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WAITING FOR

System That Is on Trial, not Any Individual, in Titanic Disaster-British View of Happening

SEVERE CRITICISM FOR U. S. METHODS

Strict Fairness and Dignity Should Characterize Any Investigation to Deduce Lessons of Catastrophe

LONDON, April 24.-England's atten-LONDON, April 24.—England's attention is largely centred at present on the prospects of such results from the home inquiry into the Titanic disaster as will make another catastrophe wellnigh impossible. Incidentally the course and methods of the inquiry at Washington come in for sharp criticism. In an editorial headed: "Wait for the evidence," the Daily Mail this morning says:

idence," the Daily Mail this morning says:

"Now that the government has appointed a court of inquiry the public will await with calmness its verdict on the foundering of the Titanic. In the first rush of emotion it is natural that there should be a disposition to anticipate the judgment of experts, and apportion the blame for so devastating a calamity. We owe it to ourselves as well as to the men who met death with heroic courage and coolness that the investigation shall not only be thorough but also impartial.

"We feel bound to deprecate the attempt that appears to be made on the other side of the Atlantic, to fix the blame on any individual. To adopt a course of this kind is to defeat the real purpose of the inquiry, as has already been pointed out in the United States senate.

"It is not a victim we are seeking.

ent, it is a system that is on trial.

With Fairness

"The British court of inqury may be trusted to decharge their important and difficult task with knowledge and fairness. Its president, Lord Mersey, has had a wide experience as judge of the Admiralty division, and will have the assistance of experts, who will not be likely to make the mistake of watertight compartments for safes in which passengers, in danger of shipwreck, may seek refuge."

An unpleasant impression has been created by the cabled reports of the methods of the senate investigating committee, and many Englishmen who at first expressed hearty approval of

from the sititude of an upturned soapbox that any interference with him on
at first expressed hearty approval of
the prompt action taken by the senate,
now declare that no useful purpose
can be served by the inquiry if it is
conducted along the lines indicated by
the New York dispatches.

The Pall Mall Gazette cate

conducted along the lines indicated by
the New York dispatches.

The Pall Mall Gazette said yesterday: "The committee of the United
States senate has behaved toward J.
Bruce Ismay, as Polyphemus behaved
towards Odysseus in the case. These
hasty blows struck in wrath and agony
will fail of results. Stern inquiry there
will be, but it will only be effective in
proportion to the absence of either
haste or prejudice.

"We know the grievous lesson our
American brethern have suffered of

American brethern have suffered of their bravest and best, and we realize that the horror of the thing was brought more closely home to them, eye-witnesses as they were of the arrival of the Carpathia with its dismal freight, than to us of this side of the

Atlantic.

"We take pride and pleasure in repeatpeating what we said before, that the
radiant glory of the Titanic's end is
shed over east and west alike upon
both branches of brotherhood, but we
plead with the American press and
people to pay the truest honor in their
power to the memory of the dead and
not break the holy silence which enshrouds them by any procedure inconsistent with the strictest fairness and
dignity"

PLAYED THE PART OF A MAN IN DISASTER

WASHINGTON, April 24.—Harry G. Lowe, fifth officer of the sunken Titanic, told the senate investigating com-mittee today his part in the struggle mittee today his part in the struggle of the survivors for life following the catastrophe. His testimony developed that with a volunteer crew he rescued four men from the water, saved a sinking collapsible lifeboat by towing it astern of his, and took off 22 men and one woman from the bottom of an overturned boat. Every one of those under his charge, he landed safely on the Carpathia.

From first to last Lowe's story show ed that he played the man. Ordered away in charge of lifeboat No. 14, he packed it to its capacity on the top deck and fearing that some might attempt to jump into it while it was descending kept up a fusilade in the air from his revolver.

from his revolver.

Competing in interest with the day's

CROP OUTLOOK

Over Two Million Agree of New Land Will Se Seeded In Saskstohewan

WINNIPEG, April 24.—Saskatchewan will have 2,303,226 acres of new land under crop this season and 2,183,118 acres of summer fallow, according to J. acres of summer fallow, according to J. Bruce Walker, commissioner of immigration, who said yesterday that this big acreage is in ideal condition for seeding and will largely compensate for the lack of fall ploughing. He added that grain threshed from the stack this spring is drier, harder and better grain than that threshed early in November or during the winter. Seeding became general on April 15, the same date as last year and a month earlier than in 1909 or 1907. Frost is out of the ground ten to twelve inches and the seed hed is unusually favorable.

COMPETES AT BISLEY

Pifferences Settled and Canadian Tel Will Go To England

OTTAWA, April 24.—The difficulty as to rifle sights which existed between the Dominion Rifle association and the National Rifle association has been settled, following a conference between Col. John Barlow and Col. Crosse, representing the latter Body. They came across for the purpose of discussing the difficulty and it is satisfactorily settled.

A Canadian Bisley team will proceed to England shortly and the amouncement as to the commander of the team will be made in a few days following a conference between the governor-general and the minister of militia and defence. Col. Barlow and Col. Crosse will

Provincial Police Have Sixty I.W.W. Men Under Arrest-Some Humors of Strike Situation Along C.N.P. Grade

work or to quit the scene. They will not be permitted to "hans around." coercing, intimidating or interfering in any way with others who desire to

work.

Meanwhile the police force is being brought into effective system and strict discipine, and the tracks and grades of the railways are being constantly patrolled by armed officers, who make everyone appearing on the scene give a clear and satisfactory account of his movements and intentions.

Emmorous Feetures

The strike has not been altogether without its humorous features, as witness the action of the strikers in taking upon themselves to arrest recently the proprietor of one of the licensed hotels of the district who, although his bar is among those closed tight until the present tension is relieved, had managed to himself consume an undue quantity of his own wares.

The strikers gathered him in as ine-briated, conveyed him to their camp, tried him and fined him \$5.

for such a thing, but the victim is in-for such a thing, but the victim is in-clined to regard it as a joke himself and consequently the authorities are taking no action upon it.

Another humorous touch is contained in the action of the Ashcroft Board of Trade, which has taken it upon itself to protest against the closing of all bars within the town and district, averring that this action has "demoralized local business."

Hon. Mr. Bowser has written them that he is not convinced that this can be the case, generally accepted theory being that when men are unable to spend their money for drink they have more in hand to daburse in patronage of general necessities.

CLEVELAND, O., April 24.—In answer of an offer of the city to pay a reward of a cent for every ten fites delivered dead at the city hall, school children of Cleveland are "awatting the fly" with vigor. The crusade will last

Competing in interest with the day's testimony was the interchange of telegrams between Senator William A Smith and the acting premier of Canada, Hon. George E. Foster.

The latter told of the docking of the Mount Temple at St. John, N.B. with Continued on Page 2, Col. 8

MUTINY QUELLED

Organization to Be Known as

Marine Association of B. C.

Formed in Vancouver to

ALL FREIGHT HANDLERS

Widespread Amalgamation of

Interests Will Prevent Dis-

ruption Among Labor Men

at Instance of Foreigners

VANCOUVER, April 24.-In view of

he activity of the I. W. W. agitators,

ongshoremen of Victoria, an organiza-

The 1. W. W. agitators are claiming that if they can call on strike all the conskilled laborers utilized in the movement of either water-borne or railway

INGERSOLL, On., April 24.—T. A. Bellamy, aged 25 years, editor of the Ingersoll Sun, died of blood poisoning to-

TO DELUSION

Russian Laborer Kills City

Editor of Spokane Chronicle Without Warning-Fragedy

Occurs in Newspaper Office

STEAMSHIP WRECK

HALLUCINATION OVER

Forestall I.W.W. Tactics

LEAGUE INCLUDES

Chinese From Leaving Ship By
Aid of Bevolver VANCOUVER, April 24.-Faco to

ace with the muzzle of a loaded revolver—one shot from which had been fired over their heads to frighten them twenty-three Chinese who were opposed by Captain Wilson in their attempt to leave the steamer Strathgyle, now loading timber at the Hastings mill, thought discretion the better part of valour and returned to their quarters, where they were locked in while the story of the incipient mutiny was communicated to the police. The Chinamen sot ashore Captain Wilson would have been liable for the \$500 head tax.

1.W.W. MEETINGS

Washington Judge Holds That Gather-ings of Agitators Are Unlawful

HOQUIAM, Wn., April 24.-Judge Mason Irwin, of the superior court to day held that the city of Aberdeen had a right to close halls when I.W.W. meetings were being held, on the grounds that the organization was an "unlawful one." He said he would not at this time authorize the closing of Socialist halls but he warned the Socialists that "in harboring and encouraging" the I.W.W. they were "rushing into trouble."

from the camps of the C. N. R. con-struction, have been actively canvass-ing along the Vancouver waterfront for the last week, and on different oc-casions longshoremen gangs have de-clined to work, stating that they had meetings on. In one instance, out of ten gangs only two men turned up for Press of Ontario's Capital Is Unanimous in Regretting Departure of Engineer Rust -Tributes to His Ability

will be on hand on May 22nd to enter upon my new duties," said Mr. Rust.

The Toronto papers are unanimous in regretting Mr. Rust's departure.

The Globe says: "Mr. Charles Rust, the present city engineer who resigns to accept an appointment as city engineer of Victoria, B.C., is a good engineer and a courteous gentleman, who will bring to bear on engineering problems of the B. C. Capital the ripe experience of a lifetime spent in civic service."

engineer in Mr. Rust when it could much better have afforded to lose cheap play-to-the-gallery municipal politicians whose misrepresentations and abuse have driven him to take a position elsewhere."

- Victoria's Gain

The News says: "Toronto's loss is Victoria's gain. The Vancouver Island city secures one of the ablest municipal engineers on the continent. For years Mr. Rust has refused larger calaries than that paid him by the local council, but moved by a definite civic patriotism, he wished to remain where he was and kelp Toronto to work out its strowing problems. This he was fitted to do because from an experience of 35 years he knew the city, its public works and its streets better than any other man. Unfortunately, however, he has for years been tramelled by an elected body composed for the most part of men of fimid temper and narrow vision. The cities of the West appreciate the quality of the men who get their training here."

SPOKANE, Wash., April 24.—Edward H. Rothrock, city editor of the Spokane Chronicle, was shot and killed at 10 o'clock this morning by Richard Aleck, a Russian laborer.

Aleck first told the police that he had been on the Titanic and that he had been on the Carpathia, and then mumbled "that there has been too much printed" about the disaster. He could give no other reason for the deed.

Aleck walked quietly into the Chron-The Mail and Empire says: "Mr. Rust is the latest to be honored with the office of an important position in a western city. Mr. Rust has decided to accept. It is safe to predict that he will not be long in his new office until the salary paid him will be twice what he new receives. In other cities of Canada and the United States, Mr. Rust is acknowledged as an authority upon municipal engineering. In the greatest city on the continent his name carries unquestioned weight in his profession."

U. S. PRESIDENCY Mr. William J. Bryan Confers with Party Leaders at Washington

give no other reason for the deed.

Aleck walked quietly into the Chronicie local room this morning and asked for the editor. Mr. Rothrock rose from his desk and walked toward the man. As he came within arm's length Aleck drew a revolver and fired. The bullet struck Mr. Rothrock on the breast and he fell to the floor. Before he could be seized by a member of the Chronicle staff, who had rushed toward him, Aleck leaned over the prostrate body and fired another shot, which struck the editor in the arm. He threw the revolver at the body as half a dozen reporters seized him.

Aleck was dragged into the hall mui-WASHINGTON. April 24.—The visit of William J. Bryan to Washington yesterday and his conference with the various party leaders here, particularly in the senste, was followed today by widespread discussion of the possibility that the Nabraskan might again be the Democratic candidate for President. Mr. Bryan frankly said to interviewers that he was not a candidate for nomination in any sense of the word. Despite this public utterance, some democratic senators in discussing their informal talks with Mr. Bryan, were inclined to the belief that under certain conditions Mr. Bryan would not decline the nomination. The impression left was that if Col. Theodore Roosevelt should be the Republican nomines, Mr. Bryan would like to take the field against him.

MR. JUSTICE MCCARTHY

NEW YORK, April 24.—Justin McCarthy, historian and novelist, and for many years a member of parliament, died tonight at Folkestone. He had been ill throughout the winter and spring. His daughter had acted as his nurse and had hopes that he would live to see the fruition of home rule. Born in 1830, Justin McCarthy was one of the most prolific political and historical writers of the time. He was an ardent Home Ruler and for 25 years was a political writer for a London daily paper. He was viceschairman of the Irish parliamentary party in the bouse of commons. Aleck was dragged into the hall mut-tering "Carpathia" over and over, and refused to give any other reason for the deed. Rothrock was lifted on to a copy-littered desk, but died within five minutes. An interpreter was obtained this afternoon, and Aleck told a more connected story. He said he had been working as a lumberjack at camp No. 6 at Heimer, Idaho. From his story he seems to have been the butt of the camp. He said that the other men told Continued on Fage. 3, Col. 4.

MOTOR BANDITS'

French Police Engage in Desperate Encounter With the Chief of "Phantom Desperadoes" who Escaped

OFFICERS KILLED IN REVOLVER FIGHT

Twenty Murders and Numerous Robberies Credited to Band Which Operates in Environs of Paris

PARIS, April 24.—In a desperate attempt to arrest Bonnot, the chief of the "phantom bandits," who have been terrorizing Paris and vicinity for months, Assistant Chief of Detectives Jouin was killed today and Officer Collman mortally wounded, Bonnot escaped after a running revolver fight with the

The police surrounded Bonnet, who opened fire with two automatic revolvers. When Jouin and Collman fell the bandit chief escaped in the ensuing confusion.

Bondit chief escaped in the ensuing confusion.

Bonnot has been sought for weeks.
Carouy and Callemin, members of his "phantom" gang, were captured recently. Twenty murders, besides sumerous robberies, are credited to the band.

Another double murder, that of an aged man and his wife, who in January were besien to death in the village of

Prefect of Police Lepine says Assistant Superintendent Jouin with four-detective inspectors went to the refuge of Bonnot, who is known as the "demon chauffeur," and, with Garnier, is a leader of the gang. The detectives were unarmed as the law does not authorize the use of arms, while they are searching.

Bount, who was at first mistaken for Galot, another bandit, was found in his lair. When the detectives arrived he opened fire on them, shot Jouin and Collman down, floored the rest, and then jumped through a window. Brandishing a large revolver he cleared his way along the streets and escaped to

BOISE, Idaho, April 24.—Because the Western Union Telegraph company refused to pay its tax assessment in the state of Idaho, the assistant Attorney-General O. M. Van Duyn, has authorized the setzure of the company's property. The telegraph company claims that the rate of taxes was too high and refused to pay the amount assessed.

THE PEACE RIVER

Mr. H. H. Stevens, M.P., Says Negotiations Are Proceeding for Building a Second Line to Great Hinterland

NEW PROJECT WILL BE INDEPENDENT ONE

VANCOUVER, B. C., April 24.—Ne-VANCOUVER, B. C., April 24.—Negotiations are proceeding, according to Mr. H. Stevens, M. P. for a second rallway to the Peace river country. Seen today in regard to his reference, the previous night at North Vancouver to the possibility of a second line being built he said he did not at present wish to amply his previous statement.

"Several interests are working towards this end. though, and hope that they will be successful," he declared. "The line will be an independent one, as the one under consideration by the government is proposed to go at present only to Fort George, only I cannot say anything more than that about the proposal."

MR. JUSTICE McCARTHY

U. S. COAL STRIKE

NEW YORK, April 24 .- The subcommittee of coal operators and mine workers which has been at work here for some time in an effort to come to a settlement upon demands for wage increases and for other adjustments, practically completed its work today but gave out no statement regarding the results. Leading miners said that no agreement upon the principal demands had been reached.

SCRANTON, Pa., April 24.—John P. Densey, president of district No. I, at midnight said the subcommittee considering the miners demands had finished its work and the next step would be a conference of the main committee of operators and miners' representa-tives to be held on May 22. Further information from New York was that the following terms agreed upon by the sub-committee are substantially cor-rect. "Continuance of the concilatory board; ten per cent wage increases; abolition of sliding scale; four-year period to be the life of an agreement."

LONDON, April 24.—Shakespeare's three hundred and forty-eighth birthday Stratford-on-Avon yesterday, and, all stratford-on-Avon esterday, and, all though the celebrations were scarcely or the celebrati

Receipts \$600,000 More Than Expenditure — Large crease in Passenger and Freight Traffic

earnings were \$4,872,000, in 1905 they were \$7,642,000, while this year they will reach over ten millions. Recently orders were placed for \$10,000,000 worth of new rolling stock. Hon. Frank Cochrane is leaving shortly for a tour of the road.

CINCINNATI, April 24.—The telegraphers of the Cincinnati, Chicago and St. Louis railroad met here yesterday and presented a demand to the management of the road for increased pay approximating 14 per cent, and a change in their working rules.

AVIATOR'S FATE D. L. Allan is Believed to Have Fallen Into Irish Sea

LONDON, April 28.—There is little doubt that D. L. Allan, the aviator who ascended at Chester last Friday for a flight to Hollyhead has met the same fate that Cecil Grace met. Allan is believed to have fallen into the Irish

UTICA, N. Y., April 28 .- The strike of 2,000 cotton mill workers at New York mills came to an end tonight. The strikers voted to return to work tomorrow. While the strikers get a wage-advance they return practically defeated for they have agreed to the terms of-fered them the day they left. Victims of Dynamite

FORT WILLIAM, Ont., April 28.—
Three men employed at the right-of way at 60-mile post along the Port Arthur and Duluth railway, were blown up with dynamite yesterday. One man had an arm torn from his body and his ribs smashed, another was severely injured about the head and it is feared blinded, while the third was rendered unconscious and had several bones broken.

SAN FRANCISCO, April 21.—Andres Carnegie's money is not desired for San Francisco by Dr. Edward R. Taylor, former mayor of the city, and a member of the municipal library board. At a meeting of the public welfare committee today, protested yigorously against the city accepting Carnegie's offer of \$750,000 for a public library

WILL BE EXTRADITED John McMamars Must Stand Trial For New Westminster Bank Bobbery

NEW YORK, April 28.—John Mc-Namara, known as "Australian" Maok, was today held by a United States commissioner for extradition to New Westminster, B. C., where he is want-ed for alleged connection with the rob-bery last September of the local branch of the Bank of Montreal,

OF FISHERIES

Dominion Government Invites Tenders for Vessel Which Will Make Its Headquarters at Esquimalt

OIL MAY BE USED AS MOTIVE POWER

Proposal Is to Build Two Ships of Similar Type to Prevent Poachers Operating in B. C.

OTTAWA, April 24.—The naval service this afternoon is advertising for tenders for a fishery protection vessel for the Pacific Coast, and after giv-ing the usual particulars says: "Alternative tenders may be submit-ted if so desired using the diessel heavy

oll engines as the motive power for propulsion, but such engines would be required of the two-cycle reversible type designed to use Texas or other neavy oils."

The tenderer must state for what

price two vessels of the type proposed will be supplied. Delivery must be made at Esquimalt.

DEMENTED HUSBAND

Kills One Woman and Wounds And in Attempt to Murder His Wife

BVERETT, Wn., April 24.—Charles Seaman, part owner of the Index hotel at Index, a mountain town 30 miles cast of here, late today shot and instantly killed a Mrs. Johnson, wife of the cook at the hotel, and shot and probably fatally wounded Mrs. Seaman. The tragedy occurred as a group of women were standing in the kitchen of the hotel. Seaman, pistol in hand, appeared in the doorway and cried to his wife that he intended to kill her. Mrs. Johnson, one of the group, fell dead at the first shot, and Mrs. Seaman

SEATTLE, April 24.—Alex Nist, accused of killing Policeman Judson P. Davis in a battle between two police-Davis in a battle between two police-men and two highwayman on the night of February 28, 1811, was found guilty of murder in the second degree by a jury in the superior court last night. This is the second time he has been convicted, the superior court having set aside the findings of the lower court.

