

## WAITING FOR THE EVIDENCE

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 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 well-nigh 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:

"Now that the government has appointed a court of inquiry the public will await with calmness its verdict on the founding 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 the devastating 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, though if the culpability be brought home to any person or corporation, there must be compensation and punishment. It is a system that is on trial.

With Fairness  
The British court of inquiry may be trusted to discharge 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 the passengers.

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 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 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 fall 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 brethren have suffered of their bravest and best, and we realize that the horror of the thing was brought more closely home to them, as witnesses as they were of the arrival of the Carpathia with its diurnal freight, than to us of this side of the Atlantic.

"We take pride and pleasure in repeating what we said before, that the radiant glory of the Titanic's end is shed over east and west alike upon both branches of the Atlantic, and we plead with the American press and people to pay the trust 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 stricken Titanic, told the senate investigating committee 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 23 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 showed that he played the man. Ordered away in charge of lifeboat No. 14, he packed it to the top of the ship, and deck and fearing that some might attempt to jump into it while it was descending kept up a fusillade in the air from his revolver.

Competing in interest with the day's testimony was the interchange of telegrams between the Titanic and the 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

### CROP OUTLOOK

Over Two Million Acres of New Land Will Be Sowed in Saskatchewan This Spring

WINNIPEG, April 24.—Saskatchewan will have 2,300,000 acres of new land under crop this season and 2,188,115 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 began 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 bed is unusually favorable.

### COMPETES AT BISLEY

Differences Settled and Canadian Team Will Go To England

OTTAWA, April 24.—The difficulty as to rifle rights which existed between the Dominion Rifle association and the National Rifle association has been settled, following a conference between Col. John Barlow and Col. Croese, 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 announcement 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. Croese will leave for Toronto on Sunday.

### ROUNDING UP MALCONTENTS

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

Reports from Superintendent Colin S. Campbell to Attorney General Gordon indicate that the strike situation along the Canadian Northern Pacific's mainline construction line is now exceedingly well in hand, and undesirable are being dealt with firmly and successfully. There are at present about sixty men under arrest, thirty or forty of these being at Kamloops and the remainder charged with intimidation, while quite a number have already been committed for trial.

One of the ringleaders of the I. W. W. organization is supposed to have gathered in the person of the man Collins, arrested at Yale a few minutes after he had been publicly announced from the attitude of an upturned soapbox that any interference with him on the part of the police would mean work for the undertaker.

Mr. Campbell is now rounding up all malcontents in the Yale district, giving them the opportunity to give up work or to quit the scene. They will not be permitted to "hang around," cooing, intimidating or interfering in any way with others who desire to work.

Meanwhile the police force is being brought into effective and strict discipline, and the tracks and grade 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.

Without its humorous features, as witness the action of the strikers in taking upon themselves to arrest and detain 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 relaxed, had managed to himself consume an undue quantity of his own wares.

The strikers gathered him in as inebriated, conveyed him to their camp, tried him and fined him \$5. for such a thing, but the victim is inclined 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. Bower 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 disburse in patronage of general necessities.

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

Royalty at Theatre  
LONDON, April 24.—King George and Queen Mary attended the theatre last night for the first time since their return from the Durbar. They witnessed a performance of "Milestones," a play by Arnold Bennett, now running at the Royalty theatre.

## AGITATORS NOT TO BE TOLERATED

Organization to Be Known as Marine Association of B. C., Formed in Vancouver to Forestall I.W.W. Tactics

### LEAGUE INCLUDES ALL FREIGHT HANDLERS

Widespread Amalgamation of Interests Will Prevent Disruption Among Labor Men at Instance of Foreigners

VANCOUVER, April 24.—In view of the activity of the I. W. W. agitators, who in addition to seeking to stifle railway construction in British Columbia, are attempting to organize the longshoremen of Victoria, an organization was today formed in Vancouver which will in a short time include all the shipping companies, dock owners, stevedoring companies, lumber mills and all concerns in the handling of commodities for shipment by water within the province of British Columbia. The organization will be known as the Marine Association of British Columbia, and will be based along the lines of the Foreign Shipper's association, with headquarters at Seattle.

The I. W. W. agitators being driven from the camps of the C. N. R. construction, have been actively canvassing along the Vancouver waterfront for the last week, and on different occasions longshoremen gangs have declined to work, stating that they had meetings on the waterfront, out of ten gangs only two men turned up for work.

The I. W. W. agitators are claiming that if they can call on strike all the unskilled laborers utilized in the movement of either water-borne or railway traffic they can effect the greatest injury to the waterfront.

Death of Editor  
INGERSOLL, Ont., April 24.—T. A. Bellamy, aged 58 years, editor of the Ingersoll Sun, died of blood poisoning today. He was an independent journalist and a strong temperance advocate.

Professor Stunned  
BERKELEY, Cal., April 24.—Professor Thomas H. Reed of the University of California, was stoned tonight when he interrupted himself into a mass meeting that was being addressed on a street corner by Mayor J. Stitt Wilson, who was opposing the recall of certain members of the school board of Berkeley. Reed retired to the high school auditorium where a meeting was being held of those favoring the recall and told those assembled that "the mayor had incited a riot."

## CRIME IS DUE TO DELUSION

Russian Laborer Kills City Editor of Spokane Chronicle Without Warning—Tragedy Occurs in Newspaper Office

### HALLUCINATION OVER STEAMSHIP WRECK

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 Chronicle building 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 rushed him.

Aleck was dragged into the hall muttering "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. 8, near Helms, Idaho. From his story he seems to have been the butt of the republican nominee, Mr. Bryan would like to take the field against him.

### MUTINY QUELLED

Captain Wilson of Strathgrye Prevents Chinese From Leaving Ship by Aid of Revolver

VANCOUVER, April 24.—Faced to face 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 Strathgrye, 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 incident mutiny was communicated to the police. The Chinese hearing that wages were much better ashore determined to go home by hook or by crook. Had one of these Chinamen got ashore Captain Wilson would have been liable for the \$500 head tax.

### I.W.W. MEETINGS

Washington Judge Holds That Gatherings of Agitators Are Unlawful

HOQUELIAM, Wn., April 24.—Judge Mason Irwin, of the superior court today 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 Socialist that "in harboring and encouraging" the I.W.W. they were "trusting into trouble."

## TORONTO'S LOSS, VICTORIA'S GAIN

Press of Ontario's Capital Is Unanimous in Regretting Departure of Engineer Rust—Tributes to His Ability

TORONTO, April 24.—City Engineer Rust will not hold in his official designation to the post of control until Mayor Geary returns on Friday morning to have a conference with the resigning city engineer.

"My deterring to the Mayor's request does not mean that I am reconsidering my resignation. I have written Mayor Beckett of Victoria, that I 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.'"

The Star says: "The city loses a city 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 salaries than that paid him by the local council, but moved by a definite civic patriotism, he wished to remain where he was and help Toronto to work out its growing problems. This he was fitted to do because from an experience of 25 years he knew the city, its public works and its streets better than any other man. Unfortunately, however, he has for years been troubled by an elected body composed of the most part of men of minor talents and narrow vision. The cities of the West appreciate the quality of the men who get their training here."

