TER SCALE

Are Cool the get Lumber s Planning for and Insurance

of the big fire at dian-Puget Sound ich was ablaze or t yet cooled, Mr. ager of the com erday that imoe taken to erect more pretentions new planing mill sasl. and door facupon the sites of res, and more maspace for the rap-ress of the com-

ate of the comhe progress of the ely \$80,000, but he in lumber de-0,000 feet, whereas n made yesterday troyed at 1,500,000 er thousand feet. ing mill and sash figured at about the complete totals \$216.700 gn companies and n's representatives ithin a day or two we arrived in the will be adjusted erwards plans for l be prepared and rly completion. plant was shut of lines of fire the yards predition some damsawdust draught

repaired. machines lelivered, and Mr. ntatives relative sary machinery. in whatever part ommodation can hand labor It is expected the great majority I be back at work, licts that with the vailable when the are replaced the eater than at pres-

of the fire has of delivery of orings. The demand eater this year than fire, coming just Mr. Hankin stat-already orders for forwarded to Van-Vestminster mills, made to fill orders company will be in the event of the the line being un-

pany with needappeal to ills be made. ing but words of of the fire fightthe fire he modeer as a lumbervery serious saw andling of the 200 mpany in the way large lumber piles

of the fire, at of water were vind would start they claim they used to supply gh-pressure sys through the

nies carrying in t and the amounts follows: Insurasylvania, \$5,000; ,000; Monongahela , \$12.500; Italiano, eral, \$5,000; Sa-\$1,500; Salaman-50; Century, \$2,-\$2,000; Victoria Commercial. \$2,000; Fire-\$1,500; Lumber-.000: Empire liver Fire \$5. 000; Lloyds & Ex-London, \$10,000; \$1,300; American sland, \$2,500; Inmnsylvania, \$5,-Insurance Com of Underwritire, \$2,500; Greenany, \$2,500; Bos-7, \$1,000 National Federal Under-

ded visit to Ot-

ging an extension ind the establish of dependable

AWAIT ARRIVAL

Relatives of Those Who Went Down With the S.S. Titanic Are Assembling at Halifax to Receive Bodies

HALIFAX, N. S., April 26 .- Halifax is waiting in funeral garb the arrival of the cable ship Mackay-Bennett with its cargo of dead from the Titanic.

Hotels are crowded with the bereaved, and every train brings additional relatives of victims. When the floating morgue will arrive was uncer tain tonight. Prominent among those here are Richard Roberts, of Colonel John Jacob Astor's yacht, seeking his late employer's body; Samuel Wallach, brother-in-law of Henry B. Harris, whose body has not been reported. George B. Widener, jr and party, who await the body of the Philadelphia capitalist; and H. G. Kelly, vice-president of the Grand Trunk Railway, whose president, Charles M. Hays, is among

the recovered dead.

Morris Rothschild, of New York seeks the bodies of Mr. and Mrs. Isador Straus and Benjamin Guggenheim Joseph Richardson, of Philadelphia hopes to find the body of Second Vice President Thayer, of the Pennsylvania C. G. Robeling, of Trenton is ready to identify the body of Washington A. Robeling, of engineering

No inquiries concerning the body of William T. Stead, the eminent English journalist, had been received here topending instructions from England. J W. Ragsdale, U. S. consul here, is prepared to take charge of the body of Major Archibald Butt, although he has received no instructions from Washington. It is understood that Major Win ship, an intimate friend of Major Butt, will arrive be re the Mackay-

Bennett docks.

Identifying the Dead

NEW YORK, April 26.—White Star officials, in checking off the list of identified dead received today from the Mackay-Bennett, ascertained that the following do not correspond in every detail with the passenger and

T. W. Newell, the company believes, is for A. W. Newell, a first-class pas-

Aspiande, a third-class passenger.

The officials were not able to find the following names on their list: Wil-liam. Ale, G. F. Bailey, Jacob Birn-J. W. Gill, J. C. Hell, T. H. Homitt, H Hidges, A. Lilley, Charles Louch, Ohlsen F. Penny, Edwin H. Petty, A. Boothby, Roggizzi, Philip J. Stokes, J. yeu surrounded?"

