Tuesday, April 20, 1912

the mercantile marine in time of war

Earl Stanhope argued that the Am-

The Marquis of Lansdowne, leader

Seeking for Scapegoat

good effect in 'hastening the inquiry in

England, by overcoming official leth-

argy, but adds that to the question as

knowledge and enable all nations to

apply thorough-going remedies, it must

whether the Washington inquiry is

the kind best calculated to attain

as to whether the vessel belonged to

neutral or a belligerent power.

stances it might become sorious.

unparalleled, and he continued:

inquiries.

cent."

to be suprema

tanic.

you.'

saying:

the boats.

ast I heard.

boats.

WIRELESS OPERATOR'S

messages from the Titanic:

course toward the position of the Ti-

An Agonizing C.Q.D.

At 12:21 the Olympic sent another

'We are putting the women off in

"Then there was another five min-

ompanied by the words 'Engineroom med.' Six minutes after the Olymled by the words 'Engineroom

bia sent a message to the Titanic which the latter barely acknowledged by the code letters R. D. That was the

fated ship, nor any wreckage. About 40 minutes later we saw the Carpa-

thia and Californian with the Russian

steamer Birma. There was also a

asked for news of the Titanic but got no reply. Other ships asked the same

As soon as I saw the Carpathia I

tramp steamer cruising about.

utes of anxious waiting when an agonizing C. Q. D. again cut the air,

message which the Titanic answered,

the Frankfurt answer.

trict of Coast y J. Spencer, of inter, intends to purchase the fol-commencing at a shore of Oleen r group, in Queen g to purchase the f0 acres more or MATTER BEFORE nce, Agent.

Tuttle, of Vaner, intends to ap-hase the following incing at a post southeast part of about three miles a Queen Charlotte rchase the whole s more or less. more or less. TUTTLE. Spence, Agent.

1912

SPENCER.

strict of Coast

istrict of Corte

ha Carson, of To-eper, intends to purchase the folplanted at the 372; thence north the shore of the ly along the shore west boundary of heins more or less

hains more or less of Lot 117, thence less to point of g 160 acres more

RTHA CARSON J. F. Talt, Agent District of Cortes

nk H. Sager, of n prospector, in-ission to purchase ands: Commencing N.E. corner sec-124, S.E. cor, sec. arked N.E. cor, F. 10 chains, thence morth 40.00 chains th 40.00 chains

to point of com 60 acres more o H. SAGER. Case, Agent.

# District.

F. Mills, of Vansalmon canner, in-ssion to lease the on the north shore

t planted at the and alongside of timber limit No. nty chains, thence ance south twenty ning shore to place

FRANCIS MILLS Company, Limited

strict of Coast

st Stewart Weller, upation Clerk, inbupation Clerk, in-ission to purchase ands: Commencing he beach about 30 he east corner of T. W.'s N.E. corner"; more or lebs to T. L. 1276; thence north 35 chains.

ence in an easterly point of commencehundred and sixty WART WELLER, F. Maloney, Agent, 1912.



ais Eva Mather of pation Spinster, in-nission to purchase lands: Commencing he beach about 30 orth east corner of M's N.E. corner : more or less, to the 1278; thence west 30 chein

A 12'S; thence west 30 chains, more or a north easterly point of commence-two hundred and or less. PVA MATHER, F. Maloney, Agent. 1912.

trict of Coas

e Mary Harrison C. occupation Mar-pply for permission is described lands: lanted at the north marked "B. M. H. ce south 80 chains: ore or less, to west a chain and the south 80 chains 2366: thenna wast

42966; thence west s, to the point of ntaining two hun-MATHER

OVER TWO HUNDRED **BODIES RECOVERED** HOUSE OF LORDS

NEW YORK, April 25 .- Two hundred and five bodies of the victims of the Titanic disaster have been picked up at sea by the cable steamer Mackay-Bennett, and are being taken to Halifax, N. S. The captain of the Mackay-Ben-

nett confirms the identification of Senate Inquiry Into Titanic George D. Widener, son of P. A. B. Wreck Continues Subject of Widener, of Philadelphia, in a wireless dispatch today to the White Star line, British Criticism - Only and gives the further information that Grounds for Justification the majority of bodies will never come to the surface.

