

BLAME LIES WITH PUBLIC

Captain W. H. Logan Says All Shipmasters in Atlantic Trade Take Chances Every Voyage to Make Time

Capt. W. H. Logan, who is the special agent of the London Salvage Association in Victoria, and who was in command of liners for many years in the North Atlantic trade to New York, Boston and the St. Lawrence, and who was chief officer of the steamer Columbian when that vessel left Liverpool with the lost White Star liner Marconi, which was never heard of after parting company with the Fastnet with that vessel, said yesterday:

"The disaster to the big steamer Titanic is not the first, nor will it be the last, of great ocean tragedies in the North Atlantic. It involves greater loss of life than any other because, as vessels are being built larger to accommodate so many more passengers than previously, accidents will be proportionately worse."

The cause of these disasters is, to my mind, largely the fault of the general public, inasmuch as people who travel now demand a steamship service run like a railroad train. If a steamer, for instance, is due at a port on a Wednesday, and does not arrive until the day after the travelling public find fault. They say the Germans or the French, or this or that line, would not slow down, and they are dissatisfied. Business men, too, demand fast steamship service for their correspondence, and it is quite common for them to mark their letters with the name of a fast steamer.

I have been in command of steamers crossing the North Atlantic, and can therefore appreciate the fact that these men in command of the big liners know every voyage that they are taking all manner of chances in hurrying their vessels to port. The owners of the vessels pay for the last thing in naval architecture, and seek to get the highest speed. They issue letters of instruction to the men in command, which say "The first consideration is safety," but the captain knows well that if he does not make the port he will get promotion from the liner to a cattle boat.

Take Many Chances "Any officer who has been in the North Atlantic trade, if he speaks candidly, will admit that on many voyages the shipmasters take long chances, and they tell you, too, that to command a big liner in this trade is a nerve-racking business. Whatever the weather conditions the steamer has to be kept going, when there is fog—as there often is—the man on the bridge cannot see or hear with the thick weather and the rush of wind, and he takes a chance. Any one who has spent many nerve-racking nights on the bridge of a vessel, with fog, wind and fog, knows that the master cannot see or hear in these conditions with the wind blowing and the vessel rolling in a seaway, and the steamer speeds on, trusting greatly to Providence. I have often prophesied that a disaster would take place, expecting at any time to hear of two of these big steamers colliding with each other, as well as being cognizant of the great danger from floating ice."

Longer Courses Sought "The only way to avoid this danger of loss would be to steer for 30.50 instead of 40.50; but this would mean that the steamers would have to make a much greater distance and the public would not agree. The lives could not afford to do this while others made the shorter route and the quicker time. The general public wants speed—and while this is cared for in many ways—be accidents."

Naronic's Fate "I left on board the steamer Columbian from Liverpool on the same tide as the lost Naronic. We went down the Channel together and parted off the Fastnet. We got into considerable ice, and at night in a heavy fog. I have no doubt that the Naronic met the same fate as the Titanic. She never reached port. There was no wireless then, and had it not been for the wireless today the mystery of the Naronic would have been duplicated by the Titanic. It was due only to the fact that she could call assistance by wireless that the Titanic was not another Naronic. The fate of the Naronic, the brand new Allan liner, which never reached port on her maiden voyage, was probably due to the same cause, and also that of the City of Boston.

Tore Hole Out "The great loss of life when the Titanic went down I believe—and I think this will be verified when the Carpathia arrives—was due to the Titanic striking the ice with her side and tearing the side out of her. She would then take a heavy list, and go down. This would account for the heavy loss of life, as when the liner listed the boats on that side would practically be put out of business. I have no doubt also that many people never reached the deck, being unable to do so owing to the rush of water."

Vessels Usually List "I have been aboard various vessels when they were about to founder, and have never been on one which did not take quite a list before she went down. I was on the United States cruiser Zanbeck, formerly the old Morian liner El Sid, which was loaded by us from the High and Chickens in the North Atlantic a few years ago. Before she sank I stepped on the low corner of her mid-ship house to a tug. The water was then half-way over her decks. It is the same thing when floating vessels. When we raised the steamer Spokane she had a list of 30 degrees when she came up."

