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NEWCASTLE TOWN COUNCIL ORGANIZED

Newcastle, April 30.—The newly elected town council held their first meeting last night, the roll board being present—W. H. Bejaya, mayor, presiding; Aldermen John Clark, Denis P. Doyle, James Falconer, S. W. Miller, F. C. McGrath, M. D. H. MacKay, Charles Sargeant and H. H. Stuart.

Aldermen Sargeant, Clark, and Stuart, were chosen the nominating committee. The nominating committee, with the mayor, then retired and selected committees. Their report was adopted section by section and as a whole.

Council adjourned till next Thursday evening, May 2, to allow the committees to prepare their reports and to immediately after adjournment the committees chose their chairmen.

The committees are as follows, the first chairman named, in each case, being chairman: Finance—Ald. Stuart, Clark, McGrath. Public Works—Ald. Doyle, Falconer, Sargeant.

Water, Light and Sewerage—Ald. Clark, Sargeant, McGrath. Police and Appointment to Office—Ald. Falconer, Doyle, Stuart. By-laws, Licensing and Petitions—Ald. McGrath, Miller, MacKay.

Park and Fire—Ald. Miller, Doyle, Sargeant. Ferries—Ald. MacKay, Miller, Falconer.

Old Things Look New when they are dyed with Maypole Soap. It gives them beautiful, rich shades, fadeless in sun or rain.

MAYPOLE SOAP

is very easy to use,
and will not stain
hands or kettle. It
will save you many
dollars a year.

24 colors to
choose from. Colors 10c. Black
15c at all dealers, or postpaid with
free Booklet "How to Dye" from
F. L. BENEDICT & CO. 75 Montreal.

GRILL OF ISMAY AND OFFICERS OVER TITANIC

**Titanic Inquiry is
Virtually Ended
Senator Smith's Probing
for a Scapegoat
Has Failed**

**Head of White Star Line Asked
Many Trivial Questions
and Finally His Opinion of
the Investigating Com-
mittee—Ismay Will Sail for
Home Thursday—There
Was No Drinking Among
the Officers.**

Washington, April 30.—More lifeboats on trans-Atlantic liners, an equipment of rafts that automatically would float clear of a sinking ship, and the construction of great passenger steamers with double hulls, and extended water-tight compartments—all these reforms it was indicated today by the senate committee investigating the Titanic disaster, would follow in the immediate future.

J. Bruce Ismay, president and managing director of the International Mercantile Marine Company, told the committee that, in his opinion, this should be done. He promised to take up the question with the constructors of the big liners as soon as he returned to England.

The head of the most powerful shipping corporation in the world, who had been in today's hearing with E. J. Dunn, a New York importer, Mr. Dunn proved a reluctant witness, for after telling of information he had received to the effect that the White Star line officials had received positive information of the Titanic disaster twelve hours before they gave it out, he refused to give the name of his informant.

As a result of Dunn's testimony Senator Smith dispatched two officers to New York to interrogate the officials of the Western Union Telegraph Company, by whom was employed the man who was said to have originally made the statement late in the day he learned that the officers were having trouble in getting at the facts. As a result he announced that he would go to New York tomorrow to conduct the investigation himself.

The hearing today came to an abrupt end, Senator Smith announcing there would be no meeting tomorrow, as several members of the investigating committee had to sit on other senate committee, and it was desirable to have all present.

The senate investigation into the wreck of the Titanic reached its final stages today. J. Bruce Ismay, managing director of the International Mercantile Marine Company, who was recalled to the witness stand and put through a last searching examination by Senator Smith.

Denies Attempt to Reinsure Titanic
Mr. Ismay indignantly denied that he or any representative of his company had attempted to reinsure the Titanic, between the time she went down and the hour the real news of the disaster became public.

He asserted that the officials of the White Star line, who were directed by Vice-President Franklin from the Carpathia, on Monday morning, April 15, did not reach that official until Wednesday, April 17.

Mr. Ismay said the Titanic was not a "speed boat," but had been constructed to be the biggest and best equipped vessel afloat. No cost limit had been set.

Before reaching the senate hearing, this morning, Mr. Ismay and four officers of the Titanic were summoned to give testimony to be brought against the White Star line by the loss of her husband. While efforts were made to expedite this hearing, it may result in another delay in the departure of Mr. Ismay and his associates from the city.

Said Titanic Was Doomed.
Just before the Titanic inquiry was resumed today, Senator Burton announced that he had examined Fourth Officer Boxhall, the last man on board, and learned from him that J. W. Andrews, representative of the builders of the Titanic, who went down with the ship, told Captain Smith that the boat would sink within an hour.

He had a long talk with Officer Boxhall, said Senator Burton, and asked him to recall if he could recall anything that Captain Smith said on the deck of the ship, after the collision. Boxhall recalled several trivial things, but he said that the order was given to get out the lifeboats, and then recollected what the captain had said about the condition of the ship, a few minutes after the collision.

He said that the captain had told him about twenty minutes after the collision, that the Titanic was doomed, and that J. W. Andrews, representing the builders, had given him the information. Andrews had gone over the ship immediately after the crash, and discovered that the hull had been ripped open. He then told the captain the ship could not be saved.