Stone, G. Talbot Pendrick K. Stillner,

Achille Wailens.

It is believed that the William Alten mentioned was a fireman, A. T. Barker, a steward; Geo. Graham, a first-class passenger; A. Laurence, a steward; J. M. Robinson, a steward; F. P. White, a first-class passenger and O. S. Woody, United States mail clerk. A wireless message from the steam-er Minia says that the Minia has on board the body of C. M. Hays.

CALIFORNIAN TOO LATE TO RENDER AID

WASHINGTON. April 26 .- Ernest Gill, a donkey engineman on the steam-ship Californian, who testified today before the senate committee investig-ating the disaster, said that Captain Lord, of the Californian, refused to go to the aid of the Titanic, the rockets from which could be plainly seen. This Captain Lord denied, but both he and his wireless operator admitted having

other members of the ship's crew.

Gill submitted an affidavit to the committee, and when sworn and put on the stand, stuck to his charges against the captain of the Californian. He said he was standing on the deck late on Sunday night, when he sighted a great ship sweeping along at top speed about ten miles off. He did not know it was the Titanic, but he made out readily that it was not a freighter or a smell versal because of the captain that it was not a freighter or a small vessel, because of the manner in which she was illuminated.

Some time later he saw distress ockets on the horizon. He said the captain was apprized of these signals, but made no effort to get up steam and go to the rescue. The Californian was drifting with the floe. So indignant did he become, said, Gill, that he endeavored to recruit a committee of protest from among the crew, but the men failed him.

Sweeping Denial

Captain Lord entered a sweeping denial of Gill's accusations, and read from the Californian's log to support

Cyril Evans, the Californian's wire less operator, however, told of having heard much talk among the crew, who criticized the captain's course. Gill told him, he said, that he expected to get \$500 for his story when the ship

reached Beston.

Evans told of having warned the great vessel crashed into the berg that the sea was crowded with ice. Titanic's operators, he said, at the time were working with the wireless station

at Cape Race, and they told him to "Shut up and keep out."

Captain Lord was then put on the "What is the speed of the Californ-

"About 11 knots ordinarily," said th captain. "We made 12 1-2 when we were going to the Titanic." "Were you under full speed then?"
"We were driving all we could."

Mear Huge los Plos

The witness said there was a floe about 25 miles long and several wide. The Californian was about a quarter of a mile from the edge of the floe.

"Do you know anything regarding the Titanic disaster of your own know-ledge?"

ledge?"
"Nothing."
"Did you see any of her signals or anything of the ship herself?"

"Was the Titanic beyond your range "Yes, 19 1-2 or 20 miles away." Senator Smith asked the witness how long it took the Californian to

He read from the log to show that at 6 o'clock they started for the scene, and drew alongside the Carpathia at

Captain Lord said he was on the bridge himself until 10.30 on Sunday night, and that the watch was doubled. "If you had received the Titanic's signals of distress on Sunday evening Titanic, how long would it have taken you to reach there?"
"At the very least, two hours," said

the witness.
Under the lee conditions, Captain
Lord said that if the ship's wireless operator had been on duty he would have caught the Titanic's signals.

Saw No Distress Signals . The captain was asked by Senator

"When I came on the bridge at 10.30 Sunday night," Captain Lord said, "the officer there said he thought he saw a light. It was a peculiar night and we had been having trouble with the stars, mistaking them for lights. Finally a ship did come up, and I asked the operator if he had heard Titanic and given the ice message Then this ship came up and lay with in four or five miles of us. She lay there all night nearly, but we could not hear from her. It was not the Titanic. I am sure about that About 1 o'clock I told the operator to call this ship again. We sent up several rockets, but she would not answer. I told him to ask who she was. I heard him calling her when I went to bed, but she did not answer. I have a faint recollection of hearing the cabin boy about 4 o'clock saying something about the ship still standing by. Soon

after that she steamed away. This boat sent up several rockets, but they were not distress signals. Captain Lord said that at the Californian's position, 19 1-2 miles away from the Titanic, it would have been impossible to see either Morse signals

"The first news that reached me of shortly after 5 o'clock on Monday morning, when the Frankfurt report-ed that the Titanic had sunk after

hitting an iceberg."

