BLAME LIES WITH PUBLIC

2

Captain W. H. Logan Says All Shipmasters in Atlantic Trade Take Chances Every Vovage 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 ers for many years in the North Atlantic trade to New York, Boston and the Titanic's grave" St. Lawrence, and who was chief of-

ficer of the steamer Columbian when that vessel left Liverpool with the lost White Star liner Narconic, which was never heard of after parting company off the Fastnet with that vessel, said vesterday:

"The disaster to the big steamer Ti-tanic 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 ves-sels are being built larger to accommo-date so many more passengers than pre-viously, accidents will be proportionately worse.

Public at Fault

Ship lost, place and year. Canadia, Mid-Atlantic, 1863 "The cause of these disasters is to Canadia, Mid-Atlantic, 1863 Immigrant ship, off Cape Race, 1864 Vicksburg, off Cape Race, 1869... Warrior, Grand Banks, 1878 North Star, Cabot straits, 1881... Medway, off Newfoundiand, 1887... Valliant, Grand Banks, 1897 my mind, largely the fault of the general public, insomuch as people who travel now demand a steamship service run like a railroad train. If a steam for instance, is due at a port on a Wed-nesday, and does not arrive until the day after the travelling public find fault. They say the Germans or the Vallant, Grand Banks, 1897 Snowbird, Cape Race, 1898 Endymon, Grand Banks, 1900 Islander, off Alaska, 1901 Albatross, Mid-Atlantic, 1903.... Titanic, off Cape Race, 1912 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 steam-ship service for their correspondence, and it is quite common for them to mark their letters with the name of a fast steamer.

steamer. "I have been in command of steamers orossing the North Atlantic, and can therefore appreciate the fact that these men in command of the hig liners know every voyage that they are taking all manner of chances in hurrying their vessels to post. The owners of the ves-sols pay for the last thing in naval achitecture, 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 distant knows well that if he does not make the peed he will get promotion from the liner to a cattle boat. Take Many Chances far as they could see on every

Take Many Chances

"Any officer who has been in the North lantic trade, if he speaks candidly, Unite trade, if he speaks candidly, ill admit that on many voyages the vigators take long chances, and they tell you, too, that to command a big in this trade is a nerve-racking ress. Whatever the weather condi-the steamer has to be kept going, when there is fog-as there often the man on the bridge cannot see or with the thick weather and the

with the thick weather and the of wind, and he takes a chance. As one who has spent many nerve-trying nights on the bridge under these conditions of wind and fog I know that the master cannot see or hear in these fogs, with the wind blowing and the vessel rolling in a seaway, and the steamer speeds on, trusting greatly to Provid-once. I have often prognosticated 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 Gourse Baved** ns of wind and fog I know that the plate.

"The only way to avoid this danger of ice would be to steer for 30.50 instead of 40.50; but this would mean that the steamers would have to make a much

of the recent winter, which is the wors every quarter was recommended, als an inspection after the truck had bee subjected to a strain. of the recent winter, which is the worst perhaps in the history of Newfoundiand and Labradon. From mid-December up to the present time, intense frost and incessant storms have prevalled. These conditions caused the ice forming in every harbor along Labrador end Northern Newfoundiand to become un-usually thick, and as the severe winds the the processor of the severe winds MYSTERY STILL

anks. The list includes:

Coming Farther South

The drift of ice this spring has

Pass Many Bergs

Ice Pierces Plate

now of the Niagara and it plerced

The steamer President Lincols

While steaming through the ice fields the wash of the sea hurled a large block of flintlike ice against the port

he horizon.

ould reach.

