## The Semi-Weekly Colonist

To the United States .... \$2.00 Payable in advance. Sent postpaid to Canada and the United Kingdom.

#### THE SENATE INQUIRY

The inquiry now being carried on by the committee of the United States Senate would more properly be called an inquisition. At the head of the committee is Senator Smith a man who prejudged the case before he had heard a word of testimony, and who is pursuing his examination of witnesses not as one who wishes to ascertain the upon which to found ignoble insinua tions. The inquiry itself is whol without warrant in international law The Titanic was a British ship and shi was wrecked upon the high seas. Th United States had no more jurisdiction over her or those on board of her than has the Akwoond of Swat. We venture the opinion that if Mr. Ismay had de clined to obey the summons of the committee, or had refused to answe the impertinent questions propound by Senator Smith, his legal adviser could have protected him from any pen alties, for the United States Senate no jurisdiction to inquire into what takes place on a British ship upon the high seas any more than it has to inquir into something that takes place in some English country village. The witnesse are testifying out of courtesy to the Senate committee and certainly have a right to be treated courteously.

But this is not the only observation which, may be properly made touching this matter. The questions propounded by Senator Smith disclose either that he ignorant of matters into which h is inquiring, or that he is endeavoring muddle the witnesses in their evi dence. His effort to get from one the ship's officers an admission that passengers may have taken refuge in the watertight compartments, and his suggestion that these compartments are intended as a refuge for passengers case of a wreck show his unfitnes in advance the value of any finding which he may arrive. Senator Smith has chosen to imagine that the Captain of the Titanic was dining with Mr. Is may at the time of the collision. Ismay has denied such a sugger but this does not suit Senator Smith and he has been endeavoring to get ome of the survivors to swear that he was. As a local shipmaster says "If it were not for the tragedy, the inquiry

## AN ABSURD PROPOSAL

It was recently seriously propos in Montreal to give a certain compa a monopoly of the right to use mon buses on the streets of that city. buses on the streets of that city. We think the idea war abandoned. Our object is mentioning if is to say that such a proposal ought to be intolerable. It is said that a company proposes to operate motor-busses in Victoria. Rv all means let it be permitted to do so, but let it do so under a by-law of which any one who may be so disposed may take advantage. We want no monopoly in motor-busses. If one no monopoly in motor-busses. If one were granted it would be a very valuable franchise, for which we can im agine the tramway campany would be willing to pay a fairly handsome am ount. There are some things which ought to be free to everybody, and among them is the right to use the

There may be no immediate reason for saying this, but sometimes it is a good plan to lay down general prin-ciples. In the Constitution of the State of Washington are these words:
"A frequent recurrence to fundamental principles is essential to the security of free government." This may be a sound common sense just the sar

## ANNEXING THE BAHAMAS

The legislature of the Baham Islands has been discussing the propriety of uniting with Canada, A pub lic meeting recently considered the proposel and decided in favor of it with only three dissenting voices. One of the speakers of the meeting was Mr. T. B. Macaulay, of Montreal. He discussed the question in its various as-pects, and made out a good case from a utilitarian point of view. For ourselves, we do not think it worth while to consider that aspect of the case at all. If the people of the Bahamas wish to unite with Canada, by all means let them do so, even though we gain nothing at all by the arrangement. Canada is too big a country, at least she ought to be too big a country, to think about ercial advantages when a siste part of the Empire wishes to cast in her lot with us. We should extend a hand of welcome across the water which divides us from the Bahaman and bid them join us as soon as they can get ready to do so. Commercia matters can take care of themselves afterwards. We have no fear what the result will be in that respect, but do not propose the uncertainty shall in-fluence us. We would welcome the and Newfoundland whenever they are ready to join our household. We en-dorse what Mr. Macaulay said:

But how about the Canadian aspect What have we of the north to gain? necessary to appeal to our people on the sole basis of financial profit. They have a patriotism which is very re sponsive. Shall I tell you how I have sometimes put the question to them?
I have asked: Why do the Bahamians suffer commercially? If they were to throw in their lot with the United States the tariff barrier would disappear. But they do not wish to join the United States. They suffer because they are British! (Applause.) Because they are loyal! Because they ily. Shall we Canadians in our pros-perity sit idly by while our sister col-ony suffers? We should come to their rescue even if it meant some loss to ourselves. And to such an appeal a Canadian audience never fails to re-spond.