Captain Larder of the Mackay-Benett, sends a wireless through the Cape LONDON, April 25 .- The House of Race wireless station, stating that the

Lords this evening questioned the govsteamer has been drifting in a for since noon yesterday. He does not indicate ernment on the senatorial inquiry at Washington into the Titanic disaster. when he will reach Halifax. Bodies are Earl Stanhope remarked that the infloating upon the sea many miles east and west in latitude 41.35 north and quiry seemed to have only two grounds for justification. The first was that the steamer company concerned was not altogether British, but partly Amongitude 48.37 west, says the wireless The following dispatch was received erican. If so, obviously it would cretoday by the White Star line through ate an extraordinary situation, because

Cape Race station: "Drifting in dense fog since noon yesterday. Total picked up, 205. We brought away all embalming fluid to be had in Halifax, enough for sevenly. it struck at the root of the position of

The other ground was based on the terrible loss of life. If that were giv-"With a week's fine weather I think we would pretty well clean up relics of en as a reason for the inquiry, obthe disaster. It is my opinion that the viously other nations whose citizens were passengers on board the Titanic najority never will come to the surface." would be justified in holding similar Another wireless dispatch from the

Mackay-Bennett received today states:

"Bodies are in latitude 41.35 north, longitude 48.37 west, extending many erican inquiry could be left to the good sense of the American people. He felt the danger of the precedent set up, and said that should some other power niles east and west. Mail ships should give this a wide berth. Medical opinwith which Great Britain's relations on is death was instantaneous in all were not so friendly attempt to detain British citizens under similar circumcases owing to pressure when bodies went down in vortex." The fact that the Mackay-Bennett

has been able to communicate by of the opposition said he quits ap-proved of the American inquiry. The wireless with the Cape Race station shows that she is laying her course tocircumstances, he pointed out, were ward Halifax, as she was without the zone of the Cape Race station for sev-'America has the right of insisting eral days and was only able to get in on a prompt inquiry into the loss of the Titanic, as it is clear there are bettouch with the land through other steamers relaying her messages

> WASHINGTON, April 25 .- To learn why a nearby steamer did not offer to aid the sinking Titanic and to fix the exact hour at which the lost liner was warned that she was in the vicinity of dangerous ice, Senator William Alden Smith, chairman of the Senate commit-

rankly be said that sober opinion in England answers the question in the negative. The editorial proceeds to acnkly be said that sober opinion in steamer Mount Temple who was within cuse the American investigators of re-50 miles of the Titanic when she was in extremity and the captain and wireless operator of the liner California, which sent the warning. All will be put

Cuse the American investigators of re-markable ignorance of everything per-taining to nautical affairs, and of a seeming impulse to find and punish the scapegoat rather than of a desire to discover the weak points of a system and apply a fitting renedy. "Americans," says the Times, "can-not fail to appreciate the feeling Eng-land has that the Titanic was a British ship, flying the British flag, and that the accident happened on the high seas, not in American waters, and finally, the investigation of personal conduct Summons were issued for the master and operator of the Californian, while the announcement that Captain Moore would appear is contained in a telegram from acting Premier Foster, of Canada, Captain Moore's story will be heard first for his ship is due to sail from

A new method of examining the members of the crew of the Titanic has been adopted to insure greater despatch. The men are anxious to re turn to their homes in England. Ac cordingly each member of the committee undertook today the examination of a group with the intention of releasing such as had nothing of importance to tell the committee. The others will THRILLING STORY be placed on the stands. The names of those to be held were not made pub-

the Marconi wireless operator on the steamer Mount Temple told tonight the following story of picking up the

## THE VICTORIA COLONIST

was useless, and as the captain wished escape from the ice, the Frankfurt sumed her course at noon.

