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press for their marked courtesy to assure them that everything that has transpired has been entirely in their presence and that this course will be pursued so far as I am concerned, in the future hearings of the committee."

NEW YORK, April 20.—The mystery which shrouded the last hours of the famous Canadians who went down to their doom with the ill-fated liner Titanic was penetrated when Major Arthus Pousses.

Arthur Peuchen, captain of the Queen's Own Rifles of Toronto, and

with the late C. M. Hays, general manager of the G. T. P.

"Good-bye, Peuchen: I feel that the ship will last another eight hours, and by that time we shall have assistance," were the last words of the great railway magnate.

Major Peuchen, in an interview

said:
"It was Sunday evening, a starry night and caim. There was an exceptional bill of fare on for evening dinner. We were all in evening dress and the ladies were many jewels. Music went on as usual. I dined with Mrs. Markland Molson, Mr. and Mrs.

LIFEBOATS TO HOLD

NEW YORK, April 20.—Mr. J. Bruce ismay announced today that he had given instructions to all the lines of the International Mercantile Marine, which includes the White Star, the American, the Red Star, the Leviand The Atlantic Transport

Leyland, The Atlantic Transport and Dominion lines, to equip all steamers with sufficient lifeboats and relief boats for every pass-enger and every member of the crew without regard to govern-ment regulations.

ALL ON BOARD

BOARD TITANIC

LAST DINNER ON

MAJOR PEUCHEN'S

# HOW CALAMITY STIRS ENGLAND

Heroism Displayed Aboard the Wrecked Titanic Proves Some Solace in a Time of National Mourning

#### BRITISH SYMPATHY FOR WHITE STAR LINE

U. S .Senate Committee Submits Invalid Wireless Operator of Lost Steamer to a Gruelling Examination

ing in the face of a death-dealing calamity, and every man walks more
proudly through London's streets today, knowing that the sons of the empire have proved under an almost
overwhelming strain that the blood of
the race and its adherence to discipline
can triumph over death. Though the
elemental forces of nature have destroyed man's handlwork, yet man's
soul rides victor over all nature's
harshest menaces.

There is no disposition here to blame the White Star people for the inade-quacy of the life-saving apparatus carried by the Titanic, for it is shown that the Titanic's equipment was above the official requirements. Universal sympathy is felt for the company because of its splendid record in maintaining British mercantile supremacy. Its admirable treatment of its people is well known here, and, despite the tragedy, the White Star line retains the universal respect and good-will.

No victim of the tragedy has attracted more notice than W. T. Stead. Two or three ungenerous obituaries, notably by T. P. O'Connor, in the Dally Mall Gazette, have only served to throw into greater relief the splendid appreciations elsewhere. While admit-ting his peculiarities, he has been ac-

they admired his disinterested zeal, his amazing initiative, his originality and his wonderful mastery of facts. They loved him for his simplicity, unconventionality and genuineness. The greatest of British journalists have acknowledged that in him England has lost the supreme publicist of the generation.

millionaires on the Titanic. It says:
"After the women, it was clearly a
matter of pure chance which men were
saved. Most of the millionaires were drowned, while many third-class passengers were saved. Indeed, it is established beyond doubt that the millionaires were treated exactly like any one else, and that they gave an exhibition of courage, self-restraint and obadience to orders second to none."

The Allan and other lines are al-ready taking measures to increase the number of lifeboats on their steamers. Memorial services were held in St. Paul's cathedral yesterday, and these were attended by members of the cabinet and of the diplomatic corps, among whom was Ambassador White-law Reid, Mrs. Reid, the Lord Mayor and sheriffs of London and others. The White Star line and the International Mercantile company also were represented. The whole congregation stood while a military band played the Dead Tarch from "Saul."

Hundreds of women and men broke down, and sobs were audible throughnorial services were held in St.

down, and sobs were audible through-out the edifice. Alexander Carlisle, who was among the congregation, was so affected that he fainted and had to

#### WIRELESS OPERATOR OF TITANIC ON STAND

NEW YORK, April 20 .- With dram atic suddenness the senate investiga-tion of the Titanic disaster came to an end today so far as the New York hearing was concerned. It will be re-fumed, however, in Washington on S. Franklin, the chief officer of the White Star line, and more than a score of the officers and crew of the sunk-en vessel, will appear before the com-

Incident to the sudden close of the hearing here was the story of Harold S. Bride, the second and only surviving wireless operator of the Titanic. His ale was one of suffering and death. He told of the final plunge of the ves-

In connection with the hearing in Washington it was intimated that the power of the senate on federal territory would be undisputed in getting at the real facts, and no question of state rights could rise to interfers. Throughout the hearing also, officers of the White Star line had portrayed danger of sailors' boarding houses in New York as a reason why those detailed things looked "queer." By queer, I was asleep at the shock when the ship struck. In fact I was asleep at the time and was not even awakered by the impact. When the engine stopped Mr. Phillips called me and I put on the telephones, while he went out to see what was the trouble. A little later he came back and said things looked "queer." By queer, I line. We satisfied ourselves that their

by the committee should be allowed to sail on the Lapland, which left today.