School Teacher and Pupil School Teacher and Pupil

SPRINGFIELD, Mo., April 24.—Miss
Lydis Thornhill, a school teacher at
Menton, near here, was found not guilty
yesterday of having feloniously assaulted Carl Gibson, a pupil whom
she wipped when he wore two
pairs of trousers to school. The
boy, 12 years old had disobeyed
the teacher the day previous
and was promised chatisement on the
next day. He came prepared for it.

WASHINGTON, April 24.—Hope of dissolving the \$100,000,000 International Harvester company without a fight in the courts practically has been abandonthe courts practically has been abandon-ed. A suit against the corporation un-der the Sherman anti-trust law probably will be filed at Chicago about the mid-dle of next week. President Taft was apprised of the situation. It is under-stood he agreed that the plans for dis-integregation so far submitted could not be accepted by the government.

NEW YORK, April 24.—United States Commissioner of Labor Neill and the sub-committee of railroad managers were in conference all today own the proposal of Commissioner Neill and Justice Knapp of the United States supreme court that their "kindly offices be made use of in adjusting the wage contract which has threatened a strike of angineers of practically all the railroads east of Chicago and north of the Potomac river."

Searching For Bodies

HALIFAX, April 24.—No definite word has been received in Halifax late tonight as to when the cable steamer Mackay-Bennett would return to Hallfax with the bodes of the victims of the Titanic which have been found. The steamer probably will remain until the arrival of the Minia, which has gone to aid in the search. The Minia thould be in communication with the Mackay-Bennett by wireless in the morning.

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iave capped in assorted nd white. 5 ····· 5¢

WELLESSED AND A COM-

SAFEGUARDING OF

Dominion Government to Act With British Board of Trade in Framing More Stringent Precautions

OTTAWA, Ont., April 22,-Following the Titanic disaster, deputy min-ister Johnson of the Dominion Marine Department today issued an order to the acting chairman, Mr. Adams, of the steamboat inspection board, to proceed here at once, and the chief of-ficials of the department will meet in conference as to the necessity for changes in the present methods of inspection. Hitherto each vessel carry-ing passengers to Canadian ports got an annual certificate stating that it had been inspected and fulfilled the requirements for life-saving appliances This yearly inspection on each vessel usually took place in June and July. Arrangements are now being made here to act in conjunction with the British board of trade in the matter of

Information has reached here that improved methods for the carrying of life-saving appliances will be enforced by the British board of trade. Besides the necessity for more lifeboats the destion of discipline, especially on amigrant ships, will be taken up. It s not unlikely that the Italian methemigrant ships will be adopted, by which a trained royal navy officer is sent with each boat and in moments of danger he will assume the responsibility for discipline, while the captain will look after the ship. The deputy has been busy collecting data and no of passengers which will be enforced, but others more far reaching in their effect will be brought into play. One document on the files will show that not only are the present rules inade-quate, but that according to the present ideas on the number of lifeboats on passenger ships all over the world, 2496 persons traveling weekly, are totally unprovided for in case of

\$14.000 Bobbery

GRAND JUNCTION, Colo., April 22. -Although 26 suspects have been ar-rested the county authorities here admit that they are unable to explain the story of the theft of \$14,000 from the depot office of the Globe Express company last night.

STREET CAR FATALITY

E. J. Hutchins of Winnipeg Victim of Accident on Eve of His Wedding

WINNIPEG. April 22. Hutchins, aged about 28 years, who roomed at 403 Balmoral street, received such serious injuries by being struck by a street car that death resulted in an hour and a half later at the General

Hutchins left a westbound street car at the corner of Fortage avenue and Dominion street and attempted to cross in front of an eastbound Portage avenue car. He was hurled to the ground with terrific force, and never regained Mr. Hutchins came to Winnipeg from

Saskatoon about nine months ago, and became connected with the post office shortly after his arrival. Hutchins was to have been married

next month to Miss Dorrington, of London, Eng., and Miss Dorrington had irranged to sail from England April 19. to be married in Winnipeg on her ar-

FLOODS. IN QUEBEC

Beanceville Inundated, Traffic Disorgan ized and Damage to Maple Sugar Crop Amounts to \$300,000

QUEBEC, April 22.—Despatches re ceived here from Beauceville report that the Chaudiere river has overflowed its banks. The village was flooded and the iron bridge over it has been moved several feet, while many private houses are

It is also reported that serious dan age has been done to shops and industries. The power house has been flood ed. It is the worst flood in the memory of the residents. No loss of life is reported. The Etchemin river is also

Trains on the Quebec Central railway loaded with pulpwood have been carried away and traffic on a section of the line has been suspended for an indefinite

The maple sugar crop in the vicinity is ruined, the damage amounting to \$300,

SNOW BOUND

Delay in Opening of Navigation at Fort William Retards Wheat Shipments

FORT WILLIAM, Ont., April 22-There has been a heavy fall of snow

BRITAIN'S TITANIC DISASTER FUND

LONDON, April 23 .- The Titanic disaster still holds first place in the public mind. The newspapers publish at great' length the thrilling details of the disaster, while the extraordinary flow of money to the relief funds is proof of wide

felt sympathy. The Daily Mail fund, contributed exclusively by women, amounts to \$120,000; the Lord Mayor's fund has reached \$554,-000, and the Daily Telegraph's, \$87,775. The fund at South-ampton amounts to \$72,700 and that at Liverpool, \$64,500

during the last 24 hours here, and no signs of the opening of navigation on Lake Superior are apparent. Marine men attempted today to locate the steamer Eastern, which is beating her way across from Duluth. Grain men are anxious to ship Canadian grain out of Duluth and Superior elevators.

Graft Prosecution

SAN FRANCISCO, April 23.-Ar rangements were perfected today for the taking of depositions in the \$250, 000 libel suit brought by Francis J. Henry, the craft prosecutor against William H. Crocker. The case will be heard in the New York state supreme court, and it is understood testimon; will review the entire graft prosecution which Mr. Crocker, in an open letter characterized as "passionate, vengeful and criminal." Depositions will be taken in secret here and will be unsealed only by the New York court.

MINER'S REVENGE

Attempt to Kill Fire Boss With Whom He Quarrelled, Followed by Suicide

FERNIE, B. C., April 23 .- A serious shooting affray occurred at the Coal Creek mines last night when a miner named Richard Benton attempted to kill William Joyce, a fire boss, with whom he had had a quarrel. It appears that Benton, who had been working unhad been unfairly treated and thinking he would be unable to secure any redress decided to take the law into his own hands. At midnight he went to the use of the fire boss and upon the latter opening the door fired a shot at him which fortunately only hit the in-

Thinking he had mortally wounded him he walked a short distance up the hill and deliberately sent a bullet through his own head, dying immediately.

Necessity for Bridging of Seymour Narrows to Be Urged on Federal Cabinet in Very Complete Memorial

Splendid progress with the agitation connection with the Seymour Narrows project was made yesterday afternoon at a, well-attended meeting of the general committee appointed some time ago to formulate a plan of action by which the Dominion and Provincial Rovernments may be interested in the sume. Among those present were Ald. Cuthbert, chairman of the committee, who presided; Ald. Dilworth, Mr. H. G. Wilon, president of the board of trade Mr. C. H. Lugrin, Mr. Wm. Platemore, Mr. H. F. W. Behnsen, M. P. P. Hen Senator Macdonald and Mr. Beaumon:

Ald. Cuthbert, in presenting the draft of a memorial and letter which had been prepared by a sub-committee for presentation to the federal government, said he wished to thank Hon. Robi. Beaven, Hon. D. M. Eberts, K. C., and Mr. E. C. S. Scholfield, provincial librarian, for invaluable assistance in the collection of data.

Mr. Lugrin felt that the report was, on the whole, an admirable one, and sug-gested that it could be strengthened in several important particulars. Thus there could be included some reference to the findings of the transportation commission, which had gone into the question of rail connection with the mainland very thoroughly some years

be laid on the geographical position of Vancouver Island, bringing out that the distance to Asia was less from ports on Vancouver Island than on the main-land. Then a larger use might be made with advantage of Mr. Bell's report; this would also apply to a letter which had appeared in the press some fime age from Lieutenant-Governor Paterson in which His Honor dealt with the timber resources of the island.

Ald. Cuthbert expressed himself as

very glad to receive these hints by which the memorial might be strengthened, and thereupon Senator Macdonald made some suggestions along the same line. The discussion was also partici-pated in by Mr. Boggs of the Real Es-tate Exchange, and by Mr. Blakemore, who made the suggestion that the matter was so important that a delegaion should be appointed to go to Ottawa to present the memorial. Mr. Wilson felt that the memorial could be strengthened by including therein ex-tracts from the report of Commander Spain submitted to the board of trade some time ago on the pilotage dues at this port compared with neighboring cit-

Mr. H. Behnsen also gave the committee the benefit of his advice on several interesting points and promised to do all he could as a member of the legiblature in furtherance of the project. Finally a resolution was carried unanously for the adoption of the report with additions and the presentation of same at Ottawa at the hands of a

ROSS RIFLE AT BISLEY

Colonel Hughes Believes There Will Be No Difficulty in Arranging Por Its Use

OTTAWA, April 23 .- Col. Sam Hugt.es minister of militia, who returned this morning from Quebec where he met Col. Crosse and Co. Barlow, delegates of the National Riffe Association, sent to Canada to adjust the difficulty over the use of the Ross rifle at Bisley, said that the troublee would be satisfactorily ad-

"I anticipate," said the minister, "no difficulty in settling the difference,"

HUGE DRY DOCK

Plans Provide for 1050 Feet in Length-Over 100 Feet More Than Projected Esquimalt Structure

SAN FRANCISCO, April 23 .- One reason why Charles M. Schwab, of the Bethlehem Steel company and the Union Iron Works, has decided to build at Hunters Point, San Francisco, the most capacious drydock in the world, was made known today by Edward C. Holmes of this city, who prepared tentative plans for Mr. Schwab's inspection. In anticipation of new business to be brought to the coast by the opening of the Panama canal, private capital, aided by a subsidy of 3 1-3 per cent. from the Dominion government to run for 35 years, will build a drydock 928 feet long at Esquimalt, B. C. on the Strait of Juan de Fuca. Mr. Hölmes drew the plans.

"So far as I know," he said today, "the largest docks in the world now complete are those at Glasgow, 880 feet; Southampton, 850 feet, and Breinerhaven, 755 feet. The new dock at Esquimalt will outmeasure them all, and Mr. Schwab is planning to outmeasure Esquimalt.

"I am not in his confidence and do not know what his final decision will be, but when I drew the tentative plans for him they contemplated a dock 1000 feet long. In return for aid from the Dominion government the company at Esquimalt will give government busi-ness the right of way, but it is to be paid for at commercial rates."

No American ship building com enjoy a government subsidy but the biggest drydock in the world co bid for navy business and shipping m here pointed out today that the pr ence of such a dock would remove one of the objections heretofore raised against the policy of maintaining (battleship fleet on the Pacific Coast.

WAITING FOR

THE EVIDENCE

Continued from Page 1 passengers aboard who claimed to have seen the Titanic sink. It was believed the Mount Temple was the ship that was only five miles from the White Star liner when she took her final

Acting Premier Foster's telegram Acting Premier Foster's telegram, dated today, follows:

"Captain of Mount Temple reports received C.Q.D. messages from Titanic 12.30 a.m. ship's time Monday, Was then fifty miles south of position sent out by Titanic. Immediately altered course to reach Titanic, but did not course to reach Titanic, but did not see Titanic's lights. Saw no sign of ship or boats. Cruised around position until received message from Carpathia at 8.44 a.m. that she had picked up 20 boatloads and that Titanic had sunk. Received another message at 8.50 from Carpathia, no need to stand by as nothing could be done. Finder these circuits could be done. ng could be done. Under these circumstances it does not seem necessa-to detain boat, due to sail Friday eve ing. If considered necessary commissioner could be appointed to take captain's evidence. Will no doubt be examined later by British Commission."

In reply Senator Smith despatched the following:

"Telegram received. I will appreciate it if depositions of Captain of the vessel which is scheduled to sail from St. John, N.B., tomorrow (Friday) could be taken by commissioner as suggested by you and forwarded to me at Washington, relative to messages of his ship Sunday evening, April 14, stating relative positions to Titanic and Carpathia together with a detailed report of all wireless messages, sent and received. port of all received."

FIFTH OFFICER GIVES EVIDENCE

Fifth Officer Harold G. Lowe of the Titanic told of the lowering of the lifeboats, and the scene after they had put away from the doomed liner. "If any persons had asked you to take them in, you would?"

"Certainly, I was watching everybody, anybody," said Lowe, "but to have gone into the drowning mass would have been useless. All would have been lost."

"How many persons were on your oat when you went alongside the Carpathia?"
"About 45. I took them off a sinking collapsible boat. I left the bodies

of three men."

Twenty-one Lowe said, were up their ankles in water and would have sunk in three minutes. ne made no effort to fix' the identity of the dead for he said he was there not to save bodies but to save life. Then he started for the Carpathia anu unioaded

his boat. "What did you do then?" asked Senator Smith "Nothing, sir," returned the witnessharply. "What was there left to do?

Senator Smith wanted to know about the shooting on the Titanic while she was sinking. Lowe said he had fired three st into the water to scare away immi-grants on one of the decks, who he

eared were about to swamp a loaded boat by jumping. He was certain the shots struck no one. Lowe then was temporarily excused. C. H. Lightoller, second omicer of the Titanic, took the stand imme-

diately after recess. Senator Burton asked the witness to relate his conversations with Mr. Ismay on the Carpathia after Lightoller said he and his brother officers talked over the sailing of the Cedric and had agreed it would have been a good thing if they could catch the vessel. It would result in keeping the

men together and let everyone

Ismay, when the weather thick remarked to me," said Lightolie that it was hardly possible we could atch the boat. He asked me if I lought it desirable that he send a Ireless to hald. reless to hold the Cedric and I said lost certainly. The telegram was nt; we were all agreed that it would

OBJECT TO KEEP WITNESSES TOGETHER

He said that when the telegram from New York was received saying the Cedric would not be held, he urged Mr. Ismay to insist upon the Cedric being held.

"I will say that at this time Mr. I will say that at this time Mr. Ismay was in no mental condition to transact business," said Lightoller. "He seemed to be possessed with the idea that he ought to have gone down with the ship because there were women who went down. I tried my best to get that idea out of his mind, but could not. The doctor on the Carpathia had trouble with Mr. Ismay on the same ground. I was told on the Carpathia that Chief Officer Wild who was working at the forward collapsible boat told Mr. Ismay there were no more women to go. Mr. Ismay still stood back and Wild, who is a big powerful man, handed him into the boat."

"Who told you Mr. Wild ordered Mr. Ismay into the boat?"

"I dont know."

Senator Smith said that in previous testimony the witness had declared he had not spoken to Mr. Ismay. This Lightoller denied.

Senator Smith asked if the witness

Senator Smith asked if the witness new when the Cedric telegram was ent that the Senate was going to

hold an investigation.

"Most certainly not," Lightoller replied, "or the telegram would not have been sent. Our object was to eep witnesses together in case of sch an investigation, which we were are would be made in England." "Do you know if all the passengers were aroused and told the ship was sinking?" continued the senator.

CERTAIN THAT ALL WERE AROUSED

'Not that I can state accurately, but "Not that I can state accurately, but from my knowledge of conditions at the time I am sure that all were aroused." Lightoller said that S. Hemmings, a lampman, who was waiting to testify before the committee, walked the length of the ship just before she sank, and had seen only two women.
"How do you accout for the 1600 persons who could not be found. Where were they when the boats left?"
"That I cannot fathom: perhaps

"That I cannot fathom; perhaps Hemmiogs can enlighten you, I did not go aft."

"Could anything possible have been done after the crash to prevent the sinking of the ship".

"Absolutely nothing" replied Light-

"Not the slightest."
Lightoller said that a vessel of the Titanic's tonnage going at a rate of 21 1-2 knots an hour could be stopped in a minute or a distance of a quarter of a mile

Mr. Smith asked if Lightoller had seen the lights of the mysterious vessel "I saw the light," he answered. "It was two points off the starboard bow."

"Did you know what the lights ere?"
"No." Robert Hichens, quartermaster charge of the lifeboat which took off Major Peuchen and others, testified that Major Feuchen and others, testimen that when the collision occurred he was at the Titanic's wheel. He said that the officers had been warned to look out for small ice, and that he had been ordered to have the heaters started in the chart room. The first he knew of

at the chart room. The first he knew of of the collision was when the order came from the bridge. "The first officer," he continued, "rushed over to give the order 'hard a starboard, but by that time we were into the berg'

STARTED FOR LIGHT IN THE DISTANCE

"The ship had a list of five degrees o starboard within seven minutes, stayed at the wheel until 12.23. About that time one of the officers said, 'We'll get out the boats, and I was put in charge of No. 6, and ordered to put away toward a distant light. I had 38 women, one seaman, myself, an Italian iad and Major Peuchen. I told them I would have to pull away from the ship as the ship was going down by the head. Everybody had to row and I even asked the women. We started for the light which we expected was on a

cod-banker "There were several other boats nd, one that had four or six men ame up and I borrowed one fireman om it. We never got any nearer ight. When we tied our boats together and stayed there until we saw the Carathia coming. The sea was getting hoppy and the women were getting ervous. I relieved one at an oar and old her to take the tiller. A Mrs. Meyer got mad at me and accused me of wrapping myself in all the blankets drinking all the whiskey and using bad

anguage, which I deny. "I saw all the women taken on the Carpathia and was the last to leave the

Mr. Smith wanted to know if Hichen had any trouble in the boat with Major Peuchen. He replied the Major had tried to take command. It had been testified that Hichens had refused to go back and pick up other survivors. Some women had asked him to go back. Continuing Mr. Smith said: "Major Peuchen said yesterday that when a woman asked to go after some who were drowning you replied you would not go back.

"You want the committee to understand you did not refuse to go to their

"I could not under the conditions, I structed the men to row away from the Titanic when she was sinking be-

ause I was afraid of the suction. Be fore she sank we were all pulling for that light. The ship was still afloat when we stopped and the light disap-peared about fifteen minutes later. After it disappeared we heard cries of dis-tress. Some of the women said they were cries of appeal in one boat sigalling another.'

Hichens is the witness who was taken from the Celtic in New York on a subpoena. He was released and may return to England tomorrow, with the promise that he will come back if the mmittee wants him. The other British witnesses were not permitted to leave, as the steamship line's attorney asked

lAt 6.20 o'clock the hearing was adourned until tomorrow.

S. S. MOUNT TEMPLE HASTENED TO AID

ST. JOHN, N.B., April 24.—The rumor that the steamer Mount Temple was within five miles of the Titanic when she sank, and, without heeding signals of distress, steamed away, is nied indignantly by Captain Moore,

who was in command of the vessel.

"We received," he said tonight, "a wireless message after midnight on Sunday from the Titanic, turned about Sunday from the Titanic, turned about at 12.30 o'clock. We encountered so much ice however, that we stopped until daylight. We cruised about and could not see any sign of the ship.