The foregoing facts were taken from the official report of Captain Hatter-off to the North German-Lloyd Steamship company. Captain Hatteroff described to a cor-

respondent the iceberg which the Frankfurt passed about an hour before reaching the scene of the disaster, and which, he believes, sank the Titanic. At one place the mass of ice was darkly colored and splintered, this evidently being the point of impact. The Frankfurt, on leaving the scene, had steam an hour to the southward emerge from the ice before she turn her course to the eastward,

Threatens Suicide

TACOMA, Wn., April 25 .- Clyde E Wiley, wireless operator on the steam ship Spokane, which arrived from from Alaska today, and half-brother of Clyde Phillips, chief wireless operator of the Titanic, was arrested tonight and taken to the city jail for safe keeping. The officers say he told them he had learned of Phillips' death today and that at the time of his arrest it was his intention to end his own fife.

Britain's Subscription LONDON, April 25.—The Mansion House Titanic fund exceeds \$138,000. The Daily Mail's appeal to the women "Fortand closedy reaches \$28,000 of England already reaches £23,000, over £330, including all coins, even over ESSO, including all coins, even farthings, was deposited in the box outside the Mansion House yesterday. Offers to adopt the orphans are con-tinually pouring in. Hon. Clifford Sif-ton donated £100 to the Titanic fund.

International Conference BERLIN, April 25.—A preliminary step toward an international conference was taken today on the Emperor's initiative by the calling of a meeting for May 6 at the department of the in-terior, under the presidency of the sec-retary of state. The meeting is to be attended by members of shipping companis, etc.

Orders for Coffins

TORONTO, April 25.-The Ontario Casket company today received a rush order for three carloads of coffins from Snow & Co., of Halifax, undertakers. This means over 500 coffins. A force of shippers are working all night, and the caskets will leave tomorrow morn-

LONDON, April 25 .- The Times de-clares that of 500 British ships having vireless telegraph apparatus, only 50 carry more than one operator. One man cannot be effectively on duty 24 hours in a stretch. The moral is ob-vious that the demand for operators is not equal to the supply.

of the orchestra who stuck to their posts and played as the ship went down.



Two Buildings and Million Feel

The blaze was one of the most spec

the plant, a general alarm calling out storage warehouse, & corrugated iron-covered framework of timber, and conhe entire department. By the time the brigade arrived on taining a large quantity of highly in-flammable material. Right along the enthe scene the sash and door factory this length of the building the flames belched forth on to the bridge and threatened to undermine it and render the passageway impassable. Realizing the strategic value of preserving the bridge even if the building had to go, as it insettably did the farmer turned was a mass of fames and door factory and storage warehouse immediately adjoining was alight, while nearby plies of lumber were ignited. The high pressure pumps of the B. C. Electric company were in service when the brigade arrived, and the prompt ace as it inevitably did, the firemen turned

tion of that company's employees, un-der command of Mr. George M. Tripp, superintendent, proved of the great-est value in catching the fire in its early stages. Two fire engines and the city's sait water high pressure sys-tem encodes presently bounds into on a number of streams, and with their faces literally recking played upon the outworks of the fire with a persistence which, while it could not save the structure from a scorching, prevented it from wrecking the bridge and also tem were also promptly brought into play, the number being increased as from invading great piles of dry timber lying alongside. With this building burning from en fast as hose could be rushed from the outside fire halis.

Reat Prostrated Firemen

Much Hose Was Needed

to end, in immediate juxtaposition to the bridge, the tremendous heat in The heat was intense and the firewhich the fight had to be carried or nen had repeatedly to retire from the can be imagined. There was nothing fighting line to recover. At one time it looked as if the Rock Bay bridge, else for it, however, as beyond the bridge there was no place other than the water from which to ply the hose. which is in course of repair by the city, would be destroyed, the drying As a matter of fact the logs lying idly in the water had to be brought into and storage warehouse being but a few feet away. The department had two streams laid along the bridge from service as footholds while the fremen and their army of willing helpers struggled to get the lines into play. two streams laid along the bridge from which the fire in the storage ware-house was fought, and beyond a sev-ere scorching and the destruction of two or three telephone poles the bridge was not scriously damaged. The construction of the two build-ings resulted in their early destruction and once the roofs collapsed there was little left of them. The fire in the huge piles of lumber to the westward of the sash and door factory, how-This adventurous course had to be re-sorted to on account of the congestion at the south end of the bridge. Tiremen Risked Lives By clambering over great piles of

