

The consul must not be further embarrassed by personal and official espionage.
 Telegrams to officials or on of-ficial business whether in cipher or otherwise, must not be subjected to unfaccessary delay.

A censorship appeared to exist on the Carpathia, which prevented any response to inquiries of what had taken place after the Titanic struck the iceberg. The wireless operator on the Carpathia is an officer of the Cunard line, and therefore

SAILED ON TITANIC

TERRIBLE FORCE

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WINNIPEG, April 17 .---

SALVAGE UTTERLY

The following Calgary people are second class passengers and so far are not accounted for: Mrs. Bates, Mr. and Mrs. Pugh, Mrs. Marshall and at least two children.

E. P. Colley, land surveyor, Victoria, among the missing.

W. D. Douglas, a retired grain dealer of Cedar Rapids, Iowa, and former member of the firm of Piper, Johnson and Chase, of Minneapolis, is among the missing. He was well known in West-ern Canada.



STATION, NANTOCKETT, Apl. 17.—In reply to a query sent to the Carpathia early this morn-ing, the wireless operator aboard the steamer said that Col. John Jacob Astor was not on board the Carpathia. He said he did not know whether Benjamin Guggenheim or Major Archibaid Butt were on board.

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OF COLLISION

Denver, Colorade, and was greatly shock-ed to learn of the disaster which had overtaken the vessel. In conversation with a Colonist re-presentative yesterday she stated that her sister had been in company with Col. Jacob Astor and his bride in Europe and digitimate friend of the Astor family and has traveled with them in many countries. During her WASHINGTON, April 17.—A graphic comparison of the probable impact of the Titanic against the iceberg that destroyed her with the projectile force of the suns on a modern battleship was made today by Captain Charles A. McCallister anginger in chird of the

of the guins on a modern restricting was made today by Captain Charles A. McCallister, engineer in chief of the revenue cutter service. The impact of the Titanic against the iceberg was probably equivalent to the simultaneous fire of 30 13-inch pro-jectiles or the concentrated fire of three such dreadnoughts as the Florida' said Capt. McCallister. "The fire of ten 12-inch guns such as the Florida carries is supposed to be sufficient to put any batteship afloat out of bushess if the projectiles should strike simultaneous-ity. The force of the Titanic striking the iceberg must have been approxim-ately one million foot tons, equivalent to her being struck simultaneously by 30 such projectiles. It is a wonder in the light of comparison, that she float-ed so long. It is inconceivable that the ingenuity of man can ever devise a floating structure to withstand such a terrible collision." to her home in Denver. Mrs. Brown is an old and intimate friend of the Astor family and has traveled with them in many countries. During her absence Mrs. Bennet has received sev-eral letters from her, relative to the sight-seeing expeditions the party have been enjoying. Despite the informa-dior contained in the bulletins regard-ing the list of saved Mrs. Bennet is still far from reassured, and has al-ready communicated with the New York authorities with a view to re-eleving definite information immediate-by it comes to hand. W. H. Hatbeek, the moving ploture operator, who was among-those lost on the steamer Titanic, was well known in Victoria. He came here two years ago to make films of the steamers Frincess Charlotte and Princess Vic-toria and made many plotures of scen-ery on the C. P. R. and G. T. P. lines in British Columbia. Among the passengers on the steam-ship were Mr. Robert D. Norman, an electrical engineer, who was on his way from Edingburgh to take up his brother, Mr. G. S. Norman, iives. There is no doubt about the pressoence on the steamer of Mr. T. McCaffrey, man-ager in Vancouver of the Union Bank of Canada. There is some question as to whether or not Mr. John Sharples was with Mr. McCaffrey, but his name is not among the list of pas-sengers on the steamer. Mr. and Mrs. A. A. Dick, Caigary, are being in-quired for anzionely by Mr. W. R. Dick, Vancouver. Misses Hannah and Neilie Chariton, of Vangouver, are thought to have been aboard the ves-sel but their names do not appear on the passenger list.

LONDON, April 17.—A hydrographic authority gives the following informa-tion: The Titanic is lying at a depth of, roughly, 12,000 feet, or over two miles below the surface of the water. At this depth the pressure of water is about two and a half tons to the square inch. The conditions of the pressure of water at this depth are extraordinary. At a depth of 12,000 feet a man would bear up on his body a weight equal to that of 20 locomov tive engines, each loaded with pig iron.

fron. Under this enormous pressur, the fuxurious fittings of the gigantic liner world probably be crushed like so much tissue paper. The watertight doors of the infloodst parts of the vessel would smash like so much matchwood. sel but their names do not appear on the passenger list

matchwood. Strange tricks must have been play-ed with the rich decorations and elab-orate effects of the saloon cabin. In absolute stillness in the depths of the ocean, where perpetual night is, the ritanic must remain. Any attempt to save here is utterly out of the question at a depth of this kind. At this depth, at which the Titanic is resting, fiving is absolutely impossible, and only by

We want to be a set of the set of

I. W. W. STRIKE

Man Quietly Beturning to Work on C. N. P. Construction

VANCOUVER, April 17 .- At none of VANCOUVER, April 17.--At none of the C. N. P. engineering offices or the local offices of any of the contractors out on the works was there any inform-ation today of any disturbances cauged by the strikers along the Canadian Northern construction. The information is that work is being guietly resumed at the different points and that more men are returning to employment each day. day.



Arkansas City Stands in Path of Tide of Water

VECKSBURG, Mass, April 17.-The Aakansas river levee, north of Ar-kansas city has collapsed tonight. A dyke and the water, which eventually will join with that coming through the crevasse at Panther Forest, Ark, is gooding through the breach rapidly. Arkansas City is the only town of im-portance in the path of the flood.

SHIPBUILDING ON LAKES

Big Plant to Be Established at Sault Ste. Marie-Plant to Gost \$2,000,000

sel but their names do not appear on the passenger list. **SEEK TO MINIMIZE PERIL AT SEA** WASHINGTON, April 17.-Congress acted definitely today on the Titanic insaster. Bills and resolutions to pre-acted definitely today on the Titanic insaster. Bills and resolutions to pre-sent a repetition of the disaster of the houses. The senate agreed to a reso-nuion directing a thorough investiga-tion by the commerce commission into the continued on Figs 2, 10 and OTTAWA, April 17 .- Another big

BLAME LIES WITH PUBLIC

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Captain W. H. Logan Says All Shipmasters in Atlantic Trade Take Chances Every Vovage to Make Time

Capt. W. H. Logan, who is the special agent of the London Salvage Association in Victoria, and who was in command of ers for many years in the North Atlantic trade to New York, Boston and the Titanic's grave" St. Lawrence, and who was chief of-

ficer of the steamer Columbian when that vessel left Liverpool with the lost White Star liner Narconic, which was never heard of after parting company off the Fastnet with that vessel, said vesterday:

"The disaster to the big steamer Ti-tanic is not the first, nor will it be the last, of great ocean tragedies in the North Atlantic. It involves greater loss of life than any other because, as ves-sels are being built larger to accommo-date so many more passengers than pre-viously, accidents will be proportionately worse.

Public at Fault

Ship lost, place and year. Canadia, Mid-Atlantic, 1863 "The cause of these disasters is to Canadia, Mid-Atlantic, 1863 Immigrant ship, off Cape Race, 1864 Vicksburg, off Cape Race, 1869... Warrior, Grand Banks, 1878 North Star, Cabot straits, 1881... Medway, off Newfoundiand, 1887... Valllant, Grand Banks, 1897 my mind, largely the fault of the general public, insomuch as people who travel now demand a steamship service run like a railroad train. If a steam for instance, is due at a port on a Wed-nesday, and does not arrive until the day after the travelling public find fault. They say the Germans or the Vallant, Grand Banks, 1897 Snowbird, Cape Race, 1898 Endymon, Grand Banks, 1900 Islander, off Alaska, 1901 Albatross, Mid-Atlantic, 1903.... Titanic, off Cape Race, 1912 fault. They say the Germans or the French, or this or that line, would not slow down, and they are dissatisfied. Business men, too, demand fast steam-ship service for their correspondence, and it is quite common for them to mark their letters with the name of a fast steamer.

steamer. "I have been in command of steamers orossing the North Atlantic, and can therefore appreciate the fact that these men in command of the hig liners know every voyage that they are taking all manner of chances in hurrying their vessels to post. The owners of the ves-sols pay for the last thing in naval achitecture, and seek to get the highest speed. They issue letters of instruction to the men in command, which say the first consideration is safety," but the distant knows well that if he does not make the peed he will get promotion from the liner to a cattle boat. Take Many Chances far as they could see on every

Take Many Chances

"Any officer who has been in the North lantic trade, if he speaks candidly, Unite trade, if he speaks candidly, ill admit that on many voyages the vigators take long chances, and they tell you, too, that to command a big in this trade is a nerve-racking ress. Whatever the weather condi-the steamer has to be kept going, when there is fog-as there often the man on the bridge cannot see or with the thick weather and the

with the thick weather and the of wind, and he takes a chance. As one who has spent many nerve-trying nights on the bridge under these conditions of wind and fog I know that the master cannot see or hear in these fogs, with the wind blowing and the vessel rolling in a seaway, and the steamer speeds on, trusting greatly to Provid-once. I have often prognosticated that a disaster would take place, expecting at any time to hear of two of these big steamers colliding with each other, as well as being cognizant of the great danger from floating tee. **Longer Gourse Baved** ns of wind and fog I know that the plate.

"The only way to avoid this danger of ice would be to steer for 30.50 instead of 40.50; but this would mean that the steamers would have to make a much

of the recent winter, which is the wors every quarter was recommended, als an inspection after the truck had bee subjected to a strain. of the recent winter, which is the worst perhaps in the history of Newfoundiand and Labradon. From mid-December up to the present time, intense frost and incessant storms have prevalled. These conditions caused the ice forming in every harbor along Labrador end Northern Newfoundiand to become un-usually thick, and as the severe winds the the processor of the severe winds MYSTERY STILL

anks. The list includes:

Coming Farther South

The drift of ice this spring has

Pass Many Bergs

Ice Pierces Plate

now of the Niagara and it plerced

The steamer President Lincols

While steaming through the ice fields the wash of the sea hurled a large block of flintlike ice against the port

he horizon.

ould reach.

ENSHROUDS FATE Continued from Page 1

usually thick, and as the severe winds tore the masses from the coast, these immense crystal mountains were flung widespread over the ocean and carried south by the current from the polar regions which meeting the Gulf stream caused the constant fogs which so great ly memaced shipping. Never in the his-tory of Newfoundland has there been a winter so disastrous to steam and sail vessels. Since November no less than twenty sailing craft of from 100 with particular reference to the in-adequacy of lifeboats. This resolution, introduced in the senate by Senator Smith of Michigan, who ranks next to the chairman of the commerce com-mission, was pessed by usanimous consent in one hour and 20 minutes, Senators Martine, of New Jersey, and Perkins of California, the latter chair-man of the naval affairs committee, also introduced bills.

than twenty sailing craft, of from 100 to 300 tons' burden have gone to the botton, seven of them carrying their Senator Martine proposed that the president be advised that the senate would make treaties with maritime nawhole crews down as well, off New-foundland and the Grand Banks near would make treaties with maritime na-tions to regulate the safety of ocean vessels and their passengers and orews. Senator Perkins' resolution provided for the equipment of steamers with adequate life saving apparatus. It would require that every steamer have a sufficient number of seaworthy life beats to comer that and the same Many Disastors NEW YORK, April 17.—Icebergs, such as the one-that sank the Titanic, are one of the three sources of peril to vessels navigating the North Atlan-tic. The others are fog and derelicts. The lochery manace has been greater this spring than in recent years. In the lost fifty years there have been twelve disastors for which kee-bergs were responsible. A majority ochave a sufficient number of seaworthy life boats to carry "at one time every passenger and every member of the crew; that it shall not clear any port without so certifying to the several surveying inspectors who would de-iermine the character of such equip-

rys were responsible A majority oc-rved off Newfoundiand and the Grand ment but would have no discretion whatever as to the number of life boats which would be determined solely by the actual capacity to carry all Lives aboard." lost. 45

The Perkins resolution even pre-scribed that the life boats should have not less than three cubic feet displace-ment for each person. The Martine resolution was referred to the foreign relations committee and the Perkins' resolution went to the commerce com-155 Wants International Con

The house committee on merchant marine will take up speedily the many bills and resolution which have been introduced bearing on the Titanic dis-aster. Representative Alexander, of Missouri, chairman of the committee, introduced the merchant of the committee, 1.23 Missouri, chairman of the committee, introduced two resolutions today. One would direct the president to invite the maritime nations of the world to ap-point members of an international com-mission to define ship lanes and routes and to minimize the danger of col-lisions at sea. The other would ex-tend a similar invitation to nations infarther south than for years. Vessels reported ice fields extending far down into the southern track and skippers have told of being shut in by ice as The size of the bergs that have been countered recently varies greatly, but according to reliable reports bergs reaching from 60 to 100 feet to the top terested in North Atlantic steamship travel to form a commission to ar-ange for a patrol of the North Atlan-

reaching from 60 to 100 feet to the top of their wails, with pinnacles and spires extending to a height of 250 feet or more, have not been unusual. Below the water, some of these giant bergs extend to probably 800 feet. range for a patrol of the North Atlan-tic waters to warn ships. Representative Sulzer of New York, chairman of the foreign relations com-mittee offered a joint resolution identi-cal with the senate resolution intro-duced by Mr. Perkins. The Perkins-Sulzer provisions would fequire one life preserver for each person aboard. They would also make it a felony for any captain executive officer or resi-Steamers reaching New York from Europe which had been held up down the bay by fog for the last twenty-four hours or more, all report having passed many large icebergs and ice fields near where the Tsianic was lost. any captain, executive officer or resi dent general agent of a corporation ac tually charged with control of a cean vessels knowingly to permit a vessel to sail from any port of the United States without a full life-saving equipment. The penalty would be im-prisonment for not more than ten The Red. Star line Lapland from Antwerp and Bover, reports she passed large and small ice bergs near longi-tude 49.50 and latitude 42, and that the ce fields extended as far as the eye

Years. General George Uhler, supervising inspector general of steamboat inspec-tion said there was no action that his department could take in the Titanic case in view of the fact that the ves-sel was a foreign craft, complying within the British navigation laws. The steamer Niagara said that on April 10, in latitude 44.07 and longi-tude 50.40 she saw many loebergs, fol-lowed by an ice field and that the liner steamed around the field until 3 o'clock the 'following afternoon.

Pacific Quast Wreeks SAN FRANCISCO, April 17.-The greatest number of lives lost in any wreck on the Pacific coast is 198. In the sixteen most disastrous wrecks on the Pacific coast the total loss of life was 1370, but little more than that in the single wreck of the Titanic. This list covers a period of sixty years. In the wreck of the Rio de Janiero near

THE VICTORIA COLONIST

of sheep-raising, if the expressed inten-tion of Mr. William Greenway, of New Zealand, who spent the week end in the city, is carried out in the man-Fremonition of Death . TORONTO, Ont., April 17.--It is called were that when W. T. Stead was called mere that when W. T. Stead was last in Toronto five years ago, visiting Dr. Goldwin Smith, he expressed the premenition he either would be beaten to death by a mob in London's streets or perish a victim of a great disaster involving hundreds. r he hopes for.

conditions on the lower mainland, in-tends to return home and report to his firm, which is one of the largest sheep farming controls in that southern country, and in the event of his report PRESIDENT_KILLED

BIG WHALE AT SEA Pacific Coast Co's Steamer Collided With Mammal When on Way to California Ports

The steamer President, of the Pacific Coast Steamship company, which has returned to Seattle from San Diego, re-port having collided with a whale and killed if when between Montara and Pigeon points on her southbound voyage. "It was about 4.30 last Monday after-noon and we were steaming at full speed," said Capt. Thomas, "when a big gray-back cow whale, which I believe was over forty feet in length, darted in front of the President. We caught her just behind the gill, plowing two-thirds through her body and pinning her to the ship. She syished her body against the bow of the vessel, which was soon dripping with blood. At first The steamer President, of the Pacifi of the 49th parallel with a view of as-certaining what were the most suitable locations for establishing sheep farms. After making an axhaustive study of the conditions prevailing he came to the conclusion that the province of British Columble was the best part of the country in which to try the experiment, and for this specific purpose he has selected the lower mainland and the south end of Vancouver Island. To a Colonist representative, who was intro-duced to him yesterday, he stated that while he could not state definitely that as a result of his efforts sheep consignas a result of his efforts sheep consign-ments would be sens here, he was conagainst the bow of the vessel, which was soon dripping with blood. At first I did not slacken the speed of the President, and with the big gray-back pinned to the stem we steamed for over two miles. An enormous amount of blood and oil was spouting from the whale's head and her body soon became white. I did not feel that there was any danger to the yearsh but decided sinced that the country was of such a character as would render the rais-ing of sheep an easy and a profitable Mr. Greenway also stated that he was greatly impressed with the elimatic conditions of the country. This is his first visit to Canada, but he is hoping that if his project is taken up and car-ried out successfully he will be here more frequently. He readily conceded the wonderful advantages which Brit-ish Columbia divantages which Britany danger to the vessel, but decided that we had better be clear of her, so I stopped the President and backed at full speed. The force of the swell soon freed the whale and she sank from

ish Columbia offers to the investor, but is rather surprised at the fact that while everybody is investing their mon-ey in the land and quietly waiting for the Panama Canal or some other factor to increase its value practically nobody is yet attempting to make the land pay its legitimate price in the shape of sheep or other production, save on a very small scale. He declares that many of the lands on the Island which are at present lying-idle, could be made to produce a large profit without in any way interfering with their rising value. ish Columbia offers to the investor, but Capt. Thomas said that when he Capt. Thomas said that when he struck the whale a big bull whale made for the vessel partly above water, re-sembling a submarine at full speed. "He struck the vessel on the starboard how, and evidently stunned, sank from view. I have sighted and killed a great many whales, while master of vessels on the coast, but it was the first time I have them submarked is other the I have been compelled to stop the en-gines and back my ship to get clear of one." value.

Pleased with Clin

bit is decided in a large proof without it is not a large proof with their rising value. **Difference of Canada should not proof the normal of the pointing with the world with the second of the pointing with the remainder of the second of the pointing business. I refuse to the pointing with the with the remainder of the pointing with the second pointing with the remainder of the pointing with the remainder of the pointing of the second with the remainder of the second with the second with the remainder of the second** Seattle. Mr. Grant, who is a brother of Sir James Grant, Ottawa, has crossed the Atlantic seventy-four times, and says that he has travelled 400,000 miles. He

VICTORIA DAY CELEBRATION Arrangements for Forth-Day Celebration W Ne Victoria

ebration Well Under Way to Least Arrangements for the Victoria Day cele-bration to be held on May 24 next are now

Purse Scine Licenses "The issuing of purse seine licenses has been practically agreed upon for, the west coast of Vancouver Island. This will mean that the Canadian fish-ermen will be able not only to compete with their arrivals in the waters be-yond the three-mile limit but will have the exclusive right to use the purse seine within the three-mile limit. The exact value of this cannot be estimated, as up till now no purse seine ficenses Mr. Greenway, after inspecting the country, and in the event of his report proving of a convincing nature to his chiefs it is likely that several ship-ments of sheep will be made to this country during the year. Mr. Greentway came over from New Zealand in the month of January and since that time he has been visiting various parts of Canada in the vicinity of the 49th parallel with a view of as-certaining what were the most suitable as up till now no purse seine licenses have been issued. The use of the purse seine by the Americans has acted greatly to the detriment of the Cana-dian fishermen, but in the future that advantage will not only be offset but counterbalanced.

Ward without

"In past years the Americans have had a large number of traps set in Puget Sound, and as the fish, in reaching the Fraser river, have to pass through the Puget sound, they are invariably caught in large quantities in the trap nets. Now, however, that the Canadian fishermen can use the purse seine with-in the three-mile limit as well as outside of it the utility of the trap nets at Puget sound will become a of the past, as the Canadians will be able to catch the fish themselves be fore they get to that distance.

"There was another question before the conference and that was the improving of the fish in Cowichan Lake from the sportsman's standpoint. Hon. Mr. Bowser listened attentively to what we had to say on this subject and I am in a position to say that he has all-ready evinced his interest in it by ar-In a princed his interest in it by ar-ranging, for a collection of trout eggs in the vicinity of the provincial Seton Lake Hatchery and transferring them to Mr. Greenway also stated that he was

the Dominion government hatchery at Cowichan lake, where they will be incubated and the resulting fry distrib-uted in the waters of the lake." Mr. Cunningham also stated that this

Mr. Cunningnam also stated that this would not be the last conference of the kind. The value of it had been recog-nized by everyone present and it was certain that they would all meet again from time to time to discuss matters of

from time to time to discuss matters of importance affecting the fishing indus-try on the Pacific coast of Canada. The others who attended the confer-ence in addition to the Attorney-Gen-eral and Mr. Cunningham were Mr. D. N. McIntyre, deputy commissioner of fisheries, Mr. J. T. C. Williams, inspect-or for the method. or for the northern section of the prov-ince, Mr. E. G. Taylor of Nanaimo, and Mr. J. P. Babcack.

Johnson and Flynn

CHICAGO, Ills., April 17.—Jack Jo and Jim Flynn will fight 45 round the world's heavyweight champlonah Las Vegas, N. M. on the atternoon o 4. according to an announcement ma-Las Vegas, N. M. on the afternoon of July 4. according to an announcement made to-night by Jack Curley, promoter of the con-test. Final plans for staging the match were made here soday. "I received a bonus for bringing the fight to Las Vegas," said Curley. "but it was not big enough to talk about. The bonus mersely will be used to defray the cost of building the arens." The work of constructing the arens. Curley said. Johnson have agreed to be on the scene of the context a month before the fight. Curley said Johnson siready had begun light training and that Flynn would start active work as soon as he finishes his theatrical contracts.

NANAIMO, April 17.-- In a quarrel

over a woman this evening Robert Long-mate stabled John Ailken with a knife, slightly pencirating one of his lungs. Aliken is expected to pecover. His as-sailant was arrested.

WANTS TO RISK HIS LIFE IN SMALL BOAT

Norwegian Sailor Who Grossed Atlantic in Tiny Graft Wants to Be Put Adrift in Mid-Paolific

Capt. Ole Brude, the Norwegian sailor who in 1985 crossed the Atlantic in the Urased, an odd-looking, egg-shaped life boat, eighteen test rong, is planning an interest-ing experiment on the Pacific. Capt. Brude, who is now in Seattle, is asking permission of several of the transpacific steamship lines to be put adrift in his life test from the deck of one of the liners in midseran, massring that he wand foreste

Animated Scenes at Outer Docks Yesterday When Big Fleet Cleared for Many Ports

TIVE LINERS

Priday, April 19:

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BUSI

Five steamers left the outer wharves resterday for many ports, a freighten came en route to Nanaimo for a cargo of coal, a coaster returned and sailed an there was a busy day on the waterfront.

The Umatilla of the Pacific Coast steamship company was the first to leave sailing yesterday morning for San Francisco, with a good cargo and over 200 passengers. The Mexico Maru, of the Osaka Shosen kaisha, left at 10:30 a. m. for Hongkong and way ports with a heavy cargo of general freight valued at \$548,899, and the Keemun, of the Blue Funnel line ,left at noon also carrying a large cargo of general freight, including a heavy ship-ment of logs to be milled at a Japanese sawmill.

The Zealandia, of the Canadian Australian line, left last night for the Antipodes with over 200 passengers and 2,000 tons of general cargo, and the big Holt liner Talthybius, after com-pleting discharging general cargo at the outer wharf since Monday, left for Vancouver about midnight. The Norwegian steamer Thor arrived from San Francisco in ballast for Nanaimo to load another cargo of coal for the Bay city under charter to the Western Fuel company, and the steamer Venture, Captain Parks, of the Boscowitz steamship company arrived from Bella Coola and way ports and left again last night for the north.

Killed in Self-Defence

SAN FRANCISCO, April 12 .- S. Okuba, the Japanese cook who killed Carl Benson, master of the schooner Americana on January 3, last, was arraigned in court here charged with murder. The schooner, which was only 50 miles north of the equator when the shooting was done, arrived with Okuba in irons.

A statement dictated by Okuba to Paul Rittmeier, the cabin boy, was read in court. In it Okuba says he read in court. In it Okuba says ne shot in self defense after the captain had accused him of wasting the ship's stores, had threatened him with arrest, lashed him with vile names and laid hands on him with sufficient violence to tear his shirt. The cabin boy con-Irms the statement.

Interrogated by representatives of the United States district attorney's the United States district attorney's office, members of the crew of the Am-ericana, said that throughout the voyage the Japanese had been sub-jected to harsh treatment from the captain. Shortly before the shooting, according to one of the crew, the cap-tain entered the galley and began abusing the cook, finally saying, "I am going to beat you up." It was then that the cook shot. Members of the crew said they be-

Members of the crew said they be-lieved the captain had lost his min' early on the voyage. QUESTION OF MORTGAGE

VANCOUVER, B. C., April 17 .- Stua .t Henderron, K. C., lately the liberal can-didate in Lillooet and formerly member for Yale in the B. C. legislature, was arrested here this aftern

of embezzlement. He was afterwards

released on \$3,000 bail, \$1,500 in himself

AFTER CAPTAIN Friend of Captain Smith, of the Lost Titanic, Says He Believed Himself Victim of III-Luck "Capt E. J. Smith, commodore of the White Star fleet and commander of the Ill-fated Thanic, believed that he had been hoodoed and several months ago

view."