"About 8 a.m. on the other side of an immense field of ice, studded thickly with bergs we saw the Carpathia."

When he left the scene he said five other steamers were in the vicinity.

other steamers were in the vicinity.

S.S. Olympic Delayed

SOUTHAMPTON, Eng., April 24.—
When the White Star liner Olympic was ready to sail today for New York three hundred of the men and engineroom workers quit the vessel declaring that the collapsible boats on the Olympia. ple were unseaworthy. She is now lying off Ryde, Isle of Wight with 1400 nassengers aboard and no possibility of sailing before noon tomorrow. It also was reported soon after the steamer strike begun that the company had succeeded in getting men to take the striker's places but this proved incorrect. As a matter of fact the difficulties of the striker's places but th ty has extended to the crew, ty has extended to the crew, which now, declines to sail with the "black leg" firemen who were brought aboard today and the British seafarers union is supporting the men. Pickets patrol the docks to prevent. "black legs" boarding the ship. According to one report the strikers were misled into thinking that some of the collapsible boats had been rejected by the board of trade and it is thought possible that misunderstanding would be cleared up today. Among the passengers aboard the Olympic is the Duke of Sutherland.

Blow to G. T. P. MONTREAL, April 24 .- The follow ing telegram from Sir Wilfrid Laurier was received by Wm. Wainwright of the Grand Trunk today: "The premature the Grand Trunk today: "The premature death of Mr. Hays under the circumstances is an irreparable loss to his family, the company and the whole country. The awful catastrophe in which he lost his life adds horror to gloom. The blow must be particularly severe to the company at a time when it was engaged in enterprises of such glgantic proportions."

Rebels Aided in Work of Carnage by Arabian Women-Ouarter

PARIS, April 23.—The massacre at Fez, in which a large number of French officers, soldiers and citizens were killed and wounded, has given rise to considerable criticism of the government authorities for not foreseeing and preventing it. It is pointed but that the French occupied Fez more han e year ago.

Premier Poincare today ordered Eugene Regnault, the French minister, to vestigate the outbreak. Correspond nce of French newspapers at Fez indicate that the plot of the rebels luded the massacre of the whole of the French mission headed by M. Regnault which recently arrived at the capital establish the protectorate. This plan failed owing to the impatience of the Arabian women to begin the carnage respondence as creatures of terrifying appearance, who passed their time in rushing about the streets and torturing the wounded and alding the Mooris rebels in their final mutilation and lesecration of victims.

Scores of awful horrors occurred in the Jewish quarter of the city, where the mobs murdered, pilaged and burned all the Jews they could find, throwing their bodies from the roofs.

The Jewish quarter was set on fire, and three-fourths of it entirely destroyed, rendering over one thousand people The complete story of the death of

he telegraphers is a narrative olness and bravery, and the newspap ers are comparing their devotion to duty to that of the wireless operators on the Titanic. Although they possesse but one revolver between them they kept the mob at bay for a considerable time, killing sixteen of the fanatics. At the time one or other of them was se ing despatches to headquarters at Tan-gier, telting of the plight of the city. Finally, however, the Arabs tore a hole in the roof into which they sent a mur-derous fire and flaming torches, which set fire to the telegraph room. Three of the telegraphers fell dead, and the fourth turned his revolver on himself rather than fall living into the hands was a mile away from the cries we rather than fall living into the hands heard and we had no compass. I in- of the Moors. The shot missed, and he was able to escape from the burning

COBALT, April 23 .- The first liquor enses ever issued to the town of balt will be granted to the Cobalt and Prospect hotels for the sale of wine and beer. Other licenses may be issued later. It is hoped this action will help to reduce the illegal resorts and filicit whiskey selling.

Gets Judgeship

OTTAWA, April 23.—An order-in-council has been passed appointing Houghton Lennox, K.C., M.P., (South coe), to one of the vacancies on the ench of the high court of Ontario. Mr. commission of the house of commons during the recent session

DOMESTIC TRAGEDY

lysterious Death of Six Children in One Pamily Result of Phosphorus Poisoning

CHARLOTTETOWN, P.E.I., April 23. Intense interest centres in the mys-erious death of the six Magee children some few days ago. The inquest into the cause of death of the last child was esumed today. The autopsy revealed symptoms of phosphorous poisoning. The evidence shows that the mother bought a large quantity of matches. Republican Nomination

ST. LOUIS, Mo., April 23 .- With the arrival of Governor Hadley as leader of the Roosevelt forces and Congressman Richard Bartholdt, as director of the Taft Missouri Republicans, the fight was begun tonight for control of the Republican state convention on Thursday. Col. Roosevelt's followers claim enough instructed delegates to control the convention. The Taft men nounced that after the state convention decided the contests, they will be supreme. The state convention will elect

four delegates at large to the National

MR. C. H. RUST IS NEW ENGINEER

Head of Toronto's Works Department Will Be Appointed to Succeed Retiring City Engineer, Mr. Angus Smith

Mr. C. H. Rust, at present city engineer of Toronto and one of the best known municipal engineers of the Dominion, or indeed, of America, will be the next city engineer of Victoria, in succession to Mr. Angus Smith, who will sever his connection with the city at the end of next month. The city council last evening adopted the repointed to report upon the best method of securing an engineer.

The committee reported that after having got into touch with several en-

gineers communication was entered into with Mr. Rust, with the result that he expressed his willingness to come to Victoria at a salary of \$6,500 per annum. Mr. Smith is now getting \$3,500 a year.

Terrible Scenes in Jewish of the Toronto department of works and was known far and wide as a capable man. Victoria would be fortunate in securing the services of such

Alderman Cuthbert suggested paying the engineer to be chosen upon applications the sum of \$750 a month, or \$9,000 a year, but Alderman Stewart pointed out that if the city were to pay Mr. Rust \$6,500 the salary would be larger than that paid by any other city in the Dominion.

ty in the Dominion.
Alderman Cuthbert's resolution to Alderman Cuthbert's resolution to advertise for applications was lost, only himself and Aldermen Humber and Dilworth voting for it. The report was then adopted and the mayor was authorized to telegraph Mr. Rust notifying him of his appointment.

The report, which was signed by Aldermen Stewart, Anderson and Porter, the special committee appointed to secure an engineer, sets forth

ed to secure an engineer, sets forth that: "We made a number of inquiries, opened some correspondence, including that with Mr. A. H. Dimock, city engineer of Seattle, to whom we made neer of Seattle, to whom we made a suggestion re appointment, and left it to him to report to us, which report we had hoped would be favorable and would have been reported to the council, but after deliberation Mr. Dimock advised us that he was not in a position to entertain the proposition from Victoria. We then opened communi-cation with Mr. C. H. Rust, of Toronto and are now prepared to report-that Mr. Rust is prepared to accept the appointment at a salary of \$6,500 per annum with usual conditions.

LADY JUDGE

Miss Nancy Issaes Elevated to Bench of Australian Commonwealth

MELBOURNE, Australia, April 23 .-Miss Nancy Isaacs, daughter of Mr. Justice Isaacs, has been raised to the bench of the Australian Commonwealth high court, and will be her father's ju-dicial associate. The appointment is re-garded as the world's greatest triumph for women lawyers. In Great Britain and some of the self-government colon ies women have not yet achieved admit tance to the bar.

Will Study in Britain

OTTAWA, April 23,-Dr. Torrance of Winnipeg will go to England for the department of agriculture to study British methods of dealing with "epi-zobtic," the much dreaded cattle dis-ease which has been the subject of careful study in Great Britain.

Vice-President Welch, of Pacific Great Eastern, Says That Line Will Be Ready for Canal Opening

Further evidence of the activity displayed in connection with the preliminary arrangements for the construction of the Pacific Great Eastern railway, to connect Fort George with Vancouver, was brought to the city of Victoria yesident and senior manager of the newly chartered company, and a leading member of the great contracting firm of Foley, Welch and Stweart whose name is well known in Western Canada on account of its work on the G. T. P., Mr Welch had just came up from the south in order to take control of the situation in the absence of Mr. D'Arcy Tate, vice president and general counsel of the company, who has gone to Lon-don to complete the financial arrangements for the line. Mr. Welch was ac ompanied by Mr. A. Mann, president of the Northern Construction company.

On being interviewed shortly before leaving for Vancouver on the afternoon boat Mr. Welch stated that the object of his visit to the city was to confer with the attorney-general on one or two matters relating to the construction of the line, but these were entirely of a departmental nature. In regard to the prospects of getting down to actual work on the line, Mr. Welch stated that during the absence of Mr. Tate in England, things were not being allowed to lag.

Before Mr. Tate had taken his departure he had seen a number of survey parties put into the field, and he (Mr. Welch), had come north to take up the work where it had been left off, and to see that it was pushed ahead with all possible speed. He pointed out that at the present time the route is being surveyed and reports are coming in, but so far he is not in a position to give out any statement as to what exact line will be taken. In a few weeks the re-port of all the camps will be in the head office and thereafter the route will be decided upon.

Another important matter that is oc-cupying the attention of Mr. Welch on his present visit is the condition of the labor market. He realizes that while it may be several months before any contract for the work can be let it will be necessary for him, in view of the present condition of unrest, to investigate the situation thoroughly and see what arrangements can be made in order to avert a repetition of what happened on the C. N. R. construction. The construction of the line will employ a large number of men, and while he does not anticipate any particular difficulty in obtaining them he is desirous that once the work is started its progress will no be impeded or interfered with unnecessarily. Having been in the contracting business for many years, Mr. Welch does not anticipate much difficulty in laying out the route or, when that is done in having it constructed on time.

Alderman Cuthbert made strenuous protest at what he considered the high-handed action of the committee which, he declared, had been appointed merely to make a recommendation and not to virtually enter into negotiations with any individual. He urged that an advertisement be insented in the local and eastern papers and applications be sought.

Alderman Gleason referred to Mr. Rust's well known reputation as an engineer. For 14 years he had been head of the Toronto department of works probable, in his opinion in view of all the detailed circumstances that would work would start with the spring of next year. The question as to how long it would take to construct the line elicited the reply that he had figured it out at three years at the outside. He also stated, however, that any definite reply to such a question was impossible cumstances involved in the work. Regardless of that he said specifically that not an hour would be lost. For a moment he dwelt upon the configuration of the country, pointing out its mountainous nature would render construc-

it would otherwise be. Mr. Welch gave out the statement that the work would be conducted from both ends simultaneously, and that as soon as the survey were completed and approved, contracts would be let for the first sections. In the country abutting on the Fraser river, Mr. Welch thought the contractors would find their most difficult work, but taken all over he did not think that the construction the line would offer any particular dif-

Mr. Welch has just returned from tour of the coast cities in which his firm have interests. He reports great activity all along the line and states that everywhere people are getting ready for the opening of the Panama Canal. In that connection he pointed out Canal: In that connection he pointed out that the completion of the Pacific Great Eastern would practically synchronise with the completion of that great waterway, and that in the natural order of things they would become very closely related. To his mind the proposition of the wheat of the prairies, or at least a considerable portion of it, coming down to the coast over the Pacific Great Eastern, did not admit of any question. It will be right in the right of the wheat, he said and would be stupid to ignore or deny its claims upon that great trade of the future.

The city of Victoria Mr. Welch spoke in terms of high praise. Though he is often in the city he says that he sees a difference every time he comes. After having visited practically all the coast cities recently h estated specifically that Victoria is actually undergoing a greater development at the pres-ent time than any of them. They are all busy, he says, but Victoria is showing more than the others. He expects to be back in the city, which is the headquarters of the company, in a few Nationa Dublir ments Mr. J

DUBLIN tionalist under the mond, its solution ex aster to th of the Hor thusiasm much che the most fered to Ir Mr. Redi Dublin Ca and bloods appear. T gave Irela

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APPROVE HOME RULB BILL

Nationalists in Convention at Dublin-Necessary Amendments Are Left in Hands of Mr. John Redmond

> DUBLIN, April 23 .- When the Nationalist convention assembled today under the presidency of John E. Red-mond, its first act was to adopt a resolution expressing sorrow at the dis-

Although the acceptance in principle of the Home Rule Bill was a foregone conclusion, there was plenty of enthusiasm among the delegates and much cheering as Mr. Redmond described the third Home Rule Bill as the most satisfactory measure ever offered to Ireland.

Mr. Redmond said that under the bill Dublin Castle, with all its evil and and bloodstained traditions, would disappear. The Irish would be a nation of fools not to accept the bill, which gave Ireland immediate control of ning-tenths of the Irish service and eventually of the whole.

The finance provision of the bill, he said, was better than that of either of the two previous measures.

Mr. Redmond concluded by moving a resolution accepting the bill, which was

seconded by the Lord Mayor of Cork and carried amid a scene of wild en-thusiasm and the unfurling of the

Another scene was witnessed when a number of Catholic priests proposed that the necessary amendments to the Home Rule Bill be left in the hands of Mr. Redmond. The motion was supported by the Protestant rector of Kenmore and carried by acclamation.

W. G. C. Gladstone, a grandson of

the one-time premier, received a grand welcome. A telegram was read from Patrick Egan, formerly United States minister to Chile, saying the message signed by 46 Irish-Americans against Home Rule did not represent Irish-American opinion and adding that this effort to stab Ireland in the back should be condemned

John O'Callaham, secretary of the United Irish League, addressed an overflow meeting, at which we said that the honest hand of friendship held out by the Home Rule Bill should be grasped by the Irish in the United

FEARFUL OF DISORDERS

Thousands of Disbanded and Disco-tented Soldiers Assemble in Mongkong

HONGKONG, April 28.—Fears are entertained of further disorders in Canton. Thousands of soldiers have re-

durined from the north in a state of discontent and have been dishanded. The governor and general in command have been impeached for putting to death a Chinese executor. Dr. Sun Yat Sen ar-dived here yesterday.

VICTIM OF DYNAMITE

One Hundred Cape Explode Injuring Powderman Who Dies in Kam-loops Hospital

LYTTON, April 22.—With his left hand blown off at the wrist, thumb and two fingers gone from his right, both eyes blown out and a number of ghastly wounds in his abdomen. Godfrey Rugg, powderman for J. S. Washtok, was brought in from Cisco Saturday night and taken to the Kamloops hospital where he died yesterday morning.

open a box of dynamite detonators in the rock cut where Washtok's steem shovel is operating and in some unac-countable manner the caps exploded. There were one hundred caps, exerting

Contractor Washtok, who was near Rugs, had his left eye badly injured, and several of the copper caps penetrated his left arm. He went to Vancouver for treatment. The blacksmith helper was also wounded in the legs.

NEWBURYPORT, Mass., April 22.— Wm. E. Dorr of Stockton, Cal., was indicted today for the murder of George E. Marsh, a wealthy soap manufacturer of Lynn. Dorr is under arrest in California. Marsh's body, containing five bullets, was found beside the state highway in Lynn, about two weeks ago. The authorities learned that a man said to be Dorr had been seen in the vicinity-of the Marsh residence prior to the tragedy. Search disclosed that he disappeared on the night of the murder.

BROCKVILLE, April 22.-Mrs. Sam BROCKVILLE, April 22.—Mrs. Samuel Hullingsworth was shot by her young son on Saturday. The boy's mother was froning and the lad was playing with a rifle, and discharged the weapon accidentally. The bullet entered the woman's shoulder. She may recover.

EAST KENT

By-Election to Be Held in Ontario Riding

nons' vacancy is in prospect. Word don, the Liberal member for East Kent, definitely decided to place his resigna-tion before the executive of the riding.

Precaution Against Disease

OTTAWA, April 23.—The government has issued regulations prohibiting the importation of fruit from Hawaii, as as a precaution against letting into Canada the Mediterranean fly, a dangerous fruit pest. The Canadian imports from Hawaii consist largely of pine-

Seventy-Two Dead, 200 Injured and Nearly 100 Families Destitute in Illinois and

CHICAGO, Ills., April 22.-The lates reports of the tornado which swept over Illinois and Indiane on Sunday evening give 72 dead, nearly 200 injured and nearly 100 families destitute.

More than 100 homes were demolish ed and the property loss totalled several hundred thousand dollars.

The greatest damage was done a Bush, Willisville, Murphyboro, Campus, Freeman and Kankakee, Ills., and Mo-

Governor Deneen and Adj.-General Dickson arranged today to extend state relief to the stricken districts in Illin-

ols.

Bush, Ills., has eighteen dead and 100 injured. The district east of Bush, Ills., has eight dead and 30 injured. Merion, Ills., has 17 dead (unconfirmed), Wills-ville, Ills., has three dead and twenty injured. Murphyboro, Ills., has three dead and five injured. Campus, Ills., has two dead and two injured. Kankakee, Ills., has seven dead and twenty-one injured. Morocco, Ind., has nine dead and one injured. Freeman, Ills., has three dead. The district near Morocco. Ind. lead. The district near Morecco, Ind.,

TWO MORE DEPOSITS COME TO TREASURY

The final and complete returns have just been received of the election of March 28 last in the constituency of Skeens by which Mr. William Manson is again installed as representative of that district in the provincial legislature, the offical recount showing him to have received 940 of a total of 1843 ballots cast, or more that 50 per cent. of the vote polled, although four candidates were in the field.

Of the three in opposition to Mr. Mansion's re-election, only one, the Liberal standard bearer, Mr. A. M. Manson, succeeded in saving his deposit, with a vote of 520. Mr. W. H. Montgomery polled but 277, and Dr. W. B. Clayton 106. There were 108 ballots rejected for lack of the official stamp of the returning officer and seven spoiled ballots, making up the total of 1843.

In the Kamloops district the official recount gives Mr. J. P. Shaw 921, and Mr. Leighton, his Liberal opponent, 327, Mr. Leighton thus losing his deposit by sixty-nine votes. There were in this constituency but fourteen rejected and two spoiled ballots.

GOVERNMENT BY COMMISSION

ST JOHN, N. B., April 23.—
The commission form of civic government will be given its first trial in Canada by the council elected here today. The new body consists of Jas. H. Fink, mayor, and four councillors, H. R. McLennan, H. B. Schofield, R. W. Wigmore and M. E. Agar. The mayor will be head of the finance department, and each commissioner head of one of the four civic departments.

Directors Order Speedy Construction - Arrangements for Vacancy Caused by the Death of Mr. C. M. Hays

OTTAWA, Ont., April 22 .- Vice-pres ent E. J. Chamberlin, of the Grand ident E. J. Chamberlin, of the Grand Trunk Pacific, who left for Montreal today announced that he had received a cable from A. W. Smithers, chairman of the board of directors in London, directing that the Grand Trunk end should be temporary controlled by Vice-President Wainwright and matters connected with the G. T. P. by Mr. Chamberlin. The cablegram stated that this was only a temporary arrangement pending action by the board of directors in the matter of filling the vacancy caused by Mr. Hay's death.

Mr. Smithers also informed Mr.

caused by Mr. Hay's death.

Mr. Smithers also informed Mr.

Chamberlin that he was leaving London for Canada this week and would go direct to Winnipeg where an important conference would be held with Mr. Chamberlin. The board of directors has directed that construction work on the G. T. P. be quickly pushed forward. It is understood that Mr. Smithers will be accompanied by several of the English directors of the Grand Trunk on his trip to Winnipeg.

OPENING OF YUKON

Negotiations Between Canada and Australia Progressing Satisfactorily-Hon. G. E. Foster Will Go to Antipodes

OTTAWA, April 23.—Hon. George E. Foster stated today that negotiations looking to a more satisfactory trade arrangement between Canada and Australia are progressing favorably. Mr. Foster does not know when lewill be able to go Australia to complete the arrangements now being made.

made.