But, after all, the pocket is important, and we are able to show our peo-ple that instead of suffering they will actually benefit by union with the islands. Eighty per cent, of the im-ports of the Bahamas are from the United States, and possibly two and a half per cent from Canada. Yet these imports are just such things as we can naturally supply. If there were no tariff on such imports the usual Can-adian tariff on them if brought from the United States, Canadian farmers and manufacturers should be able to capture practically all that trade. Instead of 80 per cent. from New York and two and a half per cent. from Canada, it would be \$0 per cent. from Can-ada and two and a half from New York.

The Montreal Herald in a recent article hailed with great satisfaction the statement that a number of promi onsult with Sir Wilfrid Leurier as to he future of the party. While recog nizing the ability of the ex-Prime ister as a political leader, the Herald pointed out that the party became weak in proportion as it permitted its affairs to be dominated by his single mind. This begat a lack of interest in the party welfare, and when the time came for a call upon the active and symmathetic assistance of Liberale. sympathetic assistance of Liberals nerally, it was not forthco

The extent to which party discipline was carried by the Liberals was very Parliament. Upon the Liberal side de-bate ceased to be an expression of individual opinion. We have in mind one conspicuous illustration of this. During the debate on the Naval Bill Mr. Ralph Smith, for whom we need not say we have only the highest re-spect, made a speech. The obvious thing about which Mr. Smith, representing a constituency in which is sit-uated the Naval Station of Esquimalt, ought to have talked was the naval de-fence of the Pacific Coast; but what he did talk about was a speech delivered by an Ontario member having no relation whatever to the question that should have been nearest his heart. There is no harm in saying that it was a very clever speech and fitted very well into a programme of speeches prepared by the party whips; but it is had spoken as a member for his stituency ought to have spoken and as he would undoubtedly have spoken if allowed to do as he preferred, it would have made a great difference upon the vote which he polled at the election of September. The speech which he ought to have made should have been along the lines followed by Mr. McBride and In Brewster on the same subject during the last session of the British Columbia Legislature; but party discipline interfered and injured him politically without doing good to any one. Independence within a political party is a thing to be encouraged. It is an element of strength, not a source of

## THINKING IMPERIALLY

to "think imperially." Doubtless this is a good thing to do; but we could wish we felt more certain who talk wish we felt more certain what people who talk most about it mean by it. We have just read a newspaper article in which the writer claims to be one of those who think imperially and he sug-gests that what British Columbia needs is more Oriental immigration. Another a pace that they can see nothing bu evil in the United Kingdom and con stantly exalt the overseas Dominions at the expense of the Mother Country. Others think it is thinking imperially pire's greatness, but never to become so much absorbed in them as to forget to button up their pockets, when it is suggested that it costs something to

maintain an empire.

Mr. Chamberlain coined the phrase, if we remember aright. It is a good phrase. He was of the pinion that thinking imperially would lead anyone to favor tar-iff reform in the United Kingdom; but it has come about that many people think that to favor tariff reform is to think that to lavor tariff reform is to think imperially. They would be scan-dalized if told that an imperial ideal might be an Empire having free trade with all the world. Yet a man thinking imperially might arrive at either the Chamberlain programme or advanced Cobdenism. Free trade and protection are economic principles; both are quite consistent with thinking imperially.

To think imperially is to keep in mind the fact that we are all citizens of the

Empire and should therefore shape the tries so as to promote the maintenance of the Empire. The party of Little Englanders having become as extinct as the dodo, we are all united in a desire to keep the Empire together; but the first essential in such a praiseworthy object is to bring about in each part of the Empire what is best for its people. Canadians have entertained many imperial thoughts and they are written cross a continent in lines of steel. hope the time is not distant when the will be furrowed across the sea by the keels of our ships ready to take part in the defence of the Empire.

