ent at the Ritz-Carlton.

MRS. ASTOR'S MEMORY

onight by Mr. Nicholas Biddle,

rustee of the Astor estate, to be in no

however, had given orders that neither Mrs. Astor nor her maid, who was saved with her were to be permitted to talk. Upon landing from the Carpathia the young bride, widowed by the Titanic's sinking, told

recall of the circumstances of the dis-

death she had no definite conception. She recalled, she thought, that in

the confusion as she was about to be put into one of the boats, Colonel

that, said Mr. Biddle, who recounted

her narrative, she had no very clear recollection of the happenings until the boats were well clear of the sink-

Mrs. Astor, it appears, left in one of the last boats which got away from the ship. It was her belief that all the omen who wished to go had then

been taken off. Her impression was that the boat she left in had room for

at least 15 persons more. The men for some reason as she recalled 16 tonight, did not seem to be anxious to leave the ship. Almost every one

"I hope he is alive somewhere. Yes, I cannot think of anything else," the

her father as she left the latter to go

Titanic, who came in on the Car-pathia, says he saw John Jacob Astor standing by the life ladder as the pas-

quiry into matters concerning the catastrophe to the Titanic pertaining to

ised in the House of Commons by Syd-

ney Buxton, and Herbert L. Samuel

The postmaster-general said he al-

ing license for wireless telegraph, on which the reports are reported to be

united, were 'In fact' sent from those

oread with a view of affecting the rensurance, but Mr. Samuel sald that

that matter was not within his cog-nization. "I have a subject of the number

of boats carried by steamers, and call insistently upon the government to revise the antiquated regulation of the board of trade which dates from 1902.

Contributions to the relief funds in

Grenfell & Co.; \$5,000, Edward Gren-

fell; \$2,500, Baring Bros.; \$1,500, Mrs. Alfred Vanderbilt.

Naval architects are already busying themselves with the problem of design-ing a deck which can be slipped from

a sinking liner, said John Harvard Biles, vice president of the Institution

of Naval Architecture, today. He

ude the following: \$10,000, Morgan

had taken up the false reports had been published. He con-

postmaster-general.

WIRELESS REPORTS

sengers were being embarked.

INQUIRY INTO FALSE

Mrs. W. E. Garrard, of this city, whose brother, Mr. John Sharples, was supposed to have accompanied Mr. T. McCaffry of the Union Bank, on the ill-fated voyage of the Titanic, has received a salie from her tother from

CONTRACT FOR THE

PRINCE RUPERT DOCK

British American Construction Con pany Will Build Drydook at the Grand Trunk Pacific Port

The British-American Construction

company, representatives of which have just proceeded to Prince Rupert,

work within two years. The lifting capacity of the dock will be 20,000 tons and it will be able to take any steamer on the Pacific, even the glant Minnesota. The first consignments of material have gone north.

The lumber for the work has been ordered from the Lester W. David company, Ocean Falls, and will be shipped from Ocean Falls direct to Prince Rupert. The creosoted lumber contract

MUNICIPAL STATUS

WASHINGTON, April 17.—President Taft and Secretary Nagel held a conference tonight at which it was decided that Secretary Nagel would go to New York to take personal charge of the Titanic survivors aboard the Carpathia.

C. P. R, surveyors are mysteriously busy on the north shore of Burrard Inlet. Richmond plans big improvements and the opaning up of neighboring islands by

ESQUIMALT SEEKS

up which the well selected d great flash. and slow move neral boats re scores of airs also were

ance for those d at 9:30 the lowered and ed aboard. The statement is surviving pas-

survivors on forestall any ted statements ve the press have come to believe to be

1912 at about starlight night. th no moon, the which had been by lookouts, but id collision. ascertain the

at on life belts red. The ship the usual dis out by wireless from the ship. a at about mid on the scene

d all night for of survivors. ching care and eing given, ir-The passengers, up their state mforts for ou

d the Titanic 500. The same

llapsible boats

ats, two smal

ndr class 320 1,400. Officers

following were hip Carpathia: class 125; third men 39; stewotal 210 of the out 745 saved

what we con-supply of life d for, on modips and recom to compel pas d on board. The observed and

or Safety lifeboats, rafts men to man s); absence of

in each boat to roperly handled. deck was about equired to emoats, thus en-

and officers

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uggest that an be called to re-is providing for and we urge the

ant to take the

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Board of Trade The master,

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a committee of

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sible." gned by Samuel ind a committee

and preventing "The problem is chiefly that of the expense of the apparatus which would be used only once in 50 years. An unsinkable ship is a fiction of the transs to be properly Atlantic spilors" Lifesaving e frequent and