MISFORTUNE



reater distance and the public would not agree. The lines could not afford to do this while others made the shorter route and the quicker time. The general public wants speed and while this want is cared for there will always be accidents

Maronic's Fate

"I left on board the steamer Columbian from Liverpool on the steamer Colum-bian from Liverpool on the same tide as the lost Naronic. We 'went down the Channel together and parted off the Fastnet. We got into considerable ice, being all night in a heavy field. I have no doubt that the Naronic met the same fate as the Titanic. She never reached port. There was no wireless then, and had it not been for the wireless today the mystery of the Naronic would have been duplicated by the TitEnic. It was due only to the fact that she could call assistance by wireless that the Titanic was not another Naronic. The fate of the Hurona, the brand new Allan liner, which never reached port on her maiden voyage, was probably due to the same cause, and also that of the City of Bos-

Tore Side Out

"The great loss of life when the Ti-tanic went down I believe-and I think tanic went down I believe—and I think this will be verified when the Carpathia arrives—was due to the Titanic striking the ice with her side and tearing the side out of her. She would then take a heavy list, fill and go down. This would account for the heavy loss of life, as when the liner listed the boats on that side would production. side would practically be put out of business. I have no doubt also that many people never reached the deck, being unable to do so owing to the rush of water.

Vessels Usually List "I have been aboard various vessels when they were about to founder, and have never been on one which did not take quite a list before she went down. I was on the United States cruiser Yankee, formerly the old Morgan liner El Sid, which was floated by us from the Hen and Chickens in the North At-lautic a few years ago. Before she sank I stepped off the low corner of her 'mid-ship house to a tug. The water was then half-way over her decks. If is the same thing when floating vessels. When we raised the steamer Spokane she had a list of 30 degrees when she came up."

Ice Bad This Year

A despatch from St. Johns, Newfoundland, says: "The arevalence of icebergs on the Grand Banks this see son is due to the exceptional severity

the Hamburg-American line, which ar-rived yesterday from Hamburg, reported that on April 12 she entered a large field of ice, dotted in all directions with large and small icebergs. Captain Magin said it was easy to imagine that the ship was in the midst of a Polar coun-try covered with nothing but ice and snow, rather than on the Atlantic

The centre of the field, Captain Magin aid, was in latitude 41,55 north and longitude 50.14 west, which is close to the point where the Titanic struck an leeberg two days later. The Titanic's graveyard is in latitude 41.16 north and 146.

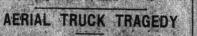
ongitude 50.14 west. The steamer St. Laurent from Bor-deaux, reported the same joe field, while Captain Wood, of the steamship Eton-ian, which arrived from Antwerp, reported than on April 12 he encount. ed a field of ice 108 miles in length.

Mr. Nash Interviewed

Mr. E. J. M. Nash, the special re-presentative in Canada and the United States of the Royal Mail Steam Packet ompany, now at Vancouver, said: " "It is conrect to state that the Olympic is practically unsinkable." he remarked, "but, at the same time, no remarked, "but, at the same time, no vessel" is calculated to survive such a collision as befel the Titanic—a colli-sion which possibly tore much of her bottom away. I know well Mr. Franklin, the vice-president of the White Star line, who made the statement about the unsinkableness of the Titanic, and he

is a particularly able and reliable type of man." Mr. Nash explained that, in these

Mr. Nash explained that, in these days of enormous ships, it had to be remembered that the strength of the bows of a great liner was no greater than the strength of the bows of a skip quarter the size. But, though the bows of the Titanle would not be strong er than the bows of a liner a quarter lief size, her motive power and conse-quent impact, would be immensely greater. Mr. Nash thinks it quite pos-sible that she was going at full speed, as the night is reported to have been line and there may have appeared no likelihood of icebergs in the vicinity. It was quite possible that her bows had orumpled up 50 to 69 feet.



Coroner's Jury B y Recommends More Bigid ion of Fire Fighting Apparatus

VANCOUVER, April 15 .- At the in quest of Fireman McKenzie, killed last Friday by the collapse of an aerial truck, the jury stated that the acci-dent might have been avoided had the truck been inspected at the time with dead weights. A periodical inspection

the wreck of the Rio de Janiero near Mile Rock in San Francisco bay, in 1901, the loss of life was 122. In the burning of the steamer Golden Gate off Manzanillo in 1862 there was a loss of life of 198, and the same number perished in the wreck of the warship Condor in 1902. In the wreck of the steamer Valentis on Vancouver Island January 23, 1906, the loss of life was 146.

Not Among Survivors.

NEW YORK, April 17 .- That Henry B. Harris, the theatrical manager, is not among the Titanic survivors on the

not among the Titanic survivors on the Carpathia is shown by a message re-ceived late today at the Hudson theatre from Mrs. Henry B. Harris, his wife who with Mr. Harris' name has appear-ed on the list of saved. The message came from the steamer Carpathia by' way of Halifax and said: "Am safe. Fray that Henry has been picked up by Pray that Henry has been picked up by another steamer. Carpathia. Rene."

Montreal's Anxiety

MONTREAL, April 17.—Several resi-dents of Montreal who had relatives on board the Titanic are on their road to New York today to meet the Carpathia. Among them are Dr. F. G. Lewis, whose wife was reported among those rescued; James Baxter, whose brother, Quigley Baxter, has not been accounted for, and Dr. James Goodarte. who is going to New York to await Mrs. Baxter, one of the rescued women, hose health was poor when she

Lost in the Wreck

poarded the Titanic

OTTAWA, Ont., April 17 .--- It is learnd here tonight that the bust of Sir Wilfrid Laurier, which was to have been placed in the rotunda of the Chateau Laurier was on the Titanic, and went Laurier was on the Titanic, and went down with the boat It was in the pos-session of Mr. Paul Chovre, the sculp-tor, who was saved. The bust had been modelled in Paris, and was deemed to be one of the best works of the sculptur and a splendid likeness of the liberal

Dr. Dodge Saved

SAN FRANCISCO, april 17.-Dr. Washington Dodge of San Francisco the well known authority on taxation, who with his wife and young son were passengers on the Titanic is among the saved, according to a mes-sage received late today by Usis son, Henry Dodge. The message was sent to New York from the Carpathia. It said: "Family safe. "Family safe; all O. K .- FaMr. Grant. Commanded Olympic

the utmost confidence in him," said

has been a passenger on steamships commanded by Capitain Smith several times and learned to know him well. "Capitain Smith was recognized as one of the ablest sea capitains of the Atlantic, and White Star officials had

Barris

"Within the last three years, how ever, he seemed to be unfortunate in his commands. He was in charge of the Olympic when this ship met with three accidents in one year. It was

first struck by the British man-of-war Hawke and the White Star line had to spend \$500,000 to repair it. It then lost a blade of a screw by running into a submarine wreck and had to put into Belfast for repairs. When the ship left the Belfast harbor it ran agrou

"It shows what great confidence his superiors had in him, because he re-tained his command of the Olympic until he was transferred to comm the Titanic on its maiden voyage.

"In all these mishaps it was always found that Captain Smith was not to blame, but he came to fear his luck and

blame, but he came to fear his luck and often spoke about it to me. "I cannot understand how the Ti-tanic could have sunk so fast, and the only possible way to explain it is that the bulkheads would not close. The steamer must have been going at full speed, because it was a clear night, and must have struck with terrifle force." force.

Bulkheads Probably Buckled

Local shipping men, discussing the Local shipping men, discussing the great sea tragedy yesterday, said that the tremendous impact of the liner, of 66,000 tons displacement, with the ice-berg in all probability buckled the watertight doors and they could not be closed when efforts were made to do so. Either this, or the steamer struck the ice abaft the stem and more from a side direction with the result

from a side direction with the result that the impact caused a tear along the bilge, in which case the big liner would founder quickly.

SHEEP RAISING ON VANCOUVER ISLAND

New Sealand Bancher Investiga Conditions With a View to Estab-lishing Sheep Baising Industry

The sheep-raising possibilities Vancouver Island and the lower ma Vancouver Island and the lower main-land have long been conjectured, but so far they have never been given a practical trial, the unprecedented ac-tivity in real estate values having eclipsed all other interests for a num-her of years. Now, however, it would appear that the versatility of the soil is about to be tested in the direction

A station to be held on May 24 maxt are now well under way. A meeting of the com-mittee struck to arrange for the parade struck to arrange for the parade struck to arrange to the parade weening, and on Friday evening the regata. The parade will hid the dommittee can waske arrangements, be a feature of this decorated riss and from the promises al-ready received of support from merchants and others the event promises to be one of the order important of the celebration. The regating him will prove to be, as it has always been, the piece de resistence of the celebration. Word has been received presedy to participate in the indian cance on the Valdes indians that they will be presed to participate in the indian cance on the various committees are preparing for the arrows committees are preparing for primary work, participating a rew cance and word the strangement for excur-tions for most and while there is a lot of pre-terior med while there is a lot of pre-terior med strangement for excur-tions mean the point are being arranged.

FISHING LICENSES TO BE EXTENDED

Attornsy-General Ras Conference With Officials and Decides to Issue Purge' Seine Licenses-Great Advantage

tion in the Norwegian merchant marine. Capt. Brude said that while he and his three companions were crossing the Atlantic they were spoken by a number of liners who asked them if they wanted assistance, and that they had a hard time explaining that they were not shipwrecked sailors. Konrad Furubotn, a Norwegian steamship man, is in Seattle aiding Capt. Brude in his plans for his feat on the Pacific. Several interesting matters were dis-cussed at the round table conference on fishery affairs held yesterday in the office of Attorney-General Bowser, which was attended by Mr. Bowser and the fishery officials of the Dominion and Provincial governments, and as a result of the meeting it is safe to predict that the relations of the two govern-PROCEEDINGS TO that the relations of the two govern-ments in regard to the licenses will Action Against Diamond Vale Coal Co. in Consequence of Recent Disaster in the Micola Field be carried on in the most harmonious manner.

Manner. An important change has been fore-shadowed in connection with the purse scine licenses which will give the Can-adian fishermen on the Pacific coast a great advantage over their rivals from the American side. Another matter that was discussed was the improving of the fishing in Cowichan take, and it has been decided to import trout from the Seton lake hatchery for this purpose. **Conference Brings Karmony**

<text><text><text><text> **Conference Dringe Darmony** Interviewed in this connection at the Empress hotal last night Mr. F. H. Gunningham, the Doninion dispector, sid that they had met with a view to discussing with the Attorney-General the question of the fishery licenses and matters pertaining to the work of the provincial department. He added that the officials who had met in conference were satisfied with what had been done, and expressed the view that from now on there would be harmony between the provincial and dominion departments in relation to the questions at insue Proceeding he said:

diffuse to be put addrift in his life that "com the deck of one of the liners in midocian, such as the would forfeit a good sized out of money if he was not back in Seattles in six months.
To demonstrate that my life bont could weather the biggest gales, ride the heaviest for the biggest gales, ride the heaviest of the the the seattles in the three companions, i set out from Norway, August 17, 1965, bound for Amburget, and the three companions is set out from Norway, and the three companions is set out from Norway, and the three companions of the posterior as a set of the three companions, is set out from Norway, and the three companions is set out from Norway, and the three companions is set out from Norway, and the three companions is set out from Norway, and the three companions is set out from Norway, and the three companions is set out from Norway and the three companions is set out from Norway is the three companions. I set out for the fitted fatters, for the set of the fitted in Norway. Trance, freat fitted rest in Norway from the set of the Norway from the posterior with them.
The life boat was invented in 1905, freatest being obtained in Norway. France, freat fitting the the way for the set of the fitted fatters. For the monther way fitted way for an east is set out the Norwegian freighters are now equipped with the Norwegian freighters were fitted the the statest.

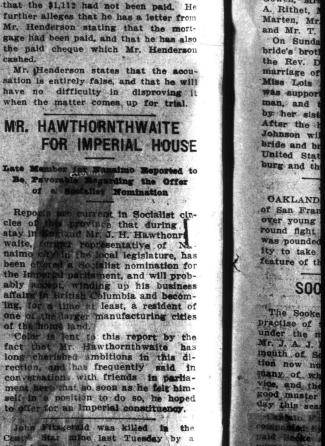
and \$1,500 divided between two sureties of \$750 each. He will return to Ash-croft where the information was laid

BE INITIATED

The allegation against Mr. Henderson is that in July 1910, a Norwegian farmer named Hans Gjillstad, living at Ashroft, gave him as his solicitor, \$1,112 to pay off a mortgage on 160 acres of land he owned in Alberta. Mr. Gjill-stad in his information, alleges that Mr. Henderson told him he had paid off

the mortgage and had the papers in safe keeping. This spring Mr. Gjill-stad wanted to rent his land, but the prospective tennants objected to taking it with a mortgage on it. Mr. Gjillstad then made inquiries, and says he found that the \$1,112 had not been paid. He

tageraid was killed in the lar mine last Tuesday by a ing upon him as he was en-setting the machiner in



2 many, April 15

Three Distance Competi-

tions by Narrow Margin

is a champion beginner, Donaldson is the finisher, and races are won at the tape, and not at the half-distance. In present form Postle is the fastest ped living over 50 to 75 yards but over

130 yards the writer is convinced that Donaldson would gain a yard's decision

Holway, off \$1-2 yards, was just beaten by inches in the 100 yards handicap.

The triangular contest between Aus-tralians Donaldson and Postle and the Yankee Holway, at Adelaide last week

blew the American right out. In all three events, 100 yards, 110 yards, and

130 yards, the results were the same: Donaldson, first, Postle second, and Hol-way third. The time-keepers credited the winner with some dandy speeding: 97-10 seconds for the 100 yards, 101-3

seconds for the 110 yards, and 122-5 seconds for the 130 yards. It was tall

BUSINESS MEN'S TRIP

the Sheep Lake Country for Investigate Possibilities

flying.



11 19

es at Outer lay When Big for Many

he outer wharves ports, a freighter aimo for a cargo urned and sailed ay on the water

he Pacific Coast ras the first to ay morning for good cargo and The Mexico Maru, kaisha, left at gkong and way cargo of general 899. and the Keennel line ,left at large cargo of ng a heavy shiplled at a Japan

Canadian Ausnight for the passengers and cargo, and the bius, after comengral cargo at Monday, left for ight. The Norarrived from San or Nanaimo to coal for the Bay the Western Fuel ner Venture, Cap witz steamship Bella Coola and again last night

-Defence

April 12.-S. cook who killed of the schooner y 3, last, was ar charged with ner, which was of the equator vas done, arrived

ed by Okuba to abin boy, was Okuba says he fter the captain sting the ship's him with arrest names and laid fficient violence

cabin boy conesentatives of strict attorney's crew of the Amthroughout the had been subnent from the ore the shooting crew, the caplley and began ally saying, "I am It was then

said they be lost his min

MORTGAGE

on, K. C., is Ar-

April 17 .- Stuart y the liberal canformerly member egislature, was aron on the charge le was afterwards

BRITISH CRACK entertained to lunch by the association and were very pleased with their first visit to Sooke. BEATS AMERICAN

visit to Sooke. Very great credit is due to Mr. J. A. J. French for keeping the association going for the last year or so under adverse circumstances. The only other civilian tifle associa-tions on Vancouver Island outside the capital are at Nansimo and Alberni. The government provides the range, and ammunition free. Comox has had in the past a very fine naval land rifle range. Donaldson, South Africa, Beats Postle, United States, in

St. Lawrence Subway

MONTREAL, April 15 .- The project

MONTREAL, April 15.—The project of tunneling under the St Lawrence river in front of Montreal came before the board of contral on Saturday in the form of a letter from Mr Duncan McDonald, president of the interested company, asking the city's moral sup-port, since the tunnel would give im-portant means of communication be-tween the city. St. Helens Island, and the south shore. The request was laid on the table for future consideration. To those interested in the sprints, To those interested in the sprints, and there are few sportsmen who are not, one of the most interesting events took place fecently in Australia when J. Donaldson, the South African crack, and A. B. Postle, the fast American, met in a three-distance match. The for-mer gained the victory but the margin was not great. That the public re-tains a keen delight in this form of sport is shown by the fact that there was an attendance of over 7,000 people. Commenting on the competition the sydney Bulletin says:

ATLIN MAN'S SUICIDE

E. M. Hamshaw Ends His Life in Seattle Hotel

SEATTLE, Wash., April 15 .- E. M. Hamshaw, aged 30, a mining man of Atlin. B. C., committed suicide by shooting himself through the head with a revolver in a room in a fashionable hotel occupied by his wife against whom he had begun divorce proceed-ings.

Commenting on the competition the sydney Bulletin says: Danaldson captured the 100 yards, overwhelming his opponent between 90 yards and the tape; the official watch read 83-5 seconds, but writers gave it 10 seconds dead. In the 80 yards Postle was never headed; official time, 74-5 weconds. Writer's clock head 81-10 sec-onds. The final 1°0 yards saw Postle in front at 100 yards, but Donaldson's thisn again got him the verdict, by six inches, in 10.4-5 seconds, exainst a preze that had gained strength. Writer's clock once more disagreed by clocking off 11 seconds. Postle is un-doubtedly the smartest ped alive at retting into his running. He isn't faster out of the holes than Donaldson, Hol-way, and some others, but while Postle is a champion beginner, Donaldson is Hamshaw, whose father, Frederick Hamshaw, whose father, Frederick T. Hamsaw, is said to be a wealthy British Columbia mining man, began divorce proceedings against his wife last winter. Early in March, Mrs Hamshaw arrived from Los Angeles to contest the action. Last week Hama shaw visited her at the hotel and enshaw visited her at the hotel and en-deavored to effect a reconciliation. He called again yesterday and they were together on the root garden for some time. When they returned to the room Mrs. Hamshaw took her eight-months old child in her arms and lay down on the bed. Hamshaw smoothed the pil-lows and waking to the foot of the bed drew a pistol and shot himself. His father is in London and his mother is visiting in Los Angeles

MUCH MARRIED MAN

OAKLAND, April 16 .- "Sir Harry OAKLAND, April 16.—"Sir Harry Westwood Cooper," an alleged forger, bigamist and confidence mail of in-ternational renown, who cloped from here in February with Miss Anna Mil-braith as his sixth bride, after duping her mother out of \$10,000 has been seen on the streets of London, accord-ing to private messages received today by Capt Peterson, in charge of the de-tective force. Capt Peterson imme-diately telegraphed to the state de-partment at Washington eaking that a request for "Sir Harry's" arrest be cabled to London.

The constraint in the large of the dependence of the second sec

WINNIPEG, Man, April 15.—Many business men of this city will arrange to combine pleasure with business dur-ing the latter part of May and June. The secretary to the Industrial Bureau committee in charge of the annual busi-nessmen's excursion which this year of the annual business and the secretary to the Industrial Bureau committee in charge of the annual busi-nessmen's excursion which this year of the annual business and nessmen's excursion which this year of this trip and that many fusinessmen in this trip and that many fusinessmen in this trip and that many fusinessmen in prospect of the visit to Victorie and vancouver, and the rich southeastern district of British Columbia with its various resources and beauties, the far famed Okasagan valley and the coast famed Okasagan valley and the coast fatter is evidently looked upon with favor by business, men of the eity. Grain men are especially interested in the Pacific coast as Kalberta's future. has been spending the past few days in the city as the guest of the Misses Rickaby, returned home on Sunday night's boat. "Gladeen," the residence of Mr. James Corforth is the matchmaker. The fight will be in the nature of a try-out for Wolgast as a preliminary to his 30-round fight against Jee Rivers in Los An-geles, July 4. Ritchie is a local boy who has come to the front within a year or so. When illness prevented Wolgast from meet-ing Freddie Welah in Los Angeles Thanks-giving Day, 1911, Ritchie entered the ring and lost a close decision to Welsh. Grandeen, the residence of Mr. and Mrs. S. Johns, Strawberryvale, was the scene of a delightful gathering on Thursday evening last, in Lonor of Miss McNair, who is leaving for her home in Toronto. Games and music were induiged in during a very pleas-ant evening. Among the guests were were induiged in during a very pleas-ant evening. Among the guests were Capt. Walker, the Misses M. and G. Walker, Mr. and Mrs. Jones, Mr. and Mrs. Priestly, Mr. Mrs. and Miss Gaunt,-Miss Archibald and Miss Mann. The bay, 1911. Ritche entered the instant of the scheme decision to Waish. Miss Archibald and Miss Mann. Among the Victoria guests at the Riverside Inn, Cowichan Lake, enjoying the fishing during the last few days have been Drs. H. P. and T. G. Moody, Mr. C. E. Lang, Mr. T. G. O'Neil, Mr. Warren Walt, Dr. Frank G. Moody, Mr. and Mrs. D. Stuart, Mr. Harry Wille, Mrs. C. N. Gowen, Mrs. Watkis, Mr. and Mrs. J. A. Rithet, Mr. Clifford Denham, Mr. S. A. Rithet, Mr. Clifford Denham, Mr. S. Marten, Mr. H. Marten, Mr. E. North, and Mr. T. Hayward. and Mr. T. Hayward. On Sunday at the residence of the bride's brother-in-law, Pembroke street, the Rev. Dr. Campbell celebrated the marriage of Mr. Elmer A. Johnson and Miss Lois A. Carey. The bridegroom was supported by Mr. Frank M. Sher-man, and the bride was accompanied by her sister Miss Nora E. Kirkland After the honeymoon, Mr. and Mrs. Johnson will reside in Victoria. Both bride and bridegroom are natives of the bride and bridegroom are natives of the United States, the former of Gettys-burg and the latter of Dexter. Japanese Beaten OAKLAND, Cal., April 17 .- Roy Moore, of San Francisco, received the decision over young Togo, a Japanese in a ten-round fight here tonight. Togo's face was pounded almost to a pulp, his ability to take punishment being the only feature of the affair. public. Public. Park Scheme Pavorably Viewed— Private advices from Ottawa state that the federal ministry is inclined to look with favor upon the project thampioned by Mr. Frank J. Mackenzie, M. P. P. hoking to the setting sside of a square by Mr. Frank J. Mackenzie, M. P. P. hoking to the setting sside of a square by Mr. Frank J. Mackenzie, M. P. P. hoking to the setting aside of a square by Mr. Frank J. Mackenzie, M. P. P. hoking to the setting aside of a square by Mr. Frank J. Mackenzie, M. P. P. hoking to the setting aside of a square by Mr. Frank J. Mackenzie, M. P. P. hoking to the setting aside of a square bill report as to the best means of till report as to the best means of tilling the area for the delight and benefit of future generations, during his stay in the province in connection with the development of Strathcome. SOOKE RIFLEMEN The Sooke association held is first practise of the season last. Saturday under the management of its captain Mr. J. A. J. French, on the range at the booth of Sooke Harbor. The associa-tion now numbers over 30 members, many of whom have seen at ive ser-vice, and there is every prospect of a sood muster on the range every Satur-day this season. day this season. Captain F. W. L. Moore D. S. A. ac-ompaniat by Captain F. V. Longstaff, and Sooke a visit that day for the purpose of making the annual inspo-tion of rifles, range, etc. The, were

THE VICTORIA COLONIST

scenic points. We found that portions of the park are extremely rugged, and it will be, my intention in developing the park to preserve this aspect as far as possible, as it has been proved time and again that the more inaccessible the country appears the greater will be the desire to get there. Ever and anon, when packing or riding, the great moun-tain bulwarks would dip into magnif-cent open spaces, presenting landscape scenes the like of which I have never seen. Viewed en bloc the country is of extremely graceful contour and of-fers the very best advantage for sight-seeing. STRATHCONA PARK Mr. R. H. Thomson Declares That Strathcona Park is More Gorgeous Than the

"With my own experience of nations mey and the brains, will eclipse all the national parks either in the United States or Europe. Its rugged beauty is

"With my own experience of national parks I can already ploture it several years hence, the resort of the tourisi world, with its innumerable hotels peep in goat from the most unexpected cor-ners, and a series of driveways tra-versing tile most impossible of places. The lake, too, will develop from a silent pool of dreaminnd into a regular water-way with numberless pleasure steamers orusing it from and to all points. The lake is some twenty-two miles the length and about one mile broad. In some water's edge sheer up in the air, but at others the land recedes away in a gentle slope and afforts a wonderful yiew of the country. In the vicinity of the lake tores their one-wonderful glacters and nace they are frendered accessible to vis-tiors, their beauty and grandeur will receive the attention and tribuite of praise that has long been their due. "My companion. Col. W. H. H. Holmes, The new public school at Stewart, erected by the provincial government at a cost of upwards of \$8000, has just been opened with a concert and fets.

"My companion. Col. W. H. H. Holmes, "My companion. Col. W. H. H. Holmes, made a survey of part of the route some two years ago and on our recent trip I found his knowledge of consid-erable value. We came across remnants of his camps here and there. We also found theces of the camps of the party taken up by the Hon. Price Ellison; but beyond these measure suitances found taken up by the Hon. Price Ellison: but beyond these meagre evidences we found little to suggest that the country had ever been inhabited at all. Everything, appeared to be in a state of virgin freshness, unbroken by the humanizing hand of man of any race whatever. We carried most of our provisions with us and supplemented our store by an ac-casional trout from the take, which in parts is well stocked. One of our pack-ers developed an appetite for game one day, and as he had a small rifle with him, we gave him leave of absence for a time in order to satisfy his unnatural penchant. In a few hours he returned, hallon. Mr. Thomson has been gone for nearly iwo weeks, and in conversation with a Colonist representative last night, he vouchesfed a few of his experiences and impressions. He recounted the trip from the time he left Victoria a week ago last Monday till he caught up with the Venture at Campbell river the other day and returned to fown via Van-couver. His summary of the situation enchant. In a few hours he returned, attered and torn, hungry and sad, but without any game, so we had more rice

day and returned to fown via Van-couver. His summary of the situation was to the effect that the park area offered possibilities for development that no other tract of land was pos-sessed of, but he emphasized the fact that considerable time and study would have to be granted before a definite line of action could be taken in the way of opening up the park. There was no omglic abent the proposition; it was all hard work. Mr. Thomson will probably make a verbal report to the government and tea." Mr. Thomson is a big man, and al-though he has passed the meridian of life-that is, the recognized meridian----he still has a magnificent physique Beyond admitting to a general feeling of tiredness, he stated that he felt none the worse fer his adventure, and as an earnesthess of his excellent condition, he intends starting out again in a few days. He expects to spend practically all his time in the park, conducting the operations and developing his plans as the work progresses. and tea."

When he returns to the park aga he proposes to come out on the west side in order to study the conditions there with a view to ascertaining the best means of access.