ENSHROUDS FATE Continued from Page 1

usually thick, and as 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 great ly memaced shipping. Never in the his-tory of Newfoundland has there been a winter so disastrous to steam and sail vessels. Since Nevember no less than twenty sailing craft of from 100 with particular reference to the in-adequacy of lifeboats. This resolution, introduced in the senate by Senator Smith of Michigan, who ranks next to the chairman of the commerce com-mission, was pessed by usanimous consent in one hour and 20 minutes, Senators Martine, of New Jersey, and Perkins of California, the latter chair-man of the naval affairs committee, also introduced bills.

than twenty sailing craft, of from 100 to 300 tons' burden have gone to the botton, seven of them carrying their Senator Martine proposed that the president be advised that the senate would make treaties with maritime nawhole crews down as well, off New-foundland and the Grand Banks near would make treaties with maritime na-tions to regulate the safety of ocean vessels and their passengers and orews. 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 beats to comer that and the same Many Disastors NEW YORK, April 17.—Icebergs, such as the one-that sank the Titanic, are one of the three sources of peril to vessels navigating the North Atlan-tic. The others are fog and derelicts. The lochery manace has been greater this spring than in recent years. In the lost fifty years there have been twelve disastors for which kee-bergs were responsible. A majority ochave a sufficient number of seaworthy life boats to carry "at one time every passenger and every member of the crew; that it shall not clear any port without so certifying to the several surveying inspectors who would de-iermine the character of such equip-

rys were responsible A majority oc-rved off Newfoundiand and the Grand ment 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 Lives aboard." lost. 45

The Perkins resolution even pre-scribed that the life boats should have not less than three cubic feet displace-ment for each person. The Martine resolution was referred to the foreign relations committee and the Perkins' resolution went to the commerce com-155 Wants International Con

The house committee on merchant marine will take up speedily the many bills and resolution which have been introduced bearing on the Titanic dis-aster. Representative Alexander, of Missouri, chairman of the committee, introduced the merchant of the committee, 1.23 Missouri, chairman of the committee, introduced two resolutions today. One would direct the president to invite the maritime nations of the world to ap-point members of an international com-mission to define ship lanes and routes and to minimize the danger of col-lisions at sea. The other would ex-tend a similar invitation to nations infarther south than for years. Vessels reported ice fields extending far down into the southern track and skippers have told of being shut in by ice as The size of the bergs that have been countered recently varies greatly, but according to reliable reports bergs reaching from 60 to 100 feet to the top terested in North Atlantic steamship travel to form a commission to ar-ange for a patrol of the North Atlan-

reaching from 60 to 100 feet to the top of their wails, with pinnacles and spires extending to a height of 250 feet or more, have not been unusual. Below the water, some of these giant bergs extend to probably 800 feet. range for a patrol of the North Atlan-tic waters to warn ships. Representative Sulzer of New York, chairman of the foreign relations com-mittee offered a joint resolution identi-cal with the senate resolution intro-duced by Mr. Perkins. The Perkins-Sulzer provisions would fequire one life preserver for each person aboard. They would also make it a felony for any captain executive officer or resi-Steamers reaching New York from Europe which had been held up down the bay by fog for the last twenty-four hours or more, all report having passed many large icebergs and ice fields near where the Tsianic was lost. any captain, executive officer or resi dent general agent of a corporation ac tually charged with control of a cean 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 im-prisonment for not more than ten The Red. Star line Lapland from Antwerp and Bover, reports she passed large and small ice bergs near longi-tude 49.50 and latitude 42, and that the ce fields extended as far as the eye

Years. General George Uhler, supervising inspector general of steamboat inspec-tion said there was no action that his department could take in the Titanic case in view of the fact that the ves-sel was a foreign craft, complying within the British navigation laws. The steamer Niagara said that on April 10, in latitude 44.07 and longi-tude 50.40 she saw many loebergs, fol-lowed by an ice field and that the liner steamed around the field until 3 o'clock the 'following afternoon.

Pacific Quast Wreeks 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 Janiero near

THE VICTORIA COLONIST

Fremonition of Death . TORONTO, Ont., April 17.--It is called were that when W. T. Stead was called mere that when W. T. Stead was last in Toronto five years ago, visiting Dr. Goldwin Smith, he expressed the premenition he either would be beaten to death by a mob in London's streets or perish a victim of a great disaster involving hundreds.

r he hopes for.