It has been rumored here that part of the new trade scheme would involve the granting by Australia of a preference for Canadian lumber by the imposition of a duty against United States lumber. Mr. Foster will not discuss this phase of the question. The date for the beginning of the inquiry by the British Trade commission, headed by Lord Incheape, has not been fixed but it will be announced shortly.

TRADER'S OFFICER WAS ALMOST DROWNED

narrow escape from drowning when he fell from the freighter lying along Evans Coleman & Evans wharf yester-day. The Trader was discharging cement ,and the chief officer leaned over balanced and fell. He was hauled out by Chief Engineer John Parker and Second Engineer John McGeo. He was but after the two others worked over him for some time with artificial respiration, he recovered.

CRIME IS DUE TO DELUSION

Continued from Page 1 him that the Chronicle had printed a

him that the Chronicle had printed a story about him "as hig as the Titanic and the Carpathie." He is unable to read, and he believed them when they showed him the plotures and headlines of the Titanic stories. He said he came to Spokane yesterday "to make them take it back."

He declared that he went to the Chronicle editorial rooms last night, and the men there told him to go away and write out what he wanted to say. So far as can be learned, there was no one in the Chronicle editorial rooms last night. He did not speak to Mr. Rothrock before he opened fire.

LONDON, April 24.-Under a draw-LONDON, April 24.—Under a drawing by Bernard Partridge, depicting Britannia and a tragic female figure representing America, standing on the verge of the sea, gripping hands in sympathy, Punch publishes the following two verses by its editor, Owen Seaman: "Dedicated to the memory of the brave men who went down in the Titanio":

Tears for the dead, who shall not come again, Homeward to any shore on any tide;

bitter rain Breaks like an April sun the smile of

What courage yielded place to others

Patient of discipline's supreme de-Well may we guess who know that gallant breed, Schooled in the ancient chivalry of

Provincial Secretary Instructs Agent-General in London to Make Donation From Charitable Fund

Immediately after the disastrous results of the wreck of the Titanic were confirmed a fund was instituted in London under the aegis of the Mansion House, and it is certain that before the fund is closed the contributions will be very considerable.

It should be gratifying news to British Columbians that, through the agency of the provincial secretary and the agent general for the province in London arrangements have been made whereby the province will be substantially represented on the list of contributors.

Yesterday word was received from the

be substantially represented on the list of contributors.

Yesterday word was received from the Hon. J. H. Turner, the agent general, by Hon. Dr. Young, provincial secretary, inquiring if the latter would care on behalf of the province to authorize a contribution to the fund instituted by the Mansion House, and the provincial secretary immediately cabled back that it be done.

In the appropriation for the agent general in Lohdon there is provision made for contributions to charities, and the offering of the province toward the relief of the survivors from the wreck will be made from that fund. The amount to be donated in this important cause has been left in the hands of the agent-general.

Some such action has been contemplated by the provincial authorities since the Lord Mayor took the lead in the matter, and the suggestion of the agent-general was welcomed heartily.

Victoria Land Office—Coast Range
District 2.

Take notice that I, Ida Handy, of Coolin,
Idaho, occupation hotelkeeper, intends to
apply for permission to purchase the following described lands: Commencing at a post
ten chaim west of a small-creek numing
into Safety Cove on the morth side, and
about 3 mile east of N.E. corner of lot
13 R. Calvert Island, thence east 20 chains,
to nice north 20 chains, thence west 20
chains, thence south 20 chains, to piace
of peginning, containing 40 acres.

HANDY.

Harry E. Handy, Agent
Dated March 4th, 1912.

Bill Introduced in British House by Mr. Reginald McKenna -Reduction in the Endowments of \$900,000

LONDON, April 23 .- The Welsh disday into the house of commons by Home Secretary McKenna. It provides that after July 1, following the passing of the act, the four Welsh dioceses shall cease to form part of the province of Canterbury.

Committees are to be appointed to take charge of the church property and distribute it. Roughly speaking, according to the home secretary, the Church of England in Wales will be left with an income of \$400,000 out of the existing endowments of \$1,300,000 and the balance of \$900,000, which is derived from Wales, is devoted to national purposes, such as colleges, lib-raries and museums in Wales.

Sayward Land District—District of Sayward
Take notice that Fanny Murphy of Toronto, occupation married woman, intends to
apply for permission to purchase the following described lands: Commencing at a post
plented on the west boundary on Lot 450,
about 40 chains south from N.E. corner,
thence north 40 chains along the east
boundary of L. 490, thence east 20 chains,
thence south 40 chains, thence west 26
chains, to point of commencement, and containing 80 acres more or less.

EANNY MURPHY,
W. H. Robertson, Agent
Dated April 2nd, 1912.

Take notice that Ella Jones, of London, occupation nurse, intends to apply for permission to purchase the following described lands: Commencing at a post planted 20 chains cast of the ¼ section post on the north boundary of section 45. Cortez Island, Sayward District, thence west 40 chains, thence north 40 chains, thence east 40 chains, thence south 40 chains to point of commencement, containing 160 acres more or less.

FIORENCE MOSS, Harold Percy Hart, Agent. Dated March 31st, 1913

Dated March 21st, 1912

Sayward Land District—District of Sayward

Take notice that Bowland Murphy, of Toronto, occupation merchant, intends to apply for permission to purchase the following described lands: Commencing at a post planted where south boundary of Lot 386 first interesects Von Donop Creek, thence west 50 chains, thence south 46 chains, thence east 56 chains to Von Donop Creek, thence northerly along the shore to the point of commencement and containing 240 acres more or less.

ROWLAND MURPHY.

W. H. Robertson, Agent.

Dated April 2nd, 1912.

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THE SENATE INQUIRY

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

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

AN ABSURD PROPOSAL

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

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

ANNEXING THE BAHAMAS

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

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

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

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

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

THINKING IMPERIALLY

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

maintain an empire.

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

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

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

IMPERIAL TRADE

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

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

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

IS PRANCE IN DANGER?

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

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

WHY MINE COALS

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

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

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

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

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

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

Certain Socialists have been rejoicing because some

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

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

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

OIL AS A MOTIVE POWER

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

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

KITCHENER IN EGYPT

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

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

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

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

LABRADOR

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

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

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

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

"BE BRITISH IN

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

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

"Be British, Boys!" That was enough, And the cup that might not pass,
Held obolus to each dry mouth,
Of the doomed, courageous mass;
Ensuing more than Charon's fare—

Theirs was a great, grand funeral; The white bergs towered around, And, waiting their release by death, The life-guards of the drowned, There were the watching hosts above And silence most profound.

All are not destined, Christ forbid; To thrill the World's heart so; Yet all have errands given them Some work, to try their fitness For the life to which they go.

There is no royal road through toil It is thorny and perplext.

"Be British!" O "Be British!"—

"Tis a sermon from this text:

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

April 20, 1912. A. McCANDLISH

A Fair Trade

MANSON VS. RICKARD

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

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

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

VICTORIAN ON THE GREAT EASTERN

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

Mr. W. Jensen, of Medina Street

was a member of the crew of the first

of the "largest liners," the Great East-

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

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

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

Well-built Vessel

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

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

THE MILLER OF THE DEE

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

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

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

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

ALL SERVICES ARE TO CEASE

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

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

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

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

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

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

CANADA'S TRAINER MAY BE WALTER KNOX

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

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

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

Pacific Coast Company Decides Change in lactor Power on

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

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

Dr. BEATTIE NESRITT

Man Wanted In Toronto May Be D ported from United States

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

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

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

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

Course Com tanic demr

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Inquiry by L Mari Searc LONDO

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The Da senatorial ed to swi Star comp ful, yet is ed the par The Dail intention of itating th verdicts I States." All the to preside a thorough

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been selected anadian Olympic n comes from a Olympic matiderable weight. been made, it is anadian Olympic istake when they k after the paltry body could scour ast to coast and able difficulty in a better man. It superior could be of training athters and field rs, pole vaulters, the shot putters by himself. At ince racing Knox ne like some be very few long knox's all-round will be of price-J. G. Merrick mpic committee appointment selection of a committee." It

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April 22.—Dr. pear in court when he will an-ll fight extradi-

COMMENTS ON U.S. METHODS

Course Pursued by Senate Committee Investigating Titanic Disaster Strongly Condemned by British Papers

AROUSING SYMPATHY FOR WHITE STAR LINE

Inquiry to Be Presided Over by Lord Mersey, an Expert Maritime Authority, Will Be Searching

LONDON, April 23 .- The British press, which severely criticises its own board of trade and demands the most searching inquiry, declines to judge the Titanic disaster until the British inquiry has been held, and displays a strong feeling at the manner in which the American the American inquiry is being conduct-ed and what is regarded as the unfair reatment of J. Bruce Ismay.

The Morning Post, in an editorial, protests against American and German newspapers branding Ismay as a coward, and declares that it was clear-ly his duty to live and help his company to retirieve the disaster by facing the music.

The Daily Express describes the The Daily Express describes the senatorial inquiry as a parody of justice, which, it says, is rather calculated to swinz public opinion heavily to the side of Mr. Ismay and the White Star company. The Express contends that Mr. Ismay did nothing disgraceful, yet is attacked as though he played the part of a shameful coward.

The Daily News says: "We have no intention of prejudicing the case or im-

intention of prejudicing the case or imitating the hasty and often savage verdicts pronounced in the United

All the papers express satisfaction that Lord Mersey has been appointed to preside over the inquiry, as ensuring a thorough investigation. Lord Mersey has had a wide experience in maritime Not a Roving Inquisition

The Times comments on the appointment of a Titanic court of inquiry,

"It is pretty clear that the number of persons who can give authentic in-fermation about the loss of the Titanic very small. On so huge a ship most persons' chance of observation is very limited, and they have nothing to tell xcept of the details in their own vicinity, which at such times few people can relate with perfect accuracy.

"We may at least assume that the equiry, conducted by Lord Mersey, will ot degenerate into a roving inquisition nto such imperfect recollections as is now going on in America, though not with the approval of enlightened Amer-

"We shall not have a member of the court talking about watertight com-partments as if they were baker's safes, which people could lock themselves in to keep the water from their feet while they suffered, as has been done by the most bitter and persistent of Mr. Ismay's assailants.

Why any man, even a director, after working hard to save others, should not at last enter a departing boat with many places unfilled and no one in sight to fill them, is really more than we can understand, and no more, we suspect, than what Mr. Ismay's critics would undoubtealy have done had they been in his

Tribute to Late Mr. C. M. Hays The Financial Times has a special bituary on Charles M. Hays, in part as follows: "Through his life work was brought to so premature a close, the example of his influence and organiz-

ng power has secured a succession of officers to the Grand Trunk capable of continuing the work in a way altogether worthy of its designer." The Times deprecates strongly the tendency on both sides of the Atlantic

to prejudice the circumstances of the disaster. "We owe it ourselves," it says, as a nation, to await the proper verdict with something of the calm which distinguished our fellow countrymen in the actual errors of the wreck. We shall pass no verdict till a full inquiry has been held by a qualified British

EVIDENCE BEFORE SENATE COMMITTEE

WASHINGTON, April 23 The fallure to have binoculars or spyglasses for the lookouts on the Titanic was one contributing cause of the ship's loss and with it the loss of more than 1,600 lives. Two witnesses before the senate investigating committee today agreed to this. They were Frederick Fleet, a lookout on the liner, and Major Arthur Godfrey Peuchen, a Canadian manufacturer and yachtsman, who was mong the rescued passengers.

Fleet acknowledged that if he had been aided in his observations by a good glass probably he would have spied in time to have warned the bridge to avoid it, the berg into which the ship crashed. Major Peuchen also tes-tified to the much greater sweep of vision afforded by binoculars and as a yachtsman, said he believed the presence of the iceberg might have been detected in time to escape the collision

had the lookout men been so equipped. Major Peuchen condemned in strong terms the lack of experienced sailors on board the Titanic. He said that when the call to quarters was sounded not enough of the crew responded to undertake the work required in lowering and filling the boats.

Furthermore he said, no drills had been held since leaving Southampton although it was customary to hold such drills every Sunday.

Herbert J. Pittman, third officer of the Titanic, told of his failure to turn back the lifeboat, in which he and his passengers were idly drifting to attempt the rescue of others when the Titanic went down.

Shuddering at the recollection, he said the cries for help made "one long continuous moan."

said the cries for help made "one long continuous moan."

The passengers insisted that he should not go back to aid them, and this meant their destruction, he said, so that after starting in the direction of the cries, he rescinded his orders and waited for the dawn. Twice he begged to be spared a recital of the facts, but Senator Smith pressed him.

SENATOR, SMITH AND PHOTOGRAPHERS

The importunities and activities of a squad of photographers so aroused Senator Smith that he indignantly ordered them from the chamber.

dered them from the chamber.

"This enquiry is official and solemn," he said in explanation, "and there will be no hippodroming or commercializing of it. I will not permit it."

An amateur photographer managed to slip past the guard later, but was ejected summarily when he sought to get a snap of the scene.

J. Bruce Ismay, managing director of

J. Bruce Ismay, managing director of the International Mercantile Marine and Vice-president P. A. S. Franklin, of the White Star line urgently requested the committee to permit them to return to New York. In the executive session the committee declined to allow either to leave Washington until he is no longer needed. Mr. Ismay was to have been recalled to the witness stand today but may be recalled tomorrow, though this has not been determined. It was decided to call no more passenger witnesses until all the British witnesses were

Major Peuchen said that in the lifeboat the quartermaster in charge made a woman row while he held the tiller, steering for a light, which the Major declared did not exist, so far as he could see. The quartermaster refused to turn about and attempt to pick up survivors said the witness:

HEARD GIANT LINER BREAKING UP

"When we began to hear signs of the breaking up of the Titanic we heard a sort of call for help after the whistle, then a rumbling sound. I think the Titanic's lights were still on. Then there was an explosion then another Titanic's lights were still on. Then there was an explosion, then another. The lights then went out and then there were those dreadful cries. It frightfully affected all the women in our boats. But the sounds grew fainter and fainter. I think we were about five-eighths of a mile away."

He did not see the vessel sink but his theory was that the explosions were above water, caused by the heavy pressure when the boat started to dive down by the head.

pressure when the boat started to dive down by the head.

"Did you see the Captain after he told you to go below and get through the window into the lifeboat?" asked Senator Smith.

"No, I never saw him after that."

"Did you see him before the accident?"

"I think I saw him about 7 o'clock in one of the companionways."

"Do you think he was attentive to his duties?"

"Yes, I do."

"Yes, I do."

Major Peuchen said the lifeboat he was in was equipped with everything required. Some of the boats, he heard, were not sufficiently equipped with food. When he got on the Carpathia he examined several lifeboats and found they had lights, hardtack and water. "Did the women row in the boats?" "Yes, and they were plucky about it too. They worked with a will. One helped me until she became ill from the hard work and was forced to cease."

"Do you know who these women were?"

Major Peuchen said Miss E. A. Nor-

Angeles; Mrs. Lucten M. Smith, Huntington, W. Va.; Mrs. Cavendish, New York; Mrs. Walter Douglas, Minneapolis and Mr. and Mrs. G. B. Burnham,

Denver; were among others in the boat, many of whom randled ours. Major Penchen said the impact was so slight that some of the passengers were not awakened. He said no alarm was sounded. Two young women, he said, whose stateroom was close to that of Col. John Jacob Astor, were awakened. ed by Mrs. Astor, who led them on

"Did you see Mr. Ismay that night?" asked Senator Smith.
"I think I did. He was standing on the port side on the boat deck about an hour after we struck. I did not see him again until he came aboard the Carpathia."

VACANT PLACES IN SOME OF LIFEBOATS

The Major said there was still room in some of the boats which left the port side and he could not understand why more men were not taken off.
Several Senators asked if the fact that there was no general alarm sound-ed after the collision might account for the failure of many women to appear on the decks in time for the lifeboats.

He thought that possible.

Major Peuchen told the committee he ought that if the lookouts on the Ti-

tanic had had glasses the ship might have been saved from the collision. "From what you observed was there propoer discipline on the part of the crew in loading the lifeboats?" asked

Senator Smith. "Those of the crew that I saw were working in lowering the boats and could not have been better, but they were too few. I was surprised not to see more sailors at their stations and also surprised that more persons were not put in the boats."

The men had had not practice, the witness said. The men of the crew told him

Major Peuchen, in order to make clear his position read a statement as

"I do not condemn Captain Smith, but I do condemn the policy and methods pursued by the company for I feel sure that in this case caution would and charitable. He had lived all his

have been quoted as saying many things that I did not say and I wish to state that I have not said any per-sonal or unkind things about Captain Smith."

Smith"

The witness was then excused Frederick Fleet, the lookout, was then recalled to the stand but before his examination began the committee decided to adjourn until 10 o'clock tomorrow.

LESS THAN 20 MILES FROM WRECKED LINER

BOSTON, Mass., April 23 .- The Leyland steamer Californian was less than 20 miles from the Titanic when the latter foundered. Captain Lord said to-night that had he known of the Titan-ic's plight, all the latter's passengers could have been saved.

That his ship was the steamer re-

ported to have passed within five miles of the sinking liner and to have disrecarded signals for help, Captain Lord denied positively.
"I figure that we were from 17 to

19 miles distant from the Titanic that night," he said. "About 10:30 that Sunday night we steamed into an immense ice field and immediately our engines were shut down to wait for daylight. were shut down to wait for daylight. With the engines stopped the wireless was, of course not working, so we neard nothing of the Titanic's plight until the next morning. Then the news came in a message from the Virginian. On receipt of the message we started immediately for the scene of the disparance.

Captain Lord explained statements redited to members of his crew to the effect that the Californian was within sight of the Titanic and failed to respond to her calls for assistance by

"Sailors will tell most anything when they are ashore."

PLAYED CARDS AS LINER WAS SINKING

NEW YORK, April 23.-A group of men passengers on the Titanic kept a card game going for three-quarters of an hour after the steamer struck the iceberg to allay the fears of others, according to George Bradley, one of the first cabin passengers. Bradley was playing bridge in a room far aft on the ship and felt only a slight shock from the collision. from the collision.

Henry B. Harris was in another party in the same room, Bradley said, and left his game to go on deck with Bradley to Investigate. Mr. Harris, Bradley said, found his wife, saw her to one of the boats and then came back to the om to which Bradley already had re-

turned.

"He told me there was danger." Bradley said, "but for the sake of the women and children to make no sign. The orchestra struck up "Alexander's Rag Time Band," and we went on playing cards. There was not a man in the game who did not realize the stake he game who did not realize the stake he was playing for, there was not a man who did not know what those musicians were playing for. They played on, play ed anything they had a mild to anifinally struck up Nearer my God, to

"Then we knew that the time had "Then we knew that the time had come and that it was no use to bluff any longer. People crowded around us and watched us play the same out feeling that there could be no danger. 'Vhen the ald hymn sounded, a different feeling possessed them. They knew that it was time to go, if ur, one of us honel for a chance to get off the ship.'

"How any man was going to save himself none of that crowd knew. It took only a few moments on deck to realize that we were too late for the life boats. The last ones were being

Major Peuchen said Miss E. A. Norton, London; Mrs. Walter Clark, Los more than 100 yards from the Titanic when the steamer went down.