Figures from the highest official greatest number that possibly could be saved with the apparatus carried on the Titanic. That vessel's facilities were just within the board of trade regulations, which specified total ac-commodations for 962 persons. Each able of taking 53 passengers. There was no evidence on the plans to show that the Titanic carried any collapsible boats or rafts or lifeboats, putting her barely within the board of trade regu-

Comparisons with the Oceanic and Campania, which are much smaller, show that they carry ,20 boats each. The Lusitania has only 16. The board of trade rules laid down in 1905 took as their basis 10,000-ton ships, and apply only to ships with watertight com-

SOME OF THOSE WHO WERE LOST ON TITANIC

Mr. Charles M. Mays Mr. Charles Melville Hays, president and general manager of the Grand Trunk System, was one of the most brilliant and successful railroad officials of the continent. Chiefly to his unprecedented and successful operation or the road, and its extraordinary development through the Northwest. One of his remarkable feats was to perof his remarkable feets was 10 per-persuade the government to build a line from Hallfax to Winnipeg and lease it to the Grand Trunk. Mr. Hays was a forceful character. Big and broad and powerful, physically and mentally, he gave the empression of tremendous energy and persistance.

Mr. Hays was born in Rock Island, Ill., May 16, 1856, and was therefore barely 57. He was educated in the public and high schools of his native place and at the age of seventeen he entered the passenger department of the At-

& Pacific from 1884 to 1886. In the latter year he was appointed assistant, general manager of the Wabash West-ern, and in 1887 became general mana-OF CATASTROPHE terly exhausted from her experience, Mrs. John Jacob Astor was declared

in 1895 looking for a general manager to pull the road up to the standard of other lines their choice finally fell upno other lines their choice finally fell upno Mr. Hays and he went to Montreal on a five-year contract. He quickly placed the Grand Trunk in the position it should occupy as the pioneer Canadian railway, and on the conclusion of his contract his services were eagerly snapped up by the late E. H. Harriman, who made him president of the Southern Pacific and allied lines, with head-quarters at San Francisco. Mr. Hays, however, was unable to see things as Mr. Harriman desired, haying a knowlhowever, was unable to see things as Mr. Harriman desired, having a knowledge of railway management which the railway king lacked, and he resigned after holding the position for a year. On January 1, 1902, he became second vice-president and general manager of the Grand Trunk system, later was made first vice-president and on the resignation of Sir Charles Rivers Wilson was unanimously elected president by the stockholders. He had been president of the Grand Trunk Pacific from the formation of that company, as was

fitting since it was to his genius as a railway manager that the old line reached out in such a remarkable way.

Auxiliary offices held by Mr. Hays were: President of the Central Vermont railway; Chicago, Detroit & Canada Grand Trunk Junction railroad; Grand Trunk Western railway; Detroit, Grand Haven & Milwaukee railway; Canadian Express company; St. Clair Tunnel company; International Bridge company; Montreal Warehousing company. Portland Elevator company, and the New England Elevator company, He was a director of the Merchants Bank of Canada and of the Royal Trust company; and of the Merchants Bank of Canada and of the Royal Trust company; a governor of McGill University, a governor of the Montreal General Hospital and of the Royal Victoria Hospital and a vice-president of the St. John's Ambulance association.

Mr. Hays married Miss Claia J.

Gress, daughter of the late Mr. William H. Gress, St. Louis, and had four daughters. He was a member of the Presbyterian church.

Mr. William T. Stead Mr. William T. Stead, one of the most ofted and fearless of British journal-ets, founder and editor of the Review ington, from 1871 to 1880, assistant edi-tor of the Pair Math Gazette 1880 to 1883, and editor 1883 to 1889, when he left daily newspaper work to found the Review of Reviews. Since that time his life had been one of many and varied activities. He was frequently found on the side of unpopular causes and made bitter enemies as well as strong friends. He took a lively interest in the peace movement and was a recommendation. the side of uppopular causes and made bitter enemies as well as strong friends. He took at lively interest in the peace movement, and was a strenuous opponent of the South African war. He visited Canada and the United States several times and was on his way out partly to fill a lecture engagement but chiefly fo watch the struggle for presidential nominations in the States at close range. Of late years he had devoted much attention to spiritualism. Among his most notable books were "The Maiden Tribute to Modern Bebylon," the publication of which resulted in his imprisonment for three months in 1885; "If Christ Came to Chicago," "Satan's Steam Pump company, which has seven

