there were wo-men who went down. I tried my best S. S. MOUNT TEMPLE

HASTENED TO AID

#### ST. JOHN, N.B., April 24 .- The rumor that the steamer Mount Temple was within five miles of the Titanic when she sank, and, without heeding signals of distress, steamed away, is nied indignantly by Captain Moore,

could not. The doctor on the Car-pathia had trouble with Mr. Ismay on the same ground. I was told on the Carpathia that Chief Officer Wild "We received," he said tonight, "a wifeless message after midnight on Sunday from the Titanic, turned about who was working at the forward colwho was working at the forward col-lapsible boat told Mr. Ismay there were no more women to go. Mr. Is-may still stood back and Wild, who is a big powerful man, handed him in-to the boat." "Who told you Mr. Wild ordered Mr. Ismay into the boat?" "I dont know." Senator Smith said that in previ-ous testimony the witness had de-clared he had not spoken to Mr. Is-may. This Lightoller denied. Senator Smith asked if the witness Sunday from the Titanic, turned about at 12.30 o'clock. We encountered so much ice however, that we stopped un-til daylight. We cruised about and could not see any sign of the ship. "About 6 a.m. on the other side of an immense field of ice, studded thickly with bergs we saw the Carpathia." When he left the scene he said five other steamers were in the vicinity. other steamers were in the vicinity.

#### S.S. Olympic Delayed

Senator Smith asked if the witness new when the Cedric telegram was SOUTHAMPTON, Eng. April 24.--When the White Star liner Olympic was ready to sail today for New York three hundred of the men and engine-room workers quit the vessel declaring that the collapsible boats on the Olyment that the Senate was going to "Most certainly not," Lightoller re-plied, "or the telegram would not have been sent. Our object was to eep witnesses together in case of och an investigation, which we were ne would be made in England." pic were unseaworthy. She is now lying off Ryde, Isle of Wight with 1400 lying oil Ryde, Isle of Wight with 1400 passengers aboard and no possibility of sailing before neon tomorrow. It also was reported soon after the steamer strike begun that the company had succeeded in getting men to take the striker's places but this proved in-correct. As a matter of fact the difficul-ty has extended in "Do you know if all the passengers were aroused and told the ship was sinking?" continued the senator. ty has extended to the crew, ty has extended to the crew, which now, declines to sail with the "black leg" firemen who were brought aboard today and the British seafarers union is supporting the men. Pickets patrol the docks to prevent. "black legs" boarding the ship. According to one report the strikers were misled into thinking that some of the collapsible boats had been rejected by the board of trade and it is thought possible that misunderstanding would be cleared up today. Among the passengers aboard the Olympic is the Duke of Sutherland. WERE AROUSED Not that I can state accurately, but "Not that I can state accurately, but from my knowledge of conditions at the time I am sure that all were aroused." Lightoller said that S. Hemmings, a lampman, who was waiting to testify hefors the committee, walked the length of the ship just before she sank, and had seen only two women. "How do you accout for the 1600 per-sons who could not be found. Where were they when the boats left?" "That I cannot fathom: norheas "That I cannot fathom; perhaps Hemmifogs can enlighten you, I did not go aft." Blow to G. T. P.

MONTREAL, April 24 .- The follow "Could anything possible have been done after the crash to prevent the sinking of the ship", "Absolutely nothing," replied Lighthas telegram from Sir Wilfrid Laurier was received by Wm. Walnwright of the Grand Trunk today: "The premature the Grand Trunk today: "The premature death of Mr. Hays under the circum-stances is an irreparable loss to his family, the company and the whole country. The awful catastrophe in which he lost his life adds horror to gloom. The blow must be particularly severe to the company at a time when it was engaged in enterprises of such glgantic proportions." "Not the slightest." Lightoller said that a vessel of the Titanic's tonnage going at a rate of 21 1-2 knots an hour could be stopped in a minute or a distance of a quarter



enses in Cobalt

COBALT, April. 23 .- The first liquor enses ever issued to the town of balt will be granted to the Cobalt

and Prospect hotels for the sale of wine and beer. Other licenses may be

issued later. It is hoped this action

will help to reduce the illegal resorts and filicit whiskey selling.

Gets Judgeship

OTTAWA, April 23.—An order-in-council has been passed appointing Houghton Lennox, K.C., M.P., (South

ench of the high court of Ontario. Mr.