HEARD VESSEL WAS NOT IN DANGER

NEW YORK, April 23 .- The Helig Olav, of the Scandinavian-American line which reached Hoboken last Wednesday, was 400 miles away from the Titanic on the Sunday night of the ac-cident. This is the substance of a statement made here today by Second Of-ficer Frederick Macklenburg, who was on watch that night. Wireless Operator A. P. Anderson said today that he received a wireless message from the Olympic at 12.30 o'clock Sunday night saying that the Titante had set aying that the Titanic had struck an saying that the Titanic had struck an iceberg and that there seemed to be no danger. He was unable to reach the Titanic by wireless. Anderson said he first obtained news of the liner's sinking from Cape Cod on Tuesday night. He never received a call for help, he said.

MR. GEORGE WRIGHT VICTIM OF WRECK

TORONTO, April 23.—Another notable Canadian drowned on the Titanic was George Wright, of Halifax, philan-thropist and anti-swearing crusader, Mr. Wright was a brother of Mrs. Harry Bennett, and of Thomas Wright, of Toronto.

"We did not know that our brother was on board the Titanic," said Mrs. Bennett, "We had not received any Bennett. We had not received any word from him before sailing, but in reply to a cable to London, we learned that he had left the Russell Square hotel. London, on April 9, and that he had sailed on the Titanic on the 10th, and, we fear, met his death with the

"Mr. Wright had just completed a tour of the Mediterranean, on which he started on February 18, last. He was the only man from Halifax booked

Mr. Wright was the publisher, till his retirement some eight years ago, of "Wright's English Directory and Gazeteer of India, Ceylon, China, Japan, tune in that cify. His hobby was a campaign against profanity on the streets and the stage, against obscene postcards and evil theatrical performances. He spent thousands of delars yearly in his fight.

White the stage against obscene in another lifeboat.

Mr. Wright was a Canadian by birth, unmarried, and is survived by four sisters and a brother. He was an ensiastic yachtsman, a member of the Royal Hallfax Yacht club and had no fear of the sea.

CAPTAIN SMITH WAS STRICT DISCIPLINARIAN

MONTREAL. April 23.—"Having served under the late Captain Smith of the ill-fated steamship Titanic, and as sub-lieutenant in the R. N. R., I cannot for one moment conceive that the terrible disaster was due to negligence or any want of foresight on his part," said Captain H. S. Matthews, late of the P. & O. Steamship company and R. N. R., now a resident of Montreal. Captain Matthews last served under Captain Smith in the R. N. R. on H. M.

Captain Matthews last served under Captain Smith in the R. N. R. on H. M. S. Eagle, and found him an officer with the strictest of discipline. He respect-spected his officers and men and they respected him. All those who had personal acquaintance with him called him the "grand old man of the sea."

"My candid opinion," continued Mr. Matthews, "about this terrible Titanic disaster, is, the truth will never be known, as the four officers immediately concerned, the captain, navigating officer, chief engineer and engineer-incharge, are the only people who could know the speed she was travelling at.

"People critizing Captain Smith as being too old to command a ship are being too old to command a ship are simply ridiculous. Most of our British admirals have had charge of a fleet, let alone a solitary ship, at an age considerably above that of Captain Smith."

SPECULATIONS OF NAVY HYDROGRAPHERS

WASHINGTON, April 23 .- With the virgin rocks fully 250 miles north of where the Titanic foundered, navy hydrographers express the opinion that it is exceedingly improbable that the liner struck these or any semi-sub-merged rocks. While no soundings ever have been made in the immediate ticinity where the Titanic went down, they explain that soundings farther northward show a steady decline of the sea bottom toward the ship's position.

sea bottom toward the ship's position.

It is said at the hydrographic office that as the water where the Titanic struck is approximately two miles deep, it would take a formation with enormous base to bring the apex anywhere near the surface, and soundings at a ten-knot distance would show a rise in the ocean's bottom. The nearest soundings made south of the point where the disaster occurred ar 60 miles away, and these show 2100 fathoms.

Nothing is known of how the Naronic met her fate in 1893, but the records say she might have struck an iceberg, been wrecked in a field of ice, or had an explosion; but all the charts reveal is that the of her boets were found on March 1893, at latitude 42 north and longitude 16 west.

Memorial Service

Memorial Service

Memorial Service

NEW YORK, April 23.—Announcement was made tonight at the Metropolitan Opera House that a memorial performance would be held next Monday evening for the benefit of the relatives of the Titanic disaster, under the patronage of President Taft, the Duke and Duchess of Connaught and persons distinguished in New York society. The programme will include a memorial address by Bourke Cochran, the singing of the "Lost Chord" in English by Caruso, and Brahm's Rerealize that we were too late for the life boats. The last ones were being lowered."

Bradley sald that he ran between decks and managed to get into a boat as it was being lowered. The boat was not crowded he said by the Philharmonic orchestra. William Marconi will be presented with a gold tablet of honor wrought by Prince Paul Troubetskoy, the sculptor.

s for M NEW YORK, April 23.—Every standard lifeboat and life raft that was on sale in New York city has been bought by the Cunard line to complete the equipment of the Mauretania for the Yoyara which having at a control of the New Yoyara which having at a control of the New Yoyara which having at a control of the New Yoyara which having at a control of the New Yoyara which having at a control of the New Yoyara which having at a control of the New Yoyara which having at a control of the New Yoyara which having at a control of the New Yoyara which having a control of the New Yoyara which having a control of the New Yoyara which have the new Yoy equipment of the Mauretania for the veyage which begins at 1 o'clock to morrow morning from this port. The number of additional boats and rafts obtained after scouring the waterfront was 14, and the addition of these to the Mauretania's equipment gives her life-saving accommodations for about 2000 persons. When she starts on her next westward voyage from the other side there will be lifeboats enough on

board to give a seat to every person aboard, both passengers and crew. "Unsinkable" Cruiser

PORTSMOUTH; N. H., April 23 .- A PORTSMOUTH, N. H., April 23.—A compressed air system designed to make the vessel practically unsinkable, is being installed on the armored crufser North Carolina at the Portsmouth navy yard under direction of Captain C. C. Marsh, commanding the vessel. Captain Marsh believes that the apparatus would keep the cruiser affect in captain mark believes that the apparatus would keep the cruiser affoat in case of a collision with an leeberg such as sank the Titanic or any similar cident which might damage her hull. The principle, according to Captain Marsh, is the creation of such an air pressure within the vessel that water cannot enter.

Tribute Postponed

NEW YORK, April 23 .- A vast, outpouring of eastside residents who wished to pay a tribute to Isador Straus, a victim with his wife on the Titanic defeated the purpose of which they had assembled when it became necessary to postpone a lecture on his career ar-ranged for tonight. So great was the crush that the police did not allow the hall doors to be opened for fear hundreds would be trampled on. It was necessary to call out the reserves to disperse the crowd, after it had it decided to postpone the meeting indefinitely.

Infant Survivor

NORFOLK, Va., April 23 .- Mrs. Leah Aks and her infant son, survivors of the Titanic disaster, arrived here today. The woman came to America join her husband, who had not see but I do condemn the policy and methods pursued by the company for I-feel sure that in this case caution would have averted a terrible calamity. I

Australia, New South Wales." He was their child. The infant was recovered by the mother on the Carpathia after by Lieutenant Color have averted a terrible calamity. I

If the infant was recovered by the mother on the Carpathia after by Lieutenant Color have averted a terrible calamity. I

LOS ANGELES, Calif., April 28.—
That the N. Morriott mentioned in the identification list of the bodies found at the scene of the Titanic disaster was her son is the belief of Mrs. Mary Austin. Mrs. Austin, who is visiting here from Oakland, said that her son Ned, a printer, was last heard from when he was in the Philippines, and that he said he expected to come home by way of Europe. His name was not among those on the passenger list. LOS ANGELES, Calif., April 23 .-

Iceberg 100 Miles South

NEW YORK, April 23.—The steamer

Vaples, took a course one hundred miles south of the one the Titanic was pur-

suing when the fatal collision occurred Her captain reports that although he took this extreme southerly course to avoid icebergs, he encountered on April 20, in lat. 40.03, long. 39.29, an iceberg 300 Teet long and 50 feet high.

MONTREAL. April 23.—Postmaster Morgan stated yesterday that the White Star liner Titanic had 3500 sacks of mails. As the standard ocean mail bags hold about 2000 letters, it is estimated that in all about 7,000,000 pieces of mail matter have been lots.

Was Daughter of Author LONDON, April 23 .- Mrs. E. C. Car

er, lost on the Titanic, was a daughter of Thomas Hughes, author of "Tom Brown's School Days."

What Might Have Been
PORTLAND, Maine, April 23.—Had
the frieght steamer Lena been equipp d
with a wireless outfit she could have
reached the scene of the wreck in time
to have saved many lives. The Lena,
which arrived today from England, was
within 30 miles of the Titanic when
the latter foundered. Onlef Officer
Elias said that those in the Lena did
not know of the wreck until they took
a pilot on board off Portland.

SCIENTIST RESTS IN SHADOW DF TOWER

Inventor of the Dynamo Buried in Pisa—Aviators Shower Violets From the Air

MILAN, April 28.—Senator Pacinotti, to whom the world owes the discovery of the electro-magnetic ring and the invention of the dynama, was laid to rest the other day beneath the shadow of the Leaning Tower of Pisa, in whose university he had many years been a professor.

Scientists from all countries of Europe flocked to the funeral, at which Cardinal Maffl, himself a distinguished man of science, officiated. During the procession of over 30,000 mourners through the city two Italian aviators howered at a height of 700 feet showering bunches of fresh violets upon the hearse.

OFFICIAL ACTION TO CANCEL CONTRACT

Westholme Lumber Company Received Notification Yesterday to Relinquish Work at Sooke Lake-Next Steps

Promptly following the action of the city council in deciding that the Westholme Lumber Company, to which was awarded the contract for the carrying out of the Sooke Lake development work, has not carried out the provisions of the contract and should be ordered off the work, Water Commissioner James L. Raymur yesterday WANCOUVER TO

Newham, secretary of the contracting company:

"To the Westholme Lumber Company and all other persons interested!

"I, the undersigned, James L. Raymur, water commissioner for the city of Victoria, representing herein the corporation of the city of Victoria, do hereby certify and state I am of the opinion that the performance of the contract between myself and the said company, and bearing date of the 2-th December, 1911, now is and has been unnecessarily and unreasonably delayed and in pursuance of section 15 of the contract I de hereby notify the said company to discontinue all work under said contract.

contract: I de hereby notify the said company to discontinue all work under said contract.

"Witness my hand at the said City of Victoria this 25ml of April, A.D. 1912.

The report of Mr. Wynn Meredith, engineer for the city, a report submitted at Monday night's meeting of the city council, showed that while the company is supposed to have executed six per cent of the work under the contract within three months of signing it, but 1.4 per cent of the work has been carried out. Mr. Meredith yesterday stated that he had no objection against the work of the company aiready carried out, in that it was properly effected; the only trouble has been that the company has done practically no work.

Now that the water commissioner, who, under the Waterworks Act, is supreme, has taken action, the next move will be for the city council to select some party or parties to carry out the contract as originally entered into by the Westholme Company at a figure of \$1,169,729. Under the contract it is provided that if the successful tenderers cannot carry out the work and the city is, by reason thereof, put to additional expense, the contractors must meet the difference in cost. On the other hand, should the contractors carry out the work at a profit they are entitled to the difference. The city, according to gossip around the city hall yesterday, will endeavor to give the contract to some one who will consent to take it at the figure ascepted by the Westholme Company, and who will take over the plant which is now installed upon the work representing a value of some \$70,006, and any over-charge, should there be any, will be made the basis of a claim against the Westholme Company.

What reply the company will make to the

what reply the company will make to the city's action in serving notice of cancellation of contract is a matter which the officials of the company were not prepared to say yesterday. But under the contract the city a consulting engineers are virtually supreme and any action they may take is beyond dispute.

BRITISH MANOEUVRES

Col. Sam Hughes Will Attend Military Spectacle at Salisbury Plains

OTTAWA, April 23.—Col. the Hon. Sam Hughes, minister of militia, intends to proceed to England this summer to witness the Salisbury Plains manoeuvres. He will be accompanied by Lieutenant Colonel Morrison, D. S. O., editor of the Citizen, who will go

The Duke and Duchess of Connaught With Princess Patricia Will Spend Four Days in Victoria

ARRIVAL HERE ON SEPTEMBER 28TH

Their Royal Highnesses to Visit During Tour All Principal Centres of Population Throughout Canada

OTTAWA, Ont., April 23 .- The itinrary of the Duke of Connaught for the oming summer has been prepared. They spend the week of May sixth in Montreal; on May 16 they arrive in Toronto and on May 29 and 30 will visit London and Guelph. They will leave for Montreal on May 31. June 2 to .17 will be spent at Quebec, after which their Royal Highnesses will spend two weeks on the Tobique river, fish-

ing. They will arrive about July ? at Winnipeg for the opening of the exhibition, returning towards the end of the month to the east. They will leave Montreal by steamer for the maritime provinces on August 1, visiting Gaspe, Summerside, Charlottetown, Pictou, Hawkesbury, Sydney, Halifax, Truro, Windsor, St. John, Fredericton and other places.

After opening the Toronto exhibition on the last days of August, their Royal Highnesses will leave for the west, visiting Sault Saint Marie, Sudbury, Port Arthur and Fort William, Leaving Winnipeg on Sept. 1, their Royal High-nesses will visit Saskatoon and Prince Albert on Sept. 3 and 4, reaching Calgary on the 5th. After a two days' stay at Calgary it is probable that they will open the new irrigation works on the Southern Alberta land company, south of Strathmore.

The plans for the next few days are indefinite, but it is probable that their Royal Highnesses will leave Calgary on their further journey about Sept. 17, stopping a few hours at Kamloops. They will reach Vancouver on Sept. 19, stopping there until the 23rd, and paying a visit to New Westminster. They leave for Prince Rupert on the 23rd and return to Victoria on the 28th for a our days' visit.

They have Vancouver on October 2nd. Visiting Vernon and the Okanagan valley, returning via the main line to Revelstoke and thence to Arrowhead. passing through Robson and Nelson, their Royal Highnesses will return by their Royal Highnesses will return by special train and proceed to Macleod and Lethbridge where they will probably stay from October 8 to 19. Then after visiting Medicine Hat, Regina, Indian Head and Brandon, their Royal Highnesses will arrive at Poplar Point about October 15 and go for a few days shooting on Lake Manitoba, returning to Ottawa just before the end

FORT GEORGE LINE

ocation of Route to be Taken in Hand

on May 1 and Construction to

Begin Before July 1 Survey parties will be placed in the Silvey parties will be placed in the field at the first of May to locate the line of the Pacific Great Eastern railway between North Vencouver and Fort George, according to a statement given out by Mr. P. Welch, one of the incorporators of the company deriving its sharter from the provincial legislature, with provincial guarantees sufficient to assure the immediate construction of the road.

Mr. Welch is now going to Prince Rupert, from which point he will proceed inland as far as Hazelton, Mr. B. B. Kelliher, chief engineer of the G. T. P. R., accompanying him on an inspection trip which will extend east as far as Bulkley Lake.

At the outset the work of the Pacific Great Eastern surveyors will be of a preliminary character necessarily precedent to the actual location of the line. The route generally will be up Howe Sound to Newport, thence across the Green Lake Summit to Pemberten Mealows, over another divide to Lillooet, and on up the Fraser river to Fort George.

Construction will be begun, before July 1 next, the date fixed in the contract with the government, and will be vigorously prosecuted. By midsum-

PERFECT PANACEA FOR RHEUMATISM

"FRUIT-A-TIVES" WILL AL-WAYS CURE THIS TROU-BLE.

McMillan's Corner, Ont. "Your remedy Fruit-a-tives is a per-fect panacea for Rheumatism. For years I suffered distressing pains from Sciatic Rheumatism, being laid up several times a year, and not being able to work at anything. I went to different doctors who told me there was no use doing anything; it would pass away.

Fortunately, about two years ago, I got "Fruit-a-tives," and they cured me. Since then I take them occasionally and keep free of pain. I am satisfied that "Fruit-a-tives" cured me of Rheumatism and they will cure anyone who takes them." JOHN B. McDONALD.

Rheumatism, Sciatica and Lumbago are caused by Uric Acid—a poisonous substance formed as a result of acid indigestion and impurities in the blood. "Fruit-a-tives" or intensified fruit juices, is the greatest blood purifying

medicine in the world.
"Fruit-a-tives" keeps the whole system free of uric acid and will always oure Rheumatism in every form.
50c. a box, 6 for \$2.50, or trial size, 25c. At all dealers or sent postpaid on receipt of price by Fruit-a-tives Limited, Ottawa.

mer construction will be well under way. The engineering forces will be in charge of Mr. John Callaghan, an engineer of wide experience, who has recently resigned from the servic of the Grand Trunk Pacific to enter that

CASTORIA For Infants and Children. The Kind You Have Always Bought Bears the Signature of Chart H. Telthirs

Corrig College

Select High-Class BOARDING College for BOYS of 3 to 16 years Refinements of wall-appointed Gentleman's home in lovely BEACON HILL PARK. Number limited. Outdoor sports. Prepared for Business Life or Professional or University Examinations. Fees inclusive and strictly moderate L. D. Phone Victoria 743. Autumn term. Sept. 1st Principal, J. W. CHUZCE, M. A.

COLLEGIATE SCHOOLS FOR BOXS

The Laurels, Rockland ave., Victoria. B.C. Headmaster, A. D. Muskett, Esq., assisted by J. L. Moilliet, Esq., B.A., Oxford, Three and a half acres extenive recreation grounds, gym add corps, Xmas term com eptember 12th. Apply Headma

LINSEED COMPOUND Home remedy for — COUGHS, COLDS, Ashme, Bronchitis, &

Sayward Land District—District of Cort Take notice that Agnes Smith, occupation bookkeeper, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the interest of the west boundary of Indian Reserve No. 6, and the south boundary of £85, thence south 60 chains: more or less partly along east boundary of Lot 117 the shore of Squirrel Cove, thence following the shore in an easterly direction along the shore in an easterly direction.

the shore in an easterly direction along high water mark to the southwest corner of Indian Reserve No. 6, thence north along the west boundary of Indian Reserve 20 chains more or less to point of commencement, containing 240 chains more or less.

AGNES SMITH,

J. F. Tait, Agent.

Dated April 2nd, 1912. Victoria Land District—District of Coast
Range 3.

Take notice that Guy McMillan of Vancouver, occupation cruiser, intends to apply
for permission to purchase the following described lands: Commencing at a post planted on the Island near mouth of Kwatna
river and about 2 chains west from the
north-east corner of Lot 726, thence westerly 40 chains, thence north 40 chains, more
or less to river, thence easterly 40 chains,
more or less, along river to point of commencement.

GUY McMILLAN,

Dated February 14th, 1912.

Victoria Land District—District of Coast Range 1.

Take notice that Charles R. Serjeantson of Victoria, occupation broker, intends to apply for permission to purchase the following described lands: Commencing at a post planted at a point 20 chains west of the 5.W. corner of lot 550, Coast R. 1., thence north 80 chains, thence west 60 chains, thence south 50 chains, thence east 60 chains, to point of commencement, containing 480 acres, more or less.

CHARLES R. SERJEANTSON,
A. F. Hamilton, Agent,
Dated February 19, 1912.

Sayward Land District District of Sayward
Take notice that Edith Forrest of Toronto, occupation nurse, intends to apply
for permission to lease the following described lands: Commencing at a post planted at the 4 section post on the north boundary of Sec. 45, Cortes Island, Sayward Disfrict, thence west 29 chains, thence south
20 chains, thence east 20 chains, thence
north 20 chains to point of commencement,
comtaining 40 acres more or less.