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 now 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

WASHINGTON, April 24.—The visit of William J. Bryan to Washington yesterday and his conference with the various party leaders here, particularly in the senate, was followed today by widespread discussion of the possibility that the Nebraska might again be the Democratic candidate for President. Mr. Bryan would not decline the 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 Theodore Roosevelt should be the republican nominee, Mr. Bryan would like to take the field against him.

## MOTOR BANDITS' REIGN OF TERROR

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 Collin mortally wounded. Bonnot escaped after a running revolver fight with the officers.

The police surrounded Bonnot, who opened fire with two automatic revolvers. When Jouin and Collin made the bandit chief escaped in the ensuing confusion.

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

Another double murder, that of an aged man and his wife, who in January were beaten to death in the village of Thales, on the Seine, has been traced definitely to the same gang of bandits, and this brings the number of victims to more than a score.

Prefect of Police Lemaire 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 unarmful as the law does not authorize the use of force while they are searching for a criminal.

Bonnot, 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 Collin down, floored the rest, and then jumped through a window. Brandishing a large revolver he cleared his way along the streets and escaped to the woods, leaving a trail of blood.

Western Union in Idaho  
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 Dusen, has authorized the seizure of the company's property. The telegraph company claims that the rate of taxes was too high and refused to pay the amount assessed.

## RAILWAY TO 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.—Negotiations are proceeding, according to Mr. H. H. Stevens, M.P. for a second railway 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 amplify 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

Visited Irish Historian and Novelist Dies at Folkestone

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 23 years was a political writer for a London daily paper. He was vice-chairman of the Irish parliamentary party in the house of commons.

### U. S. COAL STRIKE

Committee Dealing with Wage Increases Practically Completes Its Work

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 result. Leaders of the committee, that no agreement upon the principal demands had been reached.

SCRANTON, Pa., April 24.—John F. Denney, president of district No. 1, at midnight said the subcommittee dispatched its work and the next step would be a conference of the main committee of operators and miners representatives to be held on May 22. Further information from New York was that the following terms agreed upon by the subcommittee are substantially correct: "Continuance of the conciliatory board; ten per cent wage increase; abolition of sliding scale; four-year period to be the life of an agreement."

### Shakespeare's Birthday

LONDON, April 24.—Shakespeare's three hundred and forty-eighth birthday was celebrated yesterday, and at Stratford-on-Avon yesterday, and, although the celebrations were scarcely so lavish a scale as in some former years, they were eminently successful. The old world town was gaily decorated and thronged with visitors from many lands.

## INTERCOLONIAL HAS A SURPLUS

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

OTTAWA, April 24.—Six hundred thousand dollars will be the surplus of the Intercolonial Railway for the year. The surplus will not be ready for a few days, but enough is known to make certain that it will be the handsomest surplus both passenger and freight business has largely increased and in ten years the earnings of the road have doubled. In 1906 the gross earnings were \$4,872,000, in 1908 they were \$7,038,000, 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.

### Want More Wages

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

### AVIATOR'S FATE

Mr. D. L. Allan is Believed to Have Fallen Into Irish Sea

LONDON, April 24.—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 sea.

### Cotton Strike Over

UTICA, N. Y., April 23.—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 got a wage advance they return practically defeated for they have agreed to the terms offered them the day they left.

### Victims of Dynamite

FORT WILLIAM, Ont., April 23.—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.

### Oppose Carnegie Grant

SAN FRANCISCO, April 23.—Andrew 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 vigorously against the city accepting Carnegie's offer of \$750,000 for a public library made in 1901.

### WILL BE EXTRADITED

John McManama Must Stand Trial For New Westminster Bank Robbery

NEW YORK, April 23.—John McManama, known as "Australasian" Mack, was today held by a United States commissioner for extradition to New Westminster, B. C., where he is wanted for alleged connection with the robbery last September of the local branch of the Bank of Montreal.

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 Halifax with the bodies of the victims of the Titanic which would have been found. The Mackay-Bennett will remain until the arrival of the Minia, which has gone to aid in the search. The Minia should be in communication with the Mackay-Bennett by wireless in the morning.

## FOR PROTECTION OF FISHERIES

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

### OIL MAY BE USED AS MOTIVE POWER

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

OTTAWA, April 24.—The naval service this afternoon is advertising for tenders for a fishery protection vessel for the Pacific Coast, and after giving the usual particulars says: "Alternative tenders may be submitted if so desired using the diesel heavy oil 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 heavy oils."

The tenderer must state for what price two vessels of the type proposed will be supplied. Delivery must be made at Esquimaut.

### DEMENTED HUSBAND

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

EVERETT, Wn., April 24.—Charles Seaman, part owner of the Index hotel at Index, a mountain town 30 miles east 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 in a room 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 was wounded.

The tragedy occurred in a room 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 was wounded.

ALPENA, Mich., April 24.—Four children, two boys and two girls, were born yesterday to Mrs. B. Wenzel, who lives at Posen, a village near here. The four are healthy. The father is a farmer and the couple have one other child.

### "Second Degree" Murder

SEATTLE, April 24.—Alex Nison, accused of killing Policeman Judson P. Davis in a battle between two policemen and two highwaymen on the night of February 23, 1911, 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

SPRINGFIELD, Mo., April 24.—Miss Lydia Thornhill, a school teacher at Menton, near here, was found guilty yesterday of having feloniously assaulted Carl Gibson, a pupil whom she whipped when he wore two pairs of trousers to school. The boy, 12 years old had disobeyed the teacher the day previous and was promised chastisement on the next day. He came prepared for it.

### Trust Prosecution

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

### Stratford Railroad Strike

NEW YORK, April 24.—United States Commissioner of Labor Neill and the sub-committee of railroad managers were in conference all today over 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 engineers 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 Halifax with the bodies of the victims of the Titanic which would have been found. The Mackay-Bennett will remain until the arrival of the Minia, which has gone to aid in the search. The Minia should be in communication with the Mackay-Bennett by wireless in the morning.

SAFEGUARDING OF LIFE AT SEA

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

OTTAWA, Ont., April 22.—Following the Titanic disaster, deputy minister Johnson of the Dominion Marine Department today issued an order to the acting chairman, Mr. Adams, of the steamship inspection board, to proceed here at once, and the chief officials of the department will meet in conference as to the necessity for changes in the present methods of inspection. Hitherto each vessel carrying 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 inspection. 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 question of discipline, especially on immigrant ships, will be taken up. It is unlikely that the Italian method of emigrant 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 not only will present rules for the safety 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 inadequate, but that according to the present ideas on the number of lifeboats on passenger ships all over the world, 2499 persons traveling weekly, are totally unprovided for in case of disaster.

\$14,000 Robbery

GRAND JUNCTION, Colo., April 22.—Although 26 suspects have been arrested 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

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

WINNIPEG, April 22.—Ernest J. Hutchins, aged about 28 years, who resided at 408 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 hospital. 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 consciousness.

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 arranged to sail from England April 19, to be married in Winnipeg on her arrival.

FLOODS IN QUEBEC

Beauveville Inundated, Traffic Disorganized and Damage to Maple Sugar Crop Amounts to \$300,000

QUEBEC, April 22.—Despatches received here from Beauveville 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 full of water. It is also reported that serious damage has been done to shops and industries. The power house has been flooded. It is the worst flood in the memory of the residents. No loss of life is reported. The Richemont river is also breaking up.

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 period. The maple sugar crop in the vicinity is ruined, the damage amounting to \$300,000.