Lennox was chairman of the rallway commission of the house of commons

DOMESTIC TRAGEDY

Lysterious Death of Six Children in

CHARLOTTETOWN, P.E.I., April 23.

-Intense interest centres in the mys-erious death of the six Magee children

some few days ago. The inquest into

the cause of death of the last child was

esumed today. The autopsy revealed

symptoms of phosphorous poisoning.

The evidence shows that the mother bought a large quantity of matches.

ST. LOUIS, Mo., April 23 .- With the

arrival of Governor Hadley as leader of the Roosevelt forces and Congressman

Richard Bartholdt, as director of the

Taft Missouri Republicans, the fight was begun tonight for control of the

Republican state convention on Thurs-day. Col. Roosevelt's followers claim

enough instructed delegates to control

nounced that after the state convention

decided the contests, they will be su-

preme. The state convention will elect

four delegates at large to the National

NEW ENGINEER

Head of Toronto's Works De-

partment Will Be Appointed

to Succeed Retiring City

Mr. C. H. Rust, at present city engi-neer of Toronto and one of the best known municipal engineers of the Do-minion, or indeed, of America, will be

the next dity engineer of Victoria, in succession to Mr. Angus Smith, who will sever his connection with the city

at the end of next month. The city

council last evening adopted the re-

pointed to report upon the best method

of securing an engineer. The committee reported that after having got into touch with several en-

the convention. The Taft men

MR. C. H. RUST IS

convention.

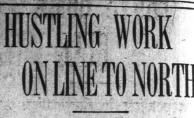
Republican Nomination

One Family Result of Phosphorus Poisoning

during the recent! session

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lice-President Welch, of Pacific Great Eastern, Says That Line Will Be Ready for Canal Opening

Further evidence of the activity displayed in connection with the preliminary arrangements for the construction of the Pacific Great Eastern railway, to connect Fort George with Vancouver, was brought to the city of Victoria yesterday by Mr. Patrick Welch, vice-pres ident and senior manager of the newly chartered company, and a leading member of the great contracting firm of Foley, Welch and Stweart whose name is well known in Western Canada on account of its work on the G. T. P., Mr Welch had just came up from the south in order to take control of the situation in the absence of Mr. D'Arcy Tate, vice president and general counsel of the company, who has gone to Lon-don to complete the financial arrangements for the line. Mr. Welch was ac ompanied by Mr. A. Mann, president of the Northern Construction company. On being interviewed stortly before leaving for Vancouver on the afternoon boat Mr. Welch stated that the object of his visit to the city was to confer with the attorney-general on one or two matters relating to the construction of the line, but these were entirely of a departmental nature. In regard to the prospects of getting down to actual work on the line, Mr. Welch stated that during the absence of Mr. Tate in England, things were not being allowed to lag. Before Mr. Tate had taken his depar-

ture he had seen a number of survey parties put into the field, and he (Mr. Welch), had come north to take up the work where it had been left off, and to see that it was pushed ahead with all possible speed. He pointed out that at the present time the route is being surveyed and reports are coming in, but so far he is not in a position to give out any statement as to what exact line will be taken. In a few weeks the re-port of all the camps will be in the head office and thereafter the route will be decided upon.

Another important matter that is oc-cupying the attention of Mr. Welch on his present visit is the condition of the labor market. He realizes that while it Engineer, Mr. Angus Smith may be several months before any contract for the work can be let it will be necessary for him, in view of the present condition of unrest, to investigate the situation thoroughly and see what arrangements can be made in order to avert a repetition of what happened on the C. N. R. construction. The construction of the line will employ a large number of men, and while he does not anticipate any particular difficulty in obtaining them he is desirous that once the work is started its progress will not be impeded or interfered with unneces-

sarily. Having been in the contracting business for many years, Mr. Weich does not anticipate much difficulty in laying out the route or, when that is done in having it constructed on time.