"If Christ Came to Chicago," "Satan's Invisible World," "Study of Despairing Democracy," "The Truth About Russia," "The Pope and the New Era," "The United States of Europe." Colonel Astor Colonel Astor

Col. John Jacob Astor was the greatgrandson of the founder of that immense fortune, the John Jacob Astor
who was a fur-trader in western Canada and for whom Astoria, Ore, is named. He was born at Rhinebeck, N. Y.,
July 13, 1884, received his education at
the Paul's school at Concord, N. H., and St. Paul's school at Concord, N. H., and graduated from Harvard in 1888. In 1891 he married Miss Ava Willing, of Philadelphia. The first Mrs. Astor obtained a divorce in 1909, and Col. Astor last winter married Miss Madeline Force, and they were on their return from a honeymoon tour in Egypt and on the Continent. Col. Astor is survived by his second wife, his son, Vincent, and his daughter, Murtel, 19 and 10 years old respectively. Col. Astor had the management of an estate valued at \$150,000,000. He was a patron of sports, an enthusiastic yachtsman, an inventor of several devices, notably a steam turbine, of which he gave the patent to the public, and an author. During the Spanish-American war, when he served as a lieutenant-colonel of United States volunteers, he organized and equipped as a neutenant-colone of United States volunteers, he organized and equipped the Astor mountain battery, which served in the Philippines. The Astor estate involves a large part of New

York City. Notable among its buildings are the hotels Waldorf-Astoria, St. Regis and Knickerbocker, the Astor Court building and the Vincent build-Mr. Thomas McCaffry, Vancouver, superintendent of western offices of the Union Bank, was one of the best known Union Bank, was one of the best known financial men in the west. He joined the Union Bank twenty-eight years ago, and erved in many branches, being manager at Winnipeg before coming to British Columbia. Later he took charge of the Dominion Assay Office in Vancouver, but when the Union Bank opened its branch there he rejoined it and became manager, and, later, supervisor for British Columbia. He was born in Quebec, and was unmarried. His only living relatives are sisters resident in Madrid. His trip abroad was taken for the benefit of his health. He had been for three months in hospital at the close of last year, and on January 10 he went abroad to recuperate. He was one of the most popular of the group of financiers in the terminal city.

ish war of 1877-78. At the world's fair at Chicago he was director of decorations, and later director of functions. During the Spanish war he acted as Manila correspondent of the London Time and Harper's Weekly. Later he served as chairman of the advisory commission of the National Museum, secretary of the American Academy in Rome and of the American Federation of Arts; vice-president of the municipal aff commission in New York and United

Rome and of the American Federation of Aris; vice-president of the municipal art commission in New York and United States commissioner-general to the Tokyo exposition. Russia and Roumania both gave him decoration. He was Chevalier Legion of Honor, Paris, 1900, and a member of the first class of the Order of the Sacred Treasure of Japan. He was the author of several books and besides being a member of the Association of Oil Painters of London, was an honorary member of the American Institute of Architects. In recent years he had a fudio in Washington, and also maintained regidences in New York and Worcestershire, England. He had many friends on this coast, and was expected to visit Puget Sound points this summer.

Mr. Isidor Straus, president of the National Educational Alliance, was on the board of trustees of numerous national, financial, charitable and philanthropic institutions. He also was active in politics, having been connected with various tariff reform movements. He was a member of congress, 1893 to 1895, where he was active in the framing of the Wilson tariff law. Mr. Straus was born in Rheinsh Bavaria, February 5, 1845. He was a brother of Nathan and Oscar Straus, the latter secretary of the United States department of commerce and labor under President Rooseveit. Isidor Straus came to the United States with his parents in 1845, was educated at the Collinsworth institute, Talbotton, Ga., and held the degree of LLD. of Washington and Lee university. In 1866 he joined his father in forming the firm of L. Straus & Son, importers of pottery and glassware, Mrs. Straus refused to leave her husband and they died together.

have just proceeded to Prince Rupert, have been awarded contracts for the construction of the piers, landing stage, building platform and launching ways in connection with the construction of the G. T. P. drydock at Prince Rupert. These are preliminary contracts and the work will commence immediately. Bids have been called for hardware work from hardware firms in Victoria and Vancouver. Steam Pump company, which has seven plants, one in England and six in the United States. The firm has extensive interests in British Columbia, the Yukon and Alaska.

Yukon and Alaska.