SNOW BOUND

Delay in Opening of Navigation at Port William Retards Wheat Shipments

PORT 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 \$654,400, and the Daily Telegraph's \$87,775. The fund at Southampton amounts to \$72,700 and that at Liverpool, \$54,500.

SAN FRANCISCO'S HUGE DRY DOCK

Plans Provide for 1050 Feet in Length—Over 100 Feet More Than Projected Esquimaux Structure

SAN FRANCISCO, April 22.—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 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 Esquimaux, B. C., on the Strait of Juan de Fuca. Mr. Holmes drew the plans.

MINER'S REVENGE

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

PERNIE, B. C., April 22.—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 under Joyce in the mine, considered he had 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 house of the fire boss and upon the latter opening the door fired a shot at him which fortunately only hit the intended victim in the forearm. 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.

DELEGATION TO GO TO OTTAWA

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

Splendid progress with the agitation in 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 governments may be interested in the same. Among those present were Ald. Cuthbert, chairman of the committee, who presided; Ald. Dilworth, Mr. H. G. Wilson, president of the board of trade; Mr. C. H. Lugin, Mr. Wm. Blakemore, Mr. H. F. W. Behnen, M. P. F. Hen, Senator Macdonald and Mr. Beaumont Borgs.

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. R. B. Beaven, Hon. D. M. Eberts, K. C., and Mr. E. C. S. Schofield, provincial librarian, for invaluable assistance in the collection of data.

Mr. Lugin felt that the report was, on the whole, an admirable one, and suggested 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 ago. More steps might with advantage 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 mainland. 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 time ago 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 participated in by Mr. Borgs of the Real Estate Exchange, and by Mr. Blakemore, who made the suggestion that the matter was so important that a delegation should be appointed to go to Ottawa to present the memorial. Mr. Wilson felt that the memorial could be strengthened by including therein extracts 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 cities.

Mr. H. Behnen 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 legislature in furtherance of the project. Finally a resolution was carried unanimously for the adoption of the report with additions and the presentation of the same at Ottawa at the hands of a delegation.

ROSS RIFLE AT BISLEY

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

OTTAWA, April 23.—Col. Sam Hughes of militia, who returned this morning from Quebec where he met Col. Croese and Col. Barlow, delegates of the National Rifle Association, sent to Canada to adjust the difficulty over the use of the Ross rifle at Bisley, said that the troubles would be satisfactorily adjusted. "I anticipate," said the minister, "no difficulty in settling the difference."

SAN FRANCISCO'S HUGE DRY DOCK

Plans Provide for 1050 Feet in Length—Over 100 Feet More Than Projected Esquimaux Structure

SAN FRANCISCO, April 22.—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 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 Esquimaux, B. C., on the Strait of Juan de Fuca. Mr. Holmes drew the plans.

"So far as I know," he said today, "the largest docks in the world now complete are those at Glasgow, 850 feet; Southampton, 850 feet; and New York, 785 feet. The new dock at Esquimaux will outmeasure them all, and Mr. Schwab is planning to outmeasure Esquimaux."

"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 he contemplated a dock 1000 feet long. In return for aid from the Dominion government the company at Esquimaux will give government business the right of way, but it is to be paid for at commercial rates."

No American ship building company enjoys a government subsidy, but the biggest drydock in the world could bid for navy business and shipping men here pointed out today that the presence of such a dock would remove one of the objections heretofore raised against the policy of maintaining a 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 plunge.

Acting Premier Foster's telegram, dated today, follows: "Captain of Mount Temple reports received C.Q.D. message from Titanic 12.30 a.m. ship's south of position sent by Titanic immediately altered 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 to need to stand by as nothing could be done. Under these circumstances it does not seem necessary to detain boat due to sail Friday evening. 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 greatly 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."

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 for 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 boat 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 to their ankles in water and would have sunk in three minutes, as 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 and unrooded his boat.

"What did you do then?" asked Senator Smith. "Nothing, sir," returned the witness sharply. "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 shots into the water to scare away immigrants on one of the decks, who he feared 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 officer of the Titanic, took the stand immediately 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 get home.

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. 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. Who 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."

"When you Mr. Wild ordered Mr. Ismay into the boat?" "I don't 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 knew when the Cedric telegram was sent 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 keep witnesses together in case of such an investigation, which we were sure 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 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 account for the 1600 persons who could not be found. Where were they when the boat left?" "That I cannot fathom, perhaps Hemmings 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 Lightoller.

"Was there any panic?" "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 ahead. "I saw the light," he answered. "It was two points off the starboard bow." "Did you know what the lights were?" "No."

Robert Hichens, quartermaster in charge of the lifeboat which took off Major Peuchen and others, testified that 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 the collision was when the order came from the bridge.

"The first officer," he continued, "pushed 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 to starboard within seven minutes. I 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 from the Titanic. I had 38 women, one seaman, myself, an Italian lad 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 around, one that had four or six men came up and I borrowed one fireman from it. We never got any nearer the light. When we tied our boats together and stayed there until we saw the Carpathia coming. The sea was getting choppy and the women were getting nervous. I relieved one at an oar and another to take the tiller. A Mrs. Meyer sat next to me and accused me of wrapping myself in all the blankets, drinking all the whiskey, and using bad language, which I deny."

"I saw all the women taken on the Carpathia and was the last to leave the boat." Mr. Smith wanted to know if Hichens 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."

"It's a lie, sir." "You want the committee to understand you did not refuse to go to their rescue?" "I could not under the conditions. I was a mile away from the area we heard and we had no compass. I instructed the men to row away from the Titanic when she was sinking by building."

MR. ISMAY, WHEN THE WEATHER THICKENED remarked to me," said Lightoller, "that it was hardly possible we could catch the boat. He asked me if I thought it desirable that he send a wireless to hold the Cedric and I said 'Most certainly.' The telegram was sent. We were all agreed that it would be the best course and we all advised it."

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 denied 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 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 4 a.m. on the other side of an immense field of ice, edged thickly with bergs we saw the Carpathia."

When he left the scene he said five 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 engineering workers quit the vessel declaring that the collapsible boats on the Olympic were unseaworthy. She is now lying off Ryde, Isle of Wight with 1400 passengers aboard and possibility of sailing before noon tomorrow. It also was reported soon after the steamer strike began that the company had succeeded in getting men to take the strikers' places but this proved incorrect. As a matter of fact the difficulty 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.

How to G. T. F.

MONTREAL, April 24.—The following telegram from Sir Wilfrid Laurier was received by Wm. Wainwright of 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 gigantic proportions."

MASSACRE BY MOORS AT FEZ

Rebels Aided in Work of Carnage by Arabian Women—Terrible Scenes in Jewish Quarter

PARIS, April 22.—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 out that the French occupied Fez more than a year ago.

Premier Poincare today ordered Eugene Regnault, the French minister, to investigate the outbreak. Correspondence of French newspapers at Fez indicate that the plot of the rebels included the massacre of the whole of the French mission headed by Mr. Regnault, which recently arrived at the capital to establish the protectorate. This plan failed owing to the impatience of the Arabian women to begin the carnage. These women are described by the correspondents as creatures of terrifying appearance, who passed their time in rushing about the streets and torturing the wounded and aiding the Moorish rebels in their final mutilation and desecration of victims.