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It is Rumored That Company to Whom was Awarded Contract Has Not Adhered to Terms

RETAIL Foodstuffs

names of persons eminent in the pro-fession and not themselves competitors for the designing of the provincial uni-versity, which list it is asked that the government take into consideration in its selection of an assessor to form one of the board of adjudication upon the plans received. TRIED EVERYTHING WITHOUT RELIEF Until I took "Fruit-a-tives"

Sarnia, Ont. Feb. 5th, 1910 "T have been a sufferer for the pass 85 years with Constipation, Indigestion and Catarrh of the Stomach. I tried many remedies and many doctors but derived no benefit whatever. Finally I read an advertisement of Truit-a-tives.' I decided to give Fruit-a-tives' a trial and found they did sametly what was claimed for them. New Provincial Jail-Upon the recom New Provincial Jail—Upon the recom-mendation of Attorney-General Bowser, the provincial government has determin-ed to rate the new city prison at Van-couver as a provincial jail. This will noture obviate the sending of Van-ouver prisoners convicted for six months or more (up to two years) to the jall at New Westminster, which has recessarily been the practice of the past. Prisoners from any part of the province will under the new status of Vancouver's jail be eligible for incarceration there, the government agreeing to pay for their care and maintenance at the rate of twenty-five cents per diem.

PROVINCIAL NEWS

South Vancouver's school authorities will take the best obtainable expert ad-vice before proceeding with the build-ing of the projected new schools.

James McConnell, one of the earliest pioneers of the Chilliwack district, has just died.

The staff of the C. P. R. Lumber Co

No decision has been reached as to the location of the promised Dominion fish hatchery for the Kootenay district. Vancouver's new police headquarters building is to be six storeys in height. The indemnity of New Wastminster's aldermen is to be increased to \$400 per

Lillooet is to have electric light 'in

nills at Port Alberni has been inc



PAUL J. JONES.

"Truit-a-tives" is the only natural cure for. Constipation and Stomach Trouble, because it is the only medicine in the world that is made of fruit juices and valuable tonics. Hundreds of people have been cured, as if by a miracle, by taking "Fruit-a-tives" the famous fruit medicine. 500. a hor 6 for \$2.50 triat size the

50c. a box, 6 for \$2.50; triat size, 25c. At dealers, or sent on receipt of price by Fruit-a-tives, Limited. Ottawa.

LAND NOTICES

Lilloost is to have electric light in the near future. Morris McShane, a Riondel miner, was suffocated by foul gases while working in the upraise of the Bluebell mine near Nelson last week. Vancouver was last week visited by a sudden hallstorm which continued with violence for upwards of an hour. All municipal servants in South Van-couver are this summer to be granted a fortnight's vacation. J. B. Mathers is the first reeve of the new municipality of West Van-couver. Victoris Land District-District of Renfrew Take notice that I, Thomas Judd, of vistoria, eccupation gardener, intend to apply for permission to purchase the fol-lowing described lands: Commencing at a post planted 15 chains east of N.W. corner post of lot 50, in the vicinity of Clo-oose, thence north 50 chains more or less to S.E. corner of lot 55, thence west 50 chains more or less to N.E. corner of lot 10, thence south along eastern and southern boundary of lot 10 to beach 50 chains more or less, thence east following the shore line to N.W. corner of lot 50, thence 15 chains east to point of commencement, containing 66 acres more or less. F. J. MARSHALL Agent for Thomas Judd. Dated 3rd April, 1812. letoris Land District-District of Re couver. Only released from the penitentiary three weeks before, Charles F. Britton has been found suilty at the Vancouver assizes of robbery with violence, sen-tence being deferred until the close of the assize term, his companion, Louis Freddle, being meanwhile sentenced to ten years' imprisonment. Britton claimed that he had been unfairly han-dicapped in securing defense witnesses, and the jury so beld also.

Victoria Land District-District of Renfrom Take notice that I. Robert A. Leahy, of Victoria, occupation carpenter, intends to apply for permission to purchase the fol-lowing lands: Commencing at a post plant-ed at the S.E. corner of 101 50, thence north 20 chains, thence sast 80 chains thence south 80 chains to N.E. corner of 101 96, thence west about 60 chains to beach, thence west about 60 chains to place of commencement, containing 640 acres more or less. F.J. MARSHALL Agent for Robert A. Leahy. Dated 3rd April, 1912.

Priests Attack Mission

Priests Attack Mission ST. PETERSBURG, April 15.—A party of Kurdish priests attacked the American mission station at Suj Bulak in the province of Azerbaljan, Persia, on Saturday, according to a despatch received here. The Kurds obpected to the ringing of the bell and to the hoist-ing of the American flag. The Turkish consul hastened to the scene and re-stored peace.

Frankie White Wins

ATLANTA, Ga., April 15.-Frankle White, of Chicago, was given the de-cision over Johnny Mcran, of New York at the end of a ten-round bout here Saturday.

Dated and April, 1912. Victoria Land District-District of Rentrew Take notice that, I. Herbert Sydney Baker, of Victoria, occupation carpenter, intend to apply for permission to purchase the following described lands. Commenc-ing at a post planted at the S.W. corner post of TL 33091 or TL 1746, thence north 60 chains, thence west 40 chains, thence south 80 chains more or less to beach, thence east 40 chains more or less follow-ing sinuosities of shore like to point of commencement, comprising about 250 ares more or less. F. J. MARSHALL THE CITY MARKETS

F. J. MARSHALL, Agent for Herbert Sydney Baker. Dated Srd April, 1912. Whole corn and consequently creeked corn and feed cornmeal cannot now be ob-tained. Crushed onts have hardened to 35 cents. Otherwise the market prices remain unchanged. Victoria Land District District of Repfrew Take notice that I. Joseph Taylor, of Victoria, occupation carpenter, intend to apply for permission to purchase the fol-

80 chains west, thence about 40 chains south to beach, thence east following sin-uosities of shore line to point of com-mencement, comprising about 480. acres more or less.

F. J. MARSHALL, Agent for John W. A. Taylor. Dated 4th April, 1912.

Dated 4th April, 1912. Victoria Land District District of Benfrew Take notice that I, Thomas Tite Hop-kins, of Victoria, occupation club porter; intend to apply for permission to purchase the following described lands: Commenc-ing at a post planted at the S.E. corner of lot 49, thence north 40 chains, thence east 40 chains, thence south to beach, thence prest, following sinucsities of shore line to point of commencement, about 320 acres more or less. F. J. MARSHALL, Agent for Thomas Tite Hopkins. Dated 4th April, 1912.

Victoria Land District-District of Renfrew Take notice that I, Edward Arnold, of Clocose, occupation miner, intend to apply for permission to purchase the following described lands: Commencing at a post planted at the S.E. corner of Clyde (or Cul-lite). IR No. 111, thence following eastern boundary of IR to its N.E. corner, thence following its northern boundary to its N.W. corner, thence 60 chains north, thence 80 chains east, thence 60 chains south more or less, thence 60 chains south more or less, thence 60 chains sout 480 acres more or less. F. J. MARSHALL Agent for Edward Arnold. Dated 4th April, 1912. Victoria Land District-District of Benfrey

Births, Marriages, Deaths

CLARK-At Sidney, B.C., on the 14th inst. the wife of George Clark, of a daughter. MARRIED

HARRIED
 BAXTER-GARDEN-AI St. Andrew's Presbyterian church, Victoria, on Saturday, the 13th Inst. by the Rev. W. Leslie Clay, BA., Helen, third daughter of A. Garden, of Caigary, Alta, formerly of Turriff, Scotland, and John, eldest son of George Baxter, Carlisle, England, were united in marriage.
 RICKABY-BELL-AI St. Mary's church, Oak Bay, on the 11th April, by the Rev. Wm Barton, J. E. H. Rickaby, of Victa, to Mabel, third daughter of Geo. Bel, Engl. of Whildey Bay, Northumber iand, England.

DIED MACKAY-At Vancouver, on the 5th inst. W. J. Mackay, eldest son of Mrs. Donaid Mackay of Quebec st., this city. Funeral from the family residence, 424 Quebec st. (this city), on Thursday at 2.15 pm.

(this city). on Thursday at 2.15 p.m.
STANCIL—At Victoria, B.C., April lith, Mary Beatrice, infant daughter of Mr. and Mrs. H. W. Stancil, Victoria West; aged 2 weeks.
WEIR—At Metchosin, E. C., on the lith inst., John Weir, aged 17 years. Born Caithness, Scotland.
WITHROW—Died at 1329 Stanley Ayenue, Victoria, B. C., at midnight April 14th. Sophia, relict of the late David Withrow. In the 76th year of her age.

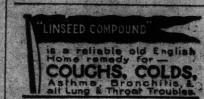
CASTORIA The Kind You Have Always Bough Bears the Signature of Char H. Hatcher

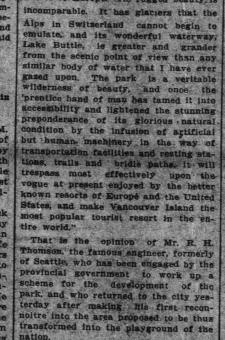
Corrig College Beacon Hill Park, VICTORIA.

Select High-Class BOARDING Col-lege for BOTS of & to 16 years Refinements of well-appointed Gen-tleman's home in lovely BEACON HILL PARK. Number limited. Out-door sports. Prepared for Business Life or Professional or University Examinations. Fees inclusive and strictly mederate. L. D Phone. Vic-toria 745. Autumn term. Sept. 1st. Principal, J. W. CHURCH, M. A.

COLLEGIATE SCHOOLS FOR BOYS

The Laurels, Rockland ave., Victoria, B.C. Headmaster, A. D. Muskett, Esq. assisted by J. L. Mollilet, Esq., B.A., Oxford. Three and a half acres exten-sive recreation grounds, symnasium, caddi corps. Mmas term commences September 13th. Apply Headmaster.





nation

GETS BACK FROM

"Strathcona Park, given the time, the

incomparable. It has glaciers that the

Alps

ween two sureties Ill return to Ashmation was laid

st Mr. Henderson Norwegian farmer living at Ashsolicitor. \$1.112 on 160 acres of berta. Mr. Gjill-ion, alleges that m he had paid off the papers in oring Mr. Gillhis land, but the bjected to taking it. Mr. Gjillstad nd says he found ot been paid. He has a letter from that the mortthat he has also h Mr. Henderson

es that the acou-, and that he will in disproving it ies up for trial.

NTHWAITE ERIAL HOUSE

imo Reported to ding the Offer Nomination

in Socialist cir+ that during. . H. Hawthonr entative of Na-al legislature, has st nomination for nt, and will probup his business imbia and becom-ast, a resident of nufacturing cities

acturing cities

hornthwaite has ions in this diuently said in nds in parliaon as he felt himdo so, he hoped al constituency.

killed in the Tuesday by a as he was en-machinery in

Lake Buttle, which is the centre of at-traction in the park. On the way we experienced innumerable adventures of the pioneering character.

the pioneering character. "Being experienced travellers we packed as lightly as possible, and made the pioneeries. When night fell we cut a few tree ribs and spread out our blackets and siept as soundly and safe-by as we might have done at home. The only difference was in our appear-ance. Every day we seemed to lose more and more of our civilized habits and personality and took on more and more of the atmosphere of the country in which we found ourselves. When we got back to Campbell river we gave the pioneers there guile a shock with our appearance, and when it went aboard the Venture to come back to Victorie, the crew were above associat-ing with us and we had to content our-selves with the society of the captain. "Stratheone park is in the form of a <text><text><text>

<text><text><text><text> resh Island Eggs, per dog. Cheese anadian, per lb alidornia Cheese, per lb ream, local, each Butter-Butter-Butter-berta, per lb cloteia Creamery, per lb cloteia Creamery, per lb owichan Creamery, per lb mix Creamery, per lb c. Butter

Royal Household bag Lake of Woods bag Royal Standard bag Wild Rose, per sack Wild Rose, per sack Robin Hood, per sack Calgary, per bag Moffarte Best, per bag Drifted Snow, per sack Snowflake, per bag Truis Orignes per form

 Truit
 Truit

 Oranges, per dosen
 35

 Tangerine do, per dos
 10

 Grape Fruit, each
 10

 Lemons, per dosen
 10

 Bananas, per dosen
 2.00

 Pineapples, each
 2.00

 Pineapples, each
 07

 Mutton, per 10
 07

 Mutton, Australian, per 1b
 0

 Chickens
 2

 Fowt
 2

 Versiables
 2

cient grounds for an action for dam-ages. The city surveyors located a new route, which is claimed by the city to be a shorter and better one than that first surveyed, but the company had put in a claim for damages because of the change ordered by the city. The company has served, the city with pa-pers in its suil for damages. The city has filed its statement of defence, but as Mr. Bodwell, K.C. solicitor for the railway company, has left for the old country the case will be stood over until his return.

Architacts Will Engrest Names-Af-ter considerable discussion, the British Columbia Society of Architects has de-tided to submit to the minister of ed-ucation in the near future. A list of

lowing described lands: Commencing at a post planted at Bonlia Point about 80 chains West of the Ciyde (or Cul-lite) I.R. No. 111, thence north 80 chains to the S.E. corner of TL 33091 or TL 1745, thence 40 chains west to the S.W. corner of this TL, thence following sinuosities of beach to point of commencement, containing about 820 acres more or less. F. J. MARSHALL, Agent for Joseph Taylor. Dated 3rd April, 1943.
 Straw, per 100
 16.00

 Bran, per 100
 140

 Shorin, per 100
 18.

 Aborin, per 100
 175

 Feed Wrheat, per 100
 1.75

 Crushed Oats, per 100
 1.85

 Barley, per 100
 1.95

 Barley, per 100
 1.95
 lay, per ton hop Feed, per 100 lbs. Tushed Barley, per 100 lbs. 20.00 22.00 1,50 2.10 22.00

.25 0 .75

.10 .15 .20

2.00 0 5.00

ealand Butter

old, bag

Vegetables

nions, 4 lbs house, per hd ...

Versibles Fresh Green Peas, per lb.... New Potatoes, 2 lbs. Mexican Tomstoss.perlb.... Florida do. per lb Barsley, bunch Cucumbers, each Potstoss, per sick Anbcroft Potstose, per sack. Cabbare, new, per lb Garille, per lb Oregon Onions, 4 lbs Australian Onions, 4 lbs

arrots, per lh ew Carrots, 8 bunches

New Carrots, 3 bunches Sauliflower, each Calary, per stalk, 3 for West Potatoes, 4 lbs for Freen Onions, 8 bunches unly Kale, per 1b thubarb, local hot house, pér bunch

res, cal, per bunch.

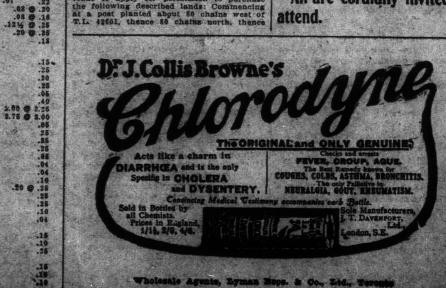
Dated 3rd April, 1912. Victoria Land District-District of Renfraw Take notice that J. Frank Hynes, of Vic-toria, occupation carpenter, intend to apply the permission to purphase the following described lands: Commencing at a post planted about 30 chains west of the Clyde for Cul-lite), I.R. No. 111 (new number 1745), thence about 60 chains morth to S.W. corner of T.L. 35.996, thence 50 chains east, thence 80 chains south to the S.W. corner of above I.R., thence west fol-lowing sinussities of beach to point of commencement, comprising about 480 acres more or less. F. J. MARSHALL, . 80 .25 .30 .14 T. J. MARSHALL, Agent for Frank Hynes. Dated 3rd April, 1912. 1.95 1.95 1.95 1.95 1.95 1.95 1.95

Dated 3rd April, 1912. Victoris Land District-District of Reafre Take notice that I. John Nutting. Clo-cose, occupation Government linesmail intend to apply for permission to purchas the following described rands: Commencin at a post planted at the S.W. gorner of T 49461, thence 80 chains mouth thence 8 chains west, thence 50 chains south, thence east 80 chains, following sinussities of shore line to polit of commencement, com prising about 548 actes. F. J. MARSHAIL, Agent for John Nutting. Dated 4th April, 1912.

Victoris Land District District of Renfrew Take notice that I, John W. A. Taylor, of Victoria, occupation motor proprietor, in-tends to apply for permission to purchase the following described lands: Commencing at a post planted about 80 chains west of T.L. \$2661, thence 80 chains north, thence

Sheep Breeders Meetings will be held at the following points under the joint auspices of the Dominion Live Stock Branch and the Provincial Department of Agriculture with a view to stimulating greater interest in the Sheep Industry in this Province: Metchosin, April 15th; Sandwick, April 16th; Duncans, April 17th; Ganges, April 19th; Ladner, April 22nd; Chilliwack, April 23rd, commencing at 8 o'clock. The above meetings will be addressed by Mr. W. T. Ritch, Dominion Sheep Commissioner and Mr. C. M. MacRas of the Dominion Live Stock Branch on topics of interest to sheep men.

All are cordially invited to attend.



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The Colonist

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PERILS OF THE SEA

A shipmaster formerly sailing out of Victoria, in the course of a conversation as to safeguards to navigation, was asked if what he had specified would ensure safety. He replied: "Nothing. can ensure safety. There are always perils of the sea against which nothing can guard." It is well to keep this fact in mind in view of the terrible wreck of the Titanic. Here we have a ship which was the very last word in marine construction, commanded by a skilful navigator, and yet she went down sults as can be reached under any plan carrying hundreds of people with her. that can be devised; but undoubt It seems impossible to believe that her the idea of party loyalty and the de-Captain would be negligent; it is certails of party organization may be tain that he was not incompetent. His pushed too far. This is painfully manskill as a navigator is established by ifest in the United Kingdom just now, his selection for the command of the when a calm and unbiassed discussion greatest ship ever built. That he would of a great issue seems to be quite imbe negligent in such a position seems beyond belief. The late Captain Cox. for the Home Rule measure and every of this city, once told of a queer theory Conservative against it. So far as we he heard an old Honolulu pilot advance Coming out of that port in the mornnig they saw a steamer in a position in which there was absolutely no excuse form an unbiassed judgment. We find for her setting on a fine night. She the same thing in Canada. The discussion of any subject strictly upon its was not a complete wreck, but was cer tain to become one as soon as the sea merits seems impossible. rose. Captain Cox asked the pilot how the master of the ship had ever got her into such a position. The pilot replied: "The devil done it: the devil often blinds sallormen's eyes." Captain Cox either political party. Party organize added that he had seen many disasters for which it seemed as if no other explanation could be offered except that they were due to unaccountable mistake. The City of Columbus, we think that was her name, went ashore at the foot of a cliff on Martha's Vineyard on a clear night. Said Captain Miller of the New York: "I was out in the people will not stand for that. Sound not far away at the time, and there was not a cloud in the sky nor a trace of fog." The quartermasters, who were in the pilot house at the time, were both drowned. The capte't had set the course of the ship not more than thirty ites before and gone to his cabin-No one ever was able to advance even a tenable theory for the loss of this

We may never have a satisfactory explanation of the loss of the Titanic, and to attempt to suggest one with the information available would be preposterous. Perhaps of all the dangerous things with which a great steamer may be in collision an iceberg is the worst. No one can tell from the part of a berg which is in sight where the rest of it is. An iceberg floats only one-eighth f its weight above water. A towering may only be a part of a great rged mass upon which a steamer strike, and the very fact that' s submerged might make the blow Iways possible danger that a berg verturn. Insta .s of this have served, although we do not at present recall any instance in which a shipwreck was caused thereby. There are well known cases of ships that have sailed and never have been heard of again, although they were supposed to have been lost in the most frequented paths of the sea. The Coston of that name with some four hundred pasengers, and not only was never seen again, but not a fragment of her was ever discovered, although the ocean was diligently searched. She disappeared as completely as if she had been caught up in the air and transported to another planet.

thing if more of this were invested in local industries. We have nothing just now in mind to suggest, and this article is only written to bring the subject under the attention of our enterprising citizens With the development of the island and the growth of the commerce of the city, there will always be a much larger payroll that we have had heretofore: but we are very ambitious for Victoria, and want to see all the sails drawing.

PARTY GOVERNMENT

the servants' hall. I cannot imagine what the great ladies of other days would have thought and said had some one been introduced to them, and on making inquiry been told. 'She is quite smart.' According to their old world ideas such an idea would convey the idea of some kitchen-maid dressed up in her Sunday best." The object of government is, or at In her Sunday best." She goes on to explain what she under-stands by the expression, and it may be summarized as a combination of extrava-gance, frivolity and irresponsibility. Perhaps people of a later generation might not accept Lady Dorothy's interleast ought to be, the attainment of the greatest good for the greatest number. Therefore the test of any system is whether it is such as to secure an expression of the best thought of the netation. A very recent dictionary de-tines "smart" as meaning purgent, keen, revere, sharp, brisk, witty, shrewd, Anpeople and a set of administrators who will give effect to it. Obviously ideal other adds to these vigorous, acute and vivacious. Another adds poignant, quick, brisk and fresh. It must be confessed that exactness is not easy when a word conditions are unobtainable. As long as one man's vote counts for as much as another's there can be no certainty that a popular verdict will always be s susceptible of such a variety of meanwise. Obviously also there can be no ngs. guarantee that the best men will alwhile there may be some excuse for inexactness in speech, there really is none for mispronunciation and scarceways be chosen to office. Possibly party government produces as good re-

ing

he mean

this we are not unmindful of the

that usage is constantly changing meaning of words. In "Under Five

leigns" Lady Dorothy Nevill speaks of

The expression "smart set." She says: "The adjective 'smart' which has come into such extended use, was not in former days, I think, much heard outsid the second

servants' hall. I cannot imagine

y any more for mis-enunciation. plation. Two persons may nee a word the same, but they nounce a word the same, but they may enunciate it differently, that is they may give, out the sound differently. It is clearness and beauty of enunciation which sives charm to speech. Beauty of enunciation seems to be due to the proper use of consonants, whereas cor-rect pronunciation is due to the proper use of vowels. This is not an invariable rule, but it is one worth keeping in mind. To be accurate without ostaris may possible. Substantially every Liberal is nind. To be accurate without ostenta ion in the selection of words, to pro have been able to judge, there has been ce them correctly and to enur no attempt on the part of any one to hem distinctly are the three essentials of correct speaking.

LABOR AS CAPITAL

A railway president, addressing his mployees, said that the capacity to do inskilled work was equal to a certain ash capital. We have forgotten the There is just a possibility that party discipline may be carried too far, and unt he said, but it would be got at we think we see signs, of a revolt reckoning the amount of capital put t at interest that would yield what a against it. They are not confined to out at interest that would yield what a steady workman can earn. If a man can earn an average of \$2 per day, he represents to himself an investment of \$10,000 at 6 per cent. It does not do to push analogies too far, but the resembl-ance between capital invested at inter-est and ability to earn wages is suffici-ently great to make some of the rest tion is a very excellent and necessary thing, but unless there is elasticity within a party, it is pretty sure to go to pieces. There is very little doubt that the overthrow of the Liberals last year was due in large part to local ntly great to make some of the prin iples applicable to the one applicable to inelasticity. Local leaders claimed and other. For example: exercised a species of dictatorship; and If a man had \$10,000 to invest with

the intention of living on the interest he would naturally seek a safe invest-A government never is as strong as ment, and would aim rather at deriving a permanent income with safety than a when it has the support of independent men. At best neither political party in smodic one with uncertainty, aid naturally want the best in Canada has a sufficient number of hard would naturally want the best interest he could get; but if he was a wise man his first aim would be certainty and perand fast adherents to be able to secure popular support. It must depend upon the great army of the "unplaced," upon the men who do not go near political

FIC

his met and words to be the second state of the second size of the second size of the second state of \$10,000 and support a family might find a rather difficult proposition; but a workman by increasing his earning capacity increases this value to himself, that is the capital his represents to himself. Hence it is to conventions. The larger the element of the electorate is the better for the country, for its strength prevents party tyranny, or at least reduces the possihe represents to himself. Hence it is to the advantage of every workingman to We do not recall a presidential campaign in the United States, in which there was anything like the bitterness shown that is now in evidence between

the advantage of every workingman to increase his efficiency, provided increas-ed efficiency means increased pay. Hence also any system that prevents a work-ingman from increasing his earnings by increasing his efficiency is economically unsound: Hence also loss of time through dissipation is equivalent to a loss of interest on an investment. A man who loses two days a week through dissipation is like one who doliberately lissipation is like one who deliberately acrifices 2 per cent. upon a 6 per cent It follows that strikes may be econ-

THE VICTORIA COLONIST

Sir Beerbohm Tree recently presented thello in London, and at the close of one of the acts there were calls for the author. Fancy any London thestre-going audience supposing William Shakes peare to be yet alive.

person engaged in supplying a cer branch of the building trades said tain ast week that he knew of a thousand being now in course of erection ! Victoria. Nevertheless if you try to rent a house you will find it hard to get

Senator La Follette is convinced that he will secure the Republican nomination for the presidency. He says there will be a deadlock between Messrs. Taft and Roosevelt, and that he will certainly be chosen as a compromise.

Harry Lauder has been engaged for a season in America at \$5,000 a week. He is given this enormous salary because his manager-to-be says that he draws ligger houses than grand opera. There's no accounting for tastes.

"bubble hat," an arrangement whereby the wearer can at will blow a bubble that will appear as an ornament. There pes not seem to be anything that can go beyond this. The hat has been patented. The bubbles cannot be any lighter than the head that will wear them.

to launch a steamer that will be 900 feet long, and will have accommodation for 5,000 persons. Her promenade deck will be nearly a quarter of a mile round. She will have a theatre capable of seating 600 people and a winter garden. We fear that the public will not feel as con-Ident of the safety of these big ships as they were.

United States railway men say that hey want 100,000 men to work this ummer. Yet the cry constantly goes p that there is no work to be had. The trouble is that many of the socalled unemployed do not wish to have steady employment. If they can get ccasional jobs around the cities they are content. This evil is much greater than many people think.