#### TESTIFIES FROM AN INVALID'S CHAIR

Throughout the hearing this morning, Wireless Operator Bride, orippled as a result of his experiences, and seated in an invalid's chair, told his story of the last moments of the Titanic. His harrative held the committee and the autience enthrelied: When his ordeal ended ne was almost on the verge of collapse. After the hearing was resumed in the afternoon the announcement of the change of base (was made. Herbert J. Pitman, the third officer on the Titanic, had been called to the witness chair. Senator Smith directed a question to him relating to the whereabouts of the chip's log. The witness said be did not know. Promptly Mr. Smith announced the committee's decision to resume the inquiry in Washington on Monday.

The committee devoted the entire day to the subject of wireless in the disaster. H. T. Cottam, the operator on the Carpathia, was a witness. Senator Smith sought to establish certain testimony Cottam had given on the stand yesterday, and this soon was ended. Then came the "star" witness of the day.

Seated in an invalid's chair, Bride

Seated in an invalid's chair. Bride was wheeled to the end of the table. He was wen and pale, and he locked and interlocked his fingers incessantly. Like Cottam, who is 23 years old, Bride is merely a boy. Neither had any telegraphic experience previous to taking up wireless telegraphy, and both told tales of long hours at low wages and days and nights spent without sleen.

#### EXAMINATION IS OF GRUELLING KIND

by T. P. O'Connor, in the Dally Celegraph, and his old paper, the Fall fall Gazette, have only served to brow into greater relief the splendid ppreciations elsewhere. While admitting his pecularities, he has been acted the most original journalist and the most original journalist and the most able correspondent of our generation.

Tournalists of London have often aughed at Mr. Stead's oddities, but they admired his disinterested zeal, his amazing initiative, his originality and nis wonderful mastery of facts. They loved him for his simplicity, unconventionality and genuineness. The greatest of British journalists have acknowledged that in him England has lost the supreme publicist of the generation.

Tribute of Times

The Times, in an editorial, pays a warm tribute to the behaviour of the millionaires on the Titanic. It says:

The Times and his old paper, the Pallity furt according to the witness, apparantly and the speciality of the sea, he called the tritanic to inquire specifically just what was wrong.

"Mr. Phillips said he was a fool," Bride testified, referring to the chiaf operator on the Titanic, who lost in the Titanic, who lost his life. "And told him to keep out."

"No effort was made to re-establish communication with Frankfurt, although Phillips felt certain that the vessel was much nearer than the Carpathia, with which communication had been established. This, Bride said. Phillips Judged by reason of the greater of the Herrian antity considered the call more or less trivial, for an hour after receiving, the furting to the call more or less trivial, for an hour after receiving the furting to the call more or less trivial, for an hour after receiving the furting considered the call more or less trivial, for an hour after receiving the furting to the call more or less trivial, for an hour after receiving the furting to the call more or less trivial, for an hour after receiving the furting to the call more or less trivial, for an hour after receiving the furting to the call more or less trivial, for a

Bride said he did not know, that probably the Frankfurt operator could not understand, and that Phillips, his superior, had used his own judgment.

#### WARNING OF ICEBERGS IN LINE OF TRAVEL

He drew from the witness an acknowledgment that on Sunday evening Bride was sitting with the telephones strappad to his ears, adjusting his accounts while the steamship Callfornian, seeking to warn the Titanic that icebergs were invading the lanes of ocean travel, called incessantly. Bride said he heard the call but did not answer because he was "busy." It was not until a half hour later that the Californian, striving to reach the steamship Baltic reached the Titanic, whereupon the warning that three huge icebergs had been sighted was noted by Bride, and verbally communicated to the liner's captain.

Senator Smith established by Guglielmo Marconi, inventor of the wireless system bearing his name that both the Titanic and the Frankfurt operators virtually had the same type of instruments. In the opinion of the inventor there existed no reason why communication between the two vessels should not have been perfect, provided weather conditions were favorable. The night, it previously had been established, was clear and there was no fog or other atmospheric disturbances.