Scores of awful horrors occurred in the Jewish quarter of the city, where the mobs murdered, plied 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 homeless.

The complete story of the death of the telegraphers is a narrative of coolness and bravery, and the newspapers are comparing their devotion to duty to that of the wireless operators on the Titanic. Although they possessed but one revolver between them they kept the mob at bay for a considerable time, killing sixteen of them. At the time one or other of them was sending dispatches to headquarters at Tangier, telling of the plight of the city. Finally, however, the Arabs tore a hole in the roof into which they sent a murderous 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 of the Moors. The shot missed, and he was able to escape from the burning building.

Ignorance Licenses in Cobalt

COBALT, April 22.—The first liquor licenses ever issued to the town of Cobalt 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 illicit whiskey selling.

DOMESTIC TRAGEDY

Mysterious Death of Six Children in One Family Suspect of Phosphorus Poisoning

CHARLOTTETOWN, P.E.I., April 23.—Intense interest centres in the mysterious death of the six Magee children some few days ago. The inquest into the cause of death of the last child was resumed today. The autopsy revealed symptoms of phosphorus poisoning. The evidence shows that the mother bought a large quantity of matches.

Republican Nominations

ST. LOUIS, Mo., April 23.—With the arrival of Governor Hadley as leader of the Roosevelt forces and Congressman Richard Barndick, 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 announced that after the state convention decided the contests, they will be supreme. The state convention will elect four delegates at large to the National convention.

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 report of a special committee appointed to report on the best method of securing an engineer.

The committee reported that after having got into touch with several engineers 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.

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 inserted in the local and eastern papers and applications be sought.

Alfred Edgerton referred to Mr. Rust as a well known engineer, and as a capable man. Victoria would be fortunate in securing the services of such a man.

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.

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 that: "We made a number of inquiries, opened some correspondence, including that with Mr. A. H. Dimock, city engineer of Seattle, whom we made a suggestion 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 communication 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 Isaacs 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 the father's judicial associate. The appointment is regarded as the world's greatest triumph for women lawyers. In Great Britain and some of the self-government colonies women have not yet achieved admittance 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 the British methods of dealing with "epizootic," the much dreaded cattle disease which has been the subject of careful study in Great Britain.

HUSTLING WORK ON LINE TO NORTH

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 yesterday by Mr. Patrick Welch, vice-president and senior manager of the newly chartered company, and a leading member of the great contracting firm of Foley, Welch and Stewart whose name is well known in Western Canada on account of its work on the G. T. P. Mr. Welch had just come up from the south in order to take control of the situation in the absence of Mr. D'Arcey Tate, vice-president and general counsel of the company, who has gone to London to complete the financial arrangements for the line. Mr. Welch was accompanied 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 report of all the camps will be in the head office and thereafter the route will be decided upon.

Another important matter that is occupying 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 affairs, 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 not 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 men, and while he is confident that the work is started its progress will not 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 men, and while he is confident that the work is started its progress will not be impeded or interfered with unnecessarily.

On being asked as to when the actual construction would be commenced he replied that the route was located, and he expected to be done in a very few months. Of course tenders would have to be called for the work in sections, and it was probable, in his opinion in view of all the detailed circumstances that would have to be attended to, that the actual 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 not thought it out at three years at the outside. He also stated, however, that any definite reply to such a question was impossible on account of the many unforeseen circumstances involved in the work. Regardless of this, he said specifically that not an hour would be lost. For a moment he dwelt upon the configuration of the country, pointing out mountainous nature would render construction more tedious and more difficult than 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 through 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 of the line would offer any particular difficulties.

Mr. Welch has just returned from a 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 that the completion of the Pacific Great Eastern would be practically synchronous 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 he stated specifically that Victoria is actually undergoing a greater development than any other time than any of them. There 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 days.

APPREHENSION

National Dubliner Mr. J. J. Redmond

DUBLIN, Ireland, under the mood, its solution is easier to find. Although of the Home conclusion, thusiasm much described the most favored of Mr. Redmond and blood appear. T. of fools gave Ireland tenths of a million of it. The final said, was of the two Mr. Redmond's resolution accorded Ireland carried out. A green flag another number of that the Home Rule Mr. Redmond's support by more and more. G. G. the one-time welcome. Patrick E. minister signed by Home Rule. Mr. Redmond's support by more and more. G. G. the one-time welcome. Patrick E. minister signed by Home Rule.

Thousands of tons of goods were destroyed in the fire at Hongkong.

John O. United is overflowed that the held out to be grasped States.

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WORK TO NORTH

Welch, of Pa-Eastern, Says Will Be Ready

the activity dis- with the prelim- the construction Eastern railway, with Vancouver, of Victoria yes- Welch, vice-pres- of the newly of a leading mem- of heart whose name Canada ac- the G. T. P. Mr. e up from the ce of control of the ce of Mr. D'Arcy and general counsel has gone to Lon- financial arrange- fr. Welch was ac- Mann, president of action company. ed shortly before on the afternoon ad that the object ty was to confer ral on one of the the construction of ere entirely of a in regard to the down to actual r. Welch stated ce of Mr. Tate ere not being al-

He taken his depar- number of survey and, he (Mr. th to take up the en left off, and to ad ahead with all dnted out that at oute is being sur- coming in, but position to give to what exact line ew weeks the re- will be in the ter the route will matter that is oc- of Mr. Welch on condition of the sizes that while it is before any con- be let it will be view of the pres- to investigate, ily and see what made in order to what happened on- The construc- employ 2000 men while he does a- tular difficulty in desirous that once progress will not ed with unneces- in the contracting ars. Mr. Welch uch difficulty in or, when they is- tructed on time, has conducted a nt construction al that his past ard will stand him

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the statement conducted from sly, and that as re completed and uld be let for the country abutting Welch thought find their most en all over be of construction of by particular dif- returned from a es in which his e reports great life and states ple are getting of the Panama on he pointed out the Pacific Great ally synchrones that great wa- natural order of pme very closely the proposition ltries, or at least of it, coming ver the Pacific admit of any ight in the right and would be its claims upon future. Mr. Welch spok ise. Though he says that he sees e he comes. Ar- ctically all the ectated specifi- actually under- ment at the pres- them. They are Victoria is show- ers. He expects y, which is the mpany, in a few

APPROVE HOME RULE 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. Redmond, its first act was to adopt a resolution expressing sorrow at the disaster to the Titanic. 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 bloodstained traditions, would disappear. The Irish would be a nation of fools not to accept the bill, which gave Ireland immediate control of nine-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 enthusiasm and the unfurling of the green flag. 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'Callahan, secretary of the United Irish League, addressed an overflow meeting, at which he said that the honest hand of friendship held out by the Home Rule Bill should be grasped by the Irish in the United States.

FEARFUL OF DISORDERS

Thousands of Disbanded and Discontented Soldiers Assemble in Hongkong

HONGKONG, April 23.—Fears are entertained of further disorders in Canton. Thousands of soldiers have returned from a campaign in the north in a state of discontent and have been disbanded. The government and general in command have been impeached for putting to death a Chinese executioner, Dr. Sun Yat Sen arrived here yesterday.