Thou shalt not treat, says Premie Whitney, of Ontario. Thou shalt not have a bar, says Mr. Leader, of the oposition Rowell. Out here we are going abolish the saloon. That will be better than either of the Ontario proposals There is something better than either or all of them, namely the inculcation of the principles of temperance. Many e those, who have taken part in temperance reform, have grave doubt if by sub stituting legal restrictions for moral uasion much of a gain has been made

In the course of a discussion a Le ays ago upon wages and the cost of days ago upon wages and the cost of living, one of those taking part in it expressed the opinion that, if all per-sons in British Columbia, whose wealth exceeds \$20,000, and workingmen who have been in the province less than a year were eliminated, it would be found that the average wealth of the popula-tion is much greater than in any other part of the world. We think this may be true. There are a surprising numbe true. There are a surprising nu ber of people in this province, who a easily worth between \$10,000 and \$20 000, and very many more who have as sets worth between \$1,000 and \$10,000 It follows that strikes may be econ-mically unsound from the standpoint of thing at all, that is excluding transient

holding 32,000 barrels, a measuring tank oil and its installation on the G. T. P. holding about 1000 barrels, and a pump ips Prince Rupert and Prince ing plant of 1,000 barrels per hour de adoption of oil as fuel ivery. An eight inch pipe line leading

property is not affected, and the maxi

"Individual requirements must govern

the i.h.p. developed, dr. . d by 10,

generally speaking, 4 barrens of out will

equal one good ton of coal, although on

vessels with modern and well maintain-

ed equipment, 3½ barrels will be nearer

Oil Storage on Board.

"The location of oil storage on board

is perhaps a more difficult problem.

Double bottoms are frequently used in

ships where they are required for water

ballast only. The principal difficulties

in such cases are those of proper vent

ing arrangements, and owing to the low

density and low velocity of oils required to stand British Admiralty and Do

minion Government tests, it will be found necessary to fit steam heater

coils to the suction -pipes to secure a

free and constant flow of the pumps.

Such coils, from their location, are difficult to overhaul, and are attended

with the possibility of developing leaks and the constant introduction of water

These tanks, five in number, are bu

went swashing. In addition to the usu iged fittings required by law, full size s valves have been provided on the i of pipe openings, operated by spindi in the top, of the tanks, which permi-use any vice line in each of a

These tanks and are over and aft and thwar over and aft and thwar over and aft and the areas over an areas of the areas of

into the oil.

temperature of the sea water, and the

the actual consumption, including usual auxiliar es.

or

are to be considered. A handy

which will give the cons ...

rels per steaming day of 1

obtained.

The adoption of oil as full for steamships use is a question which in-volves the careful study and solution of many problems peculiar to each in-dividual case. Some of these are: The advantages to be gained in economy and efficiency; the abundance of the supply, means of securing proper deliv-ery, storage facilities and convenience town the dock with two connections to the ship enables both forward and after tanks to be filled at the same time. A contract has been made which calls for a constant supply of oli, having the required flash test and gravity. The pump house is of concrete, and the tanks ery, storage facilities and convenience in fueling ships: quantities regulted to be carried, location of proper storage on board, ships' trim and stability, fresh water storage, etc.; and, not the least important, the system of oil burners to be adopted: <u>Advantages Gained</u> "The advantages gained in the use of oil fuel as against coal vary according to the conditions under which it is to be used, and are generally well recog-nized. Briefly enumerated, they are as follows: The quantity required to perstand on heavy concrete foundations laid on piles driven to 3 feet centres, with retaining walls of reinforced con-crete. The walls themselves form an outside tank with a capacity of 10 per cent. greater than the steel tanks, and are circular in shape, with panels set in

follows: The quantity required to performed the same service is less both in weight and the space occupied, with a proportionate decrease in fuel bills. This is particularly, true on the Pacific coast, where the oil supply is abundant and coal is somewhat limited in quan-tity, high in price and of comparatively poor fuel value. Such expenses as re ewing of grate bars, stoke hold floo plates, slice bars, rakes, etc., which every coast engineer knows are consid-

"It has been the experience also of ship owners who have changed from coal to oil that charges for boller maintenance have maintenance have practically disap-peared. The constant opening of fur-nace doors for firing up, and the time equired to clean fires on account the large amount of ashes and clink-ors, with the consequent inrush of coid air and the resultant lowering of furnace temperature, cause an immense amount of contraction and expansion. This cannot but have a serious effect on joints and rivers, and as a cons quence a large unnecessary expense f repairs, to say nothing of the rap deterioration of the plant, with the ulti-mate necessity of/replacing the bollers iong before their time. I have known ps to carry a gang of boilermak trip after trip, and when laid off for overhaul the principal expense would he boller repairs. One superintendent engineer whose fleet made long offshore voyages told . me it used to be a regular thing to have boilermakers walting a ship's arrival in port, but since his line adopted oil fuel.he "had not seen a boilermaker."

Small Pay-Roll

Small Pay-Roll Another most important economy is the reduction in the number of firemen the reduction in the number of firemen and trimmers required, with the con-sequent lowering in payroll and cost of subsistence. One man of ordinary in-telligence on a watch, in oil, burning ships with single stoke holds, will tend 18 fires and have an easy time of it, whereas with coal 18 firemen and six to nine trimmers would constitute the stoke hold crew of such a ship. and they would crew of such a ship, and they would earn their money, too. The difficulty of securing so large a crew of efficient firemen is very often a serious one. This is greatly less-ened with oil, as its use does not reened with oil, as its use does not re-quire, nearly, so many nor any more skilful men, and the cleanliness and lightness of the work appeals to them. Crews are easier to keep and are more, useful on that account. "Because of the absence, of smoke, oldears and mathematical account.

because of the absence, of smoke, oinders and coal dust, oil burning ships are not only cleaner, but the aupplies required for scrubbing and painting are much less, and while the economies from such sources are difficult to calculate, they are appreciable neverthe

Culate, they are appreciable neverthe-less. Greater Efficiency "In point of efficiency the advant-fic value of oil far exceeds that of coal. After deducting the percentage of moisture and ash from coal, the latter from experience having been found to run as high as 20 per cent. and 25 per cents the average run of coal will be found to represent 7000 to 5500 h four. "Tages are appreciable neverthe-tic value of oil far exceeds that of coal. The filling avrangements are most com-plate and simple. The forward and after tanks can be filled separately, but in addi-tion, the after filling pipe leads to an S-in, manifold, by which not only can the moisture and ash from coal, the latter from experience having been found to run as high as 20 per cent. and 25 per cents the average run of coal will be found to represent 7000 to 5500 h four.

· Friday, April 19, 1912

MR. R. F. GREEN THE MAN FOR KOOTENAY

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Unanimous Momination and Elec-tion Is Generally Conceded Liberals Will Support Rim

It is generally expected that the by lection in Kootenay, to fill the seat in the house of commons vacated b the appointment of Mr. A. S. Goodev to the board of railway commissioner of Canada, will not be brought on unt autumn, although meanwhile the a is filled with conjectures and specul tions as to possible candidates. It seems to be generally conceded that the Conservative convention will seems to be generally conceded making them more ornamental than otherwise. By the plan the rate of inname Mr. Robert F. Green of this city surance on our own and surrounding with unanimity, his intimate acquaint ance with the conditions and necessities ntum degree of safety from loaks or fire of the Kootenay, as well as his close knowledge of public affairs and public men, making him exceptionally fitting the quantities required to be carried. The route the vessel is on and the frefor service as a useful member of the federal house. quency with which she can be fueled are to be considered. A handy rule is

This is so generally recognized that he has already been offered the hearty support of Liberals as well is Conser vatives in all the chief Kootenay centres, several of the opposition assoclations having declared themselves as against the presentation of opposition in the event of Mr. Green being the Conservative champion,

Th Ottawa and in Montreal during the past week there has been talk of either Hon. W. S. Fielding or Hon. Mackenzie King seeking a seat in Kootenay. Better judgment will most probably prevail; however, and neither of these ex-minis ters experience the discomfiture of losing both the seat and \$200 deposit.

POULTRY EXPERT TO TOUR PROVINCE

Mr. H. C. Upton, who has been enaged by the provincial department of agriculture as an assistant poultry expert, will start in a few days on a tour of the province, which before it is com-pleted will take him over a large part of the island and the southern mainland. It is the intention of the department to Into the oll. "In high speed vessels like the Prince Rupert and Prince George, questions of dis-placement, trim, stability and centres of Grävity are very carefully worked out by the designer and builders, and it is most important that such conditions once estab-lished should not be disturbed. These be-ing the only ships on the Pacific coast fitted with full hot and cold running water service in all staterooms they require far more than the average supply of fresh water. The double bottoms being utilized for this purpose, it became obvious that if fael oil was to be carried there that an equal amount of water storage must be provided elsewhere. It was decided that oil tanks built in the least disturbance to the domestic and belies feed water systems of the ships, the distribution of weights and other questions of trim and stability. Be-sides this the plan possessed the additional advantage of convenience in filling and venting arrangements without disfiguring the Vesse's cabins or exteriors, and such tanks being iscented above the ships main; the ships no suction heaters were hoessan; The space provided contains sufficient to carry the ships is 138 knots an hour, with ample for port consumption. "These tanks, five in number, are built of make the work of a character as thoroughly practical as possible, and Mr. Upton, therefore, will not confine himself to the delivery of lectures, but will ge directly to the farmers wherever he as an opportunity, and will solve their individual difficulties or give them advice as to what changes should be made in their methods. Although Mr. Upton is a native of Canada and received his echnical education at the Ontario College of Agriculture in Guelph, he has spent the past few years on the staff of he State College of Agriculture in the state of Maine Dik state of Maine. Discussing conditions which prevail in that state, Mr. Upton declares that the agriculture of Maine is not nearly so bad as one might infer by reading from time to time the stories which are published with regard to abandoned farms.

"As a matter of fact," said Mr. Up-ton, "I have seen land in the county of Norfolk, Ontario, that has been injured Norfolk, Ontario, that has been injured as much, if not more, by poor farming than any to be found in Maine. One great trouble which Maine has experi-enced is that in many places the forest; has been cut off the steep billsides where it should never have been distur ed, or at any rate where it certainly should never have been disturbed, or a from the top, of the tanks, which permits closing any pipe line in case of a break, and absolutely contining the oil 'to 'the tanks. The tank plans were approved by Lloyd's, the British Board of Trade, and Dominion steambeat inspectors before the contracts were let. hould never have been denuded. Attempts were made to farm these milisides in places, where, as the places . where, as saying is 'it was necessary put a brick on top of the seed in order to keep it from rolling off.' These are gradually being re-afforested, but it is a process which takes time. The rest of the state is by no means a desert, even if it is 'dry.' In fact, from all I have been told, it is not nearly as dry as it well might be. Contrary to the gen-eral impression also there is still plenty of lumbering being done in Maine, although the cutting is not so careless as

The latest fashion in head-gear is the The Hamburg-American Line is soon

Ingenuity in planning, care in construction, skill in navigation may be exercised to the high possible degree; but there are and always will be perils of the sea against which human foresight cannot guard. The marvel perhaps is that there are so few disasters, not that there are so many.

WANTED, A PATROLL

We have heard a good deal lately about the desirability of restricting the industrial area of Victoria. This is, we suppose, all right provided it is not pushed too far. But what we would like to hear more about is an effort to increase the number of industrial establishments. Victoria the Beautiful is a fine thing; but Victoria the Industrial and Victoria the Commercial are also good things. There is no reason in the

world why she may not be all three. There is a very great deal of work new being done in Victoria, and there is a great deal more to be done. We will have a very busy city for some years to come on public works and buildings; but of necessity the time must come when there will be a slackening up in these lines, and it seems to us to be the part of wisdom to take the steps necessary to keep up a good payroll permanently. .There is a great deal of capital in Vic tonia, and it would be a very excellent

n party. We have not observed any disposition upon the part of Mr. Roosevelt or his associates to deny this. On the other hand, there seems to be a likelihood, that, if the official Republican organization does not accept him as a candidate, Mr. Roosevelt may try his hand at forming a new party.

THE U. S. CONTEST

the supporters of Mr. Taft, and those of

Mr. Roosevelt. The language employed.

thrown back and forth is of the grav-

est character. Mr. Taft's friends allege

is of a very violent kind, and the charges

that Mr. Roosevelt is deliberately plan-

bility of it.

are the interest upon what represents us our capital. Skilled workmen no On this point a few observations may us our capital. Skilled workinen nowa-days rarely have to strike for increased put; unskilled men rarely gain anything by striking. Skilled workmen being aiways in the minority, the demand for their services is usually greater than the supply. Hence they are always in a position to command good wages, except in times of depression, when the best men may find themselves out of employ-ment. The unskilled workman rarely gains anything by a strike because his be made. The only agency that can smash the Republican party is the popular vote, and if the explosion occurs, it will only be because the people do not find in official Republicanism the policles which they think are best for the country. The Republican party is more than half a century old. During that gains anything by a strike because his time it has to all intents and purposes term of employment is always uncer-tain, and the class to which he belongs is the most numerous of all. A strike that does not result in better pay or improved conditions, which come to the governed the United States, the brief intervals during which the Democrats were in power not counting for very much so far as the nation was concern-We make these observations, not beed. They meant something to the officeholders, but not much else.

thing now transpiring in this commun-tity, but solely as a contribution to the Fifty years is a long time for a party to sway the destiny of a great country, liscussion of a very important economi and it is very much open to doubt if the discussion of a very important economic question, which at times very greatly agitates workingmen, and ought as a matter of fact to receive at all times their best, consideration, namely: How shall ability to work be employed by the worker most advantaseously to himself Republicans have kept abreast of the development of public opinion. Probably the only reason why it was not disintegrated long ago is that there was no worker most advantageously to himself; leader representing a clearly defined issue, and possessed of the qualities which The telegrams speak of the great vealth of the Titantic's passengers. In the supreme hour wealth counts for appeal to the imagination of the people. Mr. Roosevelt has those qualities, but he has not yet presented an issue in so nothing. concrete a form that it can be expressed We suppose it will never be explained in a phrase. If he could do this, the w such erroneous reports of the Ti-able wreck came to be sent out the first ay. No one will probably take the

vel

very greatly.

rouble to inquire.

political situation in the United States would take on a new complexion at once. SPEARING ENGLISE

The general tone of the financial English is really a very pretty and comprehensive language, although one might think otherwise from listening to the manner in which fi is too frequently article in late New York newspapers is. decidedly favorable. If the presidential lection does not interfere too much with spoken. Possibly there is no better business, the prospect is for a very good complishment than the ability to speak summer. one's language with a proper enuncia-tion and with regard to the fine shades Apparently the indications for a great of meanings, provided this is accompan-led by simplicity. Eliminating slang crop in the Prairie provinces are very and colloquialisms, in which they are no more at fault than others, we think ingood indeed. Though there was an ab sence of snow during the winter, the exactness in the use of words very characteristic of Canadians; but in sayrecent falls have helped the situation

orkmen, is very small indeed,

the worker. The great majority of us have no capital to put out at interest. We have only labor to put out fer wages, though sometimes we call our wages sclaries and sometimes fees. That The Calgary New-Telegram thinks hat the fact that the Senate killed the Tariff Commission Bill is a proof that is to say, most of us are able to make a living because we can do something that some one else is ready to pay us for doing. Our fees, wages or salaries, whatever we may choose to call them, are the interact the appointive body should be abolished. That is strange logic. If it were to be an established proposition that the Senate had no power to defeat a measure sent up from the Commons, there could be no better evidence that it had outlived its usefulness. The only question involved in the action of the Senate is if it acted upon the merits of the measure or only as a partizan body. If the latter contention can be supported, the value of the Senate has gone, and cannot be restored. But probably the Senators would deny that they were partizan in their action.

> Seattle is worried because passengers come from that city to Victoria or Vancouver and then take steamers here for Alaskan ports. It wants this sort of thing stopped. How are they going to stop it? They surely will not require a person to establish before landing in Alaska that he did not come to Victoria or Vancouver from Seattle. They cannot hope to prevent a Canadian steamer carrying passengers from here to Alaskan points, or expect such steamers to refuse to sell tickets to people who come

from Seattle. It is easy enough to regulate freight shipments, but when it comes to interfering with the free move-

nents of people that is quite another story. The Secretary of Agriculture for the United States says that country needs 300,000 miles of additional highways. This is not very much, when you come to think of it. It is only a mile for every ten square miles of territory. The figures only look large.

CAPT. NICHOLSON ON FUEL OIL USE

Manager of Grand Trunk Pacific ars Writes Paper On Use Liquid Puel On Vessels

Capt. C. H. Nicholson, manager of the G. T. P. steamships, has prepared the following report on the use of fuel

found to represent 7000 to 9500 b.tu., whereas oil will give as high as 18,500 b.t.d. The combustion of coal is most whereas oil will five as high as 18,500 b.t.0. The combustion of coal is most incomplete with very high stack temp-eratures of from 400 degrees to 450 degrees F. are easily obtained. Boiler efficiency (under coal usually about 57 per cent) is in consequence increased to something over 80 per cent. es-pecially where forced draft installa-tions are found. The water syapora-tion is thereby increased. Instead of tion is thereby increased. Instead of an evaporation of from 7 to 9 lbs. of an evaporation of from 7 to 9 lbs. of water per pound of fuel with coal, from 15 to 10 lbs. of water per pound of fuel is secured with oil. The steam pressure is steady and easily obtained, a given speed is readily maintained thereby add ing geatly to the accuracy of dead reckng, the safety of the ship and those travelling on her, as well as their comfort and convenience. When all these things are considered there seems little argument left in favor of coal as

against oil, except the supply. While it is difficult to calculate definitely the future oil supply, still there are no present indications of failure in this direction. At was reported a few months ago that there was in storage in California alone a quantity sufficient to take care of the world's consumption for seven months. The California and sumption Texas oil fields are by no means exhausted; new wells are being sunk constantly, and from indications in Aifields will be developed equally as im-portant, so that notwithstanding the immense increase in consumption, the sup-ply promises to be adequate, and the price will probably go lower rather than

Dirice will probably go lower rather than ingher: **Constant Supply**. Trueling facilities are becoming more at all California ports, Portland, Oregon, Tacoma, and Seattle, Wash, and Van-couver. B. C. In a few instances oil barges are kept, and will come along-side and fuel a vessel up while at her own pier, but in most cases it is neces-sary to Broceed to a shore station for oil, at the expense ofmoving the ship and the loss of time entailed. For our own purposes, where a rigid schedule is maintained, and time is a most imports and factor, it is desirable that the ships may be fueled, watered, freighted, and take on or discharge passengers, bag-sage and mails at ome and the same time without requiring the ships to move tom the berths.

"This has been accomplished by the vernon ratepayers will shortly upon a bylaw to provide \$25,000 school extensions.

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changed and ready for service about April 15. "Much study and care has been given this-mataflation in arranging the plans and working out the details, and it is considered the best and most complete yet made on this coast, this opision being borne out by other steamship and oil men who have special that which these ships are again a service, not only will the desired econ-omy and increased efficiency be effected, but many improvements will be found pos-sible under the new conditions, not the pathed the heat for and white pathed stoke holds, smokeless stacks, and scottess decks, the latter features being a contammation devoutly to be wished, and which will be much appreciated by the travelling public.

it was a few years ago." Degrees Form Queens

KINGSTON, Ont., April 16 .- At the KINGSTON, Ont., April 16.—At the annual convocation of Queens univer-sity on April 24 the following honorary degrees will be conferred., Doctor of Divinity, Dean Bidwell, of Kingston; Rev. D. R. Drummond, of Hamilton; Rev. Thomas Mitchell, of Southport, England, president of the Free Churches of England; Rev. R. Bruce Taylor, of St. Paul's church, Montreal. Doctors of Laws Arthur G. Doctors of Laws, Arthur G. Doughty, C. M. G. Dominion archivist, Ottawa; Principa McDougall, Ottawa Collegiate institute William Bennett Munro, professor of the, cience of government at Harvard unirersity.

EDUCATION MINISTER WILL GO TO LONDON

Hon. Dr. Young to Represent British Columbia at Great University Congress.

Hon, Dr. Young, as ministerial head of the provincial health department, leaves this evening for Merritt, where on Friday of this week he will take part in the formal opening of the new Nicola general hospital, an institution but recently completed, and which is spoken of as a model of modernity and convenience in construction and equip-

The minister returns at once to Victoria, expecting to reach the capital again on Saturday night.

It is Hon. Dr. Young's intention to visit many of the leading centres of higher education in America (both in Eastern Canada and in the United States) before proceeding to the Old Country this summer, his plans in-cluding attendance at the great University congress to be held at London during July

Failure of U. S. Bank

MOUNT VERNON, Wash., April 16 .-The private bank of W. E. Schricker & Co., of La Conner, closed its doors today and announced its insolvency. The deposits amount to \$325,000. The failure of private investments to make the desired returns is given as the cause.

WINNIPEG, April 16. J. P. Alex ander ex-M. P. P., deputy registrar of Boissevals, Men., land fittes office, dropped Jead this morning. He was in a barber shop and had just got into the scheir for a shave when death took place, heart failure being the cause.

present mo termine th pretation e compell Montreal S Gingras, a in a fire th in a, firs th terior of a. calfg, street District O'Neill obt third floor the back. the roems and discove the bed wit extinguished and carried

N THE! **R KOOTENAY**

19, 1912

ation and Ele y Concededcted that the by-

to fill the seat mons vacated by Ir. A. S. Goodeve ay commissioner brought on unt anwhile the a ures and specula andidates. nerally conceded convention will Freen of this city timate acquaint ns and necessities well as his close affairs and public ceptionally fitting eful member

y recognized that offered the hearty s well is Conserlef Kootenay cenpposition assoced themselves as n of opposition Green being the

ontreal during the n talk of either or Hon. Mackenzie Kootenay. Better probably prevail; of these ex-minisnfiture of los nd \$200 deposit.

ERT **JR PROVINCE**

who has been enial department of istant poultry exew days on a tour before it is comover a large part uthern mainland the department to character as tho nossible, and Mr not confine himlectures, but will mers wherever he will solve their or give them adshould be made though Mr. Uptor and received his the Ontario Coln Guelph, he has irs on the staff of Agriculture in the ssing, conditions state, Mr. Upton lture of Maine is ne might infer by time the stories with regard to ct," said Mr. Up i in the county of t has been injured by poor farming in Maine. One Maine has experiy places the forest steep hillsides have been disturbere it certainly a disturbed, or at been denuded. to farm these where, as the a necessary to the seed in order off.' These places

s time. The rest means a desert, in fact, from all 1 nearly as dry as atrary to the genhere is still plenty lone in Maine, alnot so careless as m Queens April 16 .- At the of Queens univer-following honorary ferred: Doctor of well, of Kingston; ond, of Hamilton; ll, of Southport, the Free Churches Bruce Taylor, of ntreal. Doctors of bughty, C. M. G., Ottawa; Principal ollegiate institute;

-afforested, but it

On Sunday last three hundred of them came down the grade to a point between Spuzum and Yale, where they forced out a number of those who had return-ed to work. The stilkers are reported to be closely watching the movements of the police. Where the constables are, there is no sign of disorder or trouble of any sort, but where the mal-contents have the field to themselves, they are inclined to adopt distinctly ag-creasive tactics. Superintendent Campbell took in nine additional officers from here on Sunday evening, with three more from Van-couver, and will reinforce the squad with others from points along the line, carte blanche having been given him to engage as many as the situation ap-pears to him to demead



Want Leather Upholstered

Chairs and Baths Installed

at C. N. P. Construction

quarters here this afternoon. It was

stated that the strikers.had practic-ally cleaned out the 12 camps at which work was again started last week.

Mr. W. K. Gwyer, the division en-

cineer on section three, arrived in Vancouver this afternoon and left by

of the company's property.

for a seven hour day and a minimum wage of \$5. One of the leaders said

that the men would refuse to go back

to work until leather upholster chairs and baths were installed at every camp.

the country until our demands are sat-islied," one striker is reported to have

'We are going to tie up everything in

his gravevard."

said.

Campsonanter

was little smoke. She died, how before an ambulance errived. er, before an ambulance arrived. Miss Gingras had evidently been acned of the fire, for she was found ressed for the street, and it is sup-osed she went back to save some be-ongings and was overcome by smoke. While Chief Mann was rescuing the woman, Disfrict Chief Martin was told here was a woman on the top floot.

there was a woman on the top floor. With a couple of men he fought his way to the top floor through the flames, all three having their hair singed, only to find that District Chief Mann had found the woman.

LAND NOTICES

tupert Land District-District of Coast VANCOUVER, B. C., April 15 .-- That Take notice that James L. Resse, of Yan-couver, occupation farmer. Intends to ap-pix for permission to purchase the follow-ing described iands: Commencing at a post-planted at the S.E. point of Fir Island, the largest siland in the Hedley group, in Queen Charlotte Sound. Applying to purchase the whole Island, containing 20 acres more or test. the striking I. W. W. men are in absolute control of the Canadian Northern Pacific railway construction camps between Yale and North Bend, was the statement made at the C. N. P. head

ess. JAMES L. REESE. Per David A. Spence, Agent. Dated March 15, 1912.

Ruperi Land District-District of Co Range One

Range One Take notice that Henry J. Williams, of Vancouver, occupation mason, intends to apply for permission to purchase the fol-lowing described lands: Commencing at a post: planted on the east shore of Basil Island, an Island in the Deserters group, containing 100 acres more or less. Applying to purchase the whole Island. HENRET J. WILLMAMS. Per David A. Spence, Agent. Dated March 17, 1912. Vancouver this afternoon and left by the evening express for Yale. He re-ported that the disturbances had at-tracted a number of thugs and sneak thieves to the country. He returned after a very brief visit to beadquarters in order to superintend the protection of the commany's accountry.