33,500 a year. Alderman Cuthbert made strenuous protest at what he considered the high-handed action of the committee which, he declared, had been appoint-ed merely to make a recommendation and not to virtually enter into nego-tiations with any individual. He urged that an advertisement be in-sented in the local and eastern papers and applications be sought. Alderman Gleason referred to Mr. Rust's well known reputation as an en-gineer. For 14 years he had been head of the Toronto department of works probable, in his opinion in view of all the detailed circumstances that would Terrible Scenes in Jewish Ouarter work would start with the spring of next year. The question as to how long it would take to construct the line elicited the reply that he had figured it out at three years at the outside. He also stated, however, that any definite reply to such a question was impossible on account of the mnay unforseen circumstances involved in the work. Re-gardless of that he said specifically that not an hour would be lost. For a moment he dwelt upon the configuration of the country, pointing out its mountainous nature would render construc-tion more tedious and more difficult that it would otherwise be. Mr. Welch gave out the statement that the work would be conducted from both ends simultaneously, and that as soon as the survey were completed and approved, contracts would be let for the first sections. In the country abutting on the Fraser river, Mr. Welch thought the contractors would find their most difficult work, but taken all over he did not think that the construction the line would offer any particular difficulties. Mr. Welch has just returned from tour of the coast cities in which his firm have interests. He reports great activity all along the line and states that everywhere people are getting ready for the opening of the Panama Canal. In that connection he pointed out Chail in that connection he pointed out that the completion of the Pacific Great Eastern would practically synchronise with the completion of that great wa-terway, and that in the natural order of things they would become very closely related. To his mind the proposition of the wheat of the prairies, or at least a considerable portion of it, coming down to the coast over the Pacific Great Eastern, did not admit of any question. It will be right in the right of the wheat, he said and would be stupid to ignore or deny its claims upon that great trade of the future. The city of Victoria Mr. Welch spoke in terms of high praise. Though he is often in the city he says that he sees a difference every time he comes. After having visited practically all the coast cities recently h estated specifically that Victoria is actually undergoing a greater development at the pres-ent time than any of them. They are all busy, he says, but Victoria is showing more than the others. He expects to be back in the city, which is the headquarters of the company, in a few days.

No American ship building com enjoy a government subsidy but the biggest drydock in the world co bid for navy business and shipping m here pointed out today that the pr

WAITING FOR

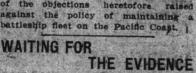
Necessity for Bridging of Sey-Continued from Page 1

the Mount Temple was the ship that was only five miles from the White Star liner when she took her final Acting Premier Foster's telegram

course to reach Titanic, but did not see Titanic's lights. Saw no sign of ship or boats. Cruised around position until received message from Carpathia at 8.44 a.m. that she had picked up 20 boatloads and that Titanic had sunk. Received another message at 8.50 from Carpathia; no need to stand by as noth-ing could be done. Under these cir-

cumstances it does not seem necessa to detain boat, due to sail Friday sve

appreciate it if depositions of Captain of the vessel which is scheduled to sail from St. John, N.B., tomorrow (Friday) could be taken by commissioner as sug-gested by you and forwarded to me at



FLOODS. IN QUEBEC

## Beanceville Inundated, Traffic Disorgan

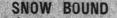
## ized and Damage to Maple Sugar Crop Amounts to \$300,000

QUEBEC, April 22.-Despatches re ceived here from Beauceville report that the Chaudiere river has overflowed its banks. The village was flooded and the iron bridge over it has been moved several feet, while many private houses are full of water.

It is also reported that serious dan age has been done to shops and industries. The power house has been flood ed. It is the worst flood in the memory of the residents. No loss of life is reported. The Etchemin river is also breaking up.

Trains on the Quebec Central railway loaded with pulpwood have been carried away and traffic on a section of the line has been suspended for an indefinite

The maple sugar crop in the vicinity is ruined, the damage amounting to \$300,



# Delay in Opening of Navigation at Fort William Retards Wheat Shipments

FORT WILLIAM, Ont., April 22-There has been a heavy fall of snow

#### BRITAIN'S TITANIC **DISASTER FUND**

LONDON, April 23 .- The Titanic disaster still holds first place in the public mind. The newspapers publish at great length the thrilling details of the disaster, while the extraordinary flow of money to the relief funds is proof of wide felt sympathy.

The Daily Mail fund, contributed exclusively by women, amounts to \$120,000; the Lord Mayor's fund has reached \$554,-000, and the Daily Telegraph's, \$87,775. The fund at South-ampton amounts to \$72,700 and that at Liverpool, \$64,500

