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so. S. Tuttle, of Van-penter, intends to ap-purchase the following mmencing at a post the southeast part of and about three miles i, in Queen Charlotte purchase the whole acres more or less. O. S. TUTTLE. I A. Spence, Agent, 12.

-District of Corter artha Carson, of To-kkeeper, intends to to purchase the folost planted at the ot 372; thence north s to the shore of the sterly along the shore the west boundary of 80 chains more or less er of Lot 117, thence or less to point of ining 160 acres more MARTHA CARSON

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or salmon canner, in-rmission to lease the ds on the north shore oost planted at the ek and alongside of of timber limit. No. wenty chains, thence thence south twenty lowing shore to place taining 40 acres more

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FRANCIS MILLS Company, Limited

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3 izinds: Commence in the beach about 30 north east corner of E. M.'s N.E. corner';
more or less, to the L. 1278; thence west b 30 thains, more or in 'a north' easterly o point of commence—two hundred and ore or less.

EVA MATHER, E. F. Maloney, Agent. h, 1912.

District of Coast

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-District of Coast d Mather, of Vancou rmission to purchase lands: Commencia he south east corner' MAUD MATHER. F. Maloney, Agent 1912.

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District of Coast id.

Ida Mather, of Vanon Married Woman. rmission to purchase lands: Cémmencing the beach about 15 outh east corner of I. M.'s S.E. corner"; s, more or less, to L. 1278; thence west 35 chains, more or in a north easterly ore to the point of ore to the point of itaining two hundred E IDA MATHER F. Maloney, Agent. 1912.

ct-District of The S. Higgs of South ion farmer, intends in to lease the fol-—Commencing at a feet of foreshore wharf

PALDING HIGGS. S. Higgs of South intends to apply for the following deincluding the whole including the whole ig four acres, more NARD S. HIGGS.

HEAD-ON WOULD

Tuesday, April 23, 1912

Probable That in Such an Event Titanic Would Have Escaped With a Crumpled

FALLACIES ABOUT THE DETECTION OF BERGS

Temperature of Water and Thermometer Give Very Little Help, According to Men Who Have Sailed Atlantic

Had the second officer of the lost Ti-tanic not ported his helm when he sight-ed the berg which sank the liner, and had the courage to maintain his course after reversing his engines to endeavor to check the vessel's way and run direct head on against the floating ice, the great loss of life would have been averted, according to the opinion exressed yesterday by Captain W. Logan, agent of the London Salvage as-sociation, who had mahy years' exper-ience as a navigator and master of linerrs plying across the Atlantic. Had that second officer held the course to strike the berg direct there would have been a greatly different story to tell, and Captain Logan. Of course, it is not given to men to

think quickly enough in such emergen-tuero is scarcely a man in a mil-lion who would, for it is the first impulse of anyone's brain to try and get away from a menace seen in front of a steamer—but had he dared to continue ahead to strike the ice head on, the vessel would have crumpled up her how, and still floated, instead of having the plates torn along the side when she grazed along the face of the ice as she swerved after the helm was ported.

Captain Logan said it was the fervent of hope of all. North Atlantic navigators of they ever struck ice it would be head on, as the damage would then be confined to the forward compartments and the steamer would still float, though Landsmen at a Loss

Captain Jarvis, formerly of James and Jarvis, discussing ice navigation and its danger, in connection with the Tianic disaster, yesterday said:
"Even the ordinary perils of the sea

uppear to be very little known or understood by persons other than seafar-ers, and therefore it is not to be wonderers, and therefore it is not to be wondered at that when some great marine distanted occurs dands men for the first that are appalled and quite at a loss to understand how such a thing could possibly happen, except it be the result of negligence on the part of those in charge of the vessel. Whether or not this is the case, it is self-evident that despite every known precaution relative to be navigation being taken vessels will doubtless continue to collide with hers, the great wonder at present being that so few shipping disasters are directly so few shipping disasters are directly attributable to them.

Not Beadily Detested

The late commander S. . S. Lecky, R. N. R. in dealing with the subject of ic. navigation remarks as follows:

"It is a popular delusion among passengers on board ship that, by taking the temperature of the sea surface at short intervals, the approach of ice is unfailingly indicated. Unfortunately, such is by no means the case, and re-liance thereon invites disaster. More than ordinarily cold water merely shows that the ship is in a part of the ocean where ice may possibly be encountered, and not that it is actually present.