EDITH FORREST,
W. H. Robertson, Agent
Dated April 2nd, 1912.

Shlorodyne,
Acts like a charm in D. J. Collis Browne's NARRHEA and is the only ific in CHOLERA The only Palliative in NEURALGIA, GOUT, RHEUMATISM.

Wholesale Agents, Lyman Bros. & Co., Ltd., Toronte

Mr. J. B. Speare of Vancouver Victim of Unusual Drug-Jury Brings in a Verdict of Murder

VANCOUVER, B. C., April 22.-The inest on John Richard Speare, who died through drinking poison at his home ere on March 17th, furnished a sensational ending this evening when a jury found that the drinking was accidental, but that the poison had been

The poison used is commonly known s hemlock and was not procurable in eminded him of the death scene from Romeo and Juliet." The theory advanced was that as the contents of the bot-tle looked like whiskey or brandy. Speare took it. How deadly the drug powered Dr. Underhill. A taste of it gives the feeling that the one who a half, and two mice died before he to time the length of their lives after he touched their noses with the fluid. The jury recommended that the authorities take vigorous action to find

Gambling on Baseball

PORTLAND, Ore, April 22.—All gambling in baseball games is prohibited by an ordinince drafted today by City Attorney Grant at the request of a number of ardent supporters of the national game and recommended for passing to the council. Not only does the measure clamp the lid on betting on games played in this city, but on betting here on all baseball games what ever; also that any stakeholder or bookmaker for the betting on ball games is liable to arrest and prosegution. The penalty for violation of the ordinance is a fine, or imprisonment, or both. The ordinance is expected to pass the council.

LAND NOTICES

F. J. MARSHALL,

Dated 3rd April, 1912.

Victoria Land District—District of Renfrew
Take notice that I, Joseph Taylor, of Victoria, occupation carpenter, intend to apply for permission to purchase the following described lands: Commencing at a post planted at Bonlila Point, about 80 chains west of the Clyde (or Cul-lite) IR, No. 111, thence north 80 chains to the S.E. corner of TL 23091 or TL 1746, thence 40 chains west to the S.W. corner of this TL, thence following sinuosities of beach to point of commencement, containing about 320 acres more or less.

F. J. MARSHALL,
Agent for Joseph Taylor.
Dated 3rd April, 1912:

Victoria Land District-District of Renfrey

Victoria Land District—District of Renfrew
Take notice that I. Frank Hynes, of Victoria, occupation carpenter, intend to apply
for permission to purchase the following
described lands: Commencing at a post
planted about 50 chains west of the Clyde
(or Cul-lite), I.R. No. 111 (new number
1745), thence about 60 chains north to
S.W. corner of T.L. 23,096, thence 80 chains
cast, thence 80 chains south to the S.W.
corner of above I.R., thence west following sinussities of beach to point of
commencement, comprising about 480 acres
more or less.

F. J. MARSHALL,

F. J. MARSHALL, Agent for Frank Hynes. Dated 2rd April, 1912.

Victoria Land District—District of Renfrew
Take notice that I, John Nutting, of
Clo-cose, occupation Government lineman,
intend to apply for permission to purchase
the following described iands: Commencing
at a post planted at the S.W. corner of TL
42601, thence 80 chains north, thence 80
chains west, thence 80 chains south, thence
east 30 chains, following sinustites of
shore line to point of commencement, comprising about 640 acres.

F. J. MARSHALL,
Agent for John Nutting,
Dated 4th April, 1912.

Victoria Land District-District of Renfrew Take notice that I, John W. A Taylor, of Victoria, occupation motor proprietor, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 80 chains west of T.L. 42601, thence 80 chains north, thence 50 chains west, thence about 40 chains south to beach, thence east following structures of shore line to point of commencement, comprising about 480 acres more or Jess.

mencement, comprising about 1800 more or less.

F. J. MARSHALL,

Agent for John W. A. Taylor.

Dated 4th April, 1912.

Victoria Land District-District of Renfre Victoria Land District.—District of Renfrew Take notice that I, Thomas Tite Hopkins, of Victoria, eccupation club ponter, intend to apply for permission to purchase the following described lands: Commencing 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 west, following sinusities of shore line to point of commencement, about \$20 dores 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 Arnoid, of
Clo-cose, occupation miner, intend to apply
for permission to purchase the following
described lands: Commencing at a post
pianted at the S.E. corner of Clyde (or
Cul-lite). IR No. 111, thence following
eastern boundary of IR to its N.E. dorner,
thence following its northern boundary to
its N.W. corner, thence 40 chains north,
thence 50 chains east, thence 60 chains
south more or less, thence following the N.
and W. boundary of lot 43 to shore line,
thence west following sinusaties of, shore
line to point of commencement, comprising
about 480 acres more or less.

P. J. MARSHAIL,
Agent for Edward Arnold.

Dated 4th April, 1912.

Take notice that James L. Reese, of Van-couver, occupation farmer, intends to ap-ply for permission to purchase the follow-ing described lands: Commencing at a your planted at the S.E. point of Fir Island, the largest island in the Hedley group, in Queen Charlotte Sound. Applying to purchase the whole island, containing 26 acres more or less.

Range One

Take notice that John H. Spencer, of Vancouver, occupation farmer, intends to Vancouver, occupation of Vancouver, occupation occupation of Vancouver, occupation occupation

Rupert Land District—District of Coast Range One
Take notice that Henry J. Spencer, of Vancouver, occupation painter, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the west shore of Oleen Island, one of the Walker group, in Queen Charlotte Sound. Applying to purchase the whole island, containing 40 acres more or less. HENRY J. SPENCER.
Per David A. Spence, Agent.
Dated March 16, 1812.

Dated March 16, 1612.

Rupert Land District—District of Coast Range One

Take notice that Geo. S. Tuttle, of Vancouver, occupation carpenter, intends to apply for permission to purchase the following described lands—Commencing at a post planted in a bay at the southeast part of Redfern Island, an island about three miles west of Staples Island, in Queen Charlotte Sound. Applying to purchase the whole island, containing 60 acres more or less.

Per David A. Spence, Agent.

Dated March 15, 1912.

Sayward Land District—District of Corte

Take notice that Martha Carson of Toronto, occupation bookkeeper, intends to apply for permission to purchase the following 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 slong the shore of the sait lagoon to the west boundary of Lot 365, thence south 80 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.

Sayward Land District—District of Cortes Island

Take notice that I, Frank H, Sager, of Victoria, B. C., occupation prospector, intend to apply for permission to purchase the following described lands: Commencing at a post planted at the N.E. corner section 23, N.W. cor. section 24, S.E. cor. sec. 32, S.W. cor. sec. 31, marked N.E. cor. F. Sager, thence south 40.00 chains, thence west 40.00 chains, thence north 40.00 chains, thence east 40.00 chains, thence south 40.00 chains, thence east 40.00 chains, thence east 40.00 chains, thence for formmencement, containing 160 acres more or less.

FRANK H, SAGER, Kenneth Case, Agent, Dated 4th April, 1912.

Range One—Land District.

Take notice that Charles F. Mills, of Vancouver, B. C., occupation salmon canner, in-

Victoria Land District—District of The Islands.

Take notice that L. S. Higgs of South Pender Island, farmer intends to apply for permission to purchase the following described lands.—Commencing at a post planted at the west end of an Island at the east end of South Pender Island, and known as Blunder Island, and including the whole of the said Island, being four acres, more or less.

LEWIS LEONARD S. HIGGS. March 23, 1912.

Victoria Land District—District of Coast
Range 5.

Take notice that Guy McMillan of Vancouver, occupation Cruiser, intends to apply
for permission to purchase the following described lands: Commencing at a post planted on the island near mouth of Kwatna
river and about 2 chains west from the
north-east corner of Lot 726, thence westerly 40 chains, thence north 40 chains, more
or less to river, thence easterly 40 chains,
more or less, along river to point of commencement.

Guy McMillan.

nencement.

GUY McMILLAN,
Dated, February 14th, 1912.

Victoria Land District—District of Coast
Range L.

Take notice that Charles R. Serjeantson,
of Victoria, occupation Broker, intends to
apply for permission to purchase the foilowing described lands: Commencing at a
post planted at a point 20 chains west of the
S.W. corner of 10t 550, Coast R. I., thence
north 30 chains, thence west 60 chains,
thence south 30 chains, thence east 60
chains, to point of commencement, containing 480 acres, more or less.
CHARLES R. SERJEANTSON,
A. F. Hamilton, Agent.
Dated, February 19, 1912.

Sayward Land District—District of Sayward.

Take notice that I, Harold Ware Hunter, of Hazelmere, B.C., occupation manufacturer, intend to apply for permission to purchase the following described lands:

Commencing at a post planted at the southwest corner of Lot Five Hundred and One (501); thence north 35 chains, thence west 53 chains, thence such 35 chains, thence asst 58 chains to the place of beginning.

HAROLD WARE HUNTER,
Frank Gilton Fox. Agent
January 27th, 1912.

Victoris Land District—District of Coast
Range 1

to point of commencem-to point of commencem-acres, more or less. LEWIS CAREY. Dated, February 16, 1912.

Dated, January 3rd, 1912.

Dated, January 3rd, 1912.

Victoria Land District—District of Conest
Range II.

Take notice that Thomas Breen of Vancouver, 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 along shore line and about
120 chains east of the west coast of Calvert Island, marked T. B.'s N.W. corner,
thence 80 chains east, thence 89 chains
south, thence 80 chains west, thence 80
chains north to point of commencement.

THOMAS BREEN,
ISBAE Miller, Agent
Dated, January 3rd, 1912.

Dated, January Std. 1912.

Victoria Iand District—District of Coast Range II.

Take notice that Thomas P. Mahoney, of Vancouver, B. C., occupation teamster, intends to apply for permission to purchase the following described lands: Commencing at a post planted about two miles north from Herbert point and about 2½ miles cast of the west coast of Calvert Island, marked T. P. M.'s N.E. corner, thence west 50 chains, thence south 30 chains, thence east 80 chains, thence north 80 chains to point of commencement.

THOMAS P. MAHONEY, Isaac Miller, Agent Dated, January 3rd, 1912.

Victoria Land District—District of Coast
Rangell.

Take notice that Haroid Peace, of Vancouver, B. C., occupation laborer, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 1½ miles north of Herbert point and about 2¼ miles east of the west coast of Galvert Island, marked H. P.'s N.W. corner, thence 80 chains east, thence 80 chains south, thence 80 chains east, thence 80 chains south, thence 80 chains east, thence 80 chains or the most of the west, thence 80 chains east, thence 80 chains or the point of commencement.

HAROLD PEARCE, Issae Miller, Agent Dated, January 3rd, 1912.

Victoria Land District—District of Coast
Range II.

Take notice that Herbert Victor Carvell,
of Vancouver, B. C., occupation logger, intends to apply for permission to purchase
the following described lands: Commencing at a post planted about 1½ miles
north of Herbert point and about 2½ miles
cast of the west coast of Calvert Island,
marked H. V. C.'s S. W. corner, thence
80 chains east, thence 80 chains north,
thence 80 chains west, thence 80 chains
south to point of commencement.

HERBERT VICTOR CARVELL,
Isaar Miller, Agent
Dated, January 3rd, 1912.

Dated, January 4th, 1912

Range II.

Take notice that John McCulloch.

Vancouver, B. C. occupation machini
intends to apply for permission to pu
chase the folrowing described lands: Commencing at a post planted about 2
miles north and 3½ miles east of 34
bert point, Calvert Island, marked J. McC.

B.E. corner, thence 50 chains north, the
30 chains west, thence 50 chains sout
themce 50 chains seast to point of commencement.

JOHN McCULLOCH, Isaac Miller, Age Dated, January 4th, 1912

Take notice that Patrick Hogan. of Vancouver, B. C., occupation logger, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 1% miles east of Hetbert point and about 1% miles east of the west coast of Calvert Island, marked P. H.'s N.W. corner, thence 30 chains south, thence 80 chains west to point of commencement.

PATRICK HOGAN,
Isaac Miller, Agent Dated, January 4th, 1912

Victoria Land District—District of Losse Range II.

Take notice that William Francis Strevens of Vancouver, B. C., occupation inborer, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 6 miles north of Herbert point and about 1 mile east of the west coast of Calvert Island, marked W. F. S.'s S.W., corner, thence 30 chains north, thence 30 chains east, thence 30 chains south, thence 30 chains west to point of commencement, wildliam Francis Strevens, Isaac Miller, Agent Dated, January 4th, 1915

Dated, January 4th, 1912

Victoria Land District District of Coast Range II.

Take notice that Edward Jenkins of Vancouver, B. C., occupation carpenter, intends to apply for permission to purchase the following described tands: Commencing at a post planted about 5% miles north of Herbert point and about 2% miles east of the west coast of Calvert Island, marked E. J.'s N.E. corner, thence 30 chains south, thence 80 chains west, thence 50 chains north, theace 30 chains east to point of commencement.

EDWARD JENKINS, Isaac Miller, Agent Dated, January 4th, 1912

Dated, January 4th, 1912

Victoria Land District—District of Ceast Range II.

Take notice that John Dolan of Vancouver, B. C., occupation laborer, intends to apply for permission to purchase the following Sescribed lands: Commencing at a post planted about 5½ miles north of Herbert point and about 5½ miles east of the west coast of Caivert Island, marked J. D.'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 DOLAN,

Dated, January 4th, 1912

Victoria Land District—District of Coast Range II.

Take notice that Frank Thompson of Vancouver, B. C., occupation logger, intends to apply for permission to purchase the following described lands: Commencing at a post planted about \$½ miles horth of Herbert point and about \$½ miles horth of Herbert point and about \$½ miles for the west coast of Calvert Island, marked F. T.'s N.W. corner, thence 50 chains south, thence 50 chains asst, thence 50 chains north, thence 50 chains west to point of commencement.

FRANK THOMPSON.

Issae Miller, Agent

Dated, January 4th, 1912 Victoria Land District—District of Const. Range II.

Take notice that George Arthur Evans, of Vancouver, B. C., occupation logger, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 5½ miles north of Herbert point and about 5½ miles east of the west coast of Calvert Island, marked G. A. E. N.E. corner, thence 80 chains south, thence 80 chains wast, thence 80 chains north, thence 80 chains east to joint of commencement.

GEORGE ARTHUR EVANS.

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

Take notice that James Hogan of Vancouver, B. C., occupation laborer, intends to apply for permission to purchase the fellowing described lands: Commencing at a post planted about 5½ miles north of Herbert point and about 5½ miles east of the west coast of Caivert Island, marked J. H.'s S.E. corner, thence 50 chains north, thence 80 chains west, thence 80 chains south, thence 80 chains east to point of commencement

Dated, January 5th, 1912.

Range II.

Take notice that William Weid of Vancouver, B. C., occupation teamster, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 5½ miles north of at a post planted about 5½ miles north of the west coast of Caivert Island marked W. W.'s N.W. corner, thence 80 chains south, thence 80 chains east, thence 80 chains north, thence 80 chains west to point of commencement.

WILLIAM WEID.

Range II.

Take notice that William Burrough of Vancouver, B. C. occupation blacksmith, intends to apply for permission to purchase the following described lands: Commencing 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. 2 S.W. corner, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

WILLIAM BURROUGH,

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

Victoria I and District District of Coast Range II.

Take notice that Robert Linton of Vancouver, B. C., occupation teamster, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 6½ miles north of Herbert point and about 5½ miles east of the west coast of Calvert Island, marked R. L. S.E. corner, thence north 80 chains, thence west 80 chains thence south 50 chains, thence east 36 chains to point of commencement.

ROBERT LINTON, ROBERT LINTON,
David Jenkins, Agent.

Dated, January 5th, 1912.

Victoria Land District—District of Coast
Range II.

Take notice that Herbert Beech of
Vancouver, B. C., occupation laborer, intends to apply for permission to purchase
the following described lands: Commencing at a post planted about \$4\fmu miles east of the west coast of Calvert
Island, marked H. B.'s N.W. corner, thence
\$0 chains south, thence \$0 chains east,
thence \$0 chains north, thence \$0 chains
west to point of commencement.

HERBERT BEECH,
David Jenkins, Agent.

Dated, January Billstoit, District of Coast.

Victoria Land District—District of Coast
Range II.

Take notice that Fred, Ryan of Vancouver, B. C., occupation laborer, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 6¼ miles north of Herbert point and about 5½ miles east of the west coast of Caivert Island, marked F. R.'s S.W. corner, thence 80 chains north, thence 80 chains east, thence 80 chains south, thence 80 chains west to point of commencement.

PRED, RYAN,
David Jenkins, Agent.

Dated, January 5th, 1912.

Victoria I and District—District of Coast
Range II.

Take notice that Charles Hayes of
Vancouver, B. C., occupation laborer, intends to apply for permission to purchase
the following described lands: Commencing at a post planted about 10½ miles
north of Herbert point and about 2 miles
asst of the west coast of Calvert Island,
marked C. H.'s N.E. corner, thence 20
chains south, thence 80 chains west, thence
80 chains north, thence 80 chains east
te point of commencement,
CHARLES HAYES,
David Jenkins, *gent

Victoria Land District—District of Coast Range II.

Take notice that Donald M. Stein of Vancouver, B. C., occupation isborer, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 1 & miles aorth of Herbert point and about 1 mile

east of the west coast of Calvert Island, marked D. M. S.'s N.E. corner, thence 80 chains south, thence 80 chains west thence 80 chains north, thence 80 chains east to point of commencement.

DONALD M. STEIN, David Jenkins, Agen. Dated, January 6th, 1912.

Victoria Land District—District of Coast
Range II.

Take notice that Per Person of Vancouver, B. C., occupation logger, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 9\(\psi\$\) 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 30 chains north, thence 80 chains west, thence 30 chains south, thence 80 chains east to point of commencement.

PCR PCRSON. Dated, January 9th, 1912.

Victoria Land District—District of Coast Range II.

Take notice that Thomas Hardwick of Vancouver, Br. C., occupation logger, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 1 miles north of Herbert point and about 1 miles about of the west coast of Calvert Island marked T. H.'s N.W. corner, thence 30 chains south, thence 80 chains east, thence 80 chains north thence 80 chains swest to point of commencement.

David Dated, January 6th, 1912.

Victoria Land District—District of Coast Range II. Range II,

Take notice that Edward Gilbert of Vancouver, B. C., occupation teamster, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 10% miles north of Herbert point and about 4 miles north of Herbert point and about 4 miles north of Herbert point and about 5 miles north of Herbert point and about 5 miles of the west coast of Calvert 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 GILBERT, David Jenkins, Agent.

David Jenkins, Age Victoria Land District—District of Coast

Take notice that John M. Fraser of Vancouver, B. C., occupation legger, intends to apply for permission to purchase the following described lands: Commencing at a post planted about \$% miles north of Herbert point and about 3 miles east of the west coast of Calvert Island marked J. M. F.'s S.E. corner, thence \$0 chains north, thence \$0 chains west, thence \$0 chains south, thence \$0 chains east to point of commencement. JOHN M. FRASER.

Dated, January 6th, 1912.

Dated, January 6th 1912.

Dated, January 6th, 1912.

Victoria Land District—District of Coast Range II.

Take notice that Mike Bernash of Vancouver, B. C., occupation leberer, intends to apply for permission to purchase the following described lands: Commencing at a poat planted about 10½ miles north of Herbert point and about 2 miles east of the west coast of Calvert Island, marked M. B.'s S.W. corner, thence 80 chains morth, thence 80 chains south, thence 80 chains seat, thence 80 chains south, thence 80 chains west to point of commencement.