Regner e (1

there could be included some reference to the findings of the transportation commission, which had gone into the question of rail connection with the mainland very thoroughly some years port of all received." ago. More steps might with advantage be laid on the geographical position of Vancouver Island, bringing out that the distance to Asia was leas from ports on Vancouver Island than on the main-land. Then a larger use might be made with advantage of Mr. Bell's report; this would also apply to a letter which had appeared in the press some time age from Lieutenant-Governor Paterson

in which His Honor dealt with the timber resources of the island. Ald. Cuthbert expressed himself as

very glad to receive these hints by which the memorial might be strengthened, and thereupon Senator Macdonald made some suggestions along the same line. The discussion was also partici-pated in by Mr. Boggs of the Real Es-tate Exchange, and by Mr. Blakemore, who made the suggestion that the matter was so important that a delegaion should be appointed to go to Ottawa to present the memorial. Mr. Wilson felt that the memorial could be strengthened by including therein ex-tracts from the report of Commander

spain submitted to the board of trade some time ago on the pilotage dues at this port compared with neighboring cit-

Mr. H. Behnsen also gave the com-mittee the benefit of his advice on sev-eral interesting points and promised to do all he could as a member of the leg-telature in furtherance of the project. Finally a resolution was carried unanously for the adoption of the report. with additions and the presentation of same at Ottawa at the hands of a delegation

# ROSS RIFLE AT BISLEY Colonel Hughes Believes There Will Be No Difficulty in Arranging For Its Use

OTTAWA, April 23 .- Col. Sam Hugt.es minister of militia, who returned this morning from Quebec where he met Col. Crosse and Co. Barlow, delegates of the National Rifle Association, sent to Canada to adjust the difficulty over the use of the Ross rifle at Bisley, said that the troublee would be satisfactorily adjusted

"I anticipate," said the minister, "no difficulty in settling the difference,"

Washington, relative to messages of , his ship Sunday evening, April 14, stat-ing relative positions to Titanic and Carpathia together with a detailed re-port of all wireless messages, sent and received "

FIFTH OFFICER **GIVES EVIDENCE** 

Fifth Officer Harold G. Lowe of the Titanic told of the lowering of the lifeboats, and the scene after they had put away from the doomed liner. that time one of the officers said, 'We'll "If any persons had asked you to take them in, you would?" get out the boats,' and I was put in

"Certainly, I was watching everybody, anybody," said Lowe, "but to have gone into the drowning mass would have been useless. All would have been lost." "How many persons were on your boat when you went alongside the

Carpathia?" "About 45. I took them off a sink-ing collapsible boat. I left the bodies cod-banker of three men." Twenty-one Lowe said, were up their ankles in water and would have sunk in three minutes. ne made no effort to fix the identity of the dead and stayed there until we saw the Carfor he said he was there not to save bodies but to save life. Then he started for the Carpathia anu unloaded

his boat. "What did you do then?" asked Senator Smith

"Nothing, sir," returned the witness sharply. "What was there left to do? Senator Smith wanted to know about the shooting on the Titanic while she was sinking. Lowe said he had fired three st

into the water to scare away imml-grants on one of the decks, who he eared were about to swamp a loaded boat by jumping. He was certain the shots struck no one. Lows then was temporarily excused. C. H. Lightoller, second oncer of the Titanic, took the stand immediately after recess.

Senator Burton asked the witness to relate his conversations with Mr. Ismay on the Carpathia after Ligh-toller said he and his brother officers talked over the sailing of the Cedric and had agreed it would have been a good thing if they could catch the vessel. It would result in keeping the

men together and let everyone

Major Feuchen and others, testimed inat when the collision occurred he was at the Titanic's wheel. He said that the officers had been warned to look out for small ice, and that he had been ordered to have the heaters started in the chart room. The first he knew of at the chart room. The first he knew of of the collision was when the order came from the bridge.

om it. We never got any nearer

athia coming. The sea was getting hoppy and the women were getting

ervous. I relieved one at an oar and

old her to take the tiller. A Mrs.

Mayer got mad at me and accused me

of wrapping myself in all the blankets

drinking all the whiskey and using bad

"I saw all the women taken on the

Mr. Smith wanted to know if Hichen

replied you would not go back.

"It's a lie, sir."

anguage, which I deny.

Mr. Smith asked if Lightoller had seen

Robert Hichens, quartermaster

"The first officer," he continued, "rushed over to give the order 'hard a starboard,' but by that time we were into the berg'

### PARIS, April 23 .- The massacre at STARTED FOR LIGHT

Fez, in which a large number of French officers, soldiers and citizens were killed and wounded, has given rise to considerable criticism of the government authorities for not fore-IN THE DISTANCE seeing and preventing it. It is pointed but that the French occupied Fez more "The ship had a list of five degrees o starboard within seven minutes. stayed at the wheel until 12.23. About than a year ago.