Dated March 17, 1912. Sayward Land District-District of Coast Range One Take notice that James L Lee, of Yan-couver, B. C. occupation barbet, intends to apply for permission to purchase the fol-lowing described lands: Commencing at a post planted on the share of Cranberry lake, at the S.E. corner of T.L. 37478, thence line of T.L. west, southwest, south to H.M. Co. 38; thence following this limit east, north, east, north, east, south west, south to T.L. 31678; thence fol-lowing said limit north to T.L. 2135; thence following said limit north to T.L. 2135; thence to hence, following take shore westerly and northerly to the point of commencement. JAMES L LEE Dated March 17, 1912 Bupert Land District-District of Comst On Mr. Gwyer's division 560 men had started work and from 200 to 300 had promised to commence this morning. The strikers are said to have come along to the number of nearly 1000 and completely cleaned out the division camps. It was stated by one of th engineers that most of the I. W. W. n were armed with revolvers. On

of them is reported to have remarked to a constable: 'Any policeman who puts a hand on my shoulder will go to

Rupert Land District-District of Coast Range One Range Ore Range Ore Take notice that James J. Todd, of Van-cauver, occupation farmer, intends to ap-ply for permission to purchase the following described lands: Commencing at a post planted on the south shore of McLeod island, an island in the Deserters group, in Queen Charlotte Sound, containing 60 screts mire or less. Applying to purchase the whole island. JAMES J. TODD. Mr. Gwyer said that several hundred strikers crossed the C. P. R. cable to Yale, and, proceeding eastward, clean-d out every camp. Yesterday morning there was practically not a man working in his division. Among the many demands made by the strikers was one

JAMES J. TODD. Per David A. Spence, Agent. Dated March 17, 1912.

Revent Anaron 14, 1912." Rupert Land District, District of Coast Hange One Take notice that David A. Spence, of spply for permission to purchase the for-loging described lands: Commencing at a post planted on the west shore of Sheep island, a small island in the Walker group, in Gueen Charlotte Sound, containing 20 cores more or less Applying to purchase the whole island.

The company say that it is the duty of the police to clear out the strikers. David A. SPENCE. Superintendent Colin' S. Campbell of

Rupert Land District-District of Const Range One Take notice that Andrew Holcomb, of Vancouver, occupation farmer, intends to apply for permission to purchase the follow-ing described lands: Commencing at a post planted at the south share of Numas is-land, in Queen Charlotte Sound containing one hundred acress more on less. Applying to purchase the while island. ANDREW HOLCOMB. the Provincial police yesterday reported personally to the Attorney-General that the situation in the strike zone along the line of the Canadian Northern Pathe line of the Canadian Northern Pa-cific construction on the mainland is less satisfactory than during the past week. The strikers, it appears, are now showing in certain places a disposition to be ugly and to make trouble for the poince as well as residents of the local-ities affected. On Sunday last three hundred of them came down the grade for a point between

ANDREW HOLCOMB, Per David A. Spence, Agent, Dated March 19, 1912

Dated March 19, 1912 Rupert Land District-District of Coast Range One Take notice that Adolph Johnson, of Van-couver, occupation termer, intends to apply for. permission to gurchase the following described lands: Commencing at a post planted at the west shore of Wright Island, an island in the Deserters group, contain-ing 200 acres more or less. Applying to purchase the whole island. ADOLPH JOHNSON. Per David A Spence, Agent Dated March 17, 1912.

Bacon march 17, 1912 Bupert Land District-District of Const Bange One Take notice that Amos Griffith, of Van-vouver, occupation arber, intends to apply for permission to urchase the following described lands. Commencing at a post planted at the south end of Kent Island, or harlotte Sound. Applying to purchase the whole Island, containing 100 soutes more or tess. AMOS GRIPPITH AMOS GRIFFITH. Per David A. Spence, Agent. Dated March 16, 1912.

THE MCRORIA COLONIST

lowing described lands on the north shore Kincome Inlet:

Commencing at a post planted at mouth of Charles Creek and alongside southwest corner post of timber limit (1961, thence north twenty chains, the west twenty chains, thence south twee chains, thence samt following shore to pla of commencement, containing 40 arres me or less. or less CHARLES FRANCIS MILLS Agent for Gilford Fish Company, Limited Dated March 7th, 1915.

Coast Land District District of Coast Bange 1 Take notice that Ernest Stewart Weller of Vancouver, B. C., occupation Cierk, im-tends to spply for permission to purchass the following described iands: Commencing at a post planted on the beach about 2 chains north of the north east corner of T Li 1275, marked "E. Z. W.'s N.E. corner" thence south 30 -thinns, more on jeas to thence n hore; the

rest 54 chains; thence north 39 cuasin nore or less to shore; thence in an easter licection along shore to point of commenc-ment, and containing two hundred and six [260] acres, more or less. ERNEST STEWART WELLER. J. F. Maloney, Agen Dated, February 18th, 1912.

Dated, February 18th, 1912 Creast Lind District-District of Coast <u>Hange 1</u> Take notice that Annie Eva Mather of Vancouver, B. C. occupation Spinster, in-tends to apply for permission to purchase the following described lands: Commencing at a post planted on the beach about 30 chains north of the north east corner of T. L. 1275, marked "A. E. M.'s N.B. corner": thence north 30 chains, more or tess, to the north east corner of T. L. 1275; thence west 40 chains; thence north 30 chains, more or tess to shore; thence in a north easterly direction along shore to point of commence-ment, and pontaining two hundred and twenty (220) acces, more or less. <u>ANNIE EVA MATHER</u>, <u>J. F. Maiones</u>, Agent. Dated, February, 18th, 1312.

Dated, February 18th, 1912. Coast Land District-District of Coast, Range 1 Take notice that Beatrice Mary Harrison Mather, of Vancouver, B. C. occupation Mar-ried Woman. Intends to apply for permission to purchase the following described lands: Commencing St a post planted at the horth cest corner of T. L. 1218, marked "B. M. H. M's N.W. corner"; thence south 80 chains; thence east 25 chains, more or less, to west line of T. L. 42966; thence north 80 chains 26 chains, more or less, to the point of commencement, and containing two hun-dred (200) acres, more or less. dred (200) acres, more or less. BEATRICE MARY HARRISON MATHER,

J. F. Maloney, Ag Dated, February 18th, 1912.

Coast Land District District of Coast Range 1 Tale notice that Maud Mathen, of Vancou-ver, B. C., occupation Married woman, in-tends to apply for permission to purchase the following described lands: Commencing at the south east cor ted "M. M.'s S.W. corne thence north 80 chains; thence enst chains, more or less to west ling of T. 4256; thence 50 chains south along we line of T. L. 42565; thence west 25 chain more or less to point of commencement, as containing two hundred (200) acres mo or less.

or less. MAUD MATHER, J. F. Maloney, Agent Dated, February 18th, 1912.

Coast Land District-District of Coast Range 1 Take notice that Frederick Henry Byer of Vancouver, B. C., occupation Clerk, in tends to apply for permission to purchase th following described lands. Commencing as opst planted at the north east corner o T. L. 195, marked "R. H. B's N.W. Co Poet", thence south 35 chains, more or less to the N. W. corner of T. L. 1276; thence east 36 chains; thence north 35 chains, more east 50 chains; thence north 35 ch or least to the shore; thence west to point of comparison west Dated, Fybruary 18th, 1812.

Cosst Land District-District of Cons Range 1. Take noitos this: Altos Jda Mather, of Ma couver, El C., occupation Married Woms intends to apply for permission to purcha-the following described izands: Commencin at a post planted on the beach about at a post planted on the beach about chains nouth of the south east corper of T. L. 1213, marked 'A. I. M.'S. S. Somer's theore north 15 chains more or less to south east corner of T. L. 1375; theore west 60 chains; thence south 35 chains, more or less to shore, thence in a north east orty direction along the shore to the point of commencement, and containing two hundred 300) acres, more or less.

commencement, and containing two hundred (200) acres, more or less, ALICE IDA MATHER, J. F. Maioney, Agent Dated, February 128th, 1912.

Victoria Land District -District of The

Take notice that L S. Higgs of South Pender Island, occupation farmer, intands to apply for permission to lease the foi-lowing described lands.—Commencing at a post planted fifty feet, north of the foot of the Public Wharf, Bedwell Harbour, South Pender and includer

the following described lands: Commencing at a post planted 50 chains west from the mouth of Southgate river, Bute Iniet, on shore of Iniet; thence east 60 chains; thence notth 20 chains more or less to shore of Bute Iniet; thence in a westerly direction, and following east shore of Iniet, 60 chains more or less, to point of commencement, containing 80 agree, more or less. WILLIAM FORSBERG, A. F. Hamilton, Agent. Dated, February 20, 1912.

Dated, February 20, 1912. Victoria Land District-District of Coast Kange I. Take notice that Muriel Carey, of Victoria, occupation Married Woman, intends to apply for permission is purchase the following described lands: Cominancing at a post planted at the N.W. corner of lot F7, Coast R. L. thence south following west boundary of said lot to Southgate river, 50 chains more or less, thence westerly following north bank of said river 10 chains more or less, thence north following shore of Buite Inlet, 10 chains, to point of commencement, con-taining 25 acres more or less. MIRIEL CAREY, 1 A.F. Hamilton, Agent. Dated, February 31, 1912. Victoria Land Bistrict District of Coast

Victoria Land District-District of Co Bange 1.

Range 1. Taks notice that Lewis Carey, of Vic-toria, occupation broker, intends to apply described lands: Commencing at a post planted at the NW. corner of lot 529. Coast R. 1, thence south 40 chains following west houndary of the said lot, thence west 40 chains, thence north 40 chains, thence east 40 chains, to peint of commencement, con-taining 160 acres, more or less. LEWIS CAREY. Dated, February 16, 1912. Dated, February 16, 1912.

Victoria Land District-District of Coast Bange 1.

Take notice that Mary Ludlow Christian of Victoria occuration Married Woman, In-tends to apply for parmission to purchase the following described lands: Commencing at a post plashed is the S.W. corner of lot 516, Coast R. 1., thence rorth 80 chains, along west boundary of said lot thence west 60 chains, thence south 80 chains containing 580 acres, more or less. MARY LUDLOW CHRISTIE, A. F. Hamilton, Agent. Dated, February 16, 1312.

Dited, reprintly 18, 1912. Victoria Land District-District of Const Hange 1. Take notice that William Poingdester Dick son of victoria, occupation electrical engin-cer, intends to apply for permission to pur-chase the following described iands: Com-mencing at a post planted at the S.W. cor-ner of Lot 580, Coast R. 1, thence north 80 chains following western boundary of stid loi; thence west 60 chains, thence south 80 chains, thence east 80 chains, to point 60 chains, thence east 80 chains, to point 60 chains, thence south 30. * acres more or less.

Ore or less WILLIAM POINGDESTER DICKSON, A. F. Hamilton, Agent. Dated, Febraury 19, 1812.

Actoria Land District-District of Coas Range 1. Take notice that Florence Flomer, of Vic-toria, occupation married woman, intendi-to apply for permission to purchase the following described lands: Commencing a following described lands: a for the N.E. following described lands; Commencing at a post planted 40 chains west of the N.E. corner of Lot 101, thence north 20 chains, thence west 40 chains, thence south 20 chains, thence east, following north bound-ary of L101; 40 chains to point of com-mencement, containing 80 acres, more or

FLORENCE PLOMER, A. F. Hamilton, Agent, Baled, February 21, 1915

Victoria Land District-District of Cons Kange IL Take notice that James M. Davidson, o Vancouver, B. C., occupation blacksmith intends to apply for permission to purchas the following described lands: Commencing at a post planted about three miles north therebert point and about 13 miles cas

or Herbert point and about three miles n of the west coast of Caurt is miles ed J. M. D., S.E. corner, thence of man rest, thence 50 laboratory thence of man ed J. M. D., S.E. corner, thence 80 chains west, thence 89 chains horth, thence 30 chains east, thence 30 chains south to yount of commissioners. JAMES M. DAVIDSON.

Dated. January 3rd, 1912.

Dured. January 3rd, 1812. Victoria Iand District-District of Coast Range II. Take notice that Asrial I. Button of Vancouver, B. O. occupation logger, the index to apply for permission to purchase the following described lands. Commencing at a poist planted about the miles aport of Herbort point and about 118 miles east of the west coast. of Carver Listand, mark-ed A. I. B's N.E. corner, thence 80 chains west, thence 80 chains south, thence 80 chains east, thence 30 chains north to point of commencement. ABERIAL I. BUTTON,

Dated, January 8rd, 1912.

Victoria Land District District of Coast Range II. Take notice that Altred Gillard of Vau-couver, B. C., accupation logger, intends to apply for permission to purchase the following described lands: Commencing at

rict of Coast

Vision Land District-District of Coast Range II. Take notice that James Barr of Vancou-ver, B. C., occupation machinist, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 5% miles east of the west coast of Caivert Island, marked J. B.4 S.W. corner, thence 80 chains north, thence 80 chains east, thence 80 chains south, thence 80 ohains west to point of commencement. ert J. O'Neil of Val ger, intends to an purchase the fo a: Commencing at lowing described lands: Commencing at a post planted about one mile north and 4'4 miles east of Herbert point. Calvert Island, marked R. J. O. N'S S.B. corner, thence 50 chains north, thence 50 chains west, thence 50 chains south, thence 50 chains east to point of commencement. ROBERT J. O'NEIL. JAMES BARR, Isaac Miller, Agen Dated, January 4th, 1912

Ast to point of commencement. ROBERT J. O'NEIL. Issac Miller, Ager Dated, January 3rd, 1912.

Dated, January 3rd, 1912. Victoria Iand District District of Coast Eange IL Take notice that Norman Perkins, of Vancouver, B. C., occupation laborer, in-tends to apply for permission to purchase the following described lands. Commen-ing at a post planted about one mile north and 14 miles asst of Herbert Point, Cal-vert Island, marked N. P.'s SW. corner, thence 50 chains east, thence 58 chains morth, thence 58 chains west, thence 58 chains south to point of commencement. NORMAN PERKINS, Taked Miller, Agent Dated, January 3rd, 1912.

Dated, January 4th, 1912 Victoria Land District-District of Coast Bange II. Take notice that George Arthur Evans, of Vancouver, B. C. occupation logger, intends to apply for permission to purchase the following described lands: Commenc-ing at a post planted about 5½ miles north of Herbert point and about 5½ miles east of the west coast of Calvert leiand, marked G. A. E.'s N.E. corner, thence 80 chains south, thence 80 chains west, thence 80 chains north, thence 80 chains cast to point of commencement. GEORGE ARTHUR EVANS. Isaac Miller, Agent Dated, January Sth, 1912.

Dated, January 3rd, 1912, Victoria Land District-District of Const Range II. Take notice that George Barge, of Van-couver, B. C., occupation sogger, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 1 mile north and 44 milescast of Herbert point. Caiver I Island, marked G. B's N.W. corner, thence 89 chains east, thence 80 chains south, thence 80 chains west, thence 80 chains north to point of commencement. GEORGE BARGE, Dated, January 5th, 1912. Victoria Land District-District of Coast Range U. Take notice that Jamas Hogan of Van-couver, B. C., occupation laborer, intends to apply for premission to purchase the following described lands: Commencing at a post plasted about 54 miles north of Herbert point and about 54 miles east of the west coast of Caivert Island, mark-ed J. H.'s S.E. corner, thence 50 chains north, thence 50 chains west, thence 60 chains south, thence 50 chains seast to point of commencement JAMES HOGAN, point of commencement. GEORGE BARGE, Issac Miller, Agen Dated, January 3rd, 1912.

Isaac Miller, Agent Dated. January 5th, 1912.

Dated, Tanuary 3rd, 1912. Victoria Land District-District of Coast Range II. Take notice that Harry Haistead of Van-couver, B. C., occupation lorger, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 3½ miles north and 3½ miles east of Herbert point, Caivet Iniand, marked H. H.'s N.E. corner, thence 50 chains south, thence 50 chains west, thence 50 chains north, thence 50 chains east to point of commencement. HARY HALSTEAD, Isaac Miller, Agent Dated, January 4th, 1912 Victoria Land District-District of Coast

Range II. Range II. Take notice that William Weid of Van-couver, B. C. occupation teamster, in-tends to apply for permission to purchase the toilswing described hands. Commeaning at a post planted about 5% miles north of at a post planted about 5% miles north of the west coast of Caivert Island marked W. W.'s N.W. corner, thence 30 chains south, thence 30 chains east, thence 30 chains north, thence 30 chains east, thence 80 chains north, thence 80 chains east. Dated, January 5th, 1913. Dated, January 4th, 1912 Victoria Land District-District of Coast Range II. Take notice that John McCulloch, of Vancouver, B. C., occupation machinist, intends to apply for permission to pur-chase the following described lands: Com-mencing at a post planted about 3% milles north and 34 milles east of Her-bert point, Calvari Island, marked J. McC.'s S.E. corner, thence 80 chains north, thence s0 chains west, thence 80 chains south, thence 80 chains east to point of com-mencement.

Dated, January 5th, 1913, Victoria Land District-District of Coast Range IL. Take notice that William Burrough of Vancouver, B. C. occupation blacksmith, intends to apply for permission to pur-chase the following described hands: Com-mencing at a post planted about 5½ miles north of Herbert point and about 5½ miles east of the west coast of Calvert Island, marked W. B.'s S.W. corner, thence 80 chains past, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement. WILLIAM BURROUGH, Isaac Miller, Agent Dated, January 5th, 1912. JOHN McCULLOCH, Isaac Miller, Agent Dated, January 4th, 1912

Victoria Land District-District of Cons Range IL.

Dated, January 5th, 1912.

Hange IL Take notice that Mik Nelson, of Van-couver, B. C., occupation laborer, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 3% miles north and 3% miles east of Herbert point, Calvert Island, marked M. N.'s SW. corner, thence 50 chains east, thence 50 chains north, thence 50 chains werd, thence 50 chains south to point of commencement. Victoria Land District-District of Const Range II. Take notice that Will Banks of Vancou-ver, E. C. occupation haborer, intends to exply for permission to purchase the foi-lowing described lands: Commencing at a post planted about 7 %miles north of Herbert point and about 3% miles east of the west const of Caivert Haland, marked W. B's N.E. corner, thence 80 chains south, thence 80 chains west, thence 80 chains north, thence 80 chains seast to point of commencement. WHIL BANKS,

MIK NELSON. Isaac Miller, Ager Dated, January 4th, 1912

Victoria Land District-District of Const. Range IL Take notice that Fred. Robertshaw, of Vancouver, B. C., occupation carpenter. Intends to apply for permission to pur-chase the following described lands: Commencing at a post planted about five miles north of Herbert point and about 1% miles east of the west coast of Caivert Island, marked F. R. N.E. corner, thence 80 chains south, thence 30 chains west, theree 30 chains north, thence 50 chains is mines Island, marked F. R.s. 18 chains 80 chains south, thence 50 chains theree 50 chains north, thence 50 chains theree 50 chains north, thence 50 chains there 50 chains north, thence 50 chains the 50 chains north, the 50 chains north, the 50 chains north, the 50 chains the 50 chains north, the 50 chains north, the 50 chains the 50 chains north, the 50 chains north, the 50 chains the 50 chains north, the 50 chains north, the 50 chains the 50 chains north, the 50 chains north, the 50 chains the 50 chains north, the 50 chains north, the 50 chains north, the 50 chains north, the 50 chains nort

Dated, January 4th, 1912

Hange II. Take notice that Gus Smith of Vancou-ver, B. C. occupation laborer, intends to spply for permission to purchase the fol-lowing described lands: Commencing at a post planted about 7% miles north of Herbert point and about 3% miles east of the west coast of Calver I island, mark-ed G. S.'s.S.E. corner, thence 30 chains north, thence 30 chains west, thence 30 chains south, there 30 chains west, thence 30 point of commencement. EIIS SMITH Victoria Land District-Distr Range II. ict of C GUS SMITH, Dasid Jenkins, Agent, starie

Take notice that Ernest Johnson, ancouver, B. C. occupation laborer, ends to apply for permission to purci-he following described lands; Comm the following described lands: Commence-ins at a post planted about 5 miles north of Herbert point and about 1% miles east of the west coast of Calvert Island, marked E. J's S.E. corner, thence north 85 chains, thence west 80 chains, thence south 86 chains, thence east 30 chains to point of commencement.

ERNEST JOHNSON. Issac Miller, Agen Dated, January 4th, 1912

Ictoria Land District-District of Coast Range II, Hange II. Take notice that Ivan Wasilerik, of Vancouver, B. C. occupation laborer, in-tends to apply for permission to purchase the following described lands: Commenc-ing at a post planted about 5 milies morth of Herbert point and about 1% milies east of the west const of Caivert Island marked 1. W.'s S.W. corner, thence 80 chains north, thence 80 chains east theme

ment. ADELARD GRENIER, David Jenkins, Agent, Dated, January 5th, 1912.

Victoria Land District-District of Coast Bange II. Line of the set of the

WHLL BANKS, Isaac Miller, Agent Dated, January 5th, 1912.

Victoria Land District—District of Const Bange II.

Victoria Land District—District of Coast Range 11,

Friday, April 19, 1912

ast of the west coast of Caivert Island, narked D, M. S.'s N.E. corner, thence is hains south, thence is chains west, hence is chains north, thence is chains ast to point of commencement. BONALD M. STEIN, David Jenkins, Agent Dated, January 6th, 1912,

Dated, January 6th, 1912, Victoria Land District.—District of Const **Bange II**. Take notice that Per Person of Vancou-ver, E. C., occupation logger, intends to apply for permission to purchase the fol-lowing described lands: Commencing at a post planted about 9% miles north of Herbert point and about 1 mile east of the west coast of Calvert Island, marked P. P.'s S.E. corner, thence 80 chains morth thence 80 chains west, thence 80 chains south, thence 80 chains east to point of commencement. PCB PERSON

PCB PCRSON, David Jenkins, Agen Dated. January 6th, 1912.

Victoria Land District-District of Const Range II.

Range II. Range II. Take notice that Thomas Hardwick of Vancouver, B. C., occupation logger, in-tends to* apply for permission to purchase the following described lands: Commenc-ing at a post planted about 94 miles arcth of Herbert po... and about 1 mile east of the west tent of Calvert Island, marked T. H.'s N.W. corner, thence \$0 chains south, thence \$0 chains east, thence \$0 chains north, thence \$0 chains swest to point of commencement. THOMAS HARDWICK. David Jenkins, Agent. Dated, January 6th, 1912.

Dated, January 6th, 1912. Victoria Land District-District of Coast Range II. Take notice that Edward Gilbert of Van-couver, B. C., occupation teamster, in-tends to apply for permission to purchase the following described lands: Commenc-ing at a post planted about 10% miles north of Herbert point and about 4 miles east of the west coast of Caivert island, marked E. G.'s N.E. corner, thence 80 chains south, thence 80 chains west, thence 80 chains north, thence 80 chains east to point of commencement. EDWARD GHLBERT, David Jenkins, A gent.

Dated, January 6th 1912. Vistoria Land District-District of Coest Range II. Take notice that John M. Fraser of Vancouver, B. C., occupation logger, in-tends to apply for permission to jurchase the following described lands: Commenc-ing at a post planted about 54 miles east of the west coast of Calvert Island, marked J. M. F.'s S.E. corner, thenes 50 chains north, thence 30 chains west thence 50 chains south, thence 80 chains east to point of commencement. JOHN M. FRASER, Isaac Miller, Agent Dated, January 6th, 1912.

Dated. January ett. 1912. Victoria Land District—District of Coast Range II. Take notice that Bernard Robinson of Vancouver, B. C., occupation laborer, in-tends to apply for permission to purchase the following described lands: Commenc-ing at a post planbed about 10% miles north of Herbert point and about 2 miles marked B. R.'s N.W. corner, thence \$0 chains south, thence \$0 chains east, thence \$0 chains south, thence \$0 chains east, thence \$0 chains south, thence \$0 chains west to point of commencement. BEERNARD ROBINSON.

Jated, January (th. 1912. Visioris Land District-District of Coast Range II. Take notice that Albert Clarke of Van-ouver, B. C., occupation laborer, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 5 miles east if the west coast of Calvert Island, marked A. C.'s S.W. corner, thence north 56 chains, thence exest 80 chains thence south 56 chains, thence west 80 chains to point of commencement ALBERT CLARKE. Teasc Miller, Agent Dated, January 6th, 1912.

Dated, January (th 1912.

mmencement. BERNARD ROBINSON, Isaac Miller, Agen

Dated, January 6th 1912.

vid Jenkins, Age

JAMES HOGAN.

Victoria Land District-District of Coast Range II.

Dated, January 6th, 1913. Victoria Land District-District of Coast Range II. Take notice that George Shepherd, of Vancouves, B. C. occupation logger, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 5% miles east of the vest coast of Calvert Island, marked G. S.'s N.W. corner, thence 80 chains south thence 80 chains east, thence 80 chains north, thence 80 chains west to point or commencement. BEORGE SHEPHERD, Isaac Miller, Agent

Isaac Miller, Agen Dated, January 6th, 1912. Victoria Land District-District of Coast Range II.

Take notice that Adelard Greater of vancouver, B. C. occupation teamster, in-tends to apply for permission to purchase the following described hands: Commenc-ing at a post planted about 7½ miles north of Herbert point and about 5½ miles east of the west coast of Calvert Island, marked A. G's 5.W. corner, thence cast 50 chains, thence south 50 chains, thence west 80 chains, thence south 50 chains to point of commence-ment. ADELARD GRENIER, Range II. Take notice that Leonard Briscall of Vancouver, B. C., occupation laborer, intends to apply for permission to purchase the following described lands: Commencing at a post platied about 516 miles works of following described lands: Commencin, post planted about 3'4 miles nor Herbert point and about 4 miles et the west coast of Calvert Island, n L B's S.W. corner, thence 80 north, thence 80 chains wast, then chains south, thence 80 chains we

NISTER TO LONDON

o, professor of the, it at Harvard uni-

Bepresent British at University

ministerial head ealth department, for Merritt, where week he will take pening of the new tal, an institution ted, and which is of modernity and ruction and equip-

ns at once to Vicreach the capital ight. ung's intention to eading centres of America (both in

i in the United eding to the Old or, his plans in-it the great Uniheld at London

. S. Bank Wash, April 16.-W. E. Schricker & sed its doors today solvency. The de 5,000: The failure s to make the de as the cause. 16.-J. P. Alex-

eputy registrar of and titles office. rning. He was in had just got into when death pook being the cause.

pears to him to demand. As to the complaint made here on Sunday evening at a public meeting, by the I. W. W. speaker Floyd Hyde, the Provincial Health department has on file a letter received last November from the I. W. W. executive expressing from the I. W. W. executive expressing their thanks for the prompt attention paid to their complaints regarding the sanitation and general condition of certain camps, and also specially thank-ing the departmental inspector, Dr. Davis, and complimenting him upon the efficient manner in which matters com-plained of had heen remedied plained of had been remedied.