MIKE BERNASH, Issae Miller, Agent Dated, January 6th, 1912.

Victoria Land District—District of Coast

Hange II.

Take notice that John Bowes of Vancouver, B. C., occupation laborer, intends
to apply for permission to purchase the
following described lands: Commencing at a
post planted about 10½ miles north of
Herbert point and about 4 miles east of
the west coast of Calvert Island, marked
J. B.'s S.E. corner, thence 80 chains
north, thence 80 chains west, thence 80
chains south, thence 80 chains east 10
point of commencement.

JOHN BOWES.

JOHN BOWES,
David Jenkina, Agent.
Dated. January 6th, 1912. Victoria Land District—District of Coast
Range II.

Take notice that John Bullock, of Vancouver, B. C., occupation laborer, 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.'s N.E. corner, thence 80 chains south
thence 80 chains west, thence 80 chains
north, thence 80 chains east to point of
commencement.

JOHN BULLOCK,
Lease Miller, Agent,
Dated, January 6th, 1912.

Victoria Land District—District of Coast

Victoria Land District—District of Coast

Range II.

Take notice that Edward W. Birch, of
Vancouver, B. C., occupation laborer, intends to apply for permission to purchase
the following described lands: Commencing at a post planted about 4 miles north
of Herbert point and about 1% miles east
of the west coast of Calvert Island and
about 2 miles west of Safety cove, marked
E. W. B's N.E. corner, thence west 80
chains, thence south 40 chains, thence east
80 chains, thence north 40 chains to point
of commencement,

EDWARD W. BIRCH,

David Jenkins, Agent.

Dated, January 5th, 1912.

Victoris Land District—District of Ceast Range II.

Take notice that John N. Donald of Vancouver, B. C., occupation laborer, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 4 miles north of Herbert point and 7½ miles east of the west coast of Calvert Island and about 3 miles west of Safety cove, marked J. N. D's N. W. corner, thence east 30 chains, thence seuth 40 chains, theuce west 80 chains, thence north 40 chains the point of commencement.

JOHN No DONALD.

JOHN N. DONALD.

David Jenkins, Agen
Dated, January 5th, 1812.

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ceed to postarted lat NAMES

NEW Y list of nan the Titani Mackay-B night thro the White 27 names prominent that of G wheless r of Philade senger list tion "Wid tablishes t that of M Widener directors with his s list as rec fice is as L. H. Ho ins, Willia Johnson, A Leslie Will Monrose, F. Ernest B. N. Marriot Colbine, H. Colas, Ras Roman A. Steward N. B. Att., Le The wire the names, presumably of the hold of the bodi the list do the list do, tanic passer belief that covered are The Whit of the name by wireless quainted wit tinental code the names of Colonel John ed in two in come to no trustworthy as it came

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PCR PCRSON, rid Jenkins, Agent

District of Coast

pation logger, fin-nission to purchase lands: Commenc-about 9½ miles and about 1 mile of Calvert Island, corner, thence 30 chains east, thence 80 chains west to

AS HARDWICK, wid Jenkins, Agent.

ard Gilbert of Van-ion teamster, in-nission to purchase lands: Commence about 10 ½ miles and about 4 miles of Calvert Island. corner, thence 80 80 chains west, thence 90 chains sencement.

nencement. VARD GILBERT, vid Jenkins, Agent.

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hn M. Fraser of pation logger, innission to purchase lands: Commencabout 3½ miles and about 3 miles of Calvert Island.
corner, thence 30 chains west, thence 30 chains moment.

District of Coas

rhard Robinson of pation laborer, in-nission to purchase lands: Commenc-about 10½ miles and about 2 miles of Calvert Island, corner, thence 50 chains east, thence as 80 chains west nent.

RD ROBINSON,

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MIKE BERNASH. Isaac Miller, Agen 1912.

-District of Coast

In Bowes of Vanton laborer, intends
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ut 4 miles east of
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JOHN BOWES. avid Jenkins, Agent. 1912.

-District of Coast

II.

Bullock, of Vanion laborer, intends
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12½ miles north of
ut 4 miles east of
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-District of Coast

II.
ward W. Birch, of
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lands: Commencabout 4 miles north
about 7½ miles east
Calvert Island and
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VARD W. BIRCH, pavid Jenkins, Agent.

-District of Coast

n N. Donald of Vann laborer, intends to
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HN N. DONALD. David Jenkins, Agent. 1912.

nas Hardwick of

SEA IS GIVING

Fifty-Three Bodies of Victims in Titanic Disaster Are Discovered by Cable Steamer Mackay Bennett

HALIFAX, N. S., April 22,-Late reports received here indicate that the cable steamer Mackay-Bennett has recovered the bodies of fifty-three victims of the Titanic disaster. That some have not been identified was made certain when the Mackay-Bennett sent a wireless saying that those bodies not embalmed would be buried at sea.

The Rev. K. C. Hind of the Church of

England was taken along on the cable ship, and to him fell the duty tonight of conducting the services for those who again were consigned to the sea. Rush orders were received here to day to prepare another steamer to go in search of the dead. The cable ship Minia was chartered and local undertakers placed 150 coffins on board, while 100 tons of ice were stored away in the hold. A quantity of iron was also placed on board to be used in burying the unidentified.

The Minia is under orders to meet the Mackay-Bennett. The Rev. Mr. Hind will be transferred to the Minia and the Mackay-Bennett then will pro eed to port with the dead. The Minia

NAMES OF DEAD TAKEN FROM SEA

NEW YORK, April 22.—The first list of names of bodies recovered from the Titanic disaster by the cable ship the Titanic disaster by the cable ship Mackay-Bennett was received here to-night through wireless messages to the White Star line office. The list of 27 names contains none of the most prominent who perished, unless it be that of George W. Widen, sent by wireless refers to George D. Widner, of Philadelphia. The ogiginal passenger list of the Titanic did not mention "Widen", which approximately tion "Widen," which apparently establishes the identity of the body as that of Mr. Widener, son of P. A. B. Widener of Philadelphia, one of the directors of the White Star line, who with his son Harry ways less than the star line, who with his son Harry ways less than the star line, who

directors of the White Star line, who with his son Harry, were lost. The list as received at the White Star office is as follows:

L. H. Hofman, Mrs. Alexander Robins, William H. Harbeck, Malcolm Johnson, A. J. Halverson, H. W. Ashe, Lesile Williams, A. H. Hayter, Jerry Monrose, Frederick Sutton, J. S. Gill, Ernest B. Tomlin, George Rosenshire, N. Marriot, John P. Chapman, W. Collane, H. Granburg, Sithen Sother, N. Colas, Raser Shea, George H. Widen, Roman Artagavey, Nihil Schedis, Steward No. 96, Yosite Drazenoui, R. B. Att, Lesile Gilinski, The wireless message, after listing

The wireless message, after listing the names, concluded, "All preserved," presumably referring to the condition of the bodies. A number of names in the list do not check up with the Titanic passenger list, which leads to the belief that a number of the bodies re-covered are members of the crew. The White Star officials state many

of the names sent were badly garbled by wireless telegraph operators ac-quainted with both the Morse and Con-tinental codes speculated as to whether the names of Major Archibald Butt and as it came the following combination appeared: "Nihil Schdig R. B. Atatt," which, operators say, might have been intended for Major Butt's name. A similar combination is the name "Colas Raser," a name which the White Star line could not account for, and telegraph operators thought might be despatched a meaning the color of the water-tight doors.

"Yes, sir I was the following combination and reversed his engines at full speed, after ordering the closing of the water-tight doors.

"Yes, sir I was the following combination and reversed his engines at full speed, after ordering the closing of the water-tight doors.

"Yes, sir I was the following combination appeared: "Yes, sir I was the trouble and the first officer replied they had struck an iceberg and added that he had borne to starboard and reversed his engines at full speed, after ordering the closing of the water-tight doors.

"Yes, sir I despatched a message in an effort to clear up such questionable interpretation, and for this and the possible receipt of further names the offices will remain open all night.

SUCCOR WAS ONLY FIVE MILES AWAY

WASHINGTON, April 22.-With succor only five miles away the Titanic slid into her watery grave, carrying with her more than 1600 of the pas-sengers and crew, while an unidentified steamer that might have saved all, fall-ed, or refused, to see the frantic sig-

This tragic feature of the disaster vas brought out today before the senate half fourth officer of the Titanic, told of his unsuccessful attempt to attract the steamer's attention. According to Boxhall she could not have been more than five miles away and was steaming toward the Titanic Fee toward the Titanic, So close was she that from the bridge Boxhall plainly saw the masthead lights and sidelights. Both with rockets and with the Morse electric signals did the young officer hail the stranger. Captain Smith and several others in the vicinity of the bridge said at the time their belief was that the vessel had seen them and was signalling in reply. Boxhall failed to see the replies, however, and in any case the steamer kept on her course, obliquely past the Titanic without ex-

This and the assertion by P. A. S. Franklin, vice-president of the White Star line, that there were enough life boats aboard the Titanic to care for the ship's company at one time, were fea-

tures of the hearing.

The committee will resume its hearing tomorrow: Fourth Officer Boxhall is expected to appear on the stand to tell more fully of the events immediately preceding the collision.

ON WATCH AT THE MOMENT OF COLLISION

Boxhall testified to the sobriety and

general habits of his superior and broth "You were on watch Sunday night from 8 o'clock till midnight?"

"Yes."
"Do you know whether the officers were at their customary posts at the forward end during that watch?"
"Yes. Lightoiler was on the bridge when I came on at 8 o'clock. He was

relieved at 10 o'clock by Mr. Murdock, who remained until the accident hap-

"Who else was on deck?" "Moody, the sixth officer."
"Who occupied the crow's nest during your watch?"

"Ficland Leigh."
"Who else was on the lookout?"
"The bridge officer, Mr. Murdock."
"Was the ordinary complement of

fficers at their posts?" "Did you know of the proximity of

"No, sir." "Do you know whether the tempera-ture of the water taken from the sea

was tested. "Yes, sir; I saw the quartermaster ing it. He reported to the junior officer, Mr. Moody.

"No; but I always made reference for them to see. The log contained the

emperature."
"Were there any additional officers of members of the crew stationed in the eck on Sunday night."
"I don't know."

CAPTAIN SMITH'S ATTENTION TO DUTY

"Did you see the captain frequently

on Sunday night?"
"Yes, sir; sometimes on the upper deck, sometimes in the chart room; sometimes on the bridge, and sometimes in the wheelbears."

"Was the captain on the bridge or at any of the other places when you were on the watch at 8 o'clock?" "No, sir; I first saw the captain about

"Did you see Mr. Ismay with the cap-aln on the bridge or in the wheel-louse?"

"No, sir; not until after the acci-

dent.

"Did you know when he dined that night, where he dined, or with whom?"

"No, sir." Boxhall said he did not believe the captain had been away from the vicinity of the bridge at any time during the watch.

"When did you see the captain last?" asked Senator Smith.

"When he ordered me to the captain last?"

"When he ordered me to go away in "Did you see what occurred at the time of the collsion?"

"No, I could not see." "Did you hear?"
"Yes, the senior officer said, We have struck an iceberg."

"Was there any ice on the decks?"
"Just a little on the lower deck.
heard the sharp report of rasping."

STRUCK ICEBERG A GLANCING BLOW

"Did you see the iceberg?"

"No, sir."
"Did it strike the bow or shave it?" "It seemed to me to have struck the bluff of the starboard bow."

"Then it was not a square blow on the bow of the ship?"
"No; a glancing blow."

"Was it a hard impact?"
"No; It was so slight that I did not hink it was serious."

Boxhall then went on the bridge, where he found the first officer, Mr. Murdock, the sixth officer, Mr. Moody, and Captais Smith.

of the ship, or about 30 feet above the water. He had great difficulty in seeing the berg, which he said was a dark grey-

Boxhall said he went down to the steerage and inspected all the decks in the vicinity of the ship where she struck There were no traces of any damage and he went directly to the bridge and so reported.

"The captain ordered me to send the carpenter to sound the ship, but I found a carpenter coming up with the announcement that the ship was taking water. In the mail room I found mail sacks floating about while the clerks were at work. I went to the bridge and reported and the captain ordered the lifeboats to be made ready."

Boxhall testified that he took Captain Smith's orders to the wireless operator with the ship's position.

"What position was that?"

"What position was that?"
"41.46 North, 50.14 West."

"Was that the last position taken?"
"Yes; the Titanic stood not far from there when she sank."

After that Boxhall went back to the lifeboats where there were many men and women. He said they had lifebelts.

ON BRIDGE SENDING DISTRESS SIGNALS

"After that I was on the bridge most of the time sending out distress signals, trying to attract the attention of boats ahead." He said. "I sent up distress rockets until I left the ship to try to attract the attention of a ship directly ahead. I had seen her lights. She seemed to be nearing us and was not far away."

She seemed to be nearing us and was not far away."

"She got close enough to send to me to read our electric Morse signals. I told the captain; he stood with me much of the time trying to signal her. He told me to tell her in Morse rockets signals "Come at once—we are sink-ing."

"Did any answer come?"
"I did not see them, but two men say they saw signals from the t ship."
"How far away do you think that ship was?"

ship was?"
"Approximately five miles,"
Boxhal' said he did not know what

"Have you learned anything about that ship since?"
"No, some people say she replied to our rockets and our signals, but I did

not see it."

"By' some people, whom do you mean?" "Not passengers but stewards and the children on the Titanic said they

UNKOWN STEAMER STANDING CLOSE IN

"What did you see of the ship?"

"First we saw her mast headlights and a few minutes later her red side lights. She was standing closer."

"Suppose you had had a powerful searchlight on board could you have not thrown a beam on the vessel and have compelled her attention?"

"We might."

"We might."

Boxhall said he rowed the sea boat three-quarters of a mlie when the Titanic went down. Before that he had rowed around the ship's stern to see if he could not take off three more persons for which there was room. He abandoned that attempt, however, because he had with him only one man who knew how to handle an oar and he feared an accident. He was the fourth picked up by the Carpathia. That was about 4;30 a. m.

"Did you have any conversation with Mr. Ismay that night!"

"Yes, just before the captain ordered me below to take an emergency boat."

"When you boarded the Carpathia did you see any lights or any other lifeboats?"

"No, it was nearly daylight by the time I brought my passengers aboard the Carpathia."

the Carpathia."

Boxhall said that before boarding the Carpathia he saw lanterns in the several boats but could not say that all boats had lights.

Boxhall said he knew none of the American passengers personally, but he knew the identity of Col. John Jacob Astor.

The witness said he had crossed the Grand Banks many times before but never had seen field ice hitherto.

"Did you see Mr. Ismay when you got into the lifeboat?"

"No."

"When did you next see Mr. Ismay after you left the ship?"
"I saw him in a collapsible boat in the water afterwards."

the water afterwards."
"Who else was on it?"
"Mr. Carter."
"Any other men?"
"Yes, I saw some that looked like
Filipinos. Three or four of them."

LIFEBOAT NEARLY FULL OF WOMEN

"Any women in it?"
"Yes, it was full of them—well, not exactly full, but there were many women, most of them foreigners."
"How long after you reached the Carpathia did Mr. Ismay's boat ar-

"I cannot say exactly, but it was be-"I cannot say exactly, but it was before daylight."

The Carpathia he said was steering by the green lights on his lifeboat. He said he saw other lights.

"Our green lights were special lights that I told one of the sailors to put in. I lighted them after we were lowered. The lights were brilliant and attracted the Carpathia."

"Do you know what precautions the Carpathia captain took when he found himself among the ice?"

"No sir."

"Well, said Senator Smith, answer-

"Well, said Senator Smith, answering his own question. "He doubled his lookouts."

"Did you see any bodies?"
"Yes, I saw one body, the body of a man lying on his side. He had a life belt on."

ONLY SAW ONE BODY IN THE WATER

"There must have been hundreds of codies about the Titanic?"
"But I saw no more."

"Did you hear of any persons refus-ing to enter the life boats?"
"I heard persons say some people re-

"Did you see any one refuse to enter the life boats?" "No sir."
"Did you see any man, woman or

child prevented from entering a life

"Did you see any sjected?"
"No sir."
"Did you see any who got in from the water or see any in the water?"
"No sir. If I had seen any in the water I should have taken them into

the boat."

Boxhall said the sea was calm and in his opinion each of the life boats could have taken its full capacity. How many had got into his small boat he

never knew.

Senator Newlands returned to the subject of the icebergs.

"You say you could not see these great icebergs, when in the sea boats, but you could hear the water lapping against them?"

"Yes sir. It was an olly calm sea and the could see nothing in the sea and the could see the sea and the sea and the could see the sea and the sea and

ve could see nothing in the small

"If the sea is smooth then it is dif-dcult to discern these bergs?"

"Yes sir. I believe if there had been a little ripple on the water the Titanic would have seen it in time to avoid

With Boxhall on the stand the hearing adjourned until ten o'clock tomor-row morning. The audience at today's hearing was so great that the committee took tes-

timony with difficulty. Tomorrow the hearing will be heard in a small room which will accommodate only the witnesses, the newspaper men, attorneys and investigators.

BRITAIN MOURNS OVER CATASTROPHE

LONDON, April 22.—Sunday was observed as a day of mourning throughout the kingdom. Every place of worship from the cathedral to the smallest hillside chapel held special services. In each of them "Nearer my God to Thee" was sung. Eloquent tributes were paid by eminent preachers to the captain and crew of the Titanic and the notable vic-

tims of the disaster like W. T. Stead and others. In many cases the offerences were devoted to the relief funds, which now aggregate more than \$550,000.

Special services were held aboard all His Majesty's warships and mourning was generally observed in the same manner in the British colonies.

In addition to an almost universal movement in the direction of providing better lfe-saving apparatus on ocean lners, there are indications of a movement for taking better advantage of the wireless. The necessity of two wireless operators being aboard every vessel is emphasized by the fact that the liner Parisian missed the Titanic's call for help only through the operator being off duty at the time, and an agitation has commenced here in favor of the board of trade formulating regulations to govern wireless arrangements on board ships.

ships.

The Austrian government has also taken steps to assist in the installation of a wireless system on all ocean passenger steamers, the government bearing part of the expense on condition that it will receive a percentage of any salvage moneys obtained through wireless calls.

Canadian subscribers to the Titanic fund are: James Ross, director of the Bank of Montreal, \$1,000; Canada Club, \$50; Hugh Allan, \$50; J. W. Flavelle, Lindsay, Ont. 25 guineas.

PRIEST AMONG HEROES OF SHIPWRECK

NEW YORK, April 22.-Winnowed NEW YORK, April 22.—Winnowed from among many pathetic stories of the Titanic catastrophe was a tale to-day of two clergymen who went down on the Titanic while ministering to the stricken passengers. One of the clergymen was the Rev. Thomas Byles, of Westminster Parish, London, who was on his way to officiate at the marriage of his brother in Brooklyn, and the other a Geri in priest, whose name is unknown.

name is unknown.

Father Byles was in the first cabin and the German priest in the steerage, both ministers had celebrated mass in the steerage in the morning. The story of their deaths were related today by three women survivors of the Titanic, Ella Mocklare, Bertha Moran and a Miss McCoy. When the liner struck the iceberb they said Father Byles came down the steerage passageway with hand uplifted, commanding the people to be calm and giving them assolution and his blessing.