Ice Bad This Year "A despatch from St. Johns, Newfoundland, says: 'The prevalence of icebergs on the Grand Banks this season is due to the exceptional severity of the recent winter, which is the worst perhaps in the history of Newfoundland and Labrador. From mid-December up to the present time, intense frost and incessant storms have prevailed. These conditions caused the ice forming in every harbor along Labrador and northern Newfoundland to become unusually thick, and the severe winds tore the masses from the coast, these immense crystal mountains were flung widespread over the ocean and carried south by the current from the polar regions which meeting the Gulf stream caused the constant fogs which so greatly menaced shipping. Never in the history of Newfoundland has there been a winter so disastrous to steam and sail vessels. Since November no less than twenty sailing craft, of from 100 to 300 tons' burden have gone to the bottom, seven of them carrying their whole crews down as well. Newfoundland and the Grand Banks near the Titanic's grave."

MYSTERY STILL ENSHROUDS FATE

Continued from Page 1

With particular reference to the inquiry of the senate, this resolution, introduced in the senate by Senator Smith of Michigan, who ranks next to the chairman of the commerce committee, was passed by unanimous consent in one hour and 20 minutes. Senators Martine, of New Jersey, and Perkins of California, the latter chairman of the naval affairs committee, also introduced bills.

Senator Martine proposed that the president be advised that the senate would make treaties with maritime nations to regulate the safety of ocean vessels and their passengers and crews. Senator Perkins' resolution provided for the equipment of steamers with adequate life saving apparatus. It would require that every steamer have a sufficient number of seaworthy life boats to carry "at one time every passenger and every member of the crew; that it should carry any port; without so certifying to the surveying inspectors, who would determine the character of such equipment but would have no discretion whatever as to the number of life boats which would be determined solely by the actual capacity to carry all aboard."

The Perkins resolution even prescribed that the life boats should have not less than three cubic feet displacement for each person. The Martine resolution was referred to the foreign relations committee and the Perkins' resolution went to the commerce committee.

Wants International Commission "The house committee on merchant marine will take up speedily the many bills and resolution which have been introduced bearing on the Titanic disaster. Representative Alexander, of Missouri, chairman of the committee, introduced two resolutions today. One would direct the president to invite the maritime nations of the world to appoint members of an international commission to define ship lanes and routes and to minimize the danger of collisions at sea. The other would extend a similar invitation to nations interested in North Atlantic steamship travel to form a commission to arrange for a patrol of the North Atlantic waters to warn ships.

Representative Sulzer of New York, chairman of the foreign relations committee offered a joint resolution identical with the senate resolution introduced by Mr. Perkins. The Perkins-Sulzer provisions would require one life preserver for each person aboard. They would also make it a felony for any captain, executive officer, or assistant general agent of a corporation actually charged with control of ocean vessels knowingly to permit a vessel to sail from any port of the United States without a full life-saving equipment. The penalty would be imprisonment for not more than ten years.

General George Uhler, supervising inspector general of steamboat inspection said there was no action that his department could take in the Titanic case in view of the fact that the vessel was a foreign craft, complying within the British navigation laws.

Pacific Coast Wrecks SAN FRANCISCO, April 17.—The greatest number of lives lost in any wreck on the Pacific coast is 198. In the sixteen most disastrous wrecks on the Pacific coast the total loss of life was 1370, but little more than that in the single wreck of the Titanic. This list covers a period of sixty years. In the wreck of the Rio de Janeiro near Mile Rock in San Francisco bay, in 1901, the loss of life was 122. In the burning of the steamer Golden Gate off Mendocino in 1868 there was a loss of life of 198, and the same number perished in the wreck of the warship Condor in 1902. In the wreck of the steamer Valenta on Vancouver island January 23, 1906, the loss of life was 148.

Not Among Survivors NEW YORK, April 17.—That Henry B. Harris, the theatrical manager, is not among the Titanic survivors on the Carpathia is shown by a message received late today at the Hudson theatre from Mrs. Henry B. Harris, his wife who with Mr. Harris was on board the Titanic. Mrs. Harris' name has appeared on the list of saved. The message came from the steamer Carpathia by way of Halifax and said: "Am safe. Frank that Henry has been picked up by another steamer, Carpathia. Rene."