VICTIM OF DYNAMITE

One Hundred Caps Explode, Injuring Powderman Who Dies in Kamloops Hospital

KAMLOOPS, April 23.—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. Washlok, was brought in from Cicco Saturday night and taken to the Kamloops hospital where he died yesterday morning. Just before quitting time he started to open a box of dynamite detonators in the rock out where Washlok's steam shovel is operating and in some unaccountable manner the caps exploded. There were one hundred caps, exerting a force of ninety pounds. Contractor Washlok, who was near Rugg, 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.

Motor Car Murder Mystery

NEWBURYPORT, Mass., April 23.—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.

Shot by Her Son

BROCKVILLE, April 23.—Mrs. Samuel Hullingsworth was shot by her young son on Saturday. The boy's mother was ironing 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

OTTAWA, April 23.—Another common's vacancy is in prospect. Word reached Ottawa today that N. A. Gordon, the Liberal member for East Kent, definitely decided to place his resignation 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 a precaution against getting into Canada the Mediterranean fly, a dangerous fruit pest. The Canadian imports from Hawaii consist largely of pineapples.

MORTALITY IN TORNADO'S WAKE

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

CHICAGO, Ills., April 23.—The latest reports of the tornado which swept over Illinois and Indiana on Sunday evening give 72 dead, nearly 200 injured and nearly 100 families destitute. More than 100 homes were demolished and the property lost totalled several hundred thousand dollars. The greatest damage was done at Bush, Willitsville, Murphorboro, Campus, Freeman and Kankakee, Ills., and Morocco, Ind. Governor Densen and Adj.-General Dickson arranged today to extend state relief to the stricken districts in Illinois.

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 Skeena by which Mr. William Manson is again installed as representative of that district in the provincial legislature, the official recount showing him to have received 949 of a total of 1043 ballots cast, or more than 90 per cent of the vote polled, although four candidates were in the field.

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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.

WORK ON G.T.P. TO BE EXPEDITED

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

OTTAWA, Ont., April 23.—Vice-president 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 and should be temporarily 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. Hays's death.

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The chief officer of the steamer Trader, Mr. Edward F. Geogeson, had a narrow escape from drowning when he fell from the freighter lying along Evans Coleman & Evans wharf yesterday. The trader was discharging cement and the chief officer leaned over the rail to take a line, when he overbalanced and fell. He was hauled out by Chief Engineer John Parker and Second Engineer John McGee. He was unconscious when taken from the water, but after the two others worked over him for some time with artificial respiration, he recovered.

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INTER-IMPERIAL RECIPROcity

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 he will be able to go Australia to complete the arrangements now being made.

PUNCH'S TRIBUTE TO TITANIC HEROES

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 Titanic": "Tears for the dead, who shall not come again. Homeward to any shore on any tide; Tears for the dead, but through that bitter rain. Breaks like an April sun the smile of pride. Patient of discipline's supreme decree. Well may we guess who know that gallant breed. Schooled in the ancient chivalry of the sea."

B. C. CONTRIBUTES TO TITANIC FUND

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 name 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.

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

LONDON, April 23.—The Welsh disestablishment bill was introduced today 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, libraries and museums in Wales.

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The Colonist

The Colonist Printing & Publishing Company, Limited, Victoria, B. C.

The Semi-Weekly Colonist

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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 investigation. At the head of the committee is Senator Smith, a man who has heard a word of testimony, and who is pursuing his examination of witnesses, not as one who wishes to ascertain the truth, but as if seeking for a basis upon which to found ignominious insinuations.

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 is ignorant of matters into which he is inquiring, or that he is endeavoring to muddy the witnesses in their evidence. His effort to get from one of the ship's officers an admission that passengers may have taken refuge in the water-tight compartments, and his suggestion that these compartments are intended as a refuge for passengers in case of a wreck show his unfitness for his self-imposed task, and discount in advance the value of any finding at which he may arrive.

AN ASSURED PROPOSAL

It was recently certainly proposed in Montreal to give a certain company a monopoly of the right to use motor-buses on the streets of that city. We think the idea was abandoned. Our object in mentioning it is to say that such a proposal ought to be intolerable; it is said that a company proposes to operate motor-buses in Victoria. It means let it be permitted to do so, but let it do so under a law of which any one who may be so disposed may avail himself. We want no monopoly in motor-buses. If one were granted it would be a very valuable franchise, for which we can imagine the tramway company would be willing to pay a fairly handsome amount.

ANNEXING THE BAHAMAS

The legislature of the Bahama Islands has been discussing the propriety of uniting with Canada. A public meeting recently considered the proposal 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 his various aspects, 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 as regards commercial advantages when a sister 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 Bahamas and bid them join us as soon as they can get ready to do so on commercial 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 influence us. We would welcome the Bahamas, the rest of the West Indies and Newfoundland whenever they are ready to join our household. We endorse what Mr. Macaulay said. We endorse what the Canadian aspect.

"Right here I will say that it is not necessary to appeal to our people on the sole basis of financial profit. They have a patriotism which is very responsive. Shall I tell you how I have sometimes got the question to them? I have asked: 'Why do the Bahamians suffer commercially?' If they were to throw in their lot with the British 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

love the Empire that we love! They are a member with us of the same family. Shall we Canadians in our prosperity sit idly by while our sister colony 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 respond. But after all, the pocket is important, and we are able to show our pocket that instead of suffering they will actually benefit by union with the islands. Eighty per cent of the imports 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 Canadian 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 80 per cent from Canada and two and a half from New York.

PARTY ORGANIZATION

The Montreal Herald in a recent article hailed with great satisfaction the statement that a number of prominent Liberals were to be called in to consult with Sir Wilfrid Laurier as to the future of the party. While recognizing the ability of the ex-Prime Minister 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, he said, was a lack of interest in the party's welfare, and when the time came for a call upon the active and sympathetic assistance of Liberals generally, it was not forthcoming.

The extent to which party discipline was carried by the Liberals was very manifest during the life of the last Parliament. Upon the Liberal side debate 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 respect, made a speech. The obvious thing about which Mr. Smith, representing a constituency in which is situated the Naval Station of Esquimaux, ought to have talked was the naval defence 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 this was a very clever speech and fitted very well into a programme of speeches prepared by the party whips; but it is also no harm to say that if Mr. Smith had spoken as a member for his constituency, he would undoubtedly have been 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 Mr. 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.

THINKING IMPERIALLY

We are advised every now and then to "think imperially." Doubtless this is a good thing to do; but we could wish we felt more certain what people who talk most about it mean by it. We have just read newspaper articles in which the writer claims to be one of those who think imperially and he suggests that what British Columbia needs is more Oriental immigration. Another lot of people "think imperially" at such a pace that they can see nothing but evil in the United Kingdom and constantly exalt the overseas Dominions at the expense of the Mother Country. Others think it is thinking imperially to dream idle dreams about the Empire'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 opinion that thinking imperially would lead anyone to favor tariff reform in the United Kingdom; but it has come about that many people think that to favor tariff reform is to think imperially. They would be scandalized 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 larger policies of our respective countries 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 across a continent in lines of steel. We hope the time is not distant when they will be furrowed across the sea by the best of our ships ready to take part in the defence of the Empire.