## IMPERIAL TRADE

The Canadian Manufacturers' Ass tion and the Toronto Board of Trade re cently gave a banquet to the representatives of the West Indies, who have lately completed a reciprocity agreement with Canada. The speech of the evening was by Mr. Foster, Minister of Commerce. Speaking of the arrangements entered into with the Islands, he said they might remains a dead of the said they might remain a dead of the said they are said they might remain a dead of the said they are said said they might remain a dead letter steamship and cheaper cable services. Canada is ready, he said, to make ex-Canada is ready, he said, to make ex-traordinary efforts to accomplish this object, and he had no doubt about the Mother Country doing her share; but he, impressed upon the West Indians that the initiative lies with them. He announced that the government proposes

Trade Commissioners in the Island the purpose of building up a trade tween them and Canada. This is present may have only an academic in terest, but it will speedily become ar actual interest as soon as the Panams Cana! is opened. Addressing the manufacturers present he spoke of the in portance of the home market. "But think," he added, "that we make a mi take in Canada if we don't cast eyes on foreign fields as well. No in history was over so stremuously fought as today the war of commerce is being fought. Today the manufacturing interests of the United States, or Germany, of Great Britain, and ever other great country are exploiting every acre of the outside market they can exploit. They are getting into the for-eign markets. And if you don't wake up soon, you manufacturers and producer of the Dominion of Canada, you may and every fortress held by your for eign rivals, and it will be all the more

difficult for you to get into them." 
He expressed the hope that Australia
and Canada would soon find themselves n a position to enter into a trade agreement, and said, "We are ready to mar upon the old country and bind it with the rest of them in bonds of commercial unity as well as of loyalty." Mr. Pos-ter's views will commend themselves to all Canadians irrespective of party.

#### IS PRANCE IN DANGER?

All authorities are agreed that Fran eral agreement that the Bank of Fran never had as much money at its command as now. But it is also alleg that there has not been in many year time when the peasantry of France ad as small savings as at present. Th reasons given for this are that the cas of living has increased, and crops have heen poor for several years, but that the earning capacity of the people has not gained, while taxes have advanced. In other words France is feeling the burden of an armed peace, and is pay ing the cost out of the savings of the masses. The allegation is made that all the public men of the nation realize ular uprising not so much against the government as against existing conditions. Hence the present cabinet contains men not particularly in persona act in harmony in the face of a mon peril. A recent reviewer expresses the fear that very serious disorders may break out at any time. Already ther ive been portentous local demo

In the event of a popular up there is grave doubt if the republic could survive. A nation in despair maturn in any direction for relief. Ther are two possible claimants for the lifench crawn. One of these is Prince French crawn. One of these is Prince Victor Napoleon. He is a young man with a very rich wife; she was the daughter of King Leopold of Belgium. She is ambitious of becoming Empress of the French, and has spent a great deal of money in enlisting the support of a section of the press to be exerted when the time seems ripe for action. The Prince is not especially ambitious, and is of rather a duli temperament. However it is alleged that his wife her inspired him with her aspirations, and that he is ready to play his part if occasion arises. The other claimant is the Duke of Orleans, one of the handsomest and ablest men of his time. He represents the Bourbon family and he claims to be the rightful king of France. Which, if either, of these will France is a question which fled judges say it is not too soon to

## WHY MINE COALS

What Sir William, Ramsay, President of the British Association, says is worthy of consideration. Therefor when he asks "Why mine coal?" the question will not be dismissed without attracting attention. There are things able. Among them are its bulk and con sequently the cost of transporting it the smoke produced by its combustion the asnes, the loss of energy and so on Except for the manufacture of coke there is really very little in coal that any one requires except the gas. Sir William Ramsay proposes that instead of mining coal, it shall be converted into gas in the mine, the gas to be brought to the surface and used for heating and other purposes. His plan would dispense with mining. He proposes that a hole shall be sunk from the surface to the coal and in this shall be placed. the coal, and in this shall be placed pipes for the influx of air and the efflu of gas. The coal would be ignited by electricity. The amount of consumption would be regulated by the supply of air

A suggestion of this kind comin from so high an authority will surely command attention, and perhaps we may soon hear of its being acted on. In ad-dition to the removal of the disadvant-ages now arising from the consumption ages now arising from the consumption of coal on the surface and the reduced cost of obtaining power from it, there would be eliminated the danger apparently inseparably connected with min-

Australia is to have a woman as judge She will act as an associate of her father. Will papa refer to her as "My learned brother?"

We have an official letter informing us that we "know nothing of any value re-carding the human consciousness," to which we respectfully reply: Fudge.