Captain Lord was then excused. Wireless Operator's Evidence Cyril Evans, wireless operator of the Californian, testified that he listened

in at 11.25 on Sunday night and never heard, any distress signals from the

"In the evening the Titanic called Evans. "I said, 'Here's a message for you about ice,' and he said he had heard me send it to the other ships."
"What time was it you sent the ice

message to the Titanic?"
"5.35 p.m., New York time." "When did you next communicate with the Titanic?"

"9.05 p.m., New York time, that same

to stop an engine on account of ice," Evans said. "He told me to advise the Titanic. I did, and said: Say, old man, we are surrounded by ice, and he said. Shut up. I am working with Cape Race, and that I had Jammed him up.

After that I heard him sending pri-

"Evans said he was awakened at 3.40 in morning by the chief officer, who said he had seen rockets and wanted to get some information.
"I made ready and called, and the

Frankfurt answered with the news of the sinking of the Titanic. The Virginian called before I left the key and furnished more information." "Did anyone tell you about Captain Lord having been informed three times that night about a ship sending up rockets?" asked Senator Smith.

"I think Gibson, the apprentice, told me that the captain was being called and told about the rockets," said

Senator Burton asked Evans if it generally was believed among the men that the rockets were from the Titanic. He said that Donkeyman Gill expected.

to get \$500 for the rocket story from some newspaper when he got ashore. Captain Thomas it, Moore of the steamer Mount Temple, had not yet arrived, and the committee adjourned until 11 a.m. tomorrow.

SENATOR SMITH'S AMAZING IGNORANCE

LONDON, April 27.-The Times, com enting on the Titanic inquiry at

Washington, says: unprecedented and although the inquiry by the senate and the compulsory detention of British subjects seems strange yet the desire for a prompt and a searching investigation is perfectly natural and the senate is within its

to Senator Smith's manner and the amazing ignorance he has displayed. We mind at the head of the committee and one more conversant with the matters to be investigated.

BRITISH COURT TO COMMENCE INQUIRY

LONDON, April 26 - Every survivor of the crew of the Titanic who is returning to this country on the steamer Lapland will be served with a subpoens to appear before the court of in-quiry when the wassel arrives at Ply-mouth tomorrow, in Phe court, the head

of which will be Lord Mersey, will be-

gin its inquiry next week.

A great congregation attended a memorial service held at St. Margaret's in Westminster at noon today for Howard B. Case and "all who perished in the Titanic disaster." Case was an American, but long resident of Ascot and prominent in business circles in Lon-don. The service, which was choral, was conducted by Canon Henson

EMPRESS OF BRITAIN STRIKES ICEBERG

HALIFAX, April 26 .- A gigantic ice cific liner Empress of Britain with 1460 passengers aboard, which arrived here

today from Liverpool.

Passengers say that last Wednesday morning, the vessel, while in lat. 48 N., long. 47 W., was swerved just in time ing slowly through a dense fog when the lookout sighted a great iceberg and the propellers were reversed. Despite this the vessel struck the berg a glancing blow but was not damaged

The accident occurred 250 miles from the scene of the Titanic disaster.

VISIBILITY OF ICE AT NIGHT TIME

LONDON, April 26 .- Speaking at Falouth yesterday, Sir Ernest Shackleton expressed the hope that those who conduct the British inquiry will be experts in their own particular branches of knowledge. For instance, the question as to the visibility of ice at night time

Many sailors, added Sir Ernest, espe cially those who were accustomed to navigation in ice-laden seas, knew that the higher above the deck a man was the less competent he was to judge his men as close to the water line as possible. In misty weather and at night traveling near an loeberg, if it were viewed from a high angle, it would blend with the sea, whereas from the deck of a liner it would loom up almost the darkest night.

Lifeboats On Perries

SAN FRANCISCO, April 26 .- Thirty noving picture houses turned over their receipts today to a fund being raised for the Titanic survivors. An all-star day afternoon the San Francisco and Sacramento baseball teams will play a benefit game. United States inspectors here issued an order today that all ferry boats should be equipped with sufficient life-savers to accomthe maximum of passengers which is

C. N. B. Subscript

LONDON, April 26.—The Canadian Northern Railway has subscribed 1200 to the Mansion House fund.