"The well known Labrador current for example, is a cold stream flowing from Polar regions, and carrying with it, during spring and summer, enormous quantities of field ice and bergs, which come down from Device stream. come down from Davis strait. It is not the extra polar ice, however, which causes the cold current which brings down the ice; consequently the inexper-jenced navigators of the North Atlantic know full well when the sea surface temperature falls markedly to the east ward of the banks that it is necessary to be more especially on guard against meeting ice. Seamen of high standing in the profession, and well acquainted with ice navigation, have frequently stated that no appreciable difference in the temperature of the sea surface is caused by the proximity of even the largest icebergs; and when one considers what a poor conductor of heat water is, the statement can be well believed.

"In conformity with what is known as the "law of convection," water will transmit heat readily enough in a "ver-tical" direction, but the propagation of heat in a "lateral" direction does not take place in the same manner at all. Heat spreads sideways "water by "conduction" alone, a process which involves no transference of the particles, and which is very slow indeed compared to the

Do Not Commingle

"For example, the axis of the Gulf stream in some parts is made up of bands of warm water which alternate with cold ones, but, although running ide by side, they do not commingle Further the separation between the deep blue waters of the Gulf stream and he cold counter-current which runs down in-shore, is often so well defined, that a ship may be salling in both at the same moment. From its being, so steep-sided, the janer current, at line of meeting with the Guif stream, has received the name of "Cold Wall" and has been known to differ 30 in temperature from the one running alongside it.

"On the other hand, if the Arctic current points to a region where ice may be expected, it by no means follows that it will not be encountered in the Gulf stream, as bergs have been passed not only in the stream, but actually to the southward of it, having been carried here by the lower ocean currents. The

possibility of this will be recognized when it is stated as a matter of cer-tainty that icebergs are seldom submerg-ed to a less extent than 7-8 of their whole mass, and oftimes more. Thus a cube shaped berg 15 fathoms high would ordinarily ground in 100 fathoms of water. Northern bergs, generally speaking, are smaller and less tabular than those of the south. The former are shed by Arctic glaciers; the latter may be broken off the Antarctic ice-cap by selsmic disjurbances.

urbances.

"In 1854, a hook-shaped berg endangered ships in the South Atlantic some months. The longer shank stretched 60 miles; the shorter 40 miles. Between was a cul-de-sac, 40 miles wide Bergs, over 400 feet in height are rare in the North Atlantic; but many over 700 feet nigh visit the southern ocean.

"Reverting to the thermometer as a means of detecting the presence of ice by a fall in the temperature of the sea sur-face, it is a well known fact that about the Banks, the Labrador current is some than it is when the contrary is the case. In winter its surface temperature even falls to 28 degrees Fahr. Large icebergs have been actually passed at a distance of a quarter of a mile, and the sea tance of a quarter of a mile, and the sea surface temperature carefully tested, without finding a single degree of difference from what previously existed when there were mone in sight. It may be fairly assumed, therefore, that no reliance is to be placed upon the thermometer as an immediate or direct means of detecting the presence of ice, especially when it takes the form of stray bergs, but as it is unwise in time of danger to neglect any precaution, its use should not be altogether ignored, provided it does not full one into a false sense of security, which might termin-ate in an unhappy awakening.

"It is much better for vessels to re-

duce speed when in ice latitudes, now so well mapped out on the Brish Admiralty charts, and a sharp look out should be kept anotrant on the fro castle head. If possible the ship should be stopped occasionally, and the sound of breakers or the echa of the steam whistle listened

for.

The air temperature should be closeby watched and heed taken of any sudden change in it—perhaps of 10 or 12

den change in it—perhaps of 10 or 12 degrees—more especially when the temperature is affectly tow.