Mr. Thornton Davidson, Montreal,
was a well known financial man, a sonin-law to Mr. and Mrs. C. M. Hays and
a cousin of Hon. H. E. Young. His father
is Mr. Justice Davidson of the Quebed
Superior Court. Another Montreal financier among the lost is Mr. H. Markland
Molson, member of one of the oldest
families of that city. Mr. H. J. Allison,
whose whole family went down together whose whole family went down together was a Montreal business man. Mr. V. Payne was private secretary to Mr.

Hays.

Mr. Mark Fortune, who is lost with one of his daughters and his son, while his wife and two daughters are among

the saved, was one of the most prominent of Winnipeg's merchants. Mr. Hugo Ross, a son of the late Mr. A. W. Ross, had many friends in Victoria and will be deeply regretted.

Mr. Edward Pomeroy Colley, the only Victorian among the lost, was on his return to this city from his parent's home in Ireland, where he always spent the winters. Mr. Colley had many friends here who have been hoping against hope for his afety, although recognizing that he was the type of man who would never leave the steamer while there were still lives to be saved. For several years Mr. Colley had carried on several years Mr. Colley had carried on survey work for the government and his knowledge of the northern part of the province was probably not excelled by

province was probably not excelled by anyone.

Boston men among the lost are: A. W. Newell, president of the Fourth National bank, whose two daughters, Madeline and Marforle were rescued; Jacques Furrelle, the author, whose wife was saved; George K. Clifford, president of the Belcher Last Company, of Stoughton; Walter C. Porter, of Worcester, last manufacturers; Clarence Moore, Beverly Farms, a well known sportsman.

FLAG LOWERED ON G. T. P. STEAMERS

The flag on the offices of the Grand Trunk Pacific company's offices was lowered to half mast yesterday to mourn for President C. M. Hays, folowing the receipt of the following freight agent of the company, from Capt. C. H. Nicholson, manager of G. T. P. steamers:

"Vice President and General Man-ger E. J. Chamberlin advises me this. WORKMAN CAUGHT IN ion with the Carpathia to the effect hat President Hays was not on board. We are reluctantly forced to concede his loss."
Orders were sent to all the G. T. P. steamers to lower their flags in mourn

Joseph Hunter, Formerly a City Fireman, Was Instantly Killed on Herald Street Yesterday Afternoon

Continued on Page 4, Col. 7.
London, saying that he is returning shortly to Victoria. He has thus obviously amended his plans and was not Caught by the clothing in the reolving shaft on the concrete mixer at work for the Canadian Mineral Rubber Company at the corner of Herald street and Douglas street, Joseph Hun-ter was killed instantly yesterday afrnoon at 3 o'clock.

He was engineer on the mixer and was engaged in oiling the machine when his clothing was caught and he when his clothing was caught and he was drawn into it. His head must have struck the edge of the drum used for mixing materials, for he never uttered a word. The first that was known of the accident was when one of the men engaged on the paving work saw the body hanging from the shafting. He signalled to the fireman, Duncans, and the latter immediately shut down the machine. By the time that men could reach the mixer life was extinct. Dr. Raynor and Dr. Sinclair were One arm was torn on at the shoulder, the legs and practically every bone in the body broken. The body was literally wrapped about the shaft as if it had been a cloth.

Deceased had been working for the Canadian Mineral Rubber company for to inquiries it is suggested that steps be taken to penalize vessels entering harbors without compliance with Amer-ican requirements.

Canadian Mineral Rubber company for the past three months, first as wa'thman of the asphalt mixer on May st, and lately as engineer of the mixer on Herald street. Prior to accepting a position with the paving company he was an engineer in the fire department having severed his services with the department eighteen months ago, Tree was about 40 years of age, and resides a wife leaves three children, two boys and ropes, dotted with green lights, were stretched for 75 yards in front of the piers to hold back the throngs. No one without a special permit was allowed beyond these ropes. As early as 8 o'clock motor cars in which women and silent men were seated began a wife leaves three children, two boys and a girl, residing on Fernwood road almost immediately opposite No. 7 Fire

An inquest will be held this afternoon at I o'clock

GOVERNMENT BUYS DESIRABLE PROPERTY

men and silent men were seated began arriving and by 7:30 a small crowd already had entered the great steel and concrete structure which covers the piers. A small hotel across the way had been converted into head-quarters for the newspapers and press and a meeting place for those who had been bereaved and had relatives aboard the Carpathia. Although there was no rule fort silence, every one talked in whispers. In this assemme of Deputy Minister J. McB. Smi Is Purchased by the Province At Pifty Thousand Dollars

talked in whispers. In this assemblinge there were those when hoped against hope that some dear one was alive, although the list of survivors had failed to show their names.