Ouarter

Premier Poincare today ordered Eugene Regnault, the French minister, to charge of No. 6, and ordered to put away toward a distant light. I had 38 vestigate the outbreak. Correspond nce of French newspapers at Fez inwomen, one seaman, myself, an Italian iad and Major Peuchen. I told them dicate that the plot of the rebels luded the massacre of the whole of the I would have to pull away from the French mission headed by M. Regnault ship as the ship was going down by the head. Everybody had to row and I which recently arrived at the capital establish the protectorate. This plan even asked the women. We started for the light which we expected was on a failed owing to the impatience of the Arabian women to begin the carnage These women are described by the con "There were several other boats respondence as creatures of terrifying appearance, who passed their time in nd, one that had four or six men ame up and I borrowed one fireman rushing about the streets and torturing the wounded and alding the Mooris ight. When we tied our boats together rabels in their final mutilation and

lesecration of victims. Scores of awful horrors occurred in the Jewish quarter of the city, where the mobs murdered, pilaged and burned all the Jews they could find, throwing their bodies from the roofs.

The Jewish quarter was set on fire, and three-fourths of it entirely destroyed, rendering over one thousand people neless

Carpathia and was the last to leave the The complete story of the death of he telegraphers is a narrative olness and bravery, and the newspap had any trouble in the boat with Major Psuchen. He replied the Major had tried to take command. It had been testified that Hickers had refused to go beck and ers are comparing their devotion to duty to that of the wireless operators on the Titanic. Although they possesse but one revolver between them they kept the mob at bay for a considerable pick up other survivors. Some women had asked him to go back. Continuing time, killing sixteen of the fanatics. At Mr. Smith said: "Major Peuchen said the time one or other of them was se ing despatches to headquarters at Tan-gier, telting of the plight of the city. yesterday that when a woman asked to go after some who were drowning you Finally, however, the Arabs tore a hole In the roof into which they sent a mur-derous fire and flaming torches, which set fire to the telegraph room. Three of the telegraphers fell dead, and the "You want the committee to understand you did not refuse to go to their

fourth turned his revolver on himself rather than fall living into the hands "I could not under the conditions, I was a mile away from the eries we rather than fall living into the hands heard and we had no compass. I in- of the Moors. The shot missed, and he structed the men to row away from the Titanic when she was sinking bewas able to escape from the burning building.

tunate in securing the services of such Alderman Cuthbert suggested pay-

ing the engineer to be chosen upon applications the sum of \$750 a month, or \$9,000 a year, but Alderman Stewart pointed out that if the city were to pay Mr. Rust \$6,500 the salary would be larger than that paid by any other city in the Dominion. ty in the Dominion. Alderman Cuthbert's resolution to

Alderman Cuthbert's resolution to advertise for applications was lost, only himself and Aldermen Humber and Dilworth voting for it. The report was then adopted and the mayor was authorized to telegraph Mr. Rust no-lifying him of his appointment. The report, which was signed by Aldermen Stewart, Anderson and Porter, the special committee appoint-ed to secure an engineer, sets forth ed to secure an engineer, sets forth that: "We made a number of inquiries, opened some correspondence, including that with Mr. A. H. Dimock, city engineer of Seattle, to whom we made suggestion re appointment, and left it to him to report to us, which report we had hoped would be favorable and would have been reported to the coun-cil, but after deliberation Mr. Dimock advised us that he was not in a position to entertain the proposition from Victoria. We then opened communi-cation with Mr. C. H. Rust, of Toronto

and are now prepared to report that Mr. Rust is prepared to accept the appointment at a salary of \$6,500 per annum with usual conditions.

LADY JUDGE

# Miss Nancy Issacs Elevated to Bench of Australian Commonwealth

MELBOURNE, Australia, April 23 .-Miss Nancy Isaacs, daughter of Mr. Justice Isaacs, has been raised to the bench of the Australian Commonwealth high court, and will be her father's ju-dicial associate. The appointment is re-garded as the world's greatest triumph for women lawyers. In Great Britain and some of the self-government colon les women have not yet achieved admit tance to the bar.

#### Will Study in Britain

OTTAWA, April 23 .- Dr. Torrance of Winnipeg will go to England for the department of agriculture to study British methods of dealing with "epi-zobtic," the much dreaded cattle dis-case which has been the subject of curreful study in Great Britain.