Danger of Berge

Again a large icehetg will denote its presence, even on the darkest night, by a sort of whiteness or halo, known as its bink." This expression has the same significance in its own line that "loom" has in relation to land Detached pieces of fee, which are often to to me with in the usually at add the or bergs. in the vicinity of field be. or bergs, are also a good indication. These loose pleces drift more rapidly than the large masses, and oil this account when vissels are navigating among the they always endeavor, to passion the weather side of lee islands or bergy. From the position of their centre of gravity being constantly aftered by the thiwing process, these enormous misses of congealed water sometimes lose their balance, take a sally, and topple over on their broadside. As others huge, fragments break off-sand fall-into the sea with a great commotion.

"From lasse remarks it will be gatherer that the presence of the at sea is by mo means essibly detected as is commonly supposed, especially if thick weather be encountered with it, neither, even when sighted, is, an leeberg an easy danger to clear, partiquiarly in the large low-lying berg."

PRINCESS ALICE COLLIDES WITH JOAN

Mistaken Signals in Engine Room suit in Damage to the Steamer Mopred at C. F. B. Dock

The steamer Princess Alice, Capt. Campbell, of the C. P. R., when berth-Campbell, of the C. P. R., when berthing from Vancouver yesterday evening, owing to a mistake in the response to signals from the bridge in the ensine come rammed the port quarter of the steamer Joan, Fing at the other dock and tore away the guard and much of the woodwork for litteen or twenty feet. Capt. Neroutsos, superintendent of the C. P. R. coast service, and Capt. Gifchrist, of the steamer Joan, were seated in the dining room of the Joan at dinner when the collision took place. The purser, seated nearby, saw through a port the Princess Alice approaching and shouted, and the three hurried up from the dining room.

from the dining room. from the dining room.

The Princess Alice was making a landing on arrival from Vancouver at the southern side of the outer of the two docks, and when she had way enough Capt. Campbell rang for full speed astern. The vessel's engines, however, were put at full speed ahead with the result that she went forward past her berth to bump into the port quarter of the Joan. The guard was ripped away, the bulwarks torn off. quarter of the Joan. The guard was ripped away, the bulwarks torn off, the planking for a distance of two or three feet crunched and splintered, the side of the main deck was broken, and

side of the main deck was broken, and several stanchions carried away. The Princess Alice did not suffer.

The steamer Queen City will be replaced on the Islands route, white the Joan is undergoing repairs. The Joan has just been floated from the Victoria Machinery depot ways after having new propeller fitted.

ABERDEEN LAUNCHED FOR WHALING COMPANY

Third of Steamers Operated Under U. S. Plag for Local Concern is Ready for Service

The steam whaler Aberdeen, of the

The steam whaler Aberdeen, of the American Pacific Whaling company, a subsidiary concern of the Canadian Northern Pacific Fisheries company of this city, which operates the steamers Moran and Paterson from Gray's harbor under the U.S. Reg. was launched by the Moran company on Thursday afternoon.

The Aberdeen increases the fleet of the American Pacific Whaling Company to three vessels, the steel whalers Paterson and Moran built last year at the plant of the Seattle Construction and Dry Dock Company, having been in operation one season on the North Pacific, with Bay City, Gray's Harbor, where the company's station is situated

on the same lines as the Paterson and the Moran. She is 86 feet in length, 19 feet beam, and will be euglipped with a pivotal harpoon gun and a powerful which for hauling the dead whales

aboard.

A fourth member of the fleet of the America Pacific Whaling company, the steel whaler Westport, is building at the plant of the Seattle Construction and Dry Dock company, and is well under way.

PRINCESS VICTORIA READY TO START

Will Make First Voyage on Triangula Boute Leaving for Vancouver To-morrow Afternoon

The steamer Princess Victoria, which has been studened as an oil burner an has had a thurwigh overhauling to pre-pare her for the summer season of travel, will start service tomorrow after-noon, when she leaves the C. P. R. dock at 2:15 o'clock for Vancouver. The Princess Victoria will proceed from Vancouver to Seattle and will relieve Vancouver to Seattle and will relieve the steamer frequency which usually makes the trip from Seattle to Victoria on Monday. The frequency has been isid up to prepare for the Victoria-Seattle-Tacoma service, which will be inaugurated about the beginning of next month.

The three-funnelled liner is to go to William Head quarantine station today to take away the 430 Chinese left there by the steamer Monteagle.