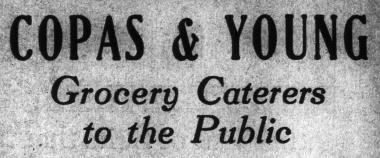
timber and risking an occasional step on a log additional lines of hose were brought into play just at a time when the bridge itself was in a critical condi-tion. While the surface of the bridge of the sash and door factory, how-ever, was a stubborn one to fight. A force of about 50 of the company's men was kept busy during the pro-gress of the fire with buckets wetting down adjoining roofs and lumber piles while the fire department also kept appeared safe and sound the crackling and sizzling that accompanied the tres passer warned him of the condition underneath. As if that was not sufficient indication of the state of things thin tongues of flame leapt up occasionally close watch. It was the general com-ment of bystanders that the firemen through the timbers.

did excellent service in preventing the spread of the fire and getting it under Despite this apparently precarious ndition the bridge was used with the utmost assurance by the firemen. After a time, in a wild attempt to raise a Every inch of hose belonging to the sensation, one lone youth, imbued with department was brought into service, the distance which some of the lines a wondrous sense of irresponsibility and an insatiable desire to appear in the had to be run necessitating the use of limelight, made a dash across the bridge the reserve supply which is always kept from the north. The flames of the burn for such emergencies. The police re-serves were called out and fire lines ing structure lashed out at him as he passed and for a moment it was im-possible to see him. Then he was seen to emerge at the south end, unscathed, stretched to keep back the crowd. The almost entire lack of wind was but considerably wiser in experience and tamer in spirit. All the water he got on a most fortunate circumstance. As the flames belched spärks to a great height and lighted up the entire surrounding his flying journey transformed insection the showers of live coals were deposited throughout the company's stantaneously into steam by the intense heat through which he passed, and when he arrived safely, hat in hand, and his hair in broken bunches over yards, igniting here and there smaller fates which were promptly attended to by the firemen or company's employees, Mr. Delbert Hankin, manager of the company, was one of the hardest workhis brows, his appearance was more suggestive of a burned ember than a human being. ing of the fire fighters, making especial

A resounding cheer from the encircled multitude signalised his safe arrival. efforts to save adjoining structures, or-ganizing a bucket brigade and generally The example being set this intrepid youth was quickly followed by a num-ber of others, and as the feat appeared assisting the fire fighters in their ef likely to result in a mad stampede across the bridge the police took mat-ters in hand and checked additional Mr. Hankin placed the company's loss olunteers for similar honors.

Not content with the view afforded rom land a large number of boys and not a few adults risked their lives by taking to the logs in the water and approaching as near the fire as the excessive heat would permit. That someone or other would point the someone or other would point the moral by missing a step and plunging into the water kept the great con-course of people continually in ex-pectancy. And when at last the in-evitable did happen and a young boy value of the whole plant was put by Mr. Hankin at approximately \$500,000. The heavy demand for lumber and building materials was being met by the com any by extra night crews and the fire slid into the water a great roar went will seriously cripple the company in its operations. Mr. Hankin stated, howup. In a moment every eye was turned to the water, where a tragedy ever, that no time will be lost in re-placing the destroyed plant and every effort made to satisfy the demands of appeared to be in course of enactment. For one brief instant the boy disap-peared from view, and the silence that followed the roar of warning was intense.

By a stroke of good fortune the lad

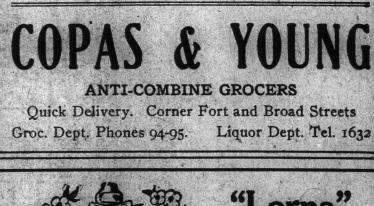


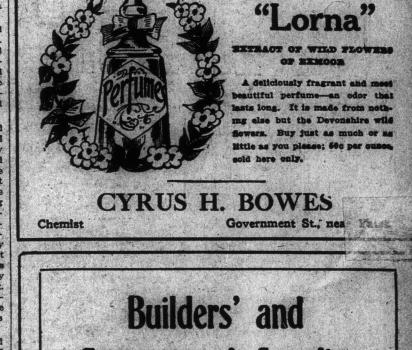
Started out to alter Combine Prices and did. Compare#Ours with others. It will tell you how.