Whether or Not Commodity dressed One Side Only Is Dutiable to Be

Finally Settled

OTTAWA, April 15 .- British Columbia

ber is free or dutiable when dressed

sizes. According to the customs law appeal can be made from the rulings or the department to the exchequer

court and the decision of that court is

The case has been entered against

the customs department and will come up for hearing some time during the present month. The decision will de-

ermine the question as to what inter pretation the customs department will

be compelled to take in the future.

RESCUED TOO LATE

Montreal School Teacher Loses Her Life

When Boarding House is Dam-

aged by Fire

tinal.

Dated March 16, 1913. Repert Land District-District of Coast Range One Take notice that John H. Spencer, of Vancouver, occupation farmer, intends to apply for permission to purchase the fol-lowing described lands: Commencing at a post plamted at the north shore of Staples latand, the largest island in the Walker troup, in Queen Charlotte Sound, contain-ing 200 acres more or less. Applying to purchase the whole island. DHN H. SPENCER. Per David A. Spence, Agent. Dated March 16, 1912. Rupert Land District-District of Const Range One Take notice that Henry J. Spencer, of Vancouver, occupation painter, intends to apply for permission to purchase the foi-lowing described iands: Commencing at a post planted on the West shore of Oleen Island, one of the West group, in Queen Charlotte Sound. Applying to purchase the whole island, containing 40 seres more or less. TARIFF ON LUMBER

BENRY J. SPENCER. Per David A. Spence, Agent-Dated March 16, 1912

Dated March 16, 1912 Rupert Land District-District of Coast Runge One Take notice that Geo. S. Turtle, of Van-conver, occupation carpenter, intends to ap-ply for permission to purchase the following described lands-Commencing at a post planted lands-Commencing at a post planted lands-Commencing at a post described lands-Commencing at a post glanted March 15, 1912. umbermen for sometime have been in-sisting on determining whether lumon one side only, but resawn to uni-form width. The dimensions of lum-ber in dispute are two inches by six, two inches by eight, two inches by ran, two inches by twelve and other

Sayward Land District—District of Cortez

Bayward Land Director putter of Contex Island. Take notice that Martha Carson, of To-ronto, occupation bookkeeper, intends to apply for permission to purchase the fol-lowing described lands: Commencing at a post planted at the southeast corner of Lot 372; thence north 80 chains more or less to the shore of the sait lagoon, thence easterly along the shore of the sait lagoon to the west boundary of Lot 365 thence south 30 chains more or less to the northeast corner of Lot 117, thence west 20 chains more or less to point of commencement, containing 160 acres more or less.

MARTHA CARSON J. F. Tait, Agent. March 19th, 1912.

MONTREAL, April 15 .- Miss Annie Gingras, a school teacher, lost her life in a fire that practically gutted the interior of a boarding house at 133 Met-calfe street on Sunday morning. District Chief Mann and Foreman O'Neill obtained an entrance to the

third floor of the house by a ladder at the back. Finding the door of one of the rooms locked they broke it open and discovered Miss Gingres lyin; on the bad with her discharge a What

the bed with her clothing on fire. They extinguished the fire in her clothing and carried her into a rear room white

LEWIS LEONARD SPALDING BIGGS. Dated March 23, 1912 Victoria Land District—District of The Islands. Take notice that L S. Higgs of South permission to purchase the following de-sorthed lands:-Commencing at a post planted at the west end of an island at the east end of South Pender Island, and known as Winner Island, and including the whole of the said Island, being four acres, more or less. LEWIS LEONARD S. HIGGS. March 33, 1912. Sayward Land District—District of Cortes Island.

The second secon

Dated April 2nd, 1913.

Dated April 2nd, 1912. Victoris Land District-District of Coast Kange 2. Take notice that Guy McMillan of Vanceu-tor permission to purchase the following de-sorthed lands: Commencing at a post plant-ed on the island near mouth of Kwatma north-east corner of Lot 78%, thence west-strict of river, thence asterly 40 chains, more or less, along river to point of com-mencement. GUY McMillLAN, mencement. GUY McMILLAN, Dated, February 14th, 1912.

Dated, February 14th, 1812. Victoria Land District-District of Coast. <u>Binge 1.</u> Take notice that Charles R. Serjeantson of Victoria, occupation Broker, intends to apply for permission to purchase the foi-lowing described lands: Commencing at a post planted at a point 20 chains west of the S.W. corner of 100 560, Coast R. L. thence north 50 chains, thence west 60 chains thence south 50 chains, thence east 60 chains, to point of commencement, contain-ing 460 acres, more or less. CHARLES R. SERJEANTSON, A. F. Hamilton, Agent. Dated, February 19, 1102. Sayward Land District-District of Sayward

Dated, February 19, 1912. Sayward Land District-District of Sayward. Take notice that I. Harold Ware Hunter, of Hassimere, S.C., occupation manufac-traction of the second states of the second traction of the second states of the second control of the second states of the second control of the second states of the second rest 53 chains to the second states of the second second states of the second states of the second second states of the second states of the second second states of the second states of the second second states of the second states of the second second states of the second states of the second second states of the second states of the second second states of the second second states of the second second second second second second second the second second second second second second second second the second se

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of the west coast of Calvert Island, marked A. G.'s S.W. contrar, thence 80 chains east thence 80 chains north, thence 80 chains wast, thence 86 chains south to point of commencement. ALFRED GILLARD, Isaac Miller, Agent Dated, January 3rd, 1912 Dated. January 3rd. 1912. Victoria Land District-District of Coast Bange II. Take notice that Thomas Breen of Van-couver, B. C., occupation carpenter, intends to apply for permission to purchase the following described lands: Commencing at a post planted about three miles north of Herbert point slong shore line and about 120 chains east of the west coast of Cal-vert Island, marked T. B.'s N.W. Corner, thence 80 chains east, thence 80 chains south, thence 80 chains west, thence 80 chains morth to point of commencement. THOMAS BREEN, Isaac Miller, Agent Dated, January 3rd, 1912.

Dated, January 3rd, 1912. Victoria Land District-District of Coast Bange II. Taks notice that Thomas P. Maboney, at Vancouver, B. C. occupation teamster, in-tends to apply for permission to purchase the following described lands: Commencing st a post planted about two miles north from Herbert point and about 2% miles cast of the west coast of Calvert Island, marked T. P. M.'s N.E. corner, thence west 50 chains, thence south 80 chains, thence seat 30 chains, thence north 30 chains to point of commencing THOMAS P. MAHONEY, Isaac Miler, Agent Dated, January 3rd, 1912. Victoria Land District-District of Coast

THOMAS P. MAHONEY. Isaao Miller, Agent
 Dated, January and Jistict-District of Coast Rangell.
 Tetoris Land District-District of Coast Rangell.
 Take notice that Harold Pearce, of Yan-to apply for permission to purchase the following described lands: Commencing at the pression of Calvert Bland, marked better point and about 2% miles north to some stat theore so chains east thence the solid chains south thence so chains east thence the solid chains south thence so chains east thence the solid chains south thence so chains east thence the solid chains south thence so chains east thence the solid chains south thence solid chains east thence the solid chains south thence solid chains east thence the solid soli

Victoria Land District District of Coast Range II. Take notice that Thomas Bates of Van-ouver, occupation teamster, intends to ap-photor permission to purchase the following described lands: Commencing at a post planted shout one mile north and 'A miles east of Herbert point Calvert Bland marked T. B. S. M. conter, thence 80 chains south, thence 80 chains west, thence 80 chains orth, thence 80 chains east to point of commencement. THOMAS BATES

THOMAS BATES, . Issac Miller, Agent Dated, January Srd, 1912,

io point of commencement. IVAN WAZILORIK, Isaac Miller, Agent Dated, January 4th, 1912 Victoria Land District-District of Coast Range II. Victoria Land District District of Const Hange H. Take notice that Patrick Hogan, of vancouver, B. C. occupation logger, in-tends to apply for permission to purchase the following described lands: Commencing at a post platmed about 5 miles north of therbert point and about 1% miles east of the west coast of Calvers Island, minited point and about 1% miles east of the west coast of Calvers Island, minited point of commencement. Dated, January 4th, 1912

Dated, January 4th, 1912 Victoris Land District—District of Coast Range II. Take notice that William Francis Stre-vens of Vancouver, B. C. occupation la-borer, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 5 miles north of Herbert point and about 1 mile east of the west coast of Caiver island, marked W. F. S.'s S.W. corner, thence 80 chains south, thence 80 chains east, thence 80 chains south, thence 80 chains withing FRANCIS STREVENS, Milliam FRANCIS STREVENS, Least January 4th, 1913 Victoris Land District—District of Coast

Victoria Land District-District of 'Coast Bange II.

Victoria Land District-District of Coast Range II. Take notice that Frank Thompson of vancouver, B. C. occupation logges in-tends to apply for permission to purchase the following described lands: Commenc-ing as a post planted about 5½ miles north of Herbert point and about 5½ miles east of the west coast of Calvert Island, marked F. T.'s N.W. corner, thence 80 shains south, thence 80 shains west to point of commencement. FRANK THOMPSON, Isnac Miller, Agent Dated, January 4th, 1913

Dated, January 4th, 1912

W

to point, of commencement. ISAAC HEATH, David Jenkins, Agent. Dated, January 5th, 1912.

Victoria Land District-District of Coast Range II.

Take notice that Robert Linton et Van-couver, B. C., occupation teamster, in-tends to apply for permission to purchase the following described lands: Commenc-ing at a post planted about 54 miles north of Herbert point and about 54 miles cast of the west coast of Calvert Island, marked R. L's S.E. corner, thence north 80 chains, thence east 80 chains to point of commencement. RoBERT LINTON, David Jenkins, Agent. Dated, January 5th, 1912.

Dated, January sth, 1912. Victoris Land District-District of Coast Range II. Take notice that Heibert Beech of Varcouver, B. C. occupation laborer, in-tends to apply for parmission to purchase the following described lands: Commenc-ing at a post planted about 5% miles north of Herbert point and about 4% miles east of the west coast of Caivert island, marked H. B.'s N.W. corner, thence 50 chains south, thence 50 chains east, thence 50 chains north, thence 50 chains west to point of commencement. HERBERT BEECH, David Jenkins, Agent. Dated, January 6th, 1912.

Dated, January 6th, 1912. Victoria Labd District-District of Const Range 11. Take notice that Fred. Ryan of Vancou-ver, E. C., occupation indooren, intends to apply for permission to purchase the foi-lowing described lands: Commencing at a post planted about 5% miles east of the west coast of Caivert Island, marked F. R.'s S.W. corner, thence 80 chains north, thence 80 chains west to point of commencement. PRED, RYAN, Mark Lanking Access

Victoria Land District-District of Coast Range II. Take notice that Donald M, Stein of Vancouver, R. C. occupation inhores, in-tends to apply for permission to purchase the following described lands: Commenc-ing at a post planted about 5% miles north of Herbert point and about 1 mile

point of commencement. LEONARD BRISCALL, Isaac Miller, Agent Dated, January 6th, 1912.

Dated, January 6th, 1912. Victoria Land District—District of Const <u>Range 11</u>. Take notice that Mike Bernash of Van-couver, B. C., occupation laborer, intends to apply for permission to purchase the post planted about 2015 miles east of the west coast of Caivert Island, marked M. B's S.W. corner, theuce \$0 chains north thence 80 chains east, thence 80 chains bout, thence 80 chains west to point of commencement. MIKE BERNASH

MIKE, BERNASH. Isaac Miller, Agent. Deted, January 6th, 1912.

Victoria Land District—District of Coast Range IL.

Range IL Take notice that John Bowes of Van-couver, B. C., occupation laborer, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 10⁴, miles north of Herbert point and about 4 miles east of the west coast of Caiver Island, marked J. B's S.E. corner, thence 80 chains north, thence 80 chains west, thence 80 chains south, thence 80 chains east to point of commencement. JOHN BOWISS, David Jenkins, Agent. Dated, January 6th, 1912.

Dated, January (th. 1912. Victoria Land District-District of Const Range II. Take notice that John Bullock of Van-couver, B. C., occupation isborer, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 12½ miles north of Herbert point and about 4 miles east of the west coast of Calvert Island, marked J. B. N.E. corner, thence 50 chains south thence 50 chains west, thence 50 chains north, thence 50 chains sets to point of commencement. JOHN BULLOCK. Taaco Miller, Agent. Dated, January (th. 1912.

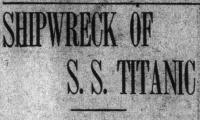
Dated, January (15, 1012. Victoria Land District-District of Coast Range H. Take notice that Edward W. Birch, of Vancouver, B. C., occupation laborer, in-tends to apply for permission to purchase the following described lands: Commenc-ing at a post planted about 4 miles north of the west coast of Calvert Island and about 5 miles west of Safety cove, marked E. W. B.'s N.E. corner, thence west 80 chains, thence south 40 chains to point of commencement. EDWARD W. BIRCH.

f commencement. EDWARD W. BIRCH, David Jenkins, Agen Dated, January 5th, 1912.

Dated, January Sti, 1912.
Victoris Land District-District of Coast Range II.
Take notice that John N. Donaid of Van-couver, H. C., occupation laborer, intends to apply for permission to purchase the foi-lowing described Isnds: Commencing at a port planted about 4 miles north of Her-bert point and 7% miles ast of the vest coast of Calvert Island and about 5 miles west of Safety cove, marked J. N. J.'s N. W. corner, thence sait 90 chains, thence south 40 chains to point of com-mencement.

David John N. DONALD, David Jonana Agen

Triday, April 19



Death Roll is Now Said to Total 1312 Souls-Disaster Still Largely Shrouded in Mystery

NO SURVIVORS ON ALLAN LINERS

Fate of Mr. C. M. Havs is Unknown-No Wireless Messages from Steamer Carpathia Last Evening

That the final roll of the rescued from the Titanic disaster virtually had been made up was the impression that grew almost into conviction last night as the hours wore on without the revision of the lists adding, measurably. to the total of known survivors.

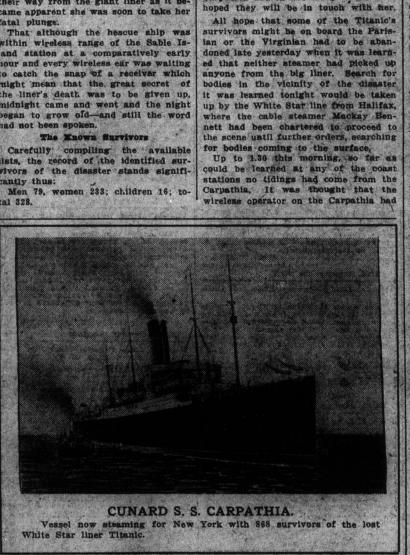
Of definite news of the disaster, the night added little. Down the Atlantic night added little. Down the Atlantic coast, fog enveloped in many places, crept the Cunarder Carpathia bearing the 868 lives that had been snatched from the waters when the Titanic's twenty boats, laden to the limit, made their way from the giant liner as it became apparent she was soon to take her

fatal plunge. That although the hescue ship within wireless range of the Sable Iswithin wireless range of the Sable Is-iand station at a comparatively early hour and every wireless car was waiting to catch the snap of a receiver which might mean that the great secret of the liner's death was to be given up, midnight came and went and the night began to grow ofd—and still the word not been spoken

The Known Survivors

Carefully compiling the available lists, the record of the identified sur-vivors of the disaster stands signifi-

79, women 233; children 16; total 328.



Of the remaining 540 known surviv- become fatigued from his long siege at.

saved

Immense Dimensions of Lost Steamer

 Rudder
 100 tons

 Rivets used, three millions, weighing
 100 tons

 Wing propellers, each
 1,200 tons

 Centre propeler
 22 tons

 Sidelights in each ship
 22 tons

 Crew carried
 2,200

is known, is that of men like John Jacob Astor, master of scores of millions; Benjamin Guggenneim of the famous family of bankers; Isador Strauss, a merchant prince; William T. Stead, veteran journalist; Archibaid Butt, sol-der, Washington Roebling, noted en-stheer—of any or all of these men stee-ping aside and bravely, gallantly, re-maining to die that the place he other-wise might have filled could, perhaps, to taken by some sabot-shod, shawi-enveloped Hitterate and pemiless pess-ant woman of Europe. out of wireless range towards noon, for after that efforts to reach her with wireless were futile. A score or more of messages from the Cunard company and other sources were un-Af 5 colock this afternoon Vice-President Franklin said he knew the Olympic was still standing by the the Olympic was still standing by the Carpathia to relay wireless messages. He added that he had received no word from the Olympic since 9 o'clock this morning, and had been unable to get either the Carpathie or Olympic by wireless. Mr. Franklin said also that the steamship companies with vessels crossing the Atlantic had en-tered into an agreement to abandon the short northern route in favor of the southern route as long as icebergs were reported in the pathway of the former course. ant woman of Europe. Thus the stream of women with tod-dling infants or bables in arms, per-haps most of them soon to be widowed, filed up from the cabins and over the side and away to life. The men-by far the greater part of them—remained to die, millionaire and peasant and men of middle class alike, bravely it must have hear sharing such others

what happened on board the stricken ocean glant, remains to be told. How

quickly they will be able to tell it and

Baseless Hope must have been, sharing each others fate and going down to a common grave. Of the survivors; what will be their story of peril and suffering with the revelation they will furnish of just

The despatch from Montreal saying that hope still was entertained there that the Parisian might have picked up some of the Titanic's survivors, Mr. Franklin characterized as a "ridiculous report." He added that "in my opin-ion, neither the Parisian or the Vir-ginian has any survivors aboard." The Titanic was insured for \$5,000,000 Mr. Franklin said. On the ship he added, the White Star line would lose about \$3,000,000, and "this will be the smallest part of our loss," he added.

quickly they will be able to tell it and clear up all the mysteries of identify of which the limited carrying capacity of the Carpathia's wireless has left the world in doubt, seems entirely to depend upon atmospheric conditions. The weather was thick on the coast last night, not only interfering, it is believed, with the wireless communica-tion from the liner to Sable island, but probably with her rate of progress to less," he added. . Captain Rostron of the Carpathia in his last wireless report said that his ship was progressing slowly through a field of ice to this port. President Taft this afternoon di-rected the secretary of the navy to order the secut cruisers Salem and Chester to the scene 'from Hampton Roads to meet the Carpathia and send by wireless to the rovernment a comprobably with her rate of progress to New York, whether she is heading. Meanwhile other methods of commun-leation with her than by the land sta-tions are being tried. From the Vir-ginian Capes the scout cruisers Salem Roads to meet the Carpathia and send by wireless to the government a com-plete list of survivors. The Chester was caught by wireless about 40 miles off the Chesspeake Capes and by 4 o'clock was steaming northward at 20 knots an hour, aiming to get as quickly as possible in touch with steamers having news on the disaster. California Spoken and Chester, armed with powerful wire-less apparatus, are speeding toward the Carpathia and in not many hours it is hoped they will be in touch with mer.

Revenue cutters were also notifier to stand in readiness to proceed to the Carpathia if necessary. In the event that the Salem had not sufficient coal Carpathia if necessary. In the event that the Salem had not sufficient coal instructions were given to dispatch the oruiser North Caroline instead. A Possible chance of obtaining news bearing on the disaster developed early this evening, when the Leyland liner Californian came into the zone of wireless. The California was reported at the scene of the disaster shortly after the Titanic went down and it was thought she had some informa-tion. Capt. Rostron of the Carpathia has been instructed to send full de-tails of the sinking of the Titanic. All day anxious throngs visited the office of the White Star company, stopping traffic at times on Broadway. Colonel John Jacoh Astor is reported to be among those drowned. His wife and her maid are safe on the Car-pathia. Isador Strauss, the million-aire merchant; Beijamin Guggenheim, the copper megnate, and Edgar J.

the copper magnate, and Edgar , Møyer, vice president of the Brade Copper company, still are unaccounte

MR. C. M. HAYS STILL AMONG THE MISSING

OTTAWA, April 16.—Sir Wilfrid Laurier has received a message that there is no hope for the safety of President Hays of the Grand Trunk. It is stated, however, that one of the Grand Trunk officials in Montreal has a tele gram from New York, stating that Mr Hays was saved.

Ottawa is deeply stirred tonight by the terrible catastrophe attending the first and last voyage of the Titanic. Of these reported lost, none are from the Canadian capital, although Thompson Beattle of Winnipeg, had relatives here

and visited Ottawa during the winter.

Blyth Beattie of the Ottawa firm of

Cleghorn and Beattle, is his nephew. President Hays of the Grand Trunk

was well known in Ottawa, where he

was a frequent visitor on rallway busi-ness with the late government. Private

messages received here tonight from Montreal indicate a doubt as to his fate.

Much satisfaction is expressed over the large number of women and chil-dren among the survivors as showing that the best traditions of the sea have been upheld. There is no disposition, pending details, to attribute blame in any quarter, but every pos-sible phase and theory likely to throw

THE VICTORIA COLONIST

285 710

1320

860

TOLL OF LIFE

First cabin passengers... 325 Second cabin passengers... 285 Third cabin passengers... 710

Total 2180

Number of known survivors 868

Believed to have perished. 1312

try covered with nothing but ice and snow, rather than on the Atlantic

The centre of the field, Capt. Magin said, was in lat. 41.56 north, and long. 50.14 west, which is close to the point where the Titanic struck an iceberg two days later. The Titanic's grave-yard is in lat. 41.16 north and long. 50.14 west.

50.14 west. The steamer St. Laurent, from Bor-deaux, reported the same ice field, while Capt. Wood of, the Etonian, which arrived tonight from Antwerp reported he encountered a field of ice is miles long.

MR. E. P. COLLEY

INTEREST IN TRAGEDY

LONDON'S ABSORBING

Ship's company-

The Times editorially asks whether competition in the mere magnitude of ships has not gone far enough. The Times expresses the opinion that un-bidden luxury which makes such mammoth vessels pay and the speed competition, which leads to the selec-tion of a track full of ice, fogs and dangers, instead of a slower, safer track, are not commendable signs, and that the time has arrived to bring safer and sounder public opinion to bear.

RESCUE SHIP WITHIN WIRELESS ZONE

NEW YORK, April 16.—Whether Charles M. Hays, president of the Grand Trunk railway, was saved was not known tonight. His name was not among those rescued by the Carpathia. A Canadian despatch earlier in the day stated that M. Harm concerned. His stated that Mr. Hays was saved. His wife and daughter were rescued.

The treasury department, through the customs office had given orders to expedite the landing of the survivors of the Titanic and to aid them in every way possible upon the arrival of the Carpathia. Customs regulations have been suspended and the customs offi-cers will aid the survivors in finding elatives and friends.

Charles B. Sumner, general agent of the Cunard line in this country said tonight that he heard the Carpathia was within 60 or 70 miles of the Ti-tanic when the big ship struck. Mr. Sumner who had tried value during the the Carpathia by wireless during the afternoon, said he had no way of tell-ing where the Carpathia was at this ing where the Carpathia was at this time, but thought she was steaming for New York. She might be in the New York wireless zone and able to send messages late tonight or tomor-row morning, he said, but added that he merely advanced this as supposition. It was estimated that both the sout

TITANIC CARRIED TWENTY LIFEBOATS

The only Victorian who was abdard the lost liner Titanic. Uncertainty still prevails as to his fate. LONDON, April 16.—In response to a telegram of inquiry as to the number of boats carried by the Titanic and how many persons they would accommodate, the White Star Co., at Liverpool sends the following message: "The Titanic had 20 boats which is in evens of the sendimenents"

ess of the requirements."

excess of the requirements." The question of the number of boats carried by steamers has been discussed widely. It appears that the board of trade regulation permit a reduction by half of the number of boats, rafts, and buoyant apparatus carried when the ship officially is provided with airtight compartments, but this concession does not apply to life jackets and similar ap-paratus.

LONDON, April 16.—Pathetic scenes were enacted all day at the offices of the White Star company, hotels and other places where friends of those aboard the vessel had waited for the dreaded news. All other topics were dwarfed. Parliament discussed Home Rule but that question for the moment had no interest for a public face to face with such a disaster. According to some experts it would be impossible to carry a sufficient num-ber of boats to accommodate "all on board the mammoth liners, or if car-ried, it would be almost impossible to man and provision them. It cannot be doubted, however, that the disaster will ad to a strict inquiry and a ren

been prepared, which have not yet been made public. The Titanic was fitted with electrically controlled waterlight comparing the the titanic was fitted

MR. T. MCCAFFRY WAS AMONG PASSENGERS

VANCOUVER, April 16. Mr. G. S. Orde, assistant manager of the Union Bank in Vancouver, received a message this morning from the manager of the London branch of the bank, stating that Mr. Thomas McCaffry, manager of the Vancouver branch, sailed on the Titanic. His name appears amongst those unac-counted for today. Mr. McCaffry had been on a trip on the Continent, being in company with Mr. J. Hugo Ross, also well known on the coast. Mr. McCaffrey had been sick and Mr. Mr. McCaffrey had been sick and Mr. Ross, a very old friend, had been look-

ing after him during the entire trip. It believed that both have been victims the disaster.