This testimony is corroborative of that given by Samuel Hemming, a seaman on the bridge and about the deck, before the order was given to get out the lifeboats, and then recollected what the captain had said about the condition of the ship, a few minutes after the collision.

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MACLAY BENNETT HADN'T ROOM FOR ALL HER BODIES

**Brought 190 Bodies to Halifax and Consigned 116
Back to the Deep**

**Many of Those Buried at Sea Identified and Relatives Waiting for Their Bodies are Sorely Disappointed—Slow Work
Embalming the Victims—Some Sent to Destination Last
Night and Others Will Go Forward This Morning—
Camera Fiends Barked By Police.**

Halifax, April 30.—The sun shone brightly in Halifax today, but there was, nevertheless, a species of darkness over the city that could be felt from the time that the church and fire bells began their solemn tolling for the Mackay-Bennett docked, her afterdeck piled high with coffins and her forward with unshrouded bodies lying two deep.

Not more than a score of people saw the bodies carried off the ship to the pier by bare-headed sailors who rapidly and silently transferred the bodies to the big squad of undertakers. In less than five minutes after the first body was landed the initial hearse in a string of twelve followed off for the extemporized morgue.

The sentries at the gate for three long hours saluting with dreary monotony as the dead carriages passed out the dock yard to climb the steep streets.

Camera Fiends Barked.
Never before was the dockyard so carefully guarded, soldiers on the roofs of the departmental buildings, within the walls and on every eminence, patrolling with special instructions to stop every attempt at photographing. In these efforts the police were successful, so that it is doubtful if a single picture was taken.

A Halifax photographer who joined forces with three Americans who sought to take pictures, was caught by Sergeant Kennedy, of the police, and his camera confiscated, and his films destroyed.

It was startling to see a detachment of Halifax police come up with the Mackay-Bennett, looking as if they had been abroad for days. They had boarded the ship at quarantine and their purpose was to prevent newspaper men or photographers getting on the ship in the harbor.

A moving picture man followed her up, but the pier his work ended. Of that his camera confiscated, and his films destroyed.

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"INTERESTS" PRESS FOR THEIR REWARD

**TO ENCOURAGE
BETTER SHOOTING
Best Tyro in Each Militia Com-
pany to Get Free Trip to
D. R. A. Contests**

**CONNAUGHT'S SCHEME
Minister of Militia Acts on Governor
General's Suggestion—New Ottawa
Range Ready for This Year's
Matches—Canada to Loan 20 Ross
Rifles to British Cadets.**

Ottawa, April 30.—The best tyro shot in each militia company throughout Canada will be brought to Ottawa, if they so desire, at the government's expense to compete at the next year's D. R. A. matches. That is the new scheme for encouraging military men to shoot straight that Colonel Hughes is evolving, and he hopes to put it into effect as soon as arrangements can be made and the necessary money voted by parliament.

The suggestion came from the Duke of Connaught, in connection with his visit, in company with the minister of militia, to the site of newly acquired national rifle ranges on the Ottawa River, some ten miles west of the city.

The new ranges, which comprise some 2,500 acres, will have accommodation for from 500 to 800 targets. They will replace the present small and inadequate Rock-life ranges to the east of the city, where the annual D. R. A. meets are now held. His royal highness is keenly interested in the welfare of the Canadian militia. It is proposed to offer free transportation to every tyro who wins the best shot badge in each local company. All competitors at the annual September matches pay their own railway fares. The British cadets wished to practice before coming to Canada, and applied to the minister for the loan of the rifles.

At the last session of such a commission, and that money is now available. With the law, the money, and the demand, the government will now consider the advisability of going ahead with a tariff inquiry which will precede an extensive tariff revision next session.

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**Government Likely
to Recoup Them
Tariff Commission to
"Enquire" Into
Their Cases**

**Lumber and Steel Industries
Said to Be Persistent in
Their Demands for More
Protection—Tariff Revi-
sion at Next Session of
Parliament.**

Ottawa, April 30.—The prime minister will return to Ottawa tomorrow and full meetings of the cabinet will be resumed. Finance Minister White today returned from Virginia, where he has been for a week discussing with Premier Borden the many demands for tariff changes which have been heard through the government, especially by the steel and lumber industries in Canada. It is understood that these demands have become so insistent that there is a feeling that something will have to be done.

It is not unlikely the government will appoint a tariff commission to investigate the demands of these industries and report to the government in time to enable the enacting of legislation next session. The government dropped its tariff commission bill last session after the senate had amended it so that the tariff board would have to report on the cost of plant, the cost of capital, water, stock and any other factors in the industries which are granted tariff increases. Although this bill was dropped, there is ample statutory authority to the effect that a tariff commission be appointed by the government. There is a permanent law authorizing the appointment of a royal commission for practical and useful purposes.

During the time of the late Liberal government there were two tariff commissions. Both were composed of ministers. They traveled through the country and each investigation was followed by a general tariff revision.

There is nothing to prevent the present government from following a similar course and name a tariff commission of ministers, or it could name a tariff commission of experts outside the government. The British cadets wished to practice before coming to Canada, and applied to the minister for the loan of the rifles.

At the last session of such a commission, and that money is now available. With the law, the money, and the demand, the government will now consider the advisability of going ahead with a tariff inquiry which