PRESIDENT_KILLED **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, re-port having collided with a whale and killed if when between Montara and Pigeon points on her southbound voyage. "It was about 4.30 last Monday after-noon and we were steaming at full speed," said Capt. Thomas, "when a big gray-back cow 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 syished her body against the bow of the vessel, which was soon dripping with blood. At first The steamer President, of the Pacifi of the 49th parallel with a view of as-certaining what were the most suitable locations for establishing sheep farms. After making an axhaustive study of the conditions prevailing he came to the conclusion that the province of British Columble was the best part of the country in which to try the experiment, and for this specific purpose he has selected the lower mainland and the south end of Vancouver Island. To a Colonist representative, who was intro-duced to him yesterday, he stated that while he could not state definitely that as a result of his efforts sheep consignas a result of his efforts sheep consign-ments would be sens here, he was conagainst the bow of the vessel, which was soon dripping with blood. At first I did not slacken the speed of the President, and with the big gray-back pinned to the stem 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 yearsh but decided sinced that the country was of such a character as would render the rais-ing of sheep an easy and a profitable 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."

of one."

Luck

MISFORTUNE

Mr. Greenway also stated that he was greatly impressed with the elimatic conditions of the country. This is his first visit to Canada, but he is hoping that if his project is taken up and car-ried out successfully he will be here more frequently. He readily conceded the wonderful advantages which Brit-ish Columbia divantages which British Columbia offers to the investor, but is rather surprised at the fact that while everybody is investing their mon-ey 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 at present lying-idle, could be made to produce a large profit without in any way interfering with their rising value. ish Columbia offers to the investor, but Capt. Thomas said that when he Capt. Thomas said that when he struck the whale a big bull whale made for the vessel partly above water, re-sembling a submarine at full speed. "He struck the vessel on the starboard how, and evidently stunned, sank from view. I have sighted and killed a great many whales, while master of vessels on the coast, but it was the first time I have them submarked is other the I have been compelled to stop the en-gines and back my ship to get clear

value.

Pleased with Clin

bit is detered in a tree proof without it is not to the source of the AFTER CAPTAIN Friend of Captain Smith, of the Lost Titanic, Says He Believed Himself Victim of III-"Capt E. J. Smith, commodore of the White Star fleet and commander of the Ill-fated Thanic, believed that he had been hoodoed and several months ago been hoodoed and several months ago told me that if he would have an-other accident with an ocean liner of which he had the command he would resign his ship and retire into private life," said J. P. Grant, a retired Eng-lish business man, in an interview at Seattle. Mr. Grant, who is a brother of Sir James Grant, Ottawa, has crossed the Atlantic seventy-four times, and says that he has travelled 400,000 miles. He

VICTORIA DAY CELEBRATION Arrangements for Forth-Day Celebration W Ne Victoria

ebration Well Under Way to Lead Arrangements for the Victoria Day cele-bration to be held on May 24 next are now

of sheep-raising, if the expressed inten-tion of Mr. William Greenway, of New Zealand, who spent the week end in the city, is carried out in the man-Purse Scine 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 fish-ermen will be able not only to compete with their arrivals in the waters be-yond 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 ficenses Mr. Greenway, after inspecting the conditions on the lower mainland, in-tends to return home and report to his firm, which is one of the largest sheep farming controls in that southern country, and in the event of his report country, and in the event of his report proving of a convincing nature to his chiefs it is likely that several ship-ments of sheep will be made to this country during the year. Mr. Greentway came over from New Zealand in the month of January and since that time he has been visiting various parts of Canada in the vicinity of the 49th parallel with a view of as-certaining what were the most suitable 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 Cana-dian fishermen, but in the future that advantage will not only be offset but counterbalanced.

Ward without

"In past years the Americans have had a large number of traps set in Puget Sound, and as the fish, in reaching the Fraser river, have to pass through the Puget sound, they are invariably caught in large quantities in the trap nets. Now, however, that the Canadian fishermen can use the purse seine with-in the three-mile limit as well as outside of it the utility of the trap nets at Puget sound will become a of the past, as the Canadians will be able to catch the fish themselves be fore they get to that distance.