Montreal's Anxiety MONTREAL, April 17.—Several residents of Montreal who had relatives on board the Titanic are on their road to New York today to meet the Carpathia. Among them are Dr. F. G. Lewis, whose wife was reported among those rescued; James Baxter, whose brother, Quigley Baxter, has not been accounted for, and Dr. James Goodarts, who is going to New York to await Mrs. Baxter, one of the rescued women, whose health was poor when she boarded the Titanic.

Lost in the Wreck OTTAWA, Ont., April 17.—It is learned here tonight that the bust of Sir Wilfrid Laurier which was taken from a side direction with the result that the impact caused a tear along the bilge, in which case the big liner would founder quickly.

Dr. Dodge Saved SAN FRANCISCO, April 17.—Dr. Washington Dodge of San Francisco the well known authority on fastion, who with his wife and young son were passengers on the Titanic is among the saved, according to a message received late today by his son, Henry Dodge. The message was sent to New York from the Carpathia. It said: "Family safe; all O. K.—father."

PRESIDENT KILLED BY BIG WHALE AT SEA

Pacific Coast Co's Steamer Collided With Mammal When on Way to California Ports

The steamer President of the Pacific Coast Steamship company, which has returned to Seattle from San Diego, reports having collided with a whale and killed it when between Monterey and Pismo points on her outbound voyage. "It was about 4:30 last Monday afternoon and we were steaming at full speed," said Capt. Thomas, "when a big gray-back whale, which I believe was over forty feet in length, darted in front of the President. We caught her just behind the gill, plowing two-thirds through her body, and pinning her to the ship. She wrenched her body against the bow of the vessel, which was soon dripping with blood. At first I did not slacken the speed of the vessel, and with the big gray-back planned to the steam we steamed for over two miles. An enormous amount of blood and oil was spouting from the whale's head and her body soon became white. I did not feel that there was any danger to the vessel, but decided that we had better be clear of her, so I stopped the President and backed at full speed. The force of the swell soon freed the whale and she sank from view."

Capt. Thomas said that when he struck the whale a big white whale made its head appear above water, and while everybody is investing their money in the land and quietly waiting for the Panama Canal or some other factor to increase its value practically nobody is yet attempting to make the land pay its legitimate price in the shape of sheep or other production, save on a very small scale. He declares that many of the lands on the island which are idle at present, lying idle, could be made to produce a large profit without in any way interfering with their rising value.

Pleased with Climate Mr. Greenway also stated that he was greatly impressed with the climatic conditions of the country. This is his first visit to Canada, but he is hoping that if his project is taken up and carried out successfully he will be here more frequently. He readily conceded the wonderful advantages which British Columbia offers to the investor, but he rather surprised at the fact that while everybody is investing their money in the land and quietly waiting for the Panama Canal or some other factor to increase its value practically nobody is yet attempting to make the land pay its legitimate price in the shape of sheep or other production, save on a very small scale.

Fitted for Sheep-Raising "There is no reason in the world why this section of Canada should not produce all the mutton that the remainder of the Dominion would require in a year. I am satisfied from my inspection that the country is capable of raising sheep in great numbers, and I am surprised to know that no attempt has ever been made to cultivate the industry. Of course I do not mean to say that there is more money in other things, such as fruit-growing, but for my part, with my knowledge of the sheep-raising business, I refuse to believe it. Of course I can and do believe that more money can be made out of scientific fruit-growing than out of unscientific sheep-raising, such as you have undoubtedly had, but the two things do not make fair comparison. And even assuming for the sake of argument that more money can be made out of fruit than of sheep, why great tracts of country, excellently suited for sheep-raising purposes should be allowed to remain absolutely idle. Mark you, if my conception of this country is anything right you will see a remarkable change taking place in the priority of agricultural industries on Vancouver Island and the lower mainland."

Commanded Olympic "Within the last three years, however, he seemed to be unacquainted in his commands. He was in charge of the Olympic when this ship met with three accidents in one year. It was first struck by the British mail-of-war Hawke and the White Star line had to spend \$500,000 to repair it. It then lost a blade of a screw by running into a submarine wreck and had to put into Belfast for repairs. When the ship left the Belfast harbor it ran aground.

Bulkheads Probably Buckled Local shipping men, discussing the great sea tragedy yesterday, said that the tremendous impact of the liner, of 66,000 tons displacement, with the iceberg in all probability buckled the watertight doors and they could not be closed when efforts were made to do so. Either this, or the steamer struck the ice abaft the stem and it was from a side direction with the result that the impact caused a tear along the bilge, in which case the big liner would founder quickly.