IMPERIAL TRADE

The Canadian Manufacturers' Association and the Toronto Board of Trade recently 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 remain a dead letter unless they were followed by improved citizenship and cheaper cable services. Canada is ready, he said, to make extraordinary efforts to accomplish the object, and he had no doubt that 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

to establish Commercial Agents and Trade Commissioners in the island for the purpose of building up a trade between them and Canada. This is a matter in which British Columbia at present may have only an academic interest, but it will speedily become an actual interest as soon as the Panama Canal is opened. Addressing the manufacturers present he spoke of the importance of the home market. "But I think," he added, "that we make a mistake in Canada if we don't cast our eyes on foreign fields as well. No war is waged in the world so strenuously fought as today the war of commerce is being fought. Today the manufacturing interests of the United States, of Germany, of Great Britain, and every other great country are exploiting every acre of the outside market they can exploit. They are getting into the foreign markets. And if you don't wake up soon, you manufacturers and producers of the Dominion of Canada, you may find every fortress held by your foreign rivals, and it will be all the more difficult for you to get into them."

IS FRANCE IN DANGER?

All authorities are agreed that France never was as strong in a military sense as at present. There is also a very general agreement that the Bank of France never had as much money at its command as now. But it is also alleged that there has not been in many years a time when the peasantry of France had as small savings as at present. The reasons given for this are that the cost of living has increased, and crops have been 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 paying the cost out of the savings of many masses. The allegation is made that all the public men of the nation realize that the country is in danger of a popular uprising not so much against the government as against existing conditions. Hence the present cabinet contains men not particularly in personal sympathy with each other but ready to act in harmony in the face of a common peril. A recent French expression runs: "The fear that very serious disorders may break out at any time. Already there have been portentous local demonstrations."

In the event of a popular uprising there is grave doubt if the republic could survive. A nation in despair may turn in any direction for relief. There are two possible claimants for the French crown. 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 dull temperament. However it is alleged that his wife has 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 Bourbons family, and he claims to be the rightful king of France. Which, if either, of these will rule France is a question which qualified judges say it is not too soon to think about.

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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 inviolably govern, and there could be no departure from what our forefathers would be held to. But changes are being brought about, and this is in other respects. Formerly it was held that a father's right to control the condition of his minor children could not be called in question. More recently this idea was modified so as to permit 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 upon whose control ought to prevail. Still more recently the greater stress has been laid upon the right of the mother. A new doctrine has just been laid down. In the case of the King versus Walker the question at issue was who should have the custody of a boy of ten years of age. His parents were named Strather and they were in very strained circumstances at the time of his birth. Mr. and Mrs. Walker 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 circumstances of the Strathers had materially improved, and the wish to have their boy back again. The lad had grown up to love his adopted parents, and 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 opinion, the adoption of the child would remain with the Walkers, the claim of his parents was not allowed to prevail. Not very many years ago this doctrine would have been looked upon as revolutionary. Now it is accepted as a matter of course. The incident, apart from its own value in determining how the welfare of the child should be considered, is of great importance as showing the tendency of judicial decisions. It is an assertion that the State has rights as regards children that override those of fathers and mothers.

The marine world is greatly interested in the use of oil as a fuel for marine engines, since the Diesel engine has been perfected and been thoroughly tested. The inventor is a resident of Munich, but his patents have been acquired by an English company. It is not at all improbable, however, that the type of engine will remain a monopoly of any one concern, for the new principles will doubtless be applied through the medium of various kinds of engines. Distinguished authorities say that the Diesel engines will work as well as the best of steam. When used as a fuel, the Diesel engine can be used in the Diesel engine at least 40 per cent. can be turned to advantage. The new principle employed in the engines is that of the injection of the oil, which is injected in a chamber filled with compressed air. The compressed air can be made very hot simply by pressure alone. The oil droplets entering this compressed air are at once consumed. The use of oil will be greatly increased by the invention of the new engine, and hence the question of the supply of oil becomes very important. The Diesel engine can burn oil of any kind, whether vegetable or mineral, and hence, while there is always a possibility that oil fields may run dry, 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 prospecting for oil, a branch of industry that has not as yet been followed as systematically or as generally as it might be with advantage. The forthcoming very extensive use of oil as a fuel, taken in connection with Sir William Ramsay'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 power.

It will be recalled that when Lord Kitchener was sent to Egypt there was a great outcry against the burial of his remains in the land of the Pharaohs. Just what there was for him to do anywhere else was not obvious, except to those people who thought that the United Kingdom ought to have a system of the Continental conscription system. That the British people have the least intention of admitting 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 a man of his exceptional powers, that he did not wish to be like a man of his office programme would be like hitching a thoroughbred to a dump cart. 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. Lord Cromer was a man of great executive ability, but his administration, lacked the personal touch which the land needed. He was an office man. He took hold of Egypt as a contractor might take hold of a piece of work. He won the confidence of governments and financiers, 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 failed to fit into the atmosphere of the country. We hear of Kitchener shows us a man of an all his opposite type. His distinguished predecessor, he was surrounded himself with much state and dignity. The doors of the British Agency were wide open to all who choose to enter to transact business with the chief; but uniforms are in evidence, and the visitor is made to feel that he is

about to be ushered into the presence of a man of power. When the visitor for justice meets Kitchener he is put at his ease immediately. The humblest of his subordinates, the most important local chief, 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 position. He is gentleness itself unless it becomes necessary to assert his authority. Said the Egyptian administrator to a district: "I cannot maintain order in this district," said Kitchener, "I can." The Egyptian said he would like to be allowed to try once more. This man of iron, this personification of dauntless courage and indomitable resolution is acting as a tutor to the most extraordinary people in the world. For centuries Egypt has been accustomed to be governed; Kitchener 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 expected to understand; but by practical demonstration. When he tells a local governor that he cannot keep the people 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 to be no shirking of responsibility, those in authority under him begin to learn the meaning of the words duty, and this is the first step towards citizenship. Personally, Kitchener is beloved by the people. He is a man of a type that appeals to the Eastern imagination. He is building upon the foundation laid by Lord Cromer a superstructure that seems likely to endure.

LABRADOR It is interesting to know that Labrador is far from being a great waste land. It is one of the greatest wonderlands in the world in point of scenery, with great lakes and mighty cataracts and huge shadowy firs. But in addition to this it possesses extensive forests suitable for pulp wood, and very valuable deposits of mineral. The coast of the peninsula is the worst part of it climatically, and this is because it is swept by the Arctic current. Inland the climate is not unfavorable to human habitation. Dr. Grenfell told a Montreal 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 more certainly after the experimental stations to be established have been in operation for a little while. Labrador will become a great game country. Reindeer flourish there and their furs will prove a valuable article of export. Fur-bearing animals are already numerous and others are being introduced. Dr. Grenfell anticipates that the raising of fur-bearing animals will become a very important industry.

The geological aspect of the country is carried so far that it may be found to be very highly mineralized. The formation that has made the Porcupine 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 rivers of this peninsula are large and capable 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 country, for every one will remember 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 Labrador is going to furnish us with the next field of interest.

A Toronto woman has begun an action for damages for an accident, because it so affected her nerves as to interfere with her playing bridge. She must have more than the normal amount of nerve left. Commenting upon the fact that Canadian Anglicans have elected a Bishop of Japan, the Montreal Herald wants to know how Canadians would feel if the Japanese should elect a bishop of any kind for Canada. We give it up.

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

There 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 hoists above, And silence most profound.

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

There is no royal road through toil, It is a thorny and perplexed. "Be British! O 'Be British!'"— 'Tis a sermon from this text: "Who justifies his present life, Is ready for the next."