NEW YORK, April 19.—The twenty-five thousand dollar suit which Leuis Drucke, pitcher of the Giants, brought against the Interboro Rapid Transit company, for injuries in a subway accident from which, he declares, he has never recovered, was set for trial today before Supreme Court Justice Pendleton and a fury, Manager John I. McGraw, Larry Doyle and seven physicians will appear as witnesses for the pitcher.

DEATH ROLL IS STILL MOUNTING Continued from Page 1

the cork in the boat, and if it came out

the cork in the boat, and if it came out to use her finger as a stopper.

Mr. Ismay was asked how long he remained on the ship.

"That would be hard to estimate," he replieds atmost until she sank; probably about an hour and a quarter.

Mr. Ismay was asked to hold himself in readiness during the day for another call before the committee. Senator Smith announced it was desired to hear the captain of the Carpathia in the meantime.

Mr. Marconi took the stand as soon

s the hearing was resumed for the afternoon.

He said he was the chairman of the British Marconi company. Under instructions of the company he said, operators must take their orders from the captain of the said, which they are on.

"Do the regulations prescribe whether

one or two operators should be aboard the ocean vessels."

"Yes. On ships like the Titanic and the Olympic two are carried," said Mr. Marconi. "The Carpathia, a smaller boat carries one. The Carpathia wireless apparatus is a short distance equipment The maximum efficiency of the Car-pathia wireless, I should say, was 200 miles. The wireless equipment on the Tuanit was available for 500 miles during the day time and 1000 miles at night."

"Do you consider that the Titanic was equipped with the latest improved wireess apparatus?

senator smith asked if amateur or rival combeins interfered with the wireless communication of the Carpathia.

"I am unable to say, Near New York I have an impression there was some slight interference but when the Carpathia" was farther out in touch with New York and Nova Scotia, there virtually was no interference."

Providentially Caught

"Did you hear the captain of the Car-pathia say in his testimeny that they caught this distress message from the Titanic gimost providentially?" asked "Yes, I did."

"Is there any signal for the operator if he is not in his post?" "I think there is none," said Mr. Mar

ships to have an operator always at "Yes, but the ship owners don't like to carry two operators, when they can get along with one. The owners don't like the expense of two operators." Only through the newspapers, he

said, he had received information about the Carpathia refusing to reply to a request of President Taft for news. "I asked the operator last night and he told me he never dreamed of such

This finished Mr. Marconi's testimony Titanic Officer Testifice Charles Lightholder, second officer

he Titanto, followed Mr. Marconi. Mr. Lightholder said he underst the maximum speed of the Titanic was shown in its trial tests to have been 3 knots an hour.
Smith asked if the rule resating apparatus to be in
reach passenger was com-

was complete," said M mosts of which four were re on the Titanic, he add-tests, he said, Capt. Clark

board of trade was aboard to examine its life-saving "How thorough are these captains of the board of trade in inspecting ships?"

asked Mr. Smith. "Captain Clark is so thorough that we called him a nuisance."

Did Not Leave Ship

. Lightholder said he was in the with a lifebelt on for one hour and

hat time ald you leave the ship? "I did not leave it."

Yes, sir.".
"Where were you when the Titanic nk?".
"In the officers' quarters."

"Were all the lifeboats gone then?"
"All but one. I was about ten, feet
from it. It was hanging in the tackle and they were trying to get it over the side the last time I saw it. The first officer, Mr. Murdock, who lost his life,

"When did you see Mr. Ismay?"
"When we started to uncover the boats. He was standing on the boat

"What was he doing?"

"Stending still."
"Was he fully dressed?" "I could not say for sure, it was

"When you saw Mr. Ismay twenty minutes after the collision were there any other passengers near him?"
"I didn't see any one in particular," said Mr. hightholder. "But there might have been some."

The witness described the collision as a slight jar followed by a grinding sound.

Mr. Lightholder said that on Sunday he saw a message from "some ship" about an iceberg ahead. He old not know the Amerika sent the message, he testified.