INDEPENDENT CREAMERY BUTTER, 3 lbs. for \$1.00 CALGARY RISING SUN BREAD FLOUR, per sack \$1.80 FINEST GRANULATED SUGAR, 100-lb. sack .... \$6.50 COX'S GELATINE, per pkt. ..... 10¢ ARMOUR'S LIGHTHOUSE CLEANSER, 4 tins for 25¢ FRESH CRISP GINGER SNAPS, per 1b. ..... 10e McLAREN'S IMPERIAL CHEESE, per jar 50c and ... 25¢ ANTI-COMBINE TEA, in lead packets, the best tea ever 

PURNELL'S PURE MALT VINEGAR, large bottle. . 15¢ CHIVER'S ORANGE MARMALADE, 2-lb. glass jar 30¢ PURNELL'S ENGLISH PICKLES, large quart.jar...25¢ 

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### ter chances of obtaining trustworthy accounts while the events are still re-MR. MARCONI BEFORE SENATE COMMITTEE The Times, in an editorial, concedes that the American inquiry has had a

tee investigating the disaster today has summoned three important witnesses. They are J. H. Moore, captain of the

on the stand tomorrow

the investigation of personal conduct and responsibility therefore belongs to the duly constituted British courts. St. John, N.B., next Saturday. Parliament . naturally will object when the inquiry tends to enter the sphere in which the British legislature ought

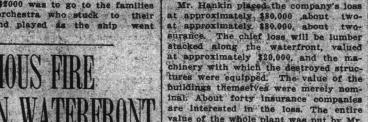
ST. JOHN, N. B., April 25 .- Durant, Virtually the entire day was given over to questioning Guglielmo Mar-coni, inventor of the wireless, telegraph and head of the

Fire, the origin of which is a mys-tery, but which broke out in the upper floor of the planing mill and sash and floor of the planing mill and sash and door factory of the Canadian Puget Sound Lumber company at 9 o'clock last evening, did damage to the amount of about \$80,000, destroyed the drying warehouse and lumber esti-mated at about 1,000,000 feet. tacular character and one of the hot-test ever fought by the local departtest ever fought by the local depart-ment. The hard work of the brigade, coupled with the fact that hardly a breath of air was stirring, undoubtedly saved the half million dollar plant of the company. Nad there been any wind nothing could have prevented the spread of the flames to the main por-tion of the mill plant and to adjoin-ing properties, including the nouse tion of the mill plant and to adjoin-ing properties, including the power sub station of the B. C. Electric com-pany situated on Store street. Thou-sands thronged nearby points of van-tage and Government street was crowded by sight-seers who were con-tent to view the fire from across Rock Hay.

ng by fast express.

\$5000 for Belief Fund

MONTREAL, April 25.—The local stock exchange voted \$5000 to the El-tanic fund, and it was expressly state ed that \$2000 was to go to the families



of Sawn Lumber Destroyed at Canadian-Puget Sound

builders.

Wanted, More Wireless Operators

F. Maloney, Agent. 1912. -District of Coast

Mather, of Vancou-Married woman, in-nission to purchase lands: Commencing M.'s S.W. corner" west line of T. L. south along west nce west .5 chains.

(200) acres more MAUD MATHER, F. Maloney, Agent. 1912.

District of Coast

1 derick Henry Byers beupation Clerk, in-sion to purchase the dis: Commencing at worth east corner of H. B's N.W. Cor. chains, more or less T. L. 1276; thence rth 35 chains, more the west along shore bent and containing (280) acres, more

HENRY BYERS . Maloney, Agent. 1912.

District of Coast Ida Mather, of Van-

Ida Mather, of Vanen, on Married Woman, mission to purchase lands: Commencing the beach about 15 puth east corner of 1. M.'a-S.E. corner": 5, more or less, to L. 127§5 thence west 35 chains, more or in a/ north easterly ore to the point of taining two-hundred as.

E IDA MATHER, F. Maloney, Agent, 1912.

et-District of The

S. Higgs of South ion farmer, intends n to lease the fol--Commencing at a north of the foot of well Harbour. South fiy feet of foreshore uid wharf.

ALDING HIGGS.

#### et-District of The

S. Higgs of South intends to apply for the following de-ncing at a post encing at a post of an island at the er Island, and known including the whole ng four acres, more

NARD & HIGGS.