"He led us to where the boats were being lowered," said Miss Mocklare, "he meanwhile saying his prayers and helping women and children into the boats. He whispered words of comfort and encouragement to all. The passengers were deeply impressed by his self control. Twice he refused to enter the boat and save himself,"

NFANT SURVIVORS

MAY BE IDENTIFIED

that the mystery of the identity of the two children answering the names of Louis and Lolo, who were saved from the Titanic, may be cleared up soon.

Mms. Vavratils, the wife of a sailor

mme. Vavvatils, the wife of a sailor living near here, says she recognized the little children as her two little ones. She was separated from her husband two months ago, who took the children and disappeared, after telling his friends he was going to America. The children were travelling with a man named Hoffman, who is sailed. named Hoffman, who is said to have been a friend of Vavratiis. The two French waifs were found wrapped in a blanket in one of the Titanic's life-

ors, a man passed the children into the boat just as it was leaving the side of the ship. Officers stepped forward to prevent his taking a place in the boat, but he said he did not wish to go, asking that the children be taken, as their mother was waiting for them. The man was not saved.

The second cabin lists include a Mr. Hoffman and two children.

IN MEMORY OF THE LATE MR. C. M. HAYS

MONTREAL, April 22.-A public morial service in memory of the late Charles M. Hays will be held in the American Presbyterian church in Mon-treal on Thursday. Precisely at half past eleven, Montreal time, on Thursday morning, there will be an absolute tion of work in every department of the Grand Trunk and Grand Trunk Pacific railroads and affiliated lines for a space of five minutes as a most im-

LONDON, April 22.-It is unde stood that the plans of the White Star Gigantic, which is now being built at Belfast and which was to built at Beilast and which was to have been 1,000 feet in length, will be modified. It is possible that the new plans will provide for a double-cellular bottom, such as the Maure-tania and Lusitania have, as a stipu-

lated condition of receiving the government subsidy.

The Olympic has been provided with forty collapsible boats and will carry 16 additional lifeboats.

Life Saving Equipment

HAMBURG, April 22.—The National Marine Association today forwarded an appeal to the foreign office in Berlin to convoke an international conference to convoke an international conference irraft regulations regarding life-saving equipment of ocean-going vessels.

in the list of bodies recovered, was a moving picture operator who had traveled extensively, making films. He made the films of the Alaska Yukon Pacific exhibitions and other scenes. He was returning from an extended motion picture tour of Europe, Mr. Harbeck had intended to sail on the Titanic but his name did not appear in the passenger list and his wife, who is here, was hoping that he had changed his plans.

Denies Sensational Stories
MONTREAL, April 22.—Paul Chevee the Titanic wreck arrived in Montreal today. His first act was to give a categorical denial to certain sensational interviews attributed to him in American newspapers. He also denied the story that the Laurier bust executed for the Chateau Laurier at Ottawa had gone down with the Titanic, declaring that this had been shipped on the S. S. La Bretagne and was now on the way to Canada.

Medals As Mementoes

WASHINGTON, April 22.-- A bill to WASHINGTON, April 22.—A bill to provide medals of honor for Captain A. H. Rostron and the officers and crew of the Cunard liner Carpathia was introduced today in the house by Representative Francis of Ohio. It would appropriate \$5,000 and instruct the direcor of the mint to strike off a suitable medal to commemorate their heroism in rescuing the Titanic's survivors.

HARTFORD, Conn., April 22 .- The Titanic disaster will cost insurance companies of Hartford nearly \$1,000, 000. according to statements by offi-cials of companies. The loss will fall chiefly, it is said, on those companies which do an accident business while the companies only issuing life insurance will suffer small losses.

ENGINEERS MAY GO ON STRIKE

Impasse Threatens Tying Up of Fifty Railroads in United States—Offer of Mediation Is Accepted

NEW YORK, April 22.-The tender of the friendly offices of representatives the friendly offices of representatives of the federal government called a halt tonight to a strike of railroad engineers in the territory extending north of the Potomac river. The mediation of federal officials came immediately after the refusel of the managers of fifty railroads to concede the demands for an eighteen per cent increase in wages, when chief Warren S. Stone of the Brotherhood of Locomotive Engineers had announced that is view of this refusal a strike of engineers would go into effect within thirty-six hours.

Knowing the situation had reached a

Knowing the situation had reached a . Knowing the situation had reached a critical stage Martin A. Knapp, presiding justice of the United States commerce court, and Charles P. Neill, commissioner of labor, hurried here from Washington and as soon as the break occurred, they addressed a letter both to Chief Stone and to J. C. Stuart, chairman of the conference of relivery to Chief Stone and to J. C. Stuart, chairman of the conference of railway managers, saying that a grave situation had arisen and the sense of duty impelled them to tender their "friendly offices," in the hopes that some means might be found to adjust the questions in dispute without the calamity of a general strike.

Although Chief Stone a few minutes before had said his associates of the engineers committee said they would call a strike, were impressed with the letter and met again and voted to accept the proposal of Messrs. Knapp and Neill for mediation.

It was said by leaders that 34,000 men would be affected by a strike order. Of these 25,700 are members of the Brotherhood of Locomotive Engineers and about 6500 are in the Brotherhood of Firemen and Enginemen, who the enginemen declare will join the strike. The rest are non-union men, who Chief Stone said have joined in the strike vote passed by the Brotherhood.

The railroads affected include: Baltimore and Ohio, Boston and Albany, Boston and Maine, Central and New England, Chicago, Indianapolis and St. Louis, Chicago Terre Haute and Southeastern, Chicago, Indiana and Southern, Cipcinnati, Hamilton and a space of five minutes as a most impressive memorial to the late president.

This striking and far-reaching memorial will embrace Canada, Great Britain and the United States, any lines of rallway on this continent and also the steamboat service on the Great Lakes and the Pacific Coast. Early tomorrow night telegraphic instructions will be sent out conveying these orders with the time so arranged that the cessation of work nearly half way around the world shall be simultaneous.

LEARNING LESSON

OF DISASTER

Southeastern, Chicago, Indiana and Southern, Cincinnati, Hamilton and Dayton, Cleveland, Cincinnati, Chicago and St. Louis, Delaware, Lackawanna and Western, Erie, Lake Erie and Western, Lekigh Vailey, Mailne Central, Michiga Central, New York, Chicago and St. Louis, N. Y., New Haven and Hudson River, New York, Ontario and Western, New York, Ontario and Western, Pennsylvania lines, east and Western, Vork, Susquhenna and Western, Pennsylvania lines, east and Western, Vork, Susquhenna and Western, Pennsylvania lines, east and Western, Vork, Susquhenna and Western, Pennsylvania lines, east and Western, Vork, Susquhenna and Western, New York, Philadelphia and Norfolk, New York, Susquhenna and Western, Pennsylvania lines, east and Western, Pennsylvania, Wheeling and Lake Erie, Wabash, Pittsburg Terminal.

The list includes nearly all except

The list includes nearly all except three of the railroads in the territory described as east of Chicago and north of the Potomac river. The three exceptions are the Central R. R. of New Jarsey whose contract of the Potomac river. Jersey whose contract with the engin-eers does not expire until June 1, and the Central Vermont and Rutland rail-roads in Vermont, which have a separate agreement.

I.W.W. TACTICS Attempt To Tie Up Shipping In Seattle Proves a Failure

HAMBURG, April 22.—The National Marine Association today forwarded an appeal to the foreign office in Berlin to convoke an international conference to draft regulations regarding life-saving equipment of ocean-going vessels.

A Seattle Victum

SEATTLE, April 22.—Wm. H. Harbeck, of Seattle, whose name appears

SEATTLE, wash., April 22.—The attempt of the I. W. W. agitators to tile up shipping in Seattle failed utterly today. Only a few men responded to the call to longshoremen to strike and their places were taken by others who said they needed the work and were prepared to detend themselves if they were molested. There was no disorder.

Copas & Young's

Prices On Jams, Butter, Honey, Etc.

COMPARE THEM

We absolutely GUARANTEE THE QUALITY. Why not save money? Why?

NOEL'S STRAWBERRY OR DAMSON JAM, 4-lb. tin 65¢ NOEL'S PINEAPPLE MARMALADE, 4-lb. tin..... 65¢ CROSSE & BLACKWELL'S JAM, 1-lb. glass jar....20¢ We hope from now on to have lots of Independent Creamery Butter at 3 lbs. for......\$1.00 Bring your own jar and get 3 lbs. CALIFORNIA HONEY, NEW BRAZIL NUTS, per pound......20¢ CALIFORNIA PEACHES, PEARS OR APRICOTS, large PURNELL'S PURE MALT VINEGAR, large bottle .. 15¢ ARMOUR'S LIGHTHOUSE CLEANSER-Look at the price and we think it is equal to Dutch or any Old Cleanser CALGARY RISING SUN BREAD FLOUR, per sack \$1.80

PATRONIZE THE STORE OF THE PEOPLE

COPAS & YOUNG

Grocery Dept. Phones 94-95 Liquor Dept. Phone 1632 Corner Fort and Broad Streets



"Lorna"

EXTRACT OF WILD PLOWERS

seautiful perfume—an odor that Sowers. Buy just as much or as little as you please; 50c per ousce.

CYRUS H. BOWES

Government St., near Yates.

Builders' and Contractors' Supplies

The Hickman-Tye Hardware Co., Ld

A SPECIALTY

544-546 Yates Street

Choosing Your Groceries

Here is the easiest of tasks. Choosing the other kind would be an impossible one. For we carry only the sort that we know have merit. No matter how gaudy label, how highly extolled, an article of food cannot gain admittance here unless we have been "shown."

Marrons-Chestnuts, in brandy, per bottle \$1.25 Colossal White Asparagus, tin 50¢
Green Asparagus, tin 40¢
Stewed Mushrooms, bottle
Champignons, bottle 85c or 50¢
Bohemian Ripe Olives, glass jar \$1.00, 85c or 50¢
Stuffed Mushrooms, tin 60¢ Colossal White Asparagus, tin Pate De Fois Gras, jar \$1.00 or

1317 Government Street and 1316 Broad Street Telephones 50, 51, 52, 53

It Feels Good To Be Going Ahead Doing More Business Year After Year

This Is a Store at Which Nothing Is Sold Without It Carries Our Guarantee. This

Wicker Furniture Is Selling Fast

ROCKING CHAIRS AT \$3.90 AND ARM CHAIRS \$2.90

REPARE for the warmer weather and secure your porch furniture now. There's a reason for this advice-we've received a shipment of rush and wicker chairs, purchased at a big price concesson and are selling them at prices exceptionally low for the quality represented.

Lots of different shapes to choose from, all in natural color, and just the styles you'll like for use on your lawn or porch. For comfort they are hard to beat, and they are sufficiently artistic to claim a position inside your home

There will be none for you unless you hurry. They are selling rapidly, and there's no telling how long it will be before we can make such a good offer again.

ROCKING CHAIRS AT \$3.90 AND ARM CHAIRS \$2.90

Means Everything Dependable and of Unequalled Value

It's Not Necessary To Pay a Big Price To Get Dainty White Garments—Friday's Specials

Corset Covers, made of fine white muslin. These garments have a tucked back and all-over Princess Slips, made of a good white cotton. The skirt is finished with a frill of tucked muslin and is finished with a two-inch Torchon lace. The neck and sleeves are finished with good

Women's O. S. Drawers, made of an extra heavy cotton. They are neatly finished with a

A Big Sale of Waists at \$2.90-Friday

NE of the most interesting parts of the store is the Waist with simple and attractive waists at economy prices.

Here's a very special offer of a few dozen Lawn and Crossbar Muslin Waists, made up in dainty designs. You can see them in the View Street window. Some have Dutch and others round yokes, while a few have collars trimmed with fine long fringe and finished with little black dots. All are beautifully trimmed with lace insertion and embroidery, and a few have trimmings of imitation Irish lace.

The sleeves are three-quarter length and are the new set-in style. Each garment is a wonderful value at \$2.90.

\$1.25 Dress Goods for 75c— Friday

There's 1000 yards of beautiful material to be sold on Friday, and you should be in at the saving. They are all new goods—this season's, and the latest—and are from 42 to 48

Fine Serges, All-wool Taffetas, Satin Cloths, Poplins and Armures, in all the new shades. See the goods, which are to be seen in the View Street windows. Special per yard on

We Know Your Good Taste in Gloves

ATURALLY we do, it's our business to find out what Victorians want, and provide for these wants. You'll find just the styles you like best here today, and the prices are as low as possible with a quality that we can recom-

Suede Lisle Gloves, in natural color and white. These have two clasps and are remarkable value at, per pair..... 50¢ Suede Lisle Gloves. These are 12-button length and are to be had in colors black, white, cream and tan. Per pair. 50¢

brown, slate, beaver, mode, black and white. Have twoclasp fastening, and are an extra good value at, Perrin's Chamois Gloves, with one clasp. A reliable and use-

Profitable Investments in Machines That Lighten

The Demand Washer is a superior and safety washer with the gearing entirely covered with a metal globe. No fear of tearing your clothes or getting trapped. It is fitted with hardened steel roller bearings, has a heavy balanced fly

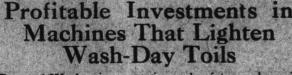
50 Women Can Have Charming Suits for \$23.75---Worth Up to \$40 You Are More Interested in the Quality of These Suits Than the Reason for This Great Reduction

RE you going to be one of the women who will reap the benefit of this purchase? If so, you'll have to hurry. They are selling rapidly, and it would be a big surprise if they didn't; such quality at this low price is distinctly unusual.

Every costume is fashioned on the latest style models, lined with silk or satin, and are made up with the same degree of care and skill that you'll find in the average garment that sells at \$40 or more.

Plain tailored models are here in various materials, but the woman who desires a fancy suit will find a pleasing assortment of extreme and moderately trimmed models to choose from.

You Must See These Suits or You May Think Us Extravagant in Our Estimation of Their Value



Now is the Time for Men To **Buy Two-Piece Suits**

A LARGE SHIPMENT COME TO HAND AND ARE BEING DISPLAYED IN THE VIEW ST. WINDOWS

ITH all the Summer before you to wear them and such tempting values to be had, few men should hesitate in making their choice. There are blues, browns and greys in plain materials, and blues and browns to be had in striped effects.

The pants have cuff bottoms, detachable self belt and are cut semi-pegtop style. The coats are three-buttoned, and may be had in single or double-breasted

Flannels, and worsted and flannel mixtures are the materials, and you never saw better values in your life. All sizes are here. Prices \$8.75, \$12.50, \$15 and \$18.

MEN'S FLANNEL PANTS FROM \$2.75 TO \$4.75 Here are unshrinkable white and grey flannel or pure wool cashmere Trousers, in all sizes. They are finished with cuff bottoms, are semi-pegtop and have belts of self. Some very smart stripe patterns are here that should be very popular this season.

PLAIN WHITE DUCK TROUSERS AT \$1.50 AND

· List

These are made of a heavily twilled duck that will render long and useful service. They are cut semi-pegtop style, have cuff bottoms, self belt, and may be had

With Vacation Time So Near These Suit Cases and Trunks Should Find Ready Purchasers

OVER 200 GO ON SALE FRIDAY

Tan Leatherette Suit Case, 24 inches long, fitted with strong side clasps, lock and key. The corners are reinforced with heavy leather, and the inside is well lined. Fine value at ...'..... \$1.50 Tan Leatherette Suit Case, with metal corners. This is well lined and fitted with two shirt straps inside. Tan color and fitted

with brass side clasps, lock and key. Price\$1.65

Walrus Leatherette Suit Case, 24 inches long, has heavy leather corners, leather handle, side clasps, lock and two straps inside. It is well lined and may be had in colors black and tan. Price, walrus Leatherette Suit Cases, in colors black and tan. These are well made and are fitted with two strong leather outside

and leather handle. This suit case is well lined and fitted with side clasps and lock. A good suit case for women. Price \$2.50 Suit Case, same as above but fitted with two heavy leather out-

The Ascot Hair Waver is low priced but gives good results.

Values in the Carpet Department That Point to a Busy

THE best of these offers is the fact that they are here just at the time when you are likely to want them most. You can't get better values, but don't

Axminster Hearth Rugs. These are part of a new shipment that has just come to hand, and there's lots of beautiful patterns to pick from. They have a thick, velvety pile, and come in colors green, fawn, tan and

woven. Reds, blue and greens are the most prevalent colors, and every mat is an excellent example of Ori-

Section. So long as the Tailored Suits hold sway women will have separate waists. We can fill your need

Friday and Saturday Should Be Rushing Days in the Men's Shoe Department

IF OUALITY AND LOW PRICES STILL HAVE

Men's \$5 Boots for \$3.95

OW are you for shoe leather? Here's an opportunity to get real leather, and good stuff at that, made up by shoemakers who are expert at the business, and the styles are the latest American.

Tan Button Boots are the favorite this season, and here are some choice models. If you don't want tan we have plenty of stylish models in black to show you including Gunmetal Button Boots, Gunmetal Lace Boots, also Waterproof Chrome Tanned Bluchers and a fine assortment of Tan Lace Boots.

These are all the newest American models and are to be had in all shapes and widths. Some have high box toes, low or high heels, short vamps and solid feather soles. All are Goodyear welted and values that should sell at \$5 a pair. Special for Friday and Saturday's selling, \$3.95.

\$4 Boots Will Be Sold at \$2.95

This offer is, proportionately, as good as the above, and every pair is better than you could reasonably expect. There are Tan Lace Boots, Box Calf and Velour Calf Lace Boots to choose from. All sizes are here, and you are sure of getting a perfect fit. Special for Friday and Saturday's selling, \$2.95.

\$1.95 Buys Shoes Worth \$3

These are Box Calf Bluchers, and you'll find them right up to the standard that even the most expectant person can demand. They are strong and are sufficiently stylish for street wear. Your choice from any of these \$3.00 shoes for \$1.95.

Toilet Necessities for Women HABERDASHERY DEPARTMENT ON MAIN FLOOR

Hair Waver and Curler, made of a very soft rubber. You will find them comfortable to sleep in, will not hurt the head are the hair. Four curlers on a card for West Elastic Hair Curler and Waver. Will wave or curl the hair in a few minutes without the use of heat. Will not break or pull the hair. Five curlers on a card for....25¢ Talman's Electrified Hair Curlers. These are splendid curlers, wave or curl the hair quickly without heat, and are clean, smooth and light. No fear of injury to the hair. Four cur-

Day on Friday

take our word for it. See the goods and let them tell their own story.

red. Size 27 x 54 inches. Price each\$2.25

Japanese Mats. These are reversible and the designs are ental art. Size 36 x 72 inches. Price on Friday . . 50¢

Window Shades, made of a hard-wearing opaque cloth mounted on strong spring rollers, all complete with necessary fittings, are here, and our prices are lower than ever. Let us give you a quotaton for your new fittings. You can have, all ready made, a shade in colors cream or green, 37 inches wide and six feet long,

VOL.

Halifa from Board

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Evident patche Those Been

HALIFA Bennett v Monday, a on board. As 205 it is assur

identified "Steams Cape Race, Company, Further son, Adolp fred Fellow W. E. Min

F Baxter, Monseur He ders. E. Pr Mercia Ha S. Hilabert, bert Danbo Teobald, W Emil Bran George Lef Cove, Allori Hartley, Joi joff, J. Whi

EVIDENC WASHIN Failure to great field

a rigid bar rescue, and in speedin bined to se victims to north Atlan today befor vestigating James H. M. Temple, what tanic in rechelp, told of Within 1 discerned, steamer, p those seen Captain unwise the mander in Mount Ten he had sp Atlantic an he said, h reduced sp

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David Spencer, Limited