A recent campaign orator has dis covered a striking resemblance betweel President Taft and the late Presiden Lincoln. Physically the resemblance in

Canadian banks have at present about \$190,000,000 put on call loans in New York. The explanation of this is that this money is so held because it is available at any time for use in Can ada in case of need. This may be true, but the amount seems to be exceedingly large. It also seems to argue sreat faith on the part of Canadian bankers in the conditions of business in the

Certain Socialists have been rejoicing because some

whed in the Titanic. Yet these mil-aires in their chih exhibited the herhood of man far more truly han is ever represented in Socialistic

### CHANGES IN THE LAW . Every student of the law must have

observed how as the years have passed the courts have broadened in their interpretation of the doctrines lying at the foundation of our system of law. The old idea was that precedent must invariably govern, and there could be no departure from what our forefathers held to be right. But changes are being brought about in this as in other. respects. Formerly it was held that a father's right to control the condition called in question. More recently this idea was modified so as to primit the mother to have some voice in such matters, and, in the event of a divergence of view, the courts would take upon themselves the duty of deciding whose control ought to prevail. Still nore recently the greater stress has seen laid upon the right of the mother. new doctrine has just been laid own. In the case of the King versus uld have the custody of a boy en years of age. His parents were were so unfortunate as to lose a little boy of the same age as the Strather child, and they expressed a wish to adopt the latter, to which the parents consented. Subsequently the circum-stances of the Strathers had materialand they were exceedingly attached to him. The court decided, although one of its members hesitated, that the question chiefly to be considered was the welfare of the child, and as, in its epinion, this demanded that he should main with the Walkers, the claim of ils parents was not allowed to preva would have been looked upon as revolu-tionary. Now it is acepted as a matter of course. The incident, apart from its own value in determining how the law will hereafter be interpreted, is of ncy of judicial decisions on that the State has rights as egards children that override those of athers and mothers.

#### OIL AS A MOTIVE POWER

The marine world is greatly interest ine engines, since the Delsel engine has been perfected and been thoroughly unich, but the patents have been ac as complete a revolution in navigation as did the introduction of steam. When coal is used for fuel purposes, only urned to advantage. The new is injected in the form of spray into ompressed air can be made very hot nply by pressure alone. drops entering this compressed air are

That the use of oil will be greatly increased by the invention of the new engine is conceded, and hence the question of the supply of oil becomes very important. The Delsel engine can burn oil of any kind, whether vegetable or mineral, and hence, while there is always a possibility that oil fields may run day, it will always be practicable to produce oil that can be used for the production of power. One effect of this invention will be to stimulate the try that has not as yet been followed as systematically or as generally as it might be with advantage. ng very extensive use of oil as a fuel, taken in connection with Sir William Ramsey's suggestion as to the production of gas from coal in the mines themselves, seems likely to bring about a great revolution in the production of nower.

## KITCHENER IN EGYPT

It will be recalled that when Lord Kitchener was sent to Egypt there was a great outcry against the burial of talents such as his in the land of th Pharaohs Just what there was nim to do anywhere el- was not obvious, except to those people who thought that the United Kingdom ought orthwith to adopt the Continental con-eculation system. That the British become have the least intention of submitting to conscription does not enter the mind of any person who is in touch with the sentiment of the country, and it was well pointed out at the time of his appointment to his present position that to condemn a man of his excepthat to condemn a man of his exceptional powers to the humdrum routine of war office programmes would be like hitching a thoroughbred to a dump eart. There has been a sufficient lapse of time since his appointment to justify the statement that Egypt needed him and that no other man was anything like as well fitted for the really very great work to be done there. great work to be done there. Lord Cromer was a man of great executive ability, but his administration lacked the personal touch which the land need-He was an office man. He took old of Egypt as a contractor might take hold of a piece of work. He won the confidence of governments and finers, but he did not win the affection of the people. He was aloof; he avoided anything having a touch of the spectacular so dear to the Oriental mind. From the beginning to the end he was an Englishman in Egypt. He falled to fit into the atmosphere of the