"I was lying in bed re the telephones on my ears at 12:11, New York time, when I caught the pathia were equipped with the Marconi his name. Both the Titanic and Carfirst call. Immediately getting out of apparatus. Harold T. Cottam, the wirebed, I answered, asking the position of the ship. This was sent back with the less operator on the Carpathia, also was re-examined. addition 'Come at once, have struck

berg.' As soon as I got the message I notified the captain, who doubled the watch of firemen below, called all hands on deck and changed the ship's ICEFIELD OVER

TEN MILES LONG

BREMERHAVEN, Germany, April 25.—The North German-Lloyd liner Frankfurt, which, according to her "Then I went back to my instru-ment. I did not call the Titanic again. because other ships seemed to be closer in working, and I did not wish ommander, Captain Hatteroff was the first vessel to receive the Titanic's apto interfere. At 12:21 a. m. I heard the Carpathia answer the C. Q. D. calls peal for help, arrived here yesterday. Captain Hatteroff reports he sighted the iceberg which sank the Titanic, bearing evidence of the collision, shortof the Titanic and at 12:34 I heard bearing evidence of the scene of the collision. The Frankfurt, on receiving "All this time the C. Q. D. message was being sent out incessantly. Later I heard the Olympic answer the call. the call for help, headed at the utmost speed toward the Titanic. The vessel made 13 1-2 knots, though normally her speed was only 12 knots, but she did not reach the scene of the disaster To this steamer the Titanic said: 'Captain says get your boats ready. Going down fast by the head.' Five minutes later the Frankfurg struck in with 'Our captain will go to

did not reach the scene of the disaster until 10 o'clock Monday morning. Captain Hatteroff says his first message from the Titanic was received at 12.10 o'clock on Monday morning. It asked him to communicate the Frank-furt's position, which was immediately done. The Titanic noted her position Titanic that the Frankfurt would reach her at 11 o'clock. Captain Hateroff reports that at 12.15 a.m. the distress signal, "C.Q.D.," was received from the Titanic and that at five minutes past 1 the Titanic reported that her pas-sengers were being loaded into the

"It was 4;40 a. m. when we arrived at the position of the Titanic, having been much delayed by the ice. At that time we saw no signs of the illlifeboats. Wireless communication with the Ti-

tanic was interrupted at 1.15 a.m., and Captain Hateroff believes the White Star ship then sank. The Frankfurt reached the scene at 19 o'clock in the reached the scene at 10 octoors in the morning, passing on the way three great keebergs, 17 smaller ones and a great ice field from 10 to 20 miles in length. The greatest icaberg was 120 feet high and 900 feet long. The Frankfurt, with the Russian steamer Birms the Allen liner Virgin.

question but she kept silent. It was not until 8:30 that the Carpathia gave out anything, and then the only inforsteamer Birme, the Allen liner Virgin-ian and the Cunarder Carpathia cruised among the icebergs searching for vic-tims of the catastrophe, but without mation was that she had picked up 20

"With the time I received the first With the time I received the Mount mossage I would judge the Mount Temple to be 50 miles from the Ti-tanic's position and when the big ship went down there was still 20 or 25 ing to Captain Hattereff, they had picked up 22 boats and that into oth-ers were missing. As a further search Much Machinery Lost

Bay.

The chief loss to the company will result from the destruction of valuable and up-to-date machinery only installed last fall, when the drying and storage building was erected. The buildings themselves, filled as they were, with lumber and manufactured were, with fumber and manufactured such and doors, were rapidly destroyed. The hardest fight the fire department had was to confine the flames to the two buildings destroyed, the proxim-ity of huge lumber piles and of the radius of the second the second main mill plant, comprising the saw mill, dry kiln and boller house, making mill, dry kin and boller house, making the flight a blitter one. Had the saw mill become ignited nothing could have saved the entire plant. As it was the burning lumber plies to the morth-westward of the sash and door fac-tory kept the department hard at work for the greater part of the night, the 20 streams in constants. the 20 streams in service apparently having little effect upon the blazing plles.