The ship was making about 21 to 21 1-2 knots, Mr. Lightholder seid. He inderstood this was not the best the

"Did you have an ambition to see what the ship could make?" the witness "Did you see that boat again?" "Naturally at some time" "What was the weather like that

night?" queried Senator Smith,
"Clear and fair,"
"Were you anxious about feebergs?" "And you put on no additional look-

"No sir."
"When Captain Smith came on the bridge at five minutes to nine, what was said?"

Kept Ship on Her Course . "We talked together generally for 20 or 25 minutes, about when we might get to the ice fields. He left the bridge I think about 25 minutes after 9 o'clock and in our talk he told me to keep the ship on her course, but if I was in the slightest degree doubtful about condiions developing to let him know at

"Did you keep the Titanic on her course, then?" Senator Smith asked.
"Yes."
"When did you next see Captain

"When I came out of the officers' nuarters after the impact," Mr. Light-

nolder replied.
"Then Captain Smith did not return
to the bridge before your watch ex-

"T did not see him."
"What time did you leave?"
"I turned over, the watch to First Officer Murdock at 10 o'clock."
"Do you recall now just what the Titanic's position was when you turned over your watch?"

Weather Calm and Clear

Weather Calm and Olear
"I don't know, sir, but I did know at that time. We talked about the ice we had heard of and I said we should reach the reported longitude of ice floes at about 11 o'clock, or about an hour later. At that time the weather was raim and clear. I remember we talked about the distance we could see stars in the horizon. It was very clear."
"Did you see Mr. Murdock after "Did you see Mr. Murdock after

"Yes. When Leame out of the officer's quarters after the impact, Mr. Murdock was on the bridge, he on one side and Captain Smith on the other. I "If the same course was pursued on the starboard side as upon the port in filling the hoats how do you account for so many members of the "Where did you last see Captain

"I was busy at my own work, about I was husy at my own work, about fifty feet away and have a recollection of seeing the Captain I walking across the bridge. I did not then hear him sive any driers. I was too far away."

"When the Titanio sank were her decks intact?"

"Absolutely intact."

"Senator Smith asked what was the last order he heard Captain Smith give.
"When I asked if I should put two men and children in the lifeboat," replied Mr. Lightholder, "he responded Tes. and lower away."

Yes, and lower away." "
"What did you do?"

The Last Lifeboat

The Lest Lifeboat

"The last boat to put off, a collapsible, was the one on top of the officer's quarters." Mr. Lightholder said.
"The men dumped it on the deck and waited for the water to float it off. Once at sea it upset. The forward tunnel fell into the water, just missing the raft, and overturning it. The funnel probable killed persons in the water. This was the boat I eventually got on," declared Lightholder. "No one was on it when I reached it, later about 30 men climbed on to it. All had on life nen climbed on to it. All had on life "Did any passengers get on?" asked

"J. B. Thayer, the second Marconi operator and Col. Gracle I recall," said operator and Col. Gracie I recan, who the witness. "All the rest were firemen taken out of the water. Two of these died that night and slipped off into the sea. I think the senior Marconi opertor did that."

"Died from cold?" "Was there any effort made by others to get on board?" continued Senator

"We took all we could."
"There must have been others in the water."

"But not near us."
"How far away?"
"Some half a mile."
"Who took command?" "I did as far as necessary."

"When you left did you see any yomen or children on board?"

"No sir."

"Any passengers on the so-called boat "A number." rected by the witness by his saying there were 20 lifeboats aboard, four of which were collapsible. One boat stuck in its tackle and never got off.

Selected by Sex were the passengers selected

"By sex." ... "Who determined who should go?"

"I did." \
"How?" n, except the stewardesses. I turned

"Did you see any attempt to get we men to go who would not?"
"Yes."
"Why would they not go?"
"I had not time to learn."
"Did any ask for their families go.?"

In the first boat that put off Mr. Lightholder said he put 20 to 25. Two seamen were placed in it. The officer said he could spare no more and that the fact the women rowed did not show the boat was not fully equipped. At that time, he did not believe the danger was great. The two seamen placed in the boats he said, were selected by him. the boats he said, were selected by him but he did not recall who they were. "How did you happen to name

"Did they want to go?"
"I did not ask them they went by

"How many passengers did the second boat take?" "About thirty," said Mr. Lighthold-er, "and two seamen as far as I re-

"Not to my knowledge." "By the third boat?"