What we hear of Kitchener shows us a man of an almost opposite type to his distinguished predecessor. He has surrounded himself with much state and dignity. The doors of the Brifish Agency are wide open to all who choose to enter to transact business with the chief; but uniforms are in evidence, a the visitor is made to feel that he

of a man of power. When the suitor for justice meets Kitchener he is put at his ease immediately. The humblest fehaheen or the most important local chilef receives the same welcome, and it is from a man who speaks to them in their own language and is full of that sympathy for them which can only come from a knowledge of their rose. ome from a knowledge of their po He is gentleness itself unless omes necessary to assert his author-Said the Egyptian administrator of a district, "I cannot maintain or er." "Very well," said Kitchener, can." The Egyptian said he would like to be allowed to try once more. most extraordinary people in the world. For centuries Egypt has been accusomed to be governed; Kitchener is omed to be governed; hitcheller is teaching the people how to govern themselves, not by instructing them in theories or by talking platitudes about liberty, popular rights and other things, which a race, downtrodden, since the dawn of history, could not be expect to understand; but by practical demo tration. When he tells a local gover or who says he cannot keep the in order that he will be shown how to do it, and if he does not learn he must give place to someone else; when he gives it to be understood that there is those in authority under him begin to learn the meaning of the word duty, and this is the first step towards citi-

he people. He is a man of a typ tion. He is building upon the foundation laid by Lord Cromer a superstruc ture that seems likely to endure.

#### LABRADOR

It is interesting to know that Labra or is far from being a great wast It is one of the greatest wonder land. It is one of the greatest wonder-lands in the world in point of scenery, with great lakes and mighty cataracts-and huge shadowy flords. But in addi-tion to this it possesses extensive for-ests suitable for pulp wood and very valuable deposits of mineral. The coast of the country is the worst part of is swept by the Arctic current. Inlant the climate is not unfavorable to huma habitation. Dr. Grenfell told a Mon treal audience a few days ago that the country will grow everything except wheat. At least he said that was his opinion, but he added that we will know stations to be established have been i operation for a little while Labrador will become a great game country Reindeer flourish there and their fleat will prove a valuable article of export Fur-bearing animals are already numer ous and others are being introduced Dr. Grenfell anticipates that the raising of fur-bearing animals will become

The geological aspect of the country warrants the belief that it may be found warrants the belief that it may be found to be very highly mineralized. The formation that has made the Porcuping district so famous may be expected to extend into Labrador, and if that is the case, discoveries of minerals may be looked for with confidence. The riv ers of this peninsula are large and cap-able of furnishing a great deal of power, a fact of immense importance in connection with development on a large scale. There is nothing in this news about this little considered part of the how we used to regard other unexplored parts of Canada. It is quite within the range of possibility that great wealth will be developed on both sides of Hudson's Bay, Canada is a country whose resources are far from being understood. Every year demonstrates how much greater they are than has been suspected. It seems as if Labra-dor is going to furnish us with the next

A Toronto woman has begun an action for damages for an accident, beinterfere with her playing bridge. She must have more than the

Commenting upon the fact that Can adian Anglicans have elected a Bishop of Japan, the Montreal Herald wants to know how Canadians would feel if the Jaranese should elect a bishop of any kind for Canada. We give it up.

## "BE BRITISH IN

The noblest deed on history's page Your kin were asked to do; Salute—in silence with your souls-The Titanic's king and crew; Then add a note of thanks to God That you are British too.

Their heroism-lightning flashed Upon Earth's startled eyes-Gave first a flutter to her heart, Bade next her grief arise; Then wrung, from out the tear-filled A flood of proud surprise. "Be British, Boys!" That was enough,

And the cup that might not pass, Held obolus to each dry mouth, Of the doomed, courageous mass; Ensuing more than Charon's fare— Theirs was a great, grand funeral; The white bergs towered around, And, waiting their release by death, The life-guards of the drowned,

And silence most profound. All are not destined, Christ forbid; To thrill the World's heart so; Yet all have errands given them Some work, to try their fitness

There were the watching hosts above

For the life to which they go. There is no royal road through toil It is thorny and perplext.

"Be British!" O "Be British!"—

"Tis a sermon from this text:

"Who justifies his present life,
Is ready for the next."

April 20, 1912. A. McCANDLISH

A Fair Trade

MANSON VS. RICKARD

Former Manaimo Boxer Anxious to Meet Heavyweight and Thinks He Can Defeat Mim

VANCOUVER, April 23.-Lee Manson, the well known Nanalmo middle-weight boxer, who is stationed at Lake Buntzen these days, is ready to take a whirl at Tex Rickard, the heavyweight, who is making himself prominent these days by his efforts to arrange a match with Tommy Burns. Manson will be giving away considerable weight to the big fellow, but he thinks he can do it safely.