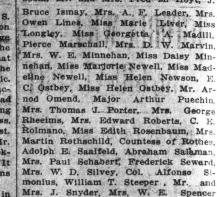
Mr. McCaffry's loss will be felt in the business community of Vancouver. He came here a number of years ago as manager of the government assay office. Retiring from that position he joined the Union Bank, with which he had previ-Union Bank, with which he had previ-ously been identified. Mr. Ross, though a resident of Winnipeg, could almost be called a Vancouver boy. He was a son of the late Mr. A. W. Ross, who in the earliest days of the city was a member of the firm of Ross & Ceperley. Mrs. M. A. Maclean, widow of Vancouver's first mayor, is an aunt of Hugo Ross. The latter was in Vancouver only a few The latter was in Vancouver only a few months ago. He was a hearty, hustling fellow, always cheerful and popular all the way from Dawson City to Halifax. Another probable victim was Mr. Allison, of Montreal, well known on the

coast. He was a member of the firm of Messrs. Johnson, McConnefi & Allison, and was a large stockholder in the British Canadian Lumber Corporation of Vancouver.

BEST TRADITIONS OF THE SEA OBSERVED

LONDON, April 16.—Premier Asquith in a brief statement in the House of Commons this affernoon gave public ex-pression to Great Britain's sympathy in connection with the Titanic disaster, after reading to the members the mes-sages from the White Star company, aiready published, the premier continued: "Perhaps the House will allow me add this:

"That I am afraid we must brace our-



ter Margaret, Mrs. Henry B. Harris

Miss Jean Hippendach, Mrs. J. C. Hoge-

m, Mr. and Mrs. Fred M. Hoyt, J.

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and maid, Dr. Max Stepelin, Mr. and Mrs. C. E. B. Stengel, Mrs. George M. Stone, Mrs. Frederick Joel Swift, Miss Ruth Taussig, Mr, and Mrs. E. Z. Tur ner. Gilbert M. Tucker, Mrs. F. M Warren, Mrs. J. Stewart White, Miss Mary Wick, Mrs. George D. Widener and maid, Mr. and Mrs. J. B. Thayer, Miss Constance Willard, Hugh Wool-ner, Miss Marie Young, Miss Ida S. Hippech, Mrs. Waiter Clarke, Mrs. John B. Cummings, R. Spencer Silver-thorne, Mrs. Bolton Earnshaw, Mrs. Caroline Endres, Miss K. T. T. Andrews (probably Miss Cornelia J. Chibinace)., Mrs. B. or Mrs. N. B. Chibnalt, Robert D. Dougles, Mr. and Mrs. W. O. Douglas or Mrs. F. C. Douglas, Miss Ellis (may be Miss Eusta), Miss E. Mile Kenchia (possibly Mrs. F. R. Kenyon Mr. and Mrs. E. D. Kimberley (possibly Mr. and Mrs. E. N. Kimball), F. A. Kenniman (possibly Mr. or Mrs. Ken-yon), Sigrid Lindstrum (probably Mrs. J. Lundstrom), Mile (probably Mrs. J. Lundstrom), Mile (probably Frank D. Mille), Mrs. J. N. Rogerson, Mrs. Arthur, Mrs. Amily B., Miss Susan P., Master Watson and maid, of Philadel-phia (practically certain is the Ryerson family; Miss B. Shutter (probably Miss E. W. Schuter), Mr. and Mrs. J. Miss E. W. Schuter), Mr. and Mrs. J. J. Spedden (probably Mr. and Mrs. Frederick O. Spedden), Rich Adams (probably P. M. Adams, Jr.), Mrs. Robert Connell (probably Mrs. R. G. Cornell, Mrs. Rose Abbott, probably meaning Mrs. N. Aubert; Miss Ruberta Mamy, Madame Melicard, Miss Bertha Lavery, Gustave J. Lesneur, Miss 4-net-tee Panhart, Mrs. Mamma J. Renago, Miss A. E. Renalt, Miss Augusta Sre-ness H. B. Staffanson, Miss Firma prea, H. B. Steffanson, Miss Emma Segesser, Mrs. P. P. Smith, Miss Hilda Slayton, Robert Douglas Shadell, Mrs. Lucien P. Smith, Miss Emma Ward, selves to confront one of those terrible events in the order of Providence which haffle foresight; which appal the im-sgination and make us realize the in-



Vice-President Franklin said late this afternoon that his list of survivors showed that 202 out of 325 first cabin passengers and 114 out of 285 second cabin passengers had been accounted

It was estimated that both the scoul cruiser Chester and her sister ship, the Salem, would be in touch with the Boston wireless station before mid-night. The cruisers are expected to communicate any information they may acquire to Washington.

ors if is estimated that hat more than one hundred were required to man the boats. This would leave 440 and in the ordinary proportion of women and chil-dren in the steerage where the passen-gers in the Titanic's care numbered 710 it seems probable that the greater num-ber of these 440 were women and their light ones.

Nothing could show more plainly the Nothing could show more plainly the heroism of the crew and the men pas-sengers who stood by the doomed ship facing death and sent the women and children away in the life boats. Some would have to be left; that was a cer-tainty. Hundreds in fact were left. But to all appearances the men who were left stayed behind calmiy stepping aside to let the weaker ones, those to whom they owed protection, make their way to safety.

Final Message

"Sinking by the head. Have cleared boats and filled them with women and children."

This was the "tidar message these brave men sent the world for it was directly afterwards that their wireless signals stopped. The picture that in-evitably presents itself, in view of what

No Y

paring for the transmission of mes-sages when the ship comes within range of American stations. ONLY SURVIVORS

ON S. S. CARPATHIA NEW YORK, April 16 .- Only a

The date of opening of the new Grand Trunk hotel was to be settled by him faint hope remains tonight that any on his arrival. of the 1312 passengers and crew who A full list of Canadian passenger have been missing since the giant Titanic sank have been picked up by Transatiantic liners. The \$68 sur-vivors, rescued from life boats by the Cunarder Carpathia, now on her way to New York, are the only known was received by the government today from Lord Strathcona and accords with the list as published.

STORM CENTRE OF BATTLE FOR NEWS

BATTLE FOR NEWS saved. The brief and meagre messages that came to hand today virtually ex-tinguished hope that some of the ill-fated people may yet be picked up by the Virginia and Parisian of the Allan line. Both these steamers sent word that they have none of the Titanic's passengers on beard. Of the 868 persons rescued by the Carpathia, the names of 326 passen-gers had been received by wireless up to 6:30. The Carpathia was, evidently,

LARGE ICE FIELD

IN THE ATLANTIC NEW YORK, April 16 .- The steam-NEW YORK, April 16.—The steam-ship President Lincoln of the Ham-burg-American line, which arrived to-day from Hamburg, reported that on April 12 she entered a large field of ice, dotted in all directions with large and small icebergs. Capitain Magin said it was easy to imagine that the ship was in the midst of a polar coun-

tain Haddock, of the stear Olympic, recalled by the Celtic, is as follows:

CAPE RACE, April 16 .- A wire-

TITANIC'S OFFICERS

REPORTED SAVED

Please allay rumor that Virginian has any of the Titanic's passengers. Neither has the Tunislan. I believe that the only survivors are on the Carpathia. econd, third and fourth and fifth officers and the second Marconi operator are the only officers reported saved."

a light or give guidance for the fu-ture is being discussed, especially the question as to the number of boats and life saving apparatus carried aboard the big liner. In this respect the calamity has brought to the pub-lic a revelation of unsuspected dangers in ocean travel and probably will lead to the strictest investigation and remedic measures

lead to the strictest investigation and remedial measures. The board of trade regulations re-guires that a vessel of 10,000 tons shall carry a minimum of 16 beats. There are no regulations applying to vessels of greater tonnage, but another rule provides that where boats don't furnish accommodations for all pas-sengers of the steamer additional wood or metal collapsible boats or rafts shall be carried. be carried.

be carried. It is stated in Beifast that the Tit-anic carried 14 lifeboats, each accom-modaling 65 persons, two cutters and a number of collapsible boats or rafts. The regulations require that the ca-pacity of the boats shall be 5,500 cubic feet. The Titanic's boats had a ea-pacity of 9,702 cubic feet each. Thus she had nearly the accommodations required by the board of trade.

OLD TIMERS IN B. C. AMONG PASSENGERS

VANCOUVER, B. C., April 16. VANCOUVER, B. C., April 16. Mr. M. S. Logan, of this city, has received word from his brother in Montreal that some friends of his, Mrs. Christie, her daughter, Miss Christie, and an-other married daughter, Mrs. Ja-cabson, were rescued from the wreek of the Titanic. Mr. Ja-cobson, the daughter's husband went down with the ship. The Christies were old timers in British Columbia.

immediately closed from the bridge, un-less, as surmised, the collision damaged the electrical apparatus so as to render this impossible, or the vessel's side was torn away by an iceberg. At the White Star offices in London and Southampton the large crowd await-ed with the greatest anxiety any intel-ligence In one street in Southampton every house had a breadwinner aboard the Titanic. The Mayor of Southampton

the Trianic. The Mayor of Southampton has opened a relief subscription for those left dependent and has appealed to the Lord Mayor of London to co-oper-

The sinking of the Titanic, following The sinking of the Titanic, following so closely the wreck of the Delhi, Ocean-ic, and other big vessels, has caused consternation among marine underwrit-ers. It will be long before the full ef-fict in insurance of various kinds at Lloyd's is known and many underwrit-ers and syndicates may be hard hit. Instructions were issued today that all Cunard steamships follow the southern routes in order to avoid the icebergs.

ROYAL MESSAGES OF SYMPATHY

LONDON, April 16.-King George has sent the following message to the White tar Company. "The Queen and I are horrified at the

appalling disaster , which has happened to the Titanic, and at the terrible loss of life. We deeply sympathize with the bereaved relatives, and feel for them in their great sorrow with all our hearts. --George R. and I.

The Queen Mother Alexandra has sent

The Queen Mother Alexandra has sent a message of sympathy to the company, in which she says: "It is with feelings of the deepest sorrow that I hear of the terrible dis-aster of the Titanic and of the awful loss of life. My heart is full-of grief and sympathy for the bereaved families of those who have perished."

OTTAWA. Ont., April 16.-The follow-ing message was sent this afternoon on behalf of His Royal Highness, the Duke of Connaught, to the owners of the Ti-

"I am designated by His Royal High-ness, the Governor-General of Canada, to send you the following: "I desire to express to the owners of the Titanic my very deep and heartfelt sympathy with the relatives and friends of all those who lost their lives in this terrible catastrophe." Liqui, Col, Lowther, mili-tary accurate.

the first chance for safety to those who were left to help themselves, of the heartfelt sympathy of the whole nation to those who find themselves suddenly pereaved of their nearest and dearest."

SALOON PASSENGERS AMONG THE SAVED

CAPE RACE. Nfid., April 16 .- The steamship Carpathia, which is believed to have on board all the survivors of the Titanic disaster, started early today to send wireless to this station, the list of the Titanic's survivors. Great difficulty was experienced in getting many of the names correctly, and more than a score of names as made out here did not appear at all on the Titanic's original passenger list, but it is believed many of these were passengers who had booked at the last moment. The receipt of first-cabin survivors required more than six hours' work. So far as the names checked up correctly, the following saloon passengers of the Titanic are safe on board the Carpathia.

Harry, Anderson, Miss E. W. Allen. Mrs. E. Appleton, Mrs. E. W. Allen, Mrs. E. Appleton, Mrs. John Jacob Astor and maid, A. S. Barkworth, Mrs. James Baxter, George A. Brayton, Mr. and Mrs. R. T. Beckwith, Carl H. shr, Mr. and Mrs. B. H. Bishop

Henry Blank, Miss Caroline Bonnell, Miss G. C. Bowen, Miss A. Bowerman, Mrs. J. M. Brown, Mrs. J. J. Brown, E. P. Calderhead, Miss Churchill Cardell, Mrs. J. W. Cardeza, Thomas Cardeza, Miss Lucilie Carter, Mrs. William E. Carter, Master William Carter, How-

ard B. Case, Mrs. Lucille W. Caven-dish and maid, Mrs. H. F. Chafee, Mr. and Mrs. N. C. Chambers, Miss Gladys

Cherry, Faul Chevro, Miss Crosby, W. Cherry, Faul Chevro, Miss Crossy, W. Daniel, Mrs. Thornton Davidson, Mrs. Develliers, Mr. and Mrs. A. A. Dick. Mr. and Mrs. W. Dodge and son, Mrs. Fred Douglas, Mrs. Walter Douglas, J. F. Flynn, Mrs. M. Miss Lucille and Miss Alice Fortune, Dr. H. and Mrs.

Frauenthal, Mr. and Mrs. T. G. Fra thal, Miss Margaret Frolloher, Mrs. 3. Futrelle, Mrs. Leonard (Gibson, Miss Dorothy Gibson, Mrs. S. and Miss Pilla

Dorothy Gibson, Mrs. S. and Miss Wills Godenburg, Sir and Lady Cosmo Duff Gordon, Col. Archibald Gracie, Mr. Gra-ham, Mrs. William Graham, Mias Mar-garet E. Graham, Mrs Lee D. Green-field, Mr. William B. Greenfield, Henry Haraner, Mr. and Mrs. George A. Har-der, Henry S. Harper and man servant. Mrs. Henry S. Harper, Henry Hawkes-ford, Mrs. Charles M. Hays and daugh-

here, said tonight that "longitudinal stress" on the big boat probably caus-ed the sudden sinking when the Ti-tanic struck the leeberg. "There is no doubt in my mind that longitudinal stress caused the sudden plunge," the capitain said, "When the impact occurred, one end of the boat turned upward, naturally. The rivets at the bottom of the vessel then broke and in my opinion the entire bottom of the boat was severed from the rest of the craft.

the craft. "It is a mistaken idea that slow boats Fast ships are much the safer. A stow boat striking the iceberg as in the case of the Titanic would have met the same fate and there would have been no difference in the results

"The Titanic apparently struck the iceberg a mile or more away from the ice that was visible. In large icebergs it is nearly always the case that a large portion of the ice is covered with water. Some section is visible but a por ion a mile or more in length may have been under water. The steamer evidently struck the su merged por tion, unmindful of any impending danger."

PROPERTY LOSS IN CATASTROPHE

LONDON, April, 16 .- The underwriters of Lloyd's were staggered at the news, but it is declared that the insurance on the lost vessel is so equally distributed that none of the underwriters are likely to be hard hit. The reassuring cable dispatches received yesterday had sent bhe reinsurance rate down to 25 per cent, and the underwriters closed up when they reopened today a little busi-ness was done at ninety sulneas, but the rate quickly was raised to 95, which is known as "total loss" rate.

The exact amount of property less was hard to exection. Underwriters said they could not say accurately what securities were on hoard. It was esti-mated, however, that with the cargo, the Titanic would represent a value of approximately \$12,500,000, Of this total. \$750,000 was taken by the White Star company at its own risk, and the bal-nce was placed on the insurance market n London, Liverpool, Hamburg and else-The loss sustained is the largest on

record in connection with one "bottom." The officials of the White Star Com-pany say that so far as they know every passenger whose name appeared on the (Continued on Page 3).

narrow's brid the first tra Canada was save it as i via Bute Ini that the lowe lead to Bute sea./ If Seyr the greater po of the distri route to the be carried t route for st route for sh would soon b come the be port on the BUYS I Er. John Arl

leen at I Vict Mr. John has purchased one of the known pleasu known pleasu The deal was of Lee & Br Seattle, and was not made been in the ne been in the ne been in the de long and ele high speed an bein the fa not out on

Mocaferny Was

ICTORIA WILL **BE GREAT PORT**

Council and I manifest and

pt, W. H. Logan Shows Why Construction of Seymour from Singapore. Narrows Bridge Will Soon,

be a Necessity

SHOWS ADVANTAGES OF THIS HARBOR

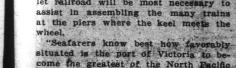
No Place on North Pacific So Easy of Access-Why Preferable to Points on the West Coast

Many reasons were given by Captain W. H. Logan, special agent of the Lon-don Salvage association, why the Saymour Narrows bridge should be built, an interview yesterday. He said that the port of Victoria is so favorably situated that it must needs be the

chief entrepot for pping on the North Pacific, when railroad connection is provided to assemble and distribute the cargoes brought by the steamers to this port, and the Seymour Narrow's bridge will soon be a necessity. With the great increase in the ha

ests in the Northwest and the increasing settlement of the fertile valleys in the west, where millions of bushels of grain will be grown, the shipment this great crop alone will offer busine. greater tha ncan now be handled by any port on the British Columbia const. even were but ten millions of the 200, Even were but ten millions of the 200-000,000 bushels raised in the North-west—it is estimated by competent au-thorities that the crop will be nearer 350,000,000 bushels two years hence— shipped via Victoria this would provide cargoes for twenty of the largest freighters vessels of 10,000 tons or more, each month, and would necessi-tate the bringing to tidewater of 10,000 tate the bringing to tidewater of 10,000

railroad cars, or more a month. "This, without consideration of the andling of all other freight business. It will not be long before the Pacific Coast ports will be required to handle the export of western grain, and the Seymour narrow's bridge and Bute In-let railroad will be most necessary to



wheel. "Seafarers know best how favorably situated is the port of Victoria to be-come the greatest of the North Pacific ports. It is a spiendid place to make from sea. In the Strait of Juan de Fuca is a body of 50 miles of clear open water into which a navigator can bring his vessel safely and easily at all times and under all weather. Victoria offers the easiest access of any port offers the easiest access of any port, and it is as safe as it is easy of approach. People have talked of ports on the west coast of Vancouver Island, in Barkley sound, at Quatsino and else-

tere, but for the same reason that big ports have not been established on the west coast of Ireland or west coast of Scotland, or of Norway, there will not be big ports there, for the reason that the approach is perilous. From Vancouver. Island until San Francisco

arge size for the same reason

EORY SHIPWRECK

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nry B. Harris

Mrs. J. C. Hoge-

F. Leader, Mrs. rie Liver, Miss ita A. Madifi, D. W. Marvin,

Miss Daisy Min

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. Alfonso Si w. E. Spencer epelin, Mr. and

Mrs. George M.

oel Swift, Miss

Mrs. E. Z. Tur-

Mrs. F. M.

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rt White, Miss

J. B. Thayer

l, Hugh Wool-

Miss Ida S

Clarke, Mrs. Spencer Silver

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C. T. T. Andrews

J. Chibinace).

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Rogerson, Mrs

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.-Captain Chas eaman attached ydrographic office hat "longitudinal

FORTY LIVES LOST AMOY, April 15.-- A boat into which a passengers of the British steamer angoliung were disembarking capsized SHIPWRECK OF Forty persons, mostly women, we The Zangchung had just arrived here

PRINCE LINERS REPAIR

Prince John Mauled Out on Mar Ways and Prince Expert in Esquimait Dock

The steamer Prince John, of the Grand Trunk Pacific Company, which is operated between Prince Rupert and Gueen Charlotte Island ports, arrived from the particular Queen Charlotte Island ports, arrived from the north yesterday morning, and has been hauled out on the ways of the B C. Marine Railway Company to have some deferred repairs completed. The steamer struck in the north some months ago, and temporary repairs were then carried out. The Frince Rupert is in the drydock at Esquimalt completing some deferred remains some plates have some deferred repairs, some plates hav-ing been dented a few months ago.

ICE BREAKING UP

me Boadstead Becoming Free and Bering Sea Will Soon be Open to Ravigation

NOME, Alaska, April 15.-(Via Ashen B. C.)-The ice in the roadstead is bie ing up. Many leads of open water have peared and it is probable that Behring will be open to navigation soon. This the carliest break-up in the history Nome

Murderers' Punishm

WALKERVILLE, Cal., April 15 .-

ward Howitt, Thomas Duncan and Steve Duncan, who killed Peter Roberts in the Mad river country near here, on the Mad river country hear here, on Feb. 2, were sentenced on Saturday to life imprisonment. Howitt will be sent to Folsom penitentiary and the Duncan brothers to San Quentin. Thomas Dun-can, who is 20 years old, and Steve, who is 16, were told that with good conduct they might hope for parole. John Nel-son, a fourth youth, accused of com-nulative in the crime will be placed on plicity in the crime, will be placed on trial on April 29.

Motor Car Murder Mystery

LYNN, Mass., April 15.—It is the be-lief of some otheration that Mr. Marsh was murdered in the motor car and his body thrown from the car into the ditch where it was discovered. The state police began on Saturday an in-vestigation of the murder and it is be-lieved their first work was to so into his vestigation of the murder and it is be-lieved their first work was to go into the business matters of Mr. Marsh. They met an obstacle in the absence of James M. Marsh, son of the murdered man, who is in California. He is expected to return soon.

OR BEATHE NESBITT

n Government Seel on Charges of Ro

ONTO, April 15.-Whethe

TORONTO, April 15.—Whether or not by Beattie Neshitt wi⁻¹ light extradition proceedings depends on W. B. Travers the second state of the Farmers bank who will return to Toronto tomorrow ond make deposition. On that deposition was approximate to the farmers bank who will return to Toronto tomorrow out they think it advisable to fight the ex-ution proceedings. The farmers will decide whether or out they think it advisable to fight the ex-tension proceedings. The farmers will decide whether of the farmer of the farmers farmers of taws, who will produce all the documents of the canadian government against Wil-time the the farmers bank of Toronto with the Canadian government against Wil-time the the farmers bank of toronto foote today, seeking the extradition of the section of the Garadian feeding the board of the Garadian testing back foote today, seeking the settradiant of the back filed the complaint. Neebilit will be seven mearing tomorrow. s reached there is scarcely a port of "Victoria is as safe a port as any in the world, and is most favorably situated. There are some ports which are merely open roadsteads. At Algoa Bay and East London, on the east coast of Africa version of the data othere.

THE VICTORIA COLONIST

CIVIC ESTIMATES

Made in Civic Salaries

payment. For the past two months a committee of the council has been busy consider-ing the expenditures for the year and the report submitted at last night's meeting of the council was the result of the committee's efforts. The report was adopted practically without com-mient. The various votes are summar-ized as follows:

8,000.00

61,810.00

380,234.

56,540.00

128,200.00 93,450.00

272,946.64 158,645.00

272,767.50

25.375.00

\$1,721,870.55

zed as follows:

Civic Institutio

vic Salaries ...

walks

Tax Fund

ication

In the matter ov civic salaries som

Library Street Lighting

Going in From Stewart No Dim Occur-Coal of Mass River Dis Is & Good Anthracite

COUNTRY NO BAR

was injured. At Painesville ice was washed 600 feet back up the river. coumulations, which also carried a fouble liability clause, and the total to the paid on his death would be \$75,000. In a wreck on the C. P. R. near Sav-ona last week, Engineer Walker and Fireman Hoskinson, of Kamloops, were so seriously injured that they died in hospital a few hours later.

Among the Missing Mr. Thornton Davidson of Montreal, who is counted among the missing pas-sengers of the lost Titanic, and who is a son-in-law of President C. M. Hays of the Grand Trunk, is a coustn of Hon. Dr. H. E. Young, who yesterday scanned with aviate act accessed

S. S. TITANIC with anxiety each newspaper refere to Sunday's dread disaster, for so Itsis cabled to New York sailed on the Titanic. There may, they say, have been a few who changed their minds at the last moment, but at the office up to the present time no cancellations from or additions to the passenger list have been heard of. As a matter of fact this would be known only, to the purser of the Titanic. ews of his relative. Mr. Davidson is a on of Mr. Justice Davidson of M treal, whose knighthood has just been announced, and was accompanied by Mrs. Davidson on the ill-fated voyage of the Titanic.

French Sympathy

PARIS, April 18.—The press France unites in expressing sympat for England and the United States of

e catastrophe of the Titanic, sayl is an international tragedy. T hite Star offices here have be WERE IN VICINITY NEW YORK, April 16.—What is be-lieved to have been one of the last messages sent from the Titanic before she struck the teeberg was received at the Hydrographic office in Washing-ton on April 14, the day preceding the night on which the accident occurred, according to advices received here to-night. The message as given reads: April 14: German steamer Amerika reported by radio-telegraph passing two large teebergs in lat. 41.27, long. wded all day with relatives nots of passengers who, though f the worst yet cling desperately e. Many arrived at daylight. An the French passengers reported to h escaped is Fierre Marechal, son of oted Prench, admiral.

ors For Passengers

Honore For Passeques OTTAWA. April 16.—Militia general orders for the coming week affect two passengers on the Titanic. They gazette C. M. Hays, as an honorary lieutenant-colonel in connection with the recently worked out transportation side of the mobolization scheme, and Major A. G. Peuchen, of Toronto, whose rescue has been announced as lieutenant-colonel of one of the battaitons of the Queen's Own Rifles. He has held a commission for many years. two large icebergs in lat. 41.27. long. 50,08.—Titanic." 50,08.--Iltanic." This message indicates that the Ti-tanic had knowledge of ice in her vicinity as her position when she struck was latitude 41,45, long. 50.14.

Stunned by Disaster

SOUTHAMPTON, Eng., April 16.--Distressing scenes were witnessed this morning at the White Star office here, which was thronged by the relatives of the crew of the Titanic. The town is stunned by the disaster, which is the greatest blow Southampton has ever sustained. Every member of the crew had his home here, and a large perform of them were natives of the town. \$1,721,870.00 \$1,721,870.55 Under the head of city debt interest calls for the expenditure of \$126,110; sinking funds, \$67,540; sinking fund on local improvement works, \$45,570; and brokerage and exchange, \$750. The vote for municipal council purposes calls for a salary of \$4,000 for the mayor, an in-crease authorized by general legislation at the last legislative session, but the aldermank salary has not been in-oreased. In the matter of side

Parisian's Message

HALIFAX, April 16 .- In reply to despatch sent by the Halifax Manager of the Allan line, Captain Haines of the Steamer Parisian, sent the following wireless: "I have no survivors of the Titanic on beard, and no official infor-mation as to the fate of the ship. Ex-pect to reach Halifax early tomorrow Pound

Victim of Heart Disease

GALT. Ont. April 15. - Word was re-ceived here of the discovery by men on their way to work at Ayr, of the dead body of Miss Annie Patterson, of that village, lying by the road side just out of the village. The deceased was in her 55th year, and lived with a sister, who was "away visiting in the porth end of the town. Miss Patterson sister, who was away visiting in the north end of the town. Miss Patterson accompanied a friend, who lives out-side the village, to her home, and on her way back dropped dead. When the body was found the doctor was sum-moned and pronounced her death due to heart failure. No inquest will be held.