#### Origin Only Surmised

The origin of the fire is a mystery. Of late the company has been working a night gang of 30 men in the sash

ay at the mill to take on her cargo for export to the Antipodes. The lumber destroyed was of the best quality and valued at \$20 per thousand feet at the mill.

forts. Loss and Insurance

Piremen Injured

Two of the firemen were injured during the progress of the fire. Hoseman Barton had his hand severely cut and Hoseman Carr received a nasty gash on the face while attempting to control a nozzle on one of the lines from an engine. Barton was forced to return to the headquarters hall while Carr, after receiving first aid at the hands of Po-lice Sergeant Harper, was taken to St. Joseph's hospital.

At midnight the centre of the blaze was confined to the lumber piles, which blazed furiously, and despite the fact that practically a dozen streams were being poured from all sides and from the top of nearby piles the flames were eating their way through the lumber with rapidity. In fact, that portion of the fire practically burnt itself out, water apparently having little effect

upon the closely-piled stacks of lumber. Spectacular Fire

From the spectacular point of view -and every fire, regardless of how mean its dimensions, is spectacular more or less—the fire was perhaps the most brilliant that has been seen in the city since the great Spencer fire. From every corner of the city it was possible te enjoy in some measure the great scarlet glow that lit up the heavens for hours and seamed to por-tend an even more devastating disaster than the one in progress.

No location could have been better suited from the spectators' point of view, for, fronting on Government street, at a distance of several hundred feet and flanked by arterial roadways on the north and south, the mill ap-peared to be the stage of a great proscenium. First hundreds and then thousands of interested onlookers found vantage points around the grand circle, and from the bridge that connects Store street with the Esquimalt and Victoria West highway it was just a

came up beside the log, instead of underneath it, and was able to grab it and scramble back to safety, none the worse for his appearance beyond very wet, a condition which he calmly proceeded to overcome by sitting down upon the log and letting the heat steam the water out.

In order to make the work of the firemen on the bridge as safe as possible the wires were cut at both ends. The advisability of this action was proved when the fiames enveloped the poles the insulation was burnt off the wires in an instant, and as the cross trees were torn from their fastenings the lines hung down over the pathway.

#### Firemen Worked Splendidly

That the firemen fought nobly was onceded by everybody, and the assistance they received from the police and the general public was also commendeble. Many a man risked his clothing in lending a hand with the hose. Right on the bridge an interesting transformation was worked on an innocent looking ingividual. He was quietly taking in the scene when without warning a great shower of water from the other side of the structure caught him "square on" and soaked him to the skin. It would appear that one touch of water makes the whole world firemen in such emergencies, for this unfortunate target at once jumped into the fray, took hold of a nozzle, and joined in the

fight for the bridge. The location of the mill rendered the attack somewhat provoking, tremendous lengths of hose having to be uncolled in order to get near the blaze. With the assistance of the police, however, the work of laying the lines on to the fire was greatly facilitated. -Chief Langley was early on the scene with nearly all his officers and a strong detachment of constables and detectives. There was one constable, however, who evinced an excess of zeal for the letter of his duty in preference to plain horse sense. He had been instructed to allow no one to pass the barrier unless in uniform or wearing a a night gang of 30 men in the sash and door factory on the ground floor but the upper floor was deserted. The supposition is that an over-heated bearing on one of the shafts on the upper floor operated from the lower floor, started the fire. Before the men below were conscious of the fact flames were pouring from the up-stairs windows Immediately the slarm was sent in to fire headquarters from the how located in the boller roem of

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 500

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 560

 Mashrooms, per glass, 900 or
 580

 Mushrooms, per tin, 40c or
 280

 Ground Almonds, per tin, 75c or
 400

 Bitter Almonds, per 10
 750

 Spanish Saffron, per or
 100

 Sitter Almonds, per 1b
 750

 Spanish Saffron, per oz
 \$1.50

 C. & B. Wine Jelly, glass jar
 350

 Bar le Duc, per jar, while or red
 350

 Figs in Brandy, per bottle
 736

 Almond Paste, per ib
 600

 Trench Zaricotz, per tin
 384

 French Zisgeolesz, per tin
 386

 French Artichoksz, per tin
 868

 French Brussels Spronts, per tin
 384

 e siways try to serve our phone orders just the same as if you

were right at the store.