DROWNING TRAGEDY tatchewan Lady Succumbs in An Erfort to Rescue Her Mother

BRESAYLOR, Sask., April 26.-At tempting to save the life of her mother Mrs. A. A. Hill was drowned in the North Saskatchewan river. Mrs. Hill and her brother, Charles Hind, came from near Cut Knife, Sask, to visit Mrs. Hill's mother, Mrs. R. P. Gooding. The old lady, Mrs. Hill and Mrs. Charles Gooding, a daughter-in-law, went for a walk down to the river. The elder Mrs. Gooding was standing by the river, on a rock watching the current, which runs swiftly at this point, when a gust of wind came along, and losing her balter, Mrs. Hill, jumped in to rescue her, but this she failed to do, losing her own

An eddy in the river brought the older woman back near the shore, and Mrs. Charles Gooding succeeded in passing a to shore. Mrs. Hill' body was also brought back by the same eddy, but face downwards, and she soon sank in eight feet of water. The body was recovered

The dead woman was 30 years of age and leaves a husband and many relatives residing here and near Paynton,

Beal Estate Subdivisions

LONDON, April 26 .- The first meetng of the committee recently appointed by the Canadian Chamber of Commerce in London, to consider and report anent the sale of Canadian real estate in the United Kingdom, decided as a preliminary step to communicate with the government of Alberta to obtain information as to the scope of legislation about to be enacted in that province in restricting the subdivision of real estate in the vicinity of towns. The the principles included in that measure can be adopted as a basis of co-operation by the chamber with regard to the subject generally.

An Alleged Combine

QUEBEC, April 26.—The investiga-tion into the alleged combine methods of the United Shoe Machinery Co., was resumed this morning before the three commissioners, Hon. Justice Lauren-deau, W. White, K. C., and J. C. Walsh. Four witnesses were heard. Their evidence was favorable to the United Shoe Machinery company. All declared them-selves satisfied with the conditions existing. The commission finished its work in Quebec and adjourned.

Victim of Detonating Caps

VANCOUVER, April 26 .- With his cury detonating caps which he was carrying in his trousers pocket, M. Kazoff, a Russian, was at 11:30 this morning By May 1 government road work in

The proposal in Prince Rupert to reliquor may be sold under license has been rejected by the city council after a protracted debate.

FEZ MASSACRE

Shocking Scenes in Gardens of Sultan's Palace-Hundreds Take Refuge in Menagerle Cages

FEZ, April 22 .- (Delayed in transnission.)—The Jewish quarter of Fez presented a lamentable speciacle as a by the revolting population and mutiny among the Moorish soldiers.

Of the 12,000 Jewish residents, n fewer than 7000 were made homeless by fire, and these now have taken refuge in the gardens of the Sultan's palace. Hundreds of emaciated human beings are huddled together there in empty cages of the Sultan's menagerie, and these are surrounded by cages containing wild beasts, which, maddened by the sight of human flesh, fill the air

One of the assassins of Col. Lory confessed that the Moorish women were the ringleaders in the murder. The mobs sacked and burned at its pleasure everything that came in its way. heavy to be carried off, like beds and furniture, were first hacked to pieces and then piled in the streets and set on

The streets were a picture of deso-lation. Here and there are to be seen the naked corpses of persons who were struck down when trying to es-

cape.

At the French, British and other consulates bread is being supplied to the starving refugees and the consul has made efforts to find shelter for the homeless.

The bodies of the French officers

killed in the recent fighting have not been all found, but those recovered showed that the soldiers suffered terrible tortures and that their corpses were mutilated in a terrifying manner.

Many arrests of Moorish soldiers and citizens of Fez have been effected The prisoners will be tried by

SPOKANE, Wash., April 26.-The real name of the foreigner who shot and killed Edward Rothrock, city editor of the Spokane Chronicle, was discovered to be Basil Aleviev. He declared that he was a native of Kazan, Russia. He said he had left a wife there "because she was of no use to me." A rumor which has not been traced to its source, that foreign anarchists would make an attempt to liberate Aleviev, caused the police to maintain a heavy guard about the city jail. The prisoner was re-moved to the county jail yesterday as an additional precaution.

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