In a letter Manson says he is pre-pared to meet Rickard any time. He has already been in communication with J. A. Dupuls, who is acting as trainer for the "hope," and he has been promised a match in the near future. Dupuis has guaranteed Manson's ex-penses, and it is likely the date and location of the bout will be announced shortly.

## VICTORIAN ON THE GREAT EASTERN

Mr. Jensen Was Member of Crew Pirst of Great Liners—Tells of a Stormy Passage

Mr. W. Jensen, of Medina Street

was a member of the crew of the first

of the "largest liners," the Great East-

ern, when that great steamer was racked by storm in November, 1861, and was forced to return. Speaking of his experience on the memorable voyage 51 years ago, Mr. Jensen said: "We had about 300 cabin and hetween 1500 and 1600 steerage passen sers, and when about five or six hundred miles out from the English Channel on the way to New York, we ran into a heavy gale and began to labor and roll heavily. The big vessel-she was by far the largest of those times ed for many years afterward-was

"It was before the days of the steam steering gear and the Great Eastern was steered with four big hand wheels around which eight men clung to the spokes. Whenever a sea struck the vessel the wheels would be jerked n hanging on to them. A quarter-naster was jerked away and fell under n hanging on to them. the wheel to be jammed by the spokes and killed. Finally, in the seaway which banged the rudder and made steering so difficult, we rigged tackles. and this worked all right until the rudder was twisted and the post which came inboard was twisted, and the rudder was broken. For three days the Great Eastern lay wallowing in the trough of the sea, helpless. The seas carried away part of the bul-warks, and the bits at the top of the udder shaft were carried away.

"There was a meeting of the saloor passengers and an American engineer suggested to the captain that if given the services of two men from the engine room he would try to make repair to the rudger. They got drills, while the casting was swerved a with the swing of the helpless ru in the seaway, they bored two holes, the iron and pieces of anchor cha were made fast and tackles rigged each end of the casting to permit worked back to the Irish coast and got inside Cape Clear, where telegrams were sent and two large tugs came towed the big liner to Quee She lay outside were several day making repairs to the rudder and their went to Milford Haven to be repaired. There were no drydocks then, only gridirons. We left her at Milford Haven and went to Liverpool.

Well-built Vessel

"The Great East built yessel, but her size was ahead of the time. She afterward became a cable-laying steamer and laid the At-lantic cable. Considerable could be written of the times on board during that storm. Anchors and chains wen adrift, and there was much damage. In the steerage quarters there was a try-ing state of affairs. The method of The method of furnishing was different then, the quarters being provided with standing was different then, the ounks and the passengers were allowed to take their trunks and baggage with them, with the result that when the steamer wallowed in the sea the trunks rolled about and a number, especially children, had legs and arms broken." The Great Eastern was a paddle and

Brurell and Scott Russell and built at London in 1854-7. She was then by far the largest vessel in existence, being 678.6 feet long, 82.8 inches broad and had a total tonnage of 18,915 tons. The big steamer did not prove a succes; as a business enterprise, and was withdrawn from the passenger service in 1865, being used afterward as a cable-laying vessel. She was up in 1888. The big steamer had five funnels and six masts, carrying sets of square sails on three of them.

## THE MILLER OF THE DEE

There dwells a miller hale and bold
Beside the river Dee;
He worked and sang from morn till
No lark more bright than he.
And this the burden of his song
Forever used to be.—
'I envy nobody, no, not I,
And nobody envies me!

"Thou'rt wrong, my friend, said old K Hal,
"Thou'rt wrong as wrong can be,
For could my heart be light as thine,
I'd gladly change with thee.
And tell me now, what makes thee sin
With voice so loud and free,
While I am sad, though I am king.
Beside the river Dee?

The miller smiled, and doffed his cap
"I can my bread," quoth he.
"I love my wife, I love my friend,
I love my children three;
I owa no penny I caunet pay;
I thank the river Dee,
That turns the mill and grinds the companies of the companies of

"Good friend," said Hal, and sighed the while while and happy be;
"Farewell, and happy be;
"Farewell, and happy be;
But say no more, if thou'dst be true
That no man envies thee;
Thy mealy cap is worth my crown,
Thy mill my kingdom's fee;

# ALL SERVICES ARE TO CEASE

Grand Trunk Pacific Will Pay Great Mark of Respect to Memory of Dead President of Company

All the steamers of the Grand Trunk Pacific, wherever they happen to be on this coast at 8:30 a. m. tomorrow, will stop their machinery and not a propeller will turn for five minutes, not a wheel will turn on the railroad system, or a ticket be sold in any of the ticket offices-absolutely all work will stop, and the transportation company's system will come to a stop, for five minutes. Orders to this effect were given by Captain C. H. Nicholson, manager of the G. T. P. steamship service, who was in Victoria yesterday.