"By the time I came to the third boat all those on the port side began to realize that the situation was scrious and began to take chances."

"How long did all the work of landing and lowering a lifeboat take?"

"It was difficult to say, but I think about 15 or 20 minutes."

about 15 or 20 minutes."
"How many passengers did the third boat take?"

"I filled her up as full as I dared and then lowered her. She had about 25 I think. The women and children could not have stood quieter if they'd

been in a church."

"In loading the fourth boat," said Mr. Lightholder, "she was running short of seamen. I put two seamen in and one jumped out. That was the first boat I had to put a man passenger in. He was standing nearby and said he would go if I needed him."

"I said, 'Are you a sailor?" and he replied that he was a rachtsman. Then I told him that if he was sailor enough to get over the bulwarks to the lifeboats to go ahead. He did and the lifeboats to go ahead. He did and proved himself afterwards to be a

"Who was he? Do you knew him?"
"I did not know him then, but afterwards I looked him up. He was Major Peucheon of Toronto," said Mr. Lightholder. "Had you ever seen him before?"
"Never."

Of the fifth boat, Lightholder had no particular recollection.

Vessel Eapldly Settling

"When I came to the last boat I put out, my sixth boat," he said, "we

put out, my sixth boat," he said, "we had difficulty in finding women. I called for women and none were on deck. The men began to get in—and then women appeared. As rapidly as they did the men passengers got out of the boat again."
"The boat deck was only ten fee from the water when I lowered the fifth boat. When we lowered the first the distance to the water was 70 feet."
All told Mr. Lighthelder testified that 250 members of the crew were

count for so many members of the being saved?" asked Senato

"I have inquired and have found "I have inquired and have found that for every six persons picked up five were members of the firemen staft." Some lifeboats, the witness said, went back after the Titanic sank and picked up men from the sea.

Mr. Lightholder said he stood on top of the officers quarters and as the ship dived, he leaned forward and dived.

"I was sucked against a blower an held there," testified the officer.

"Head above water?"
"No, sir. A terrific gust came up
the blower—the bellers must have exploded and I was blown clear."

"How were you blown?" "Barely clear. I was sucked down gain; this time on the 'fiddley' grat-"Did anyone else have a similar ex

"Yes; Colonel Gracie." 'How did you get lose?"
"I don't know that I made any effort, but I came up by a boat" Watertight Compartments
"Were there any watertight com

partments on that ship?" the senator "Certainly; forty or fifty." "Were they known to the passen gers and crew?"
"Must have been by the plans dis

"Did you know whether any of the crew or passengers took to the tight compartments as a last resort?" "It is quite impossible for me "Is it at all likely?"

"I think very unlikely." "As for yourself you preferred take to the open hea?"

"Are the watertight compartments intended as a refuge for passengers?"
"Oh, dear po, sir, not any time."
"Suppose this ship had sunk in less "Suppose this ship had sunk in less depth of water would the watertight compartments have been any refuge?"
"No, sir-never intended for that purpose—they were designed to prevent the ship from sinking."
"What other officers besides yourself, survived?"
Boxhall, fourth officer; G. Lowe, fifth officer."

"The third, fourth and fifth officers

"H. J. Pitman, third officer; J. G.

At this point the hearing was halt-ed to be resumed at 8.30 tonight. Luckily Heard Signal

Thomas Cottam, aged 25, the Marfirst witness at the evening session. He denied, himself some glory by saying he had no stated hours of labor on the Carpathia. Previous witnesses had testified he was "not on duty," when he received the Titanic's call for help. vas decidedly uncertain whether he was lepended on whether he had commercia or ship's business to get off.
"What were you doing last Sunday
evening about 10 o'clock?" asked Sena-

tor Smith, "Receiving news from Cape Cod," said

He said he had been "sending a lot of messages for the Titanic." "Had you closed your station for the night?

"Well, how did you happen to catch the Titanic's message of distress."

"I was looking out for a confirmation by the steamer Parisian of a previous message from the Farisian—a message that had come in the afternoon."

"How far had you got along in your arrangements to retire? Had you taken off your clothes?" "Yes, my coat."