"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 all-ready evinced his interest in it by ar-In a princed his interest in it by ar-ranging, for a collection of trout eggs in the vicinity of the provincial Seton Lake Hatchery and transferring them to Mr. Greenway also stated that he was

the Dominion government hatchery at Cowichan lake, where they will be incubated and the resulting fry distrib-uted in the waters of the lake." Mr. Cunningham also stated that this

Mr. Cunningnam also stated that this would not be the last conference of the kind. The value of it had been recog-nized by everyone present and it was certain that they would all meet again from time to time to discuss matters of

from time to time to discuss matters of importance affecting the fishing indus-try on the Pacific coast of Canada. The others who attended the confer-ence in addition to the Attorney-Gen-eral and Mr. Cunningham were Mr. D. N. McIntyre, deputy commissioner of fisheries, Mr. J. T. C. Williams, inspect-or for the method. or for the northern section of the prov-ince, Mr. E. G. Taylor of Nanaimo, and Mr. J. P. Babcack.

Johnson and Flynn

CHICAGO, Ills., April 17.—Jack Jo and Jim Flynn will fight 45 round the world's heavyweight champlonah Las Vegas, N. M. on the atternoon o 4. according to an announcement ma-Las Vegas, N. M. on the afternoon of July 4. according to an announcement made to-night by Jack Curley, promoter of the con-test. Final plans for staging the match were made here soday. "I received a bonus for bringing the fight to Las Vegas," said Curley. "but it was not big enough to talk about. The bonus mersely will be used to defray the cost of building the arens." The work of constructing the arens. Curley said. Johnson have agreed to be on the scene of the context a month before the fight. Curley said Johnson siready had begun light training and that Flynn would start active work as soon as he finishes his theatrical contracts.

NANAIMO, April 17.-- In a quarrel

over a woman this evening Robert Long-mate stabled John Ailken with a knife, slightly pencirating one of his lungs. Aliken is expected to pecover. His as-sailant was arrested.

WANTS TO RISK HIS LIFE IN SMALL BOAT

Norwegian Sailor Who Grossed Atlantic in Tiny Graft Wants to Be Put Adrift in Mid-Paolific

Capt. Ole Brude, the Norwegian sailor who in 1985 crossed the Atlantic in the Urased, an odd-looking, egg-shaped life boat, eighteen test rong, is planning an interest-ing experiment on the Pacific. Capt. Brude, who is now in Seattle, is asking permission of several of the transpacific steamship lines to be put adrift in his life test from the deck of one of the liners in midseran, massring that he wand foreste

BE INITIATED

rested here this aftern

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

TIVE LINERS

Priday, April 19:

LEFT WHARVES

BRI

BF

Donald

Pos

Thr

tion

To the and ther not, one took play J. Donal

and A. met in a mer gain was not

tains a sport is was an a

Commen

Sydney 1 Donald overwhele

90 yards

read 93-

10 second was nev

seconds.

onds. The front at unish aga inches, i preeze t Writer's

Jacking o doubtedly retting in out of th Way, and is a chai the finist the tape. In presen ped living 130 yards

Donaldson Holway, o by inches The tria tralians D Yankee H

blew the

nessmen's

goes to Br unusual in in this trip are making in prospect Vancouver, district of

various res famed Oka cities is e favor by Grain men the Pacific

terminal. has been a in the city

Rickaby,

"Gladeen Mrs. S. Jo

scene of a

Thursday Miss McNa home in T were indul

ant evening Capt. Wall

Walker, Mr Mrs. Priestl Miss Archil

Among Riverside

enjoying last few

and T. G. T. G. O'Ne Frank G. I Stuart, Mr. Gowen, - Mrs

A. Rithet, J

Marten, Mr. and Mr. T. On Sunda bride's broth the Rev. D

marriage (

Miss Lois

was suppor man, and

by her sist After the 1 Johnson will bride and br United Stat burg and th

OAKLAND

of San Fra

over young round fight was pounded

ity to take feature of th

The Sooke practise of under the n Mr. J. A. J. mouth of St tion now nu tion, of wh vide, and the sood muster lay this sea

S00

night's l

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

The Umatilla 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 \$548,899, and the Keemun, of the Blue Funnel line ,left at noon also carrying a large cargo of general freight, including a heavy ship-ment of logs to be milled at a Japanese sawmill.