FAMOUS BIG GAME HUNTER ON COAST

NCOUVER, April 18.-Mr. H. you It is expected that work on the actual drydock and the buildings in connection with the plant will be commenced as soon as the preliminary work, outlined in the foregoing contracts, has been completed and detailed plans prepared. The contract with the government calls for completion of the work within two wars. The lifting work within two wars. The lifting the seek specimens of the Kodiak peninsula, a lasks to seek specimens of the Kodia.

Mexican border.

Mr. von Berger will leave Vancouver in May for the Kodiak peninsula, Alaska to seek specimens of the Kodiak bear, the largest of the species in existerce. He visited the same region last May, but was unable to shoot any males, two large females falling before his express rifle. He hopes to have better luck this year. The Kodiak bear is a brown animal, and large ones are said to weigh from 1.400 to 1,500 pounds. It is described as very feroctious and difficult to approach. Mr. von Berger has heard of one that was shot, and that had a length of fourteen feet. He doubts this, and believes that a He doubts this, and believes that a normal specimen will measure about twelve feet.

pert. The creosoted lumber contract has been awarded to the Dominion Creosoting company at Eburne. The creosoted piling has been ordered from Eagle Harbor, Wash, because no British Columbia firm could supply creosoted piling of the length required. Mr. von Berger intends to donat Mr. von Berger intends to donate, as in the past, a number of his trophies to the Berlin Royal Zoological museum, which has frequently been visited by the German Kalser. He has a valuable collection of his own. He has hunted in many countries, including Turkestan and Persia.

Mr. von Berger will proceed to Sand Point, Alaska, where he will charter a small schooner and engage a half-breed hunter and a cook before proceeding to the Kodfak country. He expects to return to Vancouver in July.

MUNICIPAL STATUS

Pathure to Pinance Sewerage Scheme
Leads Property Owners to Believe This Only Course

The meeting of property owners of Esquimalt at Lampson Street school last
night decided that as every other expedient
had been tried to obtain an adequate system of sewerage for their district and had
failed, there was no other course open to
them but the formation of a municipality,
and the preliminary steps to that end were
entrusted to a committee.

The report of the commissioners elected
some months ago to deal with the problem
of sewerage stated that after trying in
every quarter to obtain the necessary funds
and failing to do so they begged to resign
their offices and leave it to the propertyowners to devise some new means of meeting the situation.

It was decided that if possible a municipality should be organized, the boundaries
to be the city limits on the east, thence to
the Gorge, marching on the north with the
south of the Saanich district, and on the
west and south the sea.

Messas. T. H. Siater, Alex. Stewart and
Sydney Heald were appointed as a committee with power to draw up the necessary
petition to be circulated among the property owners, and to obtain any legal advice
requisite.

WASHINGTON, April 17.—President

LOS ANGELES-TRIAL

LOS ANGELES, Cal., April 18.—
Preparations for the trial of Clarence
S. Darrow, the former McNamara attorney, under indictment for alleged
tampering with jurors, has begun.
Twenty subpoenas have been sent out
for service. It was stated there were
as many more local witnesses and
possibly ten or twelve from San
Francisco.
The prosecution will be conducted

Francisco.

The prosecution will be conducted by District Attorney Fredericks. It was estimated the trial would consume four weeks. Superior Judge Hutton will preside.

Bert H. Franklin, Darrow's former confidential agent, and Attorney John Harrington, also associated with the McNamara defence, it was stated, would be the state's principal with the principal with the state's principal with the st

concrete machine Copas & Young

THE ANTI-COMBINE GROCERS Have secured a number of cases of

Armour's Lighthouse Cleanser

Which they think is equal in quality to Old Dutch or any other Cleanser made. While it lasts they will

4 Tins for 25c

Order some quick. IT'S CHEAP, BUT IT'S GOOD,

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Essential Commodities for a Successful Dinner

We are acknowledged experts in the Grocery business Teysonneau, fine French fruits, extra heavy syrup, bot. 50¢ Pickled Figs, per glass jar.....65¢ Cherries in Creme de Menthe, bottle \$125, 75c or 50¢ Curried Prawns, per jar 75¢ Lobster in Aspic, per jar. 75¢ Chicken in Aspic, per jar 50¢ Halford's Curried Fowl, per tin proposed and the second se

Olives—Our stock comprises the largest variety on the coast:

Mammoth, Queen, Manzanillas, King Ripe Olives stuffed with nuts, anchovies, peppers, etc.



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ormally before