This is the manner in which the Grand Trunk Pacific system will pay a mark of respect to the memory of the late Mr. Chas. M. Hays, the president of the G. T. P. Co., who was one of the many vic-tims of the lost White Star liner Titanic. The order will go into effect from one end of the Dominion to the other, the stoppage being timed at 11:30 a. m. Montreal time. Following this cessation of work for five minutes all flags will be hoisted to the masthead again and the mourning draperies removed from

The steamer Prince John, Captain Wearmouth, which is operated between Prince Rupert and Queen Charlotte Islands, came to the G. T. P. wharf from Esquimalt yesterday after being given general overhaul on the ways of the P. C. Marine Railway company at Es uimalt. The Prince John was slightly lamaged by stranding in the north some months ago and the deferred repairs were made when she was on the ways, several plates being faired.

The steamer Henrietta, of the G. T. P.

which brought a shipment of general merchandise, landed at Vancouver by the Harrison-Direct liner Crown of To-ledo, left for Seattle last night to begin pading another cargo for Prince Rupert and northern ports. The Henriette is to take another large shipment of lumber for the big cannery which the B. C. Fisheries Co., Ltd., is building at Allford Bay, Queen Charlotte islands

## CANADA'S TRAINER MAY BE WALTER KNOX

Orillia Professional All-Round Champi Suggested to take Dominion Olym-pic Team in Hand

There is a rumor in athletic circles that Walter Knox, the Orillia professional all-round champion, who is at present taying his luck in prospecting around Gowganda, has been selected as trainer for the Canadian Olympic team. The information comes from a reliable man who has Olympic matters right under his thumb, and his statement carries considerable weight.

statement carries considerable weight.
If the selection has been made, it is a wise one, and the Canadian Olympic a wise one, and the mistake when they committee made no mistake when they agreed on Knox to look after the paltry few athletes. This body could scour the country from coast to coast and would have considerable difficulty in laying their hands on a better man. It is doubtful if Knox's superior could be found. Knox's style of training athletes, especially sprinters and field men, such as hurdlers, pole vaulters, hammer tossers, and the shot putters, puts him in a class by himself. At middle and long distance racing Knox may not know the game like some others, but there will be very few long e men on the team outside the Marathoners. Knox's all-round knowledge of athletics will be of priceless value to the team. J. G. Merrick chairman of the Olympic committee, would neither deny the appointment nor confirm it. "The select trainer rests with the committee." It is known that Merrick and other members of the committee look upon Knox as the man for the job.

## WILL BURN OIL

Pacific Coast Company Decides Change in lactor Power on

SAN FRANCISCO, April 23 .- The Pacific Coast company, the oldest line on the coast, has decided to burn oil. It placed a contract today to convert its steamer the Eureka from a coal to an oil burner, and the policy will be extended to its other vessels as convenience serves. Although the company owns coal

mines, it figures that the saving in the fire room labor costs will more than repay the expenses of alteration

## Dr. BEATTIE NESRITT

Man Wanted In Toronto May Be D ported from United States

CHICAGO, April 22.—The deportation aspect of the Nesbitt case is some-thing which conveys more or less dread to the doctor and his friends. Dr. Prentis, immigration officer, has forwarded a statement to Washington containing the facts and the report of his own officers that the doctor entered the United States without inspection. This latter term may mean anything under the regulations of the

A strong presentation of the reason why Dr. Nesbitt should not be deport-ed has been made out by his lawyer and forwarded to the department at

Washington.
The Canadian authorities will not be consulted about the matter unless a warrant is issued for deportation which officials here regard as doubt-

TORONTO, Ont., April 22.—Dr. Beattie Nesbitt will appear in court in Chicago on Friday when he will announce whether he will fight extradition or return to Canada.

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Inquiry by L Mari Searc LONDO

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