The Zealandia, of the Canadian Australian line, left last night for the Antipodes with over 200 passengers and 2,000 tons of general cargo, and the big Holt liner Talthybius, after com-pleting 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 Bella Coola and way ports and left again last night for the north.

Killed in Self-Defence

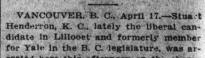
SAN FRANCISCO, April 12 .- S. Okuba, the Japanese cook who killed Carl Benson, master of the schooner Americana on January 3, last, was arraigned in court here charged with murder. The schooner, which was only 50 miles north of the equator when the shooting was done, arrived with Okuba in irons.

A statement dictated by Okuba to Paul Rittmeier, the cabin boy, was read in court. In it Okuba says he read in court. In it Okuba says ne shot in self defense after the captain had accused him of wasting the ship's stores, had threatened him with arrest, lashed him with vile names and laid hands on him with sufficient violence to tear his shirt. The cabin boy con-Irms the statement.

Interrogated by representatives of the United States district attorney's the United States district attorney's office, members of the crew of the Am-ericana, said that throughout the voyage the Japanese had been sub-jected to harsh treatment from the captain. Shortly before the shooting, according to one of the crew, the cap-tain entered the galley and began abusing the cook, finally saying, "I am going to beat you up." It was then that the cook shot. Members of the crew said they be-

Members of the crew said they be-lieved the captain had lost his min' early on the voyage.

QUESTION OF MORTGAGE Mr. Stuart Henderson, K. C., is Arrested at Instance of Ashcroft



of embezzlement. He was afterwards

released on \$3,000 bail, \$1,500 in himself

three even 130 yards, Donaldson, way third the winne 9 7-10 seco seconds for seconds f flying. BUSI Winnipegg the WINNI business i to combin ing the la The secret committee

reater distance and the public would not agree. The lines could not afford to do this while others made the shorter route and the quicker time. The general public wants speed and while this want is cared for there will always be accidents

Maronic's Fate

"I left on board the steamer Columbian from Liverpool on the steamer Colum-bian 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, being all night in a heavy field. 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 TitEnic. 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 Hurona, 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 Bos-

Tore Side Out

"The great loss of life when the Ti-tanic went down I believe-and I think tanic 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, fill and go down. This would account for the heavy loss of life, as when the liner listed the boats on that side would production. 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 Yankee, formerly the old Morgan liner El Sid, which was floated by us from the Hen and Chickens in the North At-lautic a few years ago. Before she sank I stepped off the low corner of her 'mid-ship house to a tug. The water was then half-way over her decks. If 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 arevalence of icebergs on the Grand Banks this see son is due to the exceptional severity

the Hamburg-American line, which ar-rived yesterday from Hamburg, reported that on April 12 she entered a large field of ice, dotted in all directions with large and small icebergs. Captain Magin said it was easy to imagine that the ship was in the midst of a Polar coun-try covered with nothing but ice and snow, rather than on the Atlantic

The centre of the field, Captain Magin aid, was in latitude 41,55 north and longitude 50.14 west, which is close to the point where the Titanic struck an leeberg two days later. The Titanic's graveyard is in latitude 41.16 north and 146.

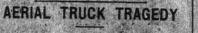
ongitude 50.14 west. The steamer St. Laurent from Bor-deaux, reported the same joe field, while Captain Wood, of the steamship Eton-ian, which arrived from Antwerp, reported than on April 12 he encount. ed a field of ice 108 miles in length.