Three Dead in Collision

LIMA CENTRE, Mich. April 15.-Three persons were killed and twenty injured today when two interurban cars of the Michigan United railway collided about two miles east of here. The cars were telescoped. An utgent plea for every available physician and am-bulance in the city and vicinity has been sent to Ann Harbor. minus at Stewart.

known its recommendations at ing of the board next week.

Miner's Awful Death

Defrauding Through the Mails

ST. LOUIS, April 15 .- The jury in the

case of G. Lewis, charged with using the mails to defraud, was discharged today by Federal Judge Amidon. It was un-

able to agree after being out sevent, hours. Nine jurors were for conviction

VISITS SUGAR BUSH

OTTAWA, April 15 .- The Duke of

sh on the Quebec side, with Sir Ed

nond Osler and Sir Donald Mann as

and their guests were much interest

MOTOR CAR FATALITY

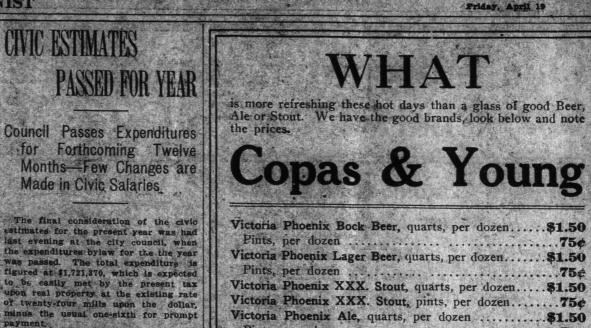
Cyclist Meets Instant Death in Collis in Central Park, Vancouver

in the spectacle.

Connaught has been out in the sugar

and three for acquittal,

packed his own provisions in, dropping them slong the route for his return journey. He followed the Naas river to Manitoba College



Victoria Phoenix Lager Beer, quarts, per dozen \$1.50 Victoria Phoenix XXX. Stout, quarts, per dozen \$1.50 Victoria Phoenix Bohemian Beer, quarts, per dozen. ... \$2.00 Victoria Phoenix Bohemian Beer, pints, peer dozen ... \$1.25 Silver Spring Bock Beer, quarts, per dozen \$1.75 Silver Spring Stout, quarts, per dozen\$1.75 Budweiser and Lemps Beer, quarts, per dozen \$3.09 Budweiser and Lemps Beer, pints, per dozen......\$2.00 Guinness' Stout, nips, per dozen\$1.50 Barclay Perkins London Stout, pints, per dozen \$1.75 Nips, per dozen\$1.20





WASHINGTON, April 16.-Stirred by the horror of the Titanic disaster, all official Washington was preparing today for steps to minimize the pos-spectrum of the transfer of the pos-spectrum of the probable loss of his miftary aide, Major Archibaid Butt, held conferences with cabinet officers to consider control of wireless. The the house, what may result in a federal investigation into the cause of the week and the enactment of pro-tective measures was begun with res-olutions by Representatives Mott and hightwick. The Mott resolution pro-tective measures would sit as a court and company would sit as a court and company the attendance of witnesses. Chairman Alexander of the commit-tes said today that the catastrophe would stop the building of such es-ormous vessels. He favors a law to ormous vessels. He favors a law to out the size of vessels which visit American ports. The committee also expects to report a bill to regulate the start was in conference month we have with his cabinet of

expects to report a bill to regulate wireless... President Taft was in conference nearly two hours with his cabinet of-ficers whose functions cover the opera-tions of this new system of telegraphy. These were Secretaries Stimson, Meyer and Nagei. Attorney-General Wicker-sham was called in to give legal ad-vice as to the necessities in a legisla-tive way of additional laws. In recog-nition of the extensive interests of private corporations which have speat much in experimenting on spips and shore stations with wireless outlits, former Attorney-General Grigs and Mr. Sheffield, representative of the Marconi Co. also were consulted. The discussion was general and touched on the details of the bill which probably will be prepared in the navy

bucked on the details of the bit which probably will be prepared in the navy lépartment to give effect to the re-quirements of the general wireless convention to which America re ently

FAVORS LIMITING SIZE OF VESSELS WASHINGTON, April 16 .- Stirr

(Continued from Page 7)

KNEW ICEBERGS

at probably caus-ng when the Ti-

in my mind that used the sudden said. "When the end of the boat rally. The rivets vessel then broke entire bottom of from the rest of

a that slow boats fast steamers. the safer. iceberg as in vould have met here would have the results ently struck the e away from the In large icebergs the case that a e is covered with is visible but e in length may er. The steamer su merged por any impending

ATASTROPHE

The underwriters ered at the news the insurance on equally distributed writers are likely reassuring cable sterday had sent down to 25 per writers closed up t all was well. oday a little busi-nety guineas, but taised to 95, which " rate. of, property loss n. Underwriters accurately what ard. It was estiith the cargo, the nt a value of ap-.. Of this total

the White Star isk, and the balinsurance market Hamburg and elses the largest on ith one "bottom."

White Star Com-s they know every e appeared on the Page \$2

of Africa, vessels often drag ashore, and about five years ago a storm drove a big fleet of vessels on the beach and strewed the shore for miles with wreck-age. Vessels have to say hit wreck-Vessels have to pay high rates to ply to ports like these. The same thing have been said of Bombay before the new docks were built there. Victoria does not possess any of disadvantages.

"This port has every natural advantage, and is practically the only Brit-ish Columbia port so favorably situated, if Hardy Bay on the northeast coast of the island is excluded. Prince Rupert, although comparatively well placed, is approached between islands, and has nothing like the same open channel as the straits of Juan de Fuca afford for the approach to Victoria. This port is most advantageously placed as a ship-

ping port. "However well placed a port is. though, there must be adequate rail-road connection, and the construction of the Buie Inlet railroad and Seymour narrow's bridge is a necessity. When the first transcontinental railroad for Canada was projected Mr. Marcus Smith gave it as his idea that it should go via Bute Inlet, and it is well known that the lowset dia is the David

that the lowest dip in the Rockies would lead to Bute Inlet on the way to the sea.) If Seymour narrows was bridged the greater portion of the entire product of the districts of the newly-surveyed route to the Peace river valley would be carried toward Victoria over that route for shipment, and the result would soon be that Victoria would beome the best and greatest shipping port on the North Pacific coast."

BUYS CRUISING YACHT

Mr. John Arbuthnot Furchases the Col-leen at Scattle for Addition to Victoria Power Graft

Mr. John' Arbuthnot, of this city, as purchased the power cruiser Colleen one of the fastest and most widely-known pleasure craft on Fuget Sound. The deal was made through the firm of Lee & Brinton, naval architects of Seattle, and alternative seattle. Seattle, and although the consideration was not made public it is said to have been in the neighborhood of \$10,000. The Colleen was built in Seattle

The Colleen was built in Seattle about two years ago. She is 86 feet immu long and elegantly finished and fur-nished throughout. The vessel is of high speed and bears the reputation of from being the fastest craft of her kind the not obly on Dust Sand hus a the

SNOW IN MANITOBA Reavy Fall Oripples Telegraph Wires and Interferes With Seeding Operations

WINNIPEG, April 15.-- A heavy winking and the state of the st

ary during the past forty-eight hours, crippling telegraph wires and in some places interfering with traffic.

places interfering with traffic. In this province as much as a foot of snow fell and was followed by a sharp frost, thus putting a stop to seeding operations for a number of days. Saskatchewan and Alberta escaped entirely. In Brandon district the bigh winds of last Friday uncovered much winds of last Friday uncovered much of the seed and hundreds of acres will have to be seeded again.

Take Damage Suits

TORONTO. April 15.--A special' meeting of the Benchers of Upper Canada Law society will be called to consider the cases of J. W. Curry, K.C., and B. H. Ardagh, two lawyers who acted for detectives in fake damage suits against the Toronto Street Railway.

TORONTO, Ont. April 15.—An un-known man threw himself under the wheels of a frain at the Union Station on Saturday afternoon and was instant-ly killed. A policeman identified the man as Wm. Corree, but it was later found that Corree was serving a term in jail.

An Idaho Bomance

SPOKANE, Wash., April 15.-A ro-mance that began in a heroic rescue from drowning on an idaho take will culminate in San Francisco on April 30, when Miss C. Hogan of Spokane and long B. Giati John F. Clark, son of Patrick Clark, the millionaire mining man of Spokane, are to be married. Young Clark swam to Miss Hogan's assistance when her canoe overturned at Mayden make, idano, in 1910, and kept her above the surface for over an hour until help arrived.

Tidal Wave on Lake Erie

Tidal wave on Lake Erie thorhood of \$40,000. Was built in Seattle rs ago. She is 86 feet antly finished and fur-out. The vessel is of bears the reputation of test craft of her kind trans Sound but on the

The house adopted a resolution ex-pressing condolence with the relatives of those who lost their lives on the Ti-tanic. The resolution offered by Re-presentative Austin follows: 'Resolved, that this house has heard Resolved, that this house has heard with profound regret and sorrow of the appalling loss of life on the steam-ship Titanic and expresses its deep sympathy for the relatives of those who perished in that great disaster." Virtually every formal social affair in diplomatic circles in Washington has en cancelled because of the Titanic lisaster. J. J. Jusserand, the ambas ador from France, was to have enter tained Viscount Chinda, the ambassador from Japan, at dinner tonight, and can aled the engagement. The Danish minister, Count Moltke, also was to give

a dinner which he postponed. Many other affairs have been put off. Confirms Loss of Life

On board S. S. Olympic at sea, April 16.—The Olympic received news at mid-night on Sunday that the Titanic had struck ice. She started immediately for the scene, but resumed her course east ward at 5 o'clock in the morning upor hearing that the Titanic had sunk at 2 a. m. The only details known are that 670 persons were saved, mostly Duke of Connanght Makes Pleasure Trip to See Canadian Industry women and children. All the crew ex-cept those manning the boats, are be-

lieved to have been lost, including the principal officers. This dispatch was sent to the As-ociated Press by Loudon G. Charlton of

his guests. The party, which included the Duchess, the Princess Patricia and a number of ladies in waiting, left on and is the first word concerning the disaster received from anyone outside of official sources. It will be noted a number of factes in waiting, jeff on Saturday by special car and visited the Roman Catholic monestery near Chelsea. They went through the sugar bush and witnessed the process of making the maple sugar. Sap has been running freely in the bush. The royal party that the number of survivors virtually is identical with the original despatches. Later despatches indicate that 868 persons were saved.

Insurance Risks

WINNIPEG, April 16 .- There will be heavy losses among insurance compan-ies as the result of the loss of the Ti-tanic. All the officials in Winnipeg are looking the books to find out what

looking into books to find out what Icsses will be. . Mark Fortune carried \$25,000 in the Traveller Accident Insurance Company, with a double Hability, which through his being lost on the Titanic will mean \$60,000. In the Canadian Ráilway Ac-cident Insurance Company, Mr. Fortune also carried \$5,000 with a double liabil-ity.

ity. C. M. Hays, president of 'the Grand Trunk, carried \$25,000 with a double Hability in the Travellers with \$12,500

the sixth cabin on the Yukon telegraph line and then in a northeasterly direc-tion penetrated the coal region, to a distance of 140 miles from Stewart, penetrated the television stewart, WINNIPEG, April 15 .-- P. J. Curran, K. C., a well known Brandon lawyer, is o succeed Judge Camberland in the county court. The committee of Manpassing the Blackwell lake country and ba colliege, which has been consid so to Naas lake. to the late Principal Patrick is to make known its recommendations at a meet

There will be no difficulty, he says, at any point in the construction of a railway, not even a tunnel being neces-sary. Stewart is the natural outlet to FERNIE, B. C., April 15 .- Isaac Wall

sary. Stewart is the natural outlet to this country, he believes, as the line along which he traveled is shorted by some 150 miles than the distance to Hazelton. By the former route salt water is reached at once, by the other there would still be 300 miles to be traversed before reahing the coast. **Provisions Going In** ingford, a miner of Coal Creek, was killed iast night by falling between the cars of the train from Fernie. He had been in town during the afternoon and for some unexplained reason crawled under the coaches when they were mov-ing. His body was terribly mutilated.

Provisions are being sent into the country rapidiy, and the people will follow at the earliest moment possible. When Mr. O'Neil came out a few weeks when SR. Over owne out a rew weeks ago the snow was very soft, and he had to use snowshoes, but he prefers to do his prospecting under such con-ditions rather than in the summer, as the formation of the country can be discerned just as well, passes are more easily picked out and a range can be attacked anywhere. Owing to the soft-ness of the snow, game was scarce

ness of the snow, game was scarce along the trail. Mr. O'Neil pointed out that tapping this country means the tapping of the Lower Stikine and the reaching of the coal croppings close to Ecoke Lake, which, though undoubtedly axtensive, have not yet been properly prospected.

Pleasant Winter Weather

The weather since the 1st of Febru-ary had not been severe: the lowest temperature recorded was ten degres below zero, and the Chinook winds were tempering the climate. If this whole track of country becomes settled it will sreatly aid in the development of the Cariboo district, especially in regard to its hydraulic, quartz and deep digatage. Cariboo district, especially in regard to its hydraulic, quartz and deep diggings. The coal of the Naas portion is good anthracite, and it is rumoured that large tracts of country have recently been taken up by a syndicate. There is also copper, and it is possible that another mine may be found to equal the output of the Granby outfit at Goose Bay. Goose Bay.

Goose Bay. From his observations. Mr. O'Neil declares the country an excellent one for settlers once the government has out a trall in, and this plans are being made to accomplish at an early date. The Hon. Thomas Taylor, to whom he made a report while here, showed himself intensely interested in the re-suit of this exploration tour and made himself fully acquainted with all the details that Mr. O'Neil could give him. VANCOUVER, April 15 .- A party of merican tourists in a motor car driven F. L. Jones of Portland, Ore., colby F. L. Jones of Portland, Ore, con-lided this evening at Central Park with a motorcycle ridden by M. J. Jenkins. Jenkins was instantly killed, the motor car wheels passing over his head. The ar wheels passing over his head. The motor car driver was detained by the police.



The Variety of Our Fish is Unexcelled in The City

 Louis Trefavwne, tin
 250

 Andre, Boneless, tin
 250

 Madame Aagot, tin, 2 for
 250

 Norwegian Smoked Olaf, tin, 2 for
 250

 Norwegian Shipper in Oil, tin, 30e and
 250

 Norwegian Shipper in Oil, tin, 30e and
 250

 Norwegian Shipper in Oil, tin, 30e and
 250

 Norwegian Thills brand, in oil, 2 for
 250

 Norwegian Thills brand, in oil, 2 for
 250

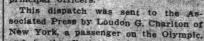
 Shipper in Tomato Sance, tin
 150

 Ste Queen, in oil, 11, 2 for
 250

 Shipper in Tomato Sance, tin
 150

 Brunswick, Canadian, 4 for
 360





Our Store Management, Large Turnover and Buying Advantages Enables Us To Offer Better Goods At The Least Expense

COLONIST

VICTORIA

Buying a Costume Isn't an Every Day Matter

CHOOSE FROM SPENCER'S STOCK AND YOU'LL BE PLEASED WITH YOUR INVESTMENT

HERE is no getting around the fact that the pleasure to be derived from a Summer costume lies in the quality of the material and the workmanship that goes into it, but a perfect fit makes the pleasure more than double.

These are facts that had our careful consideration when we purchased our stock, and the ever-present question of price was considered last of all. As a result we are in a position to offer you the very highest possible quality at a moderate price.

Both the more conservative and the extreme New York trimmed styles are here to choose from, also many that strike the happy medium, and as we have garments in all sizes, you are sure of finding just what you want in this assortment.

PRICES FROM \$22.50 TO \$50.00

Hosiery Values That Deserve Your Attention SOME SPECIALLY GOOD LINES FOR FRIDAY'S SHOPPERS

They are not odd sizes, or a special purchase of untried goods, but lines that have stood the test of time. Every pair is sterling value and will please the most exacting woman.

Children's Mose, ribbed and made of a fine cotton. They are to be had in all

Fine Cottos Kose for Women. They come in plain, fancy embroidered and lace styles, in colors black and tan. Special value for Friday's selling,

Ottoman Silk Hand Bags on Friday at \$1.75

Dainty Hand Bags that you'll be proud to use. They are made of a fine Ottoman silk, have silver trimmings, long cord with bracelet, and may be had in colors green, champagne, pongee, sky, white and black. They are now being shown in the Broad Street windows, and one glance will convince the most expectant woman that full value is represented. Friday's

Beautiful Collars and Frills SOME EXCEPTIONAL VALUES TODAY

It's astonishing what a difference-a pleasing difference-a smart lace collar, side frill or jabot will make to your dress or costume, and when you can get the latest and best at such a small cost, there's no reason why you shouldn't have a change.

Ask to see them in the department on the Main Floor. Dutch Collars, in lace and embroidery. The | Jabots in lace and embroidery. We have an

A Sale of Silk, Net and Fine Embroidered Waists at \$2.50 Friday MANY OF THE WAISTS ARE WORTH TWICE THE PRICE. SEE THEM IN THE VIEW ST. WINDOW THESE are a few samples that we have been fortunate in securing, and although there are most sizes in the lot, there is only one or two of a kind. It's impossible to give you a good idea of the value or designs of these garments in this advertisement, but one glance at the View Street window will convince you that the garments were never made to sell at this low figure. There are silks in black and various colors, some plain tailored, while others are tucked, trimmed with braid, piped with silks of contrasting colors, or in the popular one-sided effect.

Net and marquisettes are here made up in very attractive styles, some handsomely trimmed with colored braids, beautifully, embroidered and finished with high and low necks, short and long sleeves. You'll have to shop early if you want one.

FRIDAY'S PRICE, \$2.50

Natural Pongee at 30c a Yard-Friday

The fact that Natural Pongee is so very popular this season should make this offer specially attractive. The material is 25 inches wide and is of excellent quality. Will wash well and make up into excellent coats and dresses for the Summer. Per yard on Friday, 30c.

Aprons-Designed for Service but Have a Neat Appearance MANY STYLES ARE HERE MARKED AT POPUL LAR PRICES

F course an apron should be designed with a view to service, the best possible service in the protection of better and more expensive garments, but that is no reason why it should not be sufficiently attractive to make it all the more pleasant to wear.

Here is an assortment that should please you in point of style, quality and price, in fact they are the best that we have handled for a long time. We can't speak too highly of them, but we prefer you to see the goods and form your own opinion of their value.

A Choice Belt for Your Summer Dress

MANY STYLES TO CHOOSE FROM HERE

No doubt you will require a new belt to wear with your new garments, and you will be interested to know that we have made a special effort to meet the exacting demands of our patrons and have now a larger assor-ment than ever for you to choose from. The styles are serviceable and so well assorted that choosing should be an easy matter. Ask to see them.

Tan Button Boots for Women THE MOST FASHIONABLE FOOTWEAR FOR SPRING AND SUMMER

Our shoes for Spring and Summer embrace the features of refined elegance that the most skilful shoemakers alone can produce. For comfort as well as beauty these models are hard to equal, and it is very doubtful if better can be had even if you are prepared to pay a much higher price.

Fashion has proclaimed tan as the leading color for both Spring an

range of patterns is especially good and the values are better than the average. There are many here that will please you. Prices start at 250 and range as high Bide Frills. These are the season's latest

productions and better values are not to be had. Many charming designs to choose from. Prices start at 25c each, so you can afford one, but there are many better ones that range as high as \$8.50

you might think that we were partial to our goods. Prices from Sic up to \$2.00 Colored Satesn Sailor Sets. Very attrac-tive and cost little. Price\$1.75 Ince and Musin Tokes and Bleeves. Many styles to choose from. Prices 50c. \$1.00

Women's Underwear-Values That Should Interest You

Women's Vests with low necks and no sleeves. These garments are made en tirely of cotton, have a smooth finish. and will not irritate even the most sensitive skin. All are finished with neat lace round the neck. Sizes 36, 38 and

Women's Vests with low neck and short sleeves. They are made of .cotton lisle and are finished with lace around the neck. Sizes 36 and 40. Price, per gar-

Women's Vests, made of all cotton, have a soft finish, low neck and no sleeves, also low neck and short sleeves. They are trimmed with cotton beading. Size 36

Women's Vests, low necks, short or no sleeves. These are made of good lisle thread, soft finish, finished with a bead trimming. Size 36 at the bust. Price, Women's Balbriggan Vests. There are garments with plain or fancy tops to choose from, with short or no sleeves, and low necks. Sizes 40 to 42 only. Per gar-Fine Porons Balbriggan Combinations. These are made with low necks, no sleeves and are loose at the knee. Sizes 40 to 42 at the bust. Per garment...75¢ Cotton Drawers for Women. They are loose at the knee, trimmed with lace, and may be had in open or closed styles. Women's Drawers. These are Summer weight cotton garments, ankle léngth, and may be had in open and closed styles. Sizes, 36, 38 and 40. Per garment. 35¢ Women's Out Sizes in Vests. They are Summer weight, made of cotton, low neck, short or no eleeves and finished with crochet at the top. Per gar-Women's Drawers, out sizes, Summer weight garments, made of cotton. All sizes are here in open and closed styles. Children's Cotton Veste with high necks, medium and short sleeves and all sizes. Drawers are here to match. Per gar-Children's Black Cotton Drawers in all sizes. These are loose at the knee, and are finished with lace. Some are ankle length. Per garment, 350 and 25¢ Women's Vests. A splendid value, made for evening wear. They are made of good silk lisle, openwork, low necks, no sleeves, and are trimmed with lace at neck and

Pajamas and Shirts for Men Who **Demand Quality** A LARGE SHIPMENT JUST ARRIVED-MARKED AT

TEMPTING PRICES EN who require the best materials and workmanship will find these

garments all that they can desire and still cost very little more than the average garment. The extra comfort and wear to be had by wearing garments of the better sort is worth far more than the little increase in their cost, in fact they really cost less in the long run.

Twill Black Satin Shirts .- These are light

weight and have a mercerized finish. All sizes are to be had and no better garment

is on the market at this price. Per

working in. For strength and comfort a better garment will be hard to find.

ments finished with collarband and soft

double cuffs. These are the finest qual-

ity made and are guaranteed shrunk be-fore making up. To be had in both light

and dark fancy stripes. All sizes at, per

are imported garments, made of a good flannelette that was thoroughly shrunk

before being made up. Have turndown collars that button at the neck and soft

cuffs. All sizes are here at the follow-ing prices: For men \$2 a garment, Youths' sizes at \$1.75, and Boys' sizes

at \$1.50.

Imported Plannalette Pajamas, in fancy stripes. These are a very special value and are well suited for Spring and Summer wear. Per suit\$1.50 Imported Pelamas, made of good Ceylon flannelette, in fancy stripe patterns. These are a nice medium weight and may be had in three different sizes. Fer suit\$2.25

Imported Fajamas, made of good cham-brays, in plain colors and stripes. Colors grey, blue, pink, manye and pongee. They are made in the double-breasted style and fasten with large pearl buttons. All sizes at, per suit \$2.00

Imported Ceylon Shirts, in fancy light and dark stripes. They are light weight and are well made. Are generously cut in the bodies and are finished with plain white neck bands. All sizes and an as surance of perfect shirt comfort in every Cevion Flannel Shirts, with turndown collars, reversible, in all sizes. These garments may be had in light and dark fancy stripes, and are as good as shirts can Flannelette Shirts. These are imported garments and have turndown collars that button at the neck, are full size at the body and are well made. These are a very special value. Per garment 85¢



Summer, and button models are growing more popular every day. We have them in the newest American models with high dome toes and "Goodyear" welts. All sizes are here at, per pair, \$4.50.

WHITE CANVAS BUTTON BOOTS

Another popular style that will be a close rival of the tan leather models. They are American made, have high toes and short vamps. All sizes are here and we guarantee a perfect fit at, per pair, \$3.00.

Men's Suits at \$12.50 and Boys' Double-Breasted Suits From \$3.25 to \$4.75 -Friday

The prices are low but it's our huge purchasing power and our huge turnover that enables us to sell the goods at these low prices. They are good examples of Spencer values and that means that there is the best possible quality of material and workmanship crammed into the garments and are far better than you would expect to get for the money."

Men's Suits made of good tweeds and cheviots in a large assortment of patterns and celors. They are three-button sacques, are well tailored and trimmed. and may be had in all sizes. They are Ideal business suits, are inexpensive, durable and smart in appearance. A splen-

Boys' Double-breasted Suits made of strong tweeds. They come in mixtures of browns, greys and greens, and are well tailored and trimmed. Sizes for zoys from 2 to 10 years old are here, and you can't get better garments for school wear. Prices from \$3.25 to \$4.75

Boys' Wash Suits. There are Buster and sailor styles to choose from, and may be had in about six different colors and patterns. They are just the garments. for summer wear, especially for picnics and other holiday occasions. Will wash well and always look new and fresh. Ducks, ginghams and prints are the materials, and the sizes range for boys from \$ to 10 years old. Per garment \$1

Children's Rompers made of good prints. Three different patterns and colors to choose from, and are specially good value Straw Mats, in boater and snap styles, made of fancy cut and split straws, have arrived and are waiting for you to make your selection. All the regular sizes are hera, and you never saw better qualities offered at the prices. Prices range from Ginghams, Prints and Drills are the ma terials from which these suits are made and there are Buster and sailor blouse styles to choose from. All manner of colors and patterns are here, and all sizes for boys from 2 to 10 years old are to be had. The garments are finished with fancy collars and cuffs, and will lok fresh and new every time they are laun dered. Prices from \$1.00 a suit 1

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