"Did you have any instruments then."
"Yes, the telephones were on my llead—I was waiting for the Parisian's inswer; I had just called her." "How long would you have waited?"
"Several minutes."

"Well when you got the distress sig-nal from the Titanic on Sunday night how did you get it?"
"I called the Titanic myself." "Who told you to call the Titanic?"
"No one; I did it of my own free will. I asked the Titanic operator if he was aware that Cape Cod had been

sending messages for the Titanic. "C.Q.D."

"What was the answer?"

"Was that all of it?"
"No. The operator stated. I think, come at once—this is a distress mes-sage. C.Q.D." 'What did you do then?"

"I confirmed the distress message by asking the Titanic if I should report he distress message to the captain of the Carpathia " How much time elapsed after you re-

before you reported to the captain?"
"About a couple of minutes."
Cottam said he immediately sent the position of the Carpathia and added that they would hurry to the rescue.
The witness said that for several rine witness said that for several minutes he confirmed the positions of both vessels. At this juncture the Frankfurt, of the North German Lloyd line broke in, having heard the Titanic's call for help. Later the steamer of the confirmed by the

"What did you do then?"

"I called the attention of the Titanic to the Olympic's efforts to raise it," answered the witness, "The Titanic replied it could not hear because of

the rush of air and the noise made by the escaping steam."

- Immediately after felling the Titanic of the Olympic's attempt to get in touch with her the witness said he sought the Olympic's aid, reporting that it was "head down," and giving its position. The Baltic broke in at this time but its efforts to reach the Titanic were without avail.

"I was in communication with the Titanic at intervals until the final message was "Come quick, our engineroom is filling up to the boilers."

Senator Smith subjected the witness to a close questioning as to how he repeated these messages. He asked whether Cottam answered at his own

discretion.
"No sir," said the witness. "I always

"On the bridge,"
"Then you left your post each time
message was received?" asked the
enafor.

Cottam said that after the Titanic's survivors were picked up he worked almost continuously until Tuesday, when he fell asleep. He could not tell when he dropped from exhaustion, nor when he worked. when he worked.

How Mrs. Isador Straus refused to leave her husband and live was told the committee by Alfred Crawford, of Southampton, bedroom steward on the Titanic. He said Mrs. Straus told her maid to get into a lifeboat which Crawford was assigned to help man.

Mrs. Straus' Decision "Mrs. Straus put one foot into the boat and then changed her mind. Mr. Straus was standing away back from her. She said to him. 'We have been living together a number of years; we are not going to separate now." He added that the maid was saved.

"Myself and cook, another steward.

got in the life boat." "How many women were in it?"
"About thirty-five." "About thirty-five."
Crawford said that in his life boat the men rowed from one o'clock until four in the morning, occasionally relieved by passengers. The names of the women he did not know. They were saved.
Crawford said he saw J. Bruce Ismay

on the boat deck with First Officer Murdock, lowering a lifeboat.

"I saw Mr. Ismay helping ladies into that boat and then saw him and First Officer Murdock lowering the boat into e sea"
"Did you see director Ismay get int

one of the lifeboats," Senator Smith

"I did not sir," Crawford answered.
"Was there an explosion after you got away in the lifeboat?"
"Yes sir, It seemed as though everything was being blown up under the water I saw the ship sink but it was from a distance. She seemed to go down bow The committee adjourned at 10:39

ck to meet at 10 o'clock tomorrow

ONE LIFEBOAT NOT ENTIRELY FILLED NEW YORK, April 19.—The wife and daughter of Emil Taussig of this

city were taken to the home of Mrs. Taussig's father, William Mandalis. Both were suffering from exposure and grief, said Mr. Taussig and Henry Harris, the theatrical manager, who with his wife, rushed with them to the deck when the collision was felt, were threatened with revolvers when they attempted to get into a lifeboat although there was plenty of room for

Mrs. Taussig said that the boat into which she, her daughter Ruth, and Mrs. Harris were put, pulled away from the ship with several spaces empty and that she considered her empty and that she considered her husband and the theatrical man were sacrificed needlessly. The last Mrs. Taussig saw of her husband and Harris was a few minutes before the liner plunged out of sight. The men, she said, stood side by side, now embracing each other and now waving their hands in farewell to their families.