Mr. Nash Interviewed

Mr. E. J. M. Nash, the special re-presentative in Canada and the United States of the Royal Mail Steam Packet ompany, now at Vancouver, said: " "It is conrect to state that the Olympic is practically unsinkable." he remarked, "but, at the same time, no remarked, "but, at the same time, no vessel" is calculated to survive such a collision as befel the Titanic—a colli-sion which possibly tore much of her bottom away. I know well Mr. Franklin, the vice-president of the White Star line, who made the statement about the unsinkableness of the Titanic, and he

is a particularly able and reliable type of man." Mr. Nash explained that, in these

Mr. Nash explained that, in these days of enormous ships, it had to be remembered that the strength of the bows of a great liner was no greater than the strength of the bows of a skip quarter the size. But, though the bows of the Titanle would not be strong er than the bows of a liner a quarter lief size, her motive power and conse-quent impact, would be immensely greater. Mr. Nash thinks it quite pos-sible that she was going at full speed, as the night is reported to have been line and there may have appeared no likelihood of icebergs in the vicinity. It was quite possible that her bows had orumpled up 50 to 69 feet.



Coroner's Jury B y Recommends More Bigid ion of Fire Fighting Apparatus

VANCOUVER, April 15 .- At the in quest of Fireman McKenzie, killed last Friday by the collapse of an aerial truck, the jury stated that the acci-dent might have been avoided had the truck been inspected at the time with dead weights. A periodical inspection

the wreck of the Rio de Janiero near Mile Rock in San Francisco bay, in 1901, the loss of life was 122. In the burning of the steamer Golden Gate off Manzanillo in 1862 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 Valentis on Vancouver Island January 23, 1906, the loss of life was 146.

Not Among Survivors.

NEW YORK, April 17 .- That Henry B. Harris, the theatrical manager, is not among the Titanic survivors on the

not among the Titanic survivors on the Carpathia is shown by a message re-ceived late today at the Hudson theatre from Mrs. Henry B. Harris, his wife who with Mr. Harris' name has appear-ed on the list of saved. The message came from the steamer Carpathia by' way of Halifax and said: "Am safe. Fray that Henry has been picked up by Pray that Henry has been picked up by another steamer. Carpathia. Rene."

Montreal's Anxiety

MONTREAL, April 17.—Several resi-dents 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 Goodarte. who is going to New York to await Mrs. Baxter, one of the rescued women, hose health was poor when she

Lost in the Wreck

poarded the Titanic

OTTAWA, Ont., April 17 .--- It is learnd here tonight that the bust of Sir Wilfrid Laurier, which was to have been placed in the rotunda of the Chateau Laurier was on the Titanic, and went Laurier was on the Titanic, and went down with the boat It was in the pos-session of Mr. Paul Chovre, the sculp-tor, who was saved. The bust had been modelled in Paris, and was deemed to be one of the best works of the sculptur and a splendid likeness of the liberal

Dr. Dodge Saved

SAN FRANCISCO, april 17.-Dr. Washington Dodge of San Francisco the well known authority on taxation, who with his wife and young son were passengers on the Titanic is among the saved, according to a mes-sage received late today by Usis son, Henry Dodge. The message was sent to New York from the Carpathia. It said: "Family safe. "Family safe; all O. K .- FaMr. Grant. Commanded Olympic "Within the last three years, how

the utmost confidence in him," said

has been a passenger on steamships commanded by Capitain Smith several times and learned to know him well. "Capitain Smith was recognized as one of the ablest sea capitains of the Atlantic, and White Star officials had

Barris

ever, he seemed to be unfortunate 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 man-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 agrou

"It shows what great confidence his superiors had in him, because he re-tained his command of the Olympic until he was transferred to comm the Titanic on its maiden voyage.

"In all these mishaps it was always found that Captain Smith was not to blame, but he came to fear his luck and

blame, but he came to fear his luck and often spoke about it to me. "I cannot understand how the Ti-tanic could have sunk so fast, and the only possible way to explain it is that the bulkheads would not close. The steamer must have been going at full speed, because it was a clear night, and must have struck with terrifle force." force.