A Fair Trade "Am I required in exchanging wedding gifts in the department from which they were purchased?" "Not at all," said the shopwalker. "I would like to exchange a rose-bowl for a trypsin."

THE MILLER OF THE DEE There dwells a miller hale and bold Beside the river Dee; He worked and sang from morn till night; And this the burden of his song: "Forever wed to be— And nobody envies me! " "Thou'rt wrong, my friend," said old King Hal. "Thou'rt wrong as wrong can be. For love my wife, thou'rt right as thou art. 'Tis gladly changed to thee. And tell me now, what makes thee sing And love my wife, thou'rt right as thou art. Beside the river Dee?" The miller smiled, and doffed his cap. "I love my bread," quoth he. "I love my wife, I love my friend, I love my children of my own. I own no penny I cannot pay." That turns the mill and grinds the corn To feed my babes and me." "Good friend," said Hal, and sighed the while, "I love my wife, and happy be; But say to more, if thou'rt to be true. That no man envies thee; Thy mealy cow is worth my crown, Thy mill is worth my kingdom. Such men as thou are England's boast. 'O Miller of the Dee,' Isaac Bickerstaff.

MANSON VS. RICKARD Former Manitoba Boxer Anxious to Meet Heavyweight and Thinks He Can Defeat Him VANCOUVER, April 25.—Lee Manson, the well known Manitoba middleweight boxer, who is stationed at Lake Bunten these days, is ready to take a whiff 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 prepared to meet Rickard any time. He has already been in communication with J. A. Dupuis, who is acting as trainer for the "hope," and he has been asked a match in the near future. Dupuis has guaranteed Manson's expenses, 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 of First 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 Eastern, 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 between 1500 and 1600 stowage passengers, 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 and exceeded in size vessels constructed for many years afterward—was lightly loaded."

"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 about and the men had great difficulty in hanging on to them. A quartermaster was jerked away and fell under the wheel to be jammed by the spokes and killed. Finally, in the 'away' which banged the rudder and chain steering so difficult, we figured that it 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 sea carried away part of the bulwarks, and the bits of the rudder shaft were carried away."

Repair to Rudder "There was a meeting of the stowage 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 repairs to the rudder. They got drills, and while the sailing was swerved about in the 'away,' they bored two holes in the iron and placed another chain were made fast and tackles rigged in each end of the casting to permit the big steamer to be steered and she was worked back to the Irish coast and got inside Cape Clear, where telegrams were sent and two large tugs came out to tow the big liner to Queenstown. She lay outside for several days making repairs to the rudder and then went to Milford Haven to be repaired. There were no drydocks then, only griddons. We left her at Milford Haven and went to Liverpool."

Wail-bell Vessel "The Great Eastern was a splendidly built vessel, but her size was ahead of the time. She afterward became a cable-laying steamer and laid the Atlantic cable. Considerable could be written of the history of the ship, but I will not do so. She was built in 1854, and there was much damage in the stowage quarters there was a trying state of affairs. The method of furnishing was different then, the quarters being provided with standing bunks and the passengers were allowed to take their trunks and baggage with them, the result of which was the steamer wallowed in the sea, the trunks rolled about and a number of peculiar children, had legs and arms broken."

The Great Eastern was a paddle and screw iron steamer designed by I. K. Brunel and Scott Russell and built at London in 1854. She was then by far the largest vessel in existence, being 476 feet long, 323 feet broad and had a total tonnage of 18,515 tons. This big steamer did not prove a success as a business enterprise, and was withdrawn from the passenger service in 1883, being used afterward as a cable-laying vessel. She was broken up in 1888. The big steamer had five funnels and six masts, carrying sets of square sails on three of them.

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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 victims of the lost White Star liner Titanic. The order will go into effect from one o'clock on Monday, April 23, at 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 company's offices. The steamer Prince John, Captain Wearmouth, which is operated between Prince Rupert and Queen Charlotte Islands, came to the G. T. P. wharf from Esquimaux yesterday after being given a general overhaul on the ways of the B. C. Marine Railway company at Esquimaux. The Prince John was slightly damaged by stranding in the north some months ago and the deferred repairs were made when she was on the ways, several planks being failed. The steamer Henrietta, of the G. T. P., which hauls a shipment of general merchandise, landed at Vancouver by the Harrison-Deer Line company at Toledo, left for Seattle last night to begin loading another cargo for Prince Rupert and northern ports. The Henrietta is to take another large shipment of lumber for the big canyon which the B. C. Fisheries Co., Ltd., is building at Allford Bay, Queen Charlotte Islands.

CANADA'S TRAINER MAY BE WALTER KNOX Orilla Professional All-Round Champion Suggested to take Dominion Olympic Team in Hand There is a rumor in athletic circles that Walter Knox, the Orilla professional all-round champion, who is at present staying his luck in prospecting around Gowanus, 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. At the selection has been made, it is a wise one, and the Canadian Olympic 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 the Canadian Olympic committee made no mistake when they agreed on Knox to look after the paltry few athletes. 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COMMENTS ON U. S. METHODS Course Pursued by Senate Committee Investigating Titanic Disaster Strongly Condemned by British Papers

Herbert J. Pittman, chief 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.

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 in the manner in which the American inquiry is being conducted and what is regarded as the unfair treatment of J. Bruce Ismay.

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. The lights then went out and then there were those dreadful cries. It frightfully affected all the women on our boats. But the sounds grew fainter and fainter. I think we were about five-eighths of a mile away."

SENATOR SMITH AND PHOTOGRAPHERS

The impertinence and activities of a squad of photographers so aroused Senator Smith that he indignantly ordered 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."

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 tonight that had he known of the Titanic's plight, all the latter's passengers could have been saved.

MR. GEORGE WRIGHT VICTIM OF WRECK

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

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 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.

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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 the moment conceive that the terrible disaster was due to his 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.

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PERFECT PANACEA FOR RHEUMATISM "FRUIT-A-TIVES" WILL ALWAYS CURE THIS TROUBLE. McMillan's Corner, Ont. "Our remedy Fruit-a-tives is a perfect 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."

ITINERARY FOR COMING SUMMER 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

CASTORIA For Infants and Children. The Kind You Have Always Bought Bears the Signature of Dr. J. C. Watson

Corrig College Select High-Class BOARDING College for BOYS and GIRLS. Refinements of well-appointed General Manager, J. W. GIBSON, B.A. HILL PARK, Number 11, University Examinations. Fees inclusive of strictly moderate. L. D. D. Phone 120. Principal, J. W. GIBSON, B.A.

COLLEGIATE SCHOOLS FOR BOYS The Laurels, Rockland ave. Victoria, B.C. Headmaster, A. D. Muskett, Esq., assisted by J. L. Mollett, Esq., B.A., Oxford. Three and a half acres extensive recreation grounds, gymnasium, cadet corps. Xmas term commences September 12th. Apply Headmaster.

LINSEED COMPOUND Is a reliable old English Home remedy for COUGHS, COLDS, Asthma, Bronchitis, and all Lung & Throat Troubles.

WANTON TO FORT GEORGE LINE Location of Route to be Taken in Hand on May 3 and Construction to Begin Before July 1

DR. J. COLLIS BROWNE'S Chloroform The ORIGINAL AND ONLY GENUINE. Acts like a charm in DIARRHEA and is the only Specific in CHOLERA and DYSENTERY.