Sheep Raising on Vancouver Island New Zealand Rancher Investigates Conditions With a View to Establishing Sheep Raising Industry

The sheep-raising possibilities of Vancouver Island and the lower mainland have long been conjectured, but so far they have never been given a practical trial, the unprecedented activity in real estate values having eclipsed all other interests for a number of years. Now, however, it would appear that the versatility of the soil is about to be tested in the direction

FIVE LINERS LEFT WHARVES

Animated Scenes at Outer Docks Yesterday When Big Fleet Cleared for Many Ports

Five steamers left the outer wharves yesterday for many ports, a freighter came en route to Nanaimo for a cargo of coal, a coaster returned and sailed on there was a busy day on the waterfront.

The Umattila of the Pacific Coast steamship company was the first to leave sailing yesterday morning for San Francisco, with a good cargo and over 200 passengers. The Mexico Maru, of the Osaka Shosen Kaisha, left at 10:30 a. m. for Hongkong and way ports with a heavy cargo of general freight valued at \$98,899, and the Keelung of the Blue Funnel line left at noon also carrying a large cargo of general freight, including a heavy shipment of logs to be milled at a Japanese sawmill.

The Zealandia, of the Canadian Australian line, left last night for the Antipodes with over 300 passengers and 2,000 tons of general cargo, and the big Holt liner, Rathybus, after completing discharging general cargo at the outer wharf since Monday, left for Vancouver about midnight. The Norwegian steamer Thor arrived from San Francisco in ballast for Nanaimo to load another cargo of coal for the Bay city under charter to the Western Fuel company, and the steamer Venture, Captain Parks, of the Boscowitz steamship company arrived from Beila Coala and way ports, and left again last night for the north.

Killed in Self-Defense SAN FRANCISCO, April 12.—S. Okuba, the Japanese cook who killed Carl Benson, master of the schooner Americana on January 3, last, was arraigned in court here charged with murder. The schooner, which was only 50 miles north of the equator when the shooting was done, arrived with Okuba in irons.

Johnson and Flynn CHICAGO, Ill., April 17.—Jack Johnson and Jim Flynn will fight 48 rounds for the world's heavyweight championship at Las Vegas, N. M., on the afternoon of July 26, according to an announcement made today by Tom Curley, promoter of the contest. Final plans for staging the match were made here today. "I received a bonus from the fight," Johnson said. "Curley, 'but it was not his money' as he said about the bonus money will be used to work on constructing the arena," Johnson would begin by May 1. Both Flynn and the contest was agreed to be on the scene of Curley said Johnson already had begun his training and that Flynn would start active work as soon as he finished his theatrical contract.

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Proceedings to Be Initiated Action Against Diamond Vale Coal Co. in Consequence of Recent Disaster in the Micaa Field

PURSE SEINE LICENSES

The issuing of purse seine licenses has been practically agreed upon for the west coast of Vancouver Island. This will mean that the Canadian fisherman will be able not only to compete with their arrivals in the waters beyond the three-mile limit but will have the exclusive right to use the purse seine within the three-mile limit. The exact value of this cannot be estimated, as up till now no purse seine licenses have been issued. The use of the purse seine by the Americans has acted greatly to the detriment of the Canadian fisherman, but in the future that advantage will not be offset but counterbalanced.

There was another question before the conference and that was the improving of the fish in Cowichan Lake from the sportsman's standpoint. Hon. Mr. Bowser listened attentively to what we had to say on this subject, and I am in a position to say that he has already evinced his interest in it by arranging for a collection of trout eggs in the vicinity of the provincial Seton Lake Hatchery and transferring them to the Dominion government hatchery at Cowichan lake, where they will be incubated and the resulting fry distributed in the waters of the lake."

Mr. Cunningham also stated that this would be the last conference of the kind. The value of it has been recognized by everyone present and he was certain that they would all meet again from time to time to discuss matters of importance affecting the fishing industry on the Pacific coast of Canada.

Massimo Sabatini Afraid NANAIMO, APRIL 17.—In a quarrel over a woman this evening Robert Long, mate of the John Aiken, a fishing schooner, slightly penetrating one of his lungs. Aiken is expected to recover. His assailant was arrested.

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