Bulkheads Probably Buckled

Local shipping men, discussing the Local shipping men, discussing the great sea tragedy yesterday, said that the tremendous impact of the liner, of 66,000 tons displacement, with the ice-berg 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 more from a side direction with the result

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 Sealand Bancher Investiga Conditions With a View to Estab-lishing Sheep Baising Industry

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

A station to be held on May 24 maxt are now well under way. A meeting of the com-mittee struck to arrange for the parade struck to arrange for the parade struck to arrange to the parade weening, and on Friday evening the regata. The parade will hid the dommittee can waske arrangements, be a feature of this decorated riss and from the promises al-ready received of support from merchants and others the event promises to be one of the order important of the celebration. The regating high will prove to be, as it has always been, the piece de resistence of the celebration. Word has been received presedy to participate in the indian cance on the Valees indians that they will be presed to participate in the indian cance on the various committees are preparing for the arrows committees are preparing for primary work, participating a rew cance and word the strangement for excur-tions for any work in the strangement for excur-tions mean work participate in the being to the present for mean work of the strangement for excur-tions for mean work participate in the being arranged.

FISHING LICENSES TO BE EXTENDED

Attornsy-General Ras Conference With Officials and Decides to Issue Purge' Seine Licenses-Great Advantage

tion in the Norwegian merchant marine. Capt. Brude said that while he and his three companions were crossing the Atlantic they were spoken by a number of liners who asked them if they wanted assistance, and that they had a hard time explaining that they were not shipwrecked sailors. Konrad Furubotn, a Norwegian steamship man, is in Seattle aiding Capt. Brude in his plans for his feat on the Pacific. Several interesting matters were dis-cussed at the round table conference on fishery affairs held yesterday in the office of Attorney-General Bowser, which was attended by Mr. Bowser and the fishery officials of the Dominion and Provincial governments, and as a result of the meeting it is safe to predict that the relations of the two govern-PROCEEDINGS TO that the relations of the two govern-ments in regard to the licenses will Action Against Diamond Vale Coal Co. in Consequence of Recent Disaster in the Micola Field be carried on in the most harmonious manner.

Manner. An important change has been fore-shadowed in connection with the purse scine licenses which will give the Can-adian fishermen on the Pacific coast a great advantage over their rivals from the American side. Another matter that was discussed was the improving of the fishing in Cowichan take, and it has been decided to import trout from the Seton lake hatchery for this purpose. **Conference Brings Karmony**

Conference Dringe Darmony Interviewed in this connection at the Empress hotal last night Mr. F. H. Gunningham, the Doninion dispector, sid that they had met with a view to discussing with the Attorney-General the question of the fishery licenses and matters pertaining to the work of the provincial department. He added that the officials who had met in conference were satisfied with what had been done, and expressed the view that from now on there would be harmony between the provincial and dominion departments in relation to the questions at insue Proceeding he said:

diffuse to be put addrift in his life that % om the deck of one of the liners in midocian, such as the would forfeit a good sized out of money if he was not back in Seattle in six months.
To demonstrate that my life bont could weather the biggest gales, ride the heaviest for the biggest gales, ride the heaviest of the the field of the seater of the biggest gales, ride the heaviest gales, and safely carry her passengers into more gales, and safely carry her passengers into more gales, and safely carry her passengers into myorky, August 17, 1965, bound for Amore and safely carry her passengers into myorky, August 17, 1965, bound for Amore and safely carry her passengers are an or the set of the safely carry her passengers are as the safely carry her passengers are and the safely of the safely of

and \$1,500 divided between two sureties of \$750 each. He will return to Ash-croft where the information was laid

The allegation against Mr. Henderson is that in July 1910, a Norwegian farmer named Hans Gjillstad, living at Ashroft, gave him as his solicitor, \$1,112 to pay off a mortgage on 160 acres of land he owned in Alberta. Mr. Gjill-stad in his information, alleges that Mr. Henderson told him he had paid off

the mortgage and had the papers in safe keeping. This spring Mr. Gjill-stad wanted to rent his land, but the prospective tennants objected to taking it with a mortgage on it. Mr. Gjillstad then made inquiries, and says he found that the \$1,112 had not been paid. He further alleges that he has a letter from Mr. Henderson stating that the mortgage had been paid, and that he has also the paid cheque which Mr. Henderson

Mr. Henderson states that the acousation is entirely false, and that he will have no difficulty in disproving it when the matter comes up for trial.

tageraid was killed in the lar mine last Tuesday by a ing upon him as he was en-setting the machiner in