BRITISH MANOEUVRES Col. Sam Hughes Will Attend Military Spectacles 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 as chief of staff.





# 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

PREPARE 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 concession 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

## \$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 inches wide.

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 Friday.....75c

## We Know Your Good Taste in Gloves

NATURALLY 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 recommend.

Suede Lisle Gloves, in natural color and white. These have two clasps and are remarkable value at, per pair.....50c

Suede Lisle Gloves. These are 12-button length and are to be had in colors black, white, cream and tan. Per pair.....50c

Suede Lisle Gloves, 16-button length, in colors white and cream. Are exceptionally low priced at.....75c

Kayser Silk Gloves. These are to be had with 2 clasps, and in colors navy, Pongee, champagne, grey, tan, white and black. Per pair.....75c

Kayser Make Silk Gloves, 16-button length, in colors cream, sky and white. Can you wish for a better value at, per pair.....\$1.25

Kayser Silk Gloves, 20-button length, in colors cream, white, Pongee, pink and sky. Per pair.....\$1.75

Perrin's Marchioness Glace Kid Gloves, in colors navy, tan, brown, slate, heaver, mode, black and white. Have two-clasp fastening, and are an extra good value at, per pair.....\$1.00

Dent's Dogskin Gloves, with one clasp, and in tan color only. A special value at, per pair.....\$1.00

Perrin's Chamois Gloves, with one clasp. A reliable and useful glove at.....\$1.00

Dent's Dogskin Gloves, in white only. These are an extra good quality and rare value at, per pair.....\$1.50

## Profitable Investments in Machines That Lighten Wash-Day Toils

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 wheel and can be driven by a handle on the fly wheel or a lever on the top of the tub. Runs exceptionally easy and is a very efficient washer. Price.....\$8.90

## 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

WITH 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 styles.

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 \$2.00

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 in all sizes.

## Means Everything Dependable and of Unequaled 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 embroidered front. The neck and sleeves are edged with lace, and you'll find it hard to get equal value for less than \$1.00. Friday's special.....75c

Women's Night Gowns, made of a fine nainsook and various styles to choose from. One style has a deep yoke of embroidery, while others are the slip-over garments daintily trimmed with lace, etc. Friday's special, per garment.....\$1.00

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 lace. Per garment on Friday.....\$1.25

Women's O. S. Drawers, made of an extra-heavy cotton. They are neatly finished with a flounce of embroidery. Per garment on Friday.....\$1.00



## 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

ARE 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

## 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

Japanese Matting Suit Cases, 24 inches long. These are made on strong but light steel frames and are fitted with metal corners. Has two side clasps, lock and leather handle. Will stand all kinds of wear and is especially useful for women. Price, only.....\$1.75

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, each.....\$1.95

Walrus Leatherette Suit Case, in colors black and tan. These are well made and are fitted with two strong leather outside straps. Price, each.....\$2.50

Grain Leatherette Suit Case—These are 24 inches long and extra deep, are tan color and are finished with heavy corners. Has brass side clasps, lock and leather handle. The inside is well finished and is fitted with a shirt fold and four leather straps. Price.....\$2.65

Japanese Matting Suit Cases, 24 inches long and fitted with heavy leather corners. The edges are fibre bound, has two side clasps, lock and key. This suit case is extra deep and roomy, but not heavy. Price, each.....\$2.75

Japanese Matting Suit Case, similar to the above, but fitted with outside straps. Price, each.....\$3.25

Japanese Matting Suit Case, with extra strong leather corners 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 outside straps. Price, each.....\$2.75

Japanese Matting Suit Case, 24 inches long and admirably suited for women's use. The inside is lined with grey, watered moire, has pockets and three leather straps for garments. Has strong leather corners, two side clasps, lock, and the edges are fibre bound. Price, each.....\$3.50

Grain Leatherette Suit Case, 24 inches deep, tan color and fitted with two heavy leather outside straps. The inside is well lined, fitted with a shirt folder and four straps for garments. Finished with heavy leather corners, side clasps and lock, also strong leather handle. A splendid value at, each.....\$4.50

Grain Leatherette Suit Case, tan color. 24 inches long and fitted with two strong outside straps. Has strong leather corners, side clasps, lock, leather handle, shirt folder and four inside straps. It is the equal of the average leather suit case but costs about half the price. Price, each.....\$4.75

Japanese Matting Suit Case, 24 inches long, heavy leather corners, brass lock and side clasps, leather handle and fibre bound edges. Has two leather outside straps, also four straps and shirt fold inside. A specially good value at.....\$4.75

Trunks and Steamer Trunks, in a variety of sizes and styles are here. Come and pick yours out. Prices from \$5.50 to \$20.00

## A Big Sale of Waists at \$2.90—Friday

ONE of the most interesting parts of the store is the Waist Section. So long as the Tailored Suits hold sway women will have separate waists. We can fill your need with simple and attractive waists at economy prices.

Here's a very special offer of a few dozen Lawn and Cross-bar 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.

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

IF QUALITY AND LOW PRICES STILL HAVE A CHARM

### Men's \$5 Boots for \$3.95

HOW 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 leather 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 and cannot injure the hair. Four curlers on a card for 25c

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.....25c

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 curlers on a card for.....15c

The Magic Curler will wave or curl the hair in 10 to 15 minutes without heat while you are dressing. Specially useful for travelers. Three on a card for.....15c

The Ascot Hair Waver is low priced but gives good results. Twelve on a card for.....5c

## Values in the Carpet Department That Point to a Busy Day on Friday

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

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

Japanese Mats. These are reversible and the designs are woven. Reds, blue and greens are the most prevalent colors, and every mat is an excellent example of Oriental art. Size 36 x 72 inches. Price on Friday.....50c

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 quotation for your new fittings. You can have, all ready made, a shade in colors cream or green, 37 inches wide and six feet long, for.....40c

# David Spencer, Limited

VOL. DEATH D Mackay-Halifax from Board FURTHER Evident patches Those Been HALIFAX Bennett Monday, ad sage from today. It nett," and "Confirm on board. bodies." As 205 t It is assur lated that The mea Star Line identified "Steamsh Cape Race, "To Iam Company, Further son, C. G. son, Adolph fred Fellow W. E. Min Clark C. In Bone, Robe Carby, Alf R. Hargood, Vanderlof, let, J. H. Austn Ya Edward A. Anderson, Lyon, Pom Marsh, E. Cob, C. Mil F Baxter, Monsour He ders. E. Pr Mercla Hat S. Hilabert, bert Danbor er, W. W. W Tschald, W Emil Bran George Leff Cove, Allor Hartley, Jo Joff, J. Whit C. Gradiage ward S. Rog EVIDENC WASHIN Failure to great field a rigid bar, rescue, and in speeding lined to se victims to north Atlan today before investigating James H. Temple, e stantle in re help, told o ice which h Within h discerned, steamer, p schooner w out of the schooner, those seen the Titanic Captain unwise the mander in through the advised of Mount Fern he had spe Atlantic an he said, he reduced spe get caught his engine clear. The witn scription the the Titanic ship was c than its op said, he pr the first th With what steamers w of the "Tit mistake in tion of the one. With northern s of the Titae ed through J. Bruce of the Inter listened to at the lifeb and asamer how Mr. Is man to go said the wo a stewarder In reply h take your Steward Conti