Mrs. Taussig said she heard several pistol shots and that there were three

pistol shots and that there were three distinct explosions, one following close upon the other. What the firing meant she did not learn.

Mrs. Fortune's Story

Mrs. Fortune, of Winnipeg, told how she and her three daughters Lucille, Maba and Alice, were rescued after being separated from her husband and son, Charles. They were put in a boat with a Chinaman, an Italian stoker and a man dressed in woman's clothing. Of the men occupants, she said, only one, a stoker, could row, and Mrs. Fortune's daughters took turns at the oars. When the collision occurred Mrs. Fortune and her daughters hurriedly dressed. They were joined by Mr. Fortune and Charles Fortune, but at the stairway to the bow Mrs. Fortune said her husband and son were stopped by officers when the women were instructed to get into the boats.

"They did not realize that the ship was in danger and did not even say good-bye to the men as they parted. One of the girls, however, called back to Charles, "Look after father," which was the only message passed between

ribly overcrowded." Four members of the crew were transferred to another water and there was consternation among the passengers, mostly women, as this left only one member of the crew to navigate the lifeboat.

The stoker, Mrs. Fortune said, knew how to handle an oar tolerably well but the Chinaman was of little use. The man dressed in woman's clothes did his best but was a dismal failure. When the ship struck she said several men in the steerage tried to rush the officers in charge of the lifeboats. She saw one man shot in the arm and She saw one man shot in the arm and this intimidated the others in the steerage.
Sydney Humphreys, the quartermaster, said he dragged two women
out of the water, one of them being
demented with fear.

VICTORIA COMES TO AID OF DESTITUTE

A subscription list has been open at the Colonist office in connection with the Mansion House Fund for the dependents of those who perished in the wreck of the Titanic. A relief fund for the survivors wa

suggested at last night's meeting of the city council, the mayor being appointed to receive subscriptions. A lecture in aid of the widows and orphans of the brave crew of the White Star liner Titanic will be given in the auditorium of the Y.M.C.A. by Mr. F. Napler Denison on "Other Worlds Than Ours," on Thursday, April 25, at 8.30

Montreal's Sympathy MONTREAL, April 19 .- The special train bringing home Mrs. C. M. Hays, Mrs. Davidson and the relatives who went to New York to meet the Carpathia, crept slowly into Bonaventura sta tion at three minutes to ten o'clock with the engine bell tolling. The flag on the station was half-mast and on the platform were grouped officials of the Grand Trunk and a few near friends of the two bereaved families. None wor badges of mourning, nor did they need to do so. The tragedy of the occasion, was plain on their faces. As the widows stepped from the train every head was uncovered and the stillness upon the platform was broken only by the low whispers of greeting. The clang of the gongs of the street cars passing jarred. on the ears as the party moved slowly to the carriages which were waiting for them, to convey tham to the residence of Mrs. Hays. 27 Ontario avenue. Mrs. Davidson, accompanied her to her home.

Looking for Husband

Mrs. Braumann, of 1144 Dallas road yesterday enquired at the Colonist for information of her husband, Mr. J. D. Baumann, who was among the first class passengers on the Titanic. His name is given in the list of passengers, but is not among that of the saved, and grave doubts are entertained as to his safety. Mrs. Baumann said yesterday that she had wired his office in New York, but had received no reply, and she is now anxiously awaiting the result of enquiries which are being made for her by the C. P. R. Iceberg Destroyers

WASHINGTON, April 19 .- Two more WASHINGTON, April 19.—Two more bills framed on the lesson drawn from the Titanic disaster were adopted today in the house. One of them by Representative O'Shaughnessy would compel all deean going steamships, to or from the United States, to carry constant and adequate wireless. Representative Harran, of Rhode Island, offered a measure to appropriate \$100,000 for naval target practice in destroying icebergs by the guns of warships and by dropping explosives from alreships. plosives from airships.

Municipal Mourning

PORTLAND, Ore., April 19.—Declaring the wreck of the steamship Titanic to be a mational calamity, Mayor A. G. Rushlight of Portland today issued a proclamation asking the people of this city to set apart tomorrow as a day of mourning for those who lost their lives and ordering that all flags over municipal buildings be put at half mast.