#### WITNESS SHOWS SIGNS OF COLLAPSE

Under insistent questioning Bride began to show signs of collapse, so Senator Smith ended the wireless inquisition and questioned him about the final scenes aboard the Titanic. Bride and his superior, Phillips, were among the last to leave and were witnesses of the closing scenes on board, the topmost parade deck of the lost ship. Bride's story was fragmentary. Without Senator Smith's interrogations it ran about as follows:

"We did not feel the shock when

#### HEARD CARPATHIA WAS RUSHING TO AID

#### SENDING WIRELESS MESSAGES TO THE END

#### LAST MOMENTS OF CAPTAIN SMITH

and turning I saw him jump just as the vessel glided into the depths. He had not donned a life belt so far as I could see, and went down with his ship."

The witness showed so plainly the mental and physical strain under which he was laboring that both Senator Newlands and Reed urged Senator Smith to excuse him.

The second officer of the Titanic, C. H. Lightoller, was called by Senator Smith but was not present and the third officer. Herbert John Pittman, took the stand in the afternoon. "Do you know on your own knowledge whether the Titanic's ship log

edge whether the Titanic's ship log was preserved or taken from the Titanic?" asked Senator Smith.
"I do not."
Senator Smith then announced the closing of the hearing in New York and said al ithe witnesses who had been summoned to appear in Washington, the inquiry to be resumed there Monday morning.

ton, the inquiry to be resumed there Monday morning.

J. Bruce Ismay declined to accede to a request to allow his men to relate to the press their stories of the last dramatic moments before the Titanic sunk, on the ground they had not yet given their evidence.

Neither Senator Smith or Senator Newlands would comment on the line of cross-examination followed, it was evident, however, that the testimony sought was intended to form a basis for a sweeping and thorough reform of the laws governing the use of wireless on steamships. Whether this would be accomplished through restrictions placed on vessels of foreign register entering the United States ports or to be the subject of diplomatic negotiations with other nations neither would say.

#### SEEKS FIRST HAND INFORMATION

NEW YORK, April 20.—Senator Smith, the chairman of the Senate committee investigating the Titanic wreck, has isued the following state-

"The object of the committee in coming to New York coincident with the arrival of the Carpathia was prompted by the desire to avail itself of affect hand information from the participants in this sad affair. Our course has been guilded solely by this purpose—to obtain accurate information without delay. We were told that some of the officers of the Titanic were British subjects and reside in England and intended to return to their homes immediately upon their arrival at this port. We concluded that it would be most unfortunate if we were to be deprived of their testimony for any indefinite period and their removal beyond the jurisdiction of our authority might complicate, and possibly defeat our purpose."

"We went directly to the Carpathia upon her arrival; were received courtered." "The object of the committee in com-

#### SEVENTY FEET HIGH

"The bulkheads were therefore of no use. I went on deck and saw the ice falling on us, the berg was about 70 feet high. Our boat itself was seven decks high and the berg was even with the upper deck. As the berg passed the port holes it alarmed the women in the berths. The passengers came on deck one by one, some in pyjamas. After going on deck I noticed that all the peopls were putting on litebelts and for the first time it looked serious. I would not believe it, however, knowing that the Titanic was such a safe boat. Finally I realized the seriousness, of the thing. I went inside, threw off my dress suit, put on my warmest clothes, and my steward, a very nice fellow, helped me put on my life preserver. I never saw him again. I took three changes and a pearl pin. There was \$200,000 worth of stock and bonds, all my jewellery and presents for my daughter Jessie and family in the berth, but I did not touch them.

good-bys, the husbands assisted their wives to the boats and then stood back like any other men.

#### HOW THE LIFEBOATS WERE LOADED

"I saw no evidence of cowardice. An Italian was discovered concealed in the boat with a broken arm. We then lowered the second boat. When the wife refused to go without the husband, the wife had to stand by. The same rule prevailed with a mother and a daughter. The officer on the starboard side was lenient and there it was that many men got in. The officer on the port side was very severe and would allow no one but women and children to enter the boats.

"The boats were not filled to ca-

The boats were not filled to capacity. One boat had only 28 in it, but its capacity was 60. The officer replied to my query over this condition that the boat chains on which it was lowered would not hold the heavy load of a full boat. The capacity of 60 could only be made when the lifeboats were in the water.

Queen's Own Rifles of Toronto, and president of the Standard Chemical company, related the story of his own miraculous escape from the sea.

Major Peuchen, alone of ten Canadlan men on the Titanic has returned to tell of the last hours of his friends who perished with the ship. It was only his training as a sallor and soldier and his own physical ability which singled him out as the commander of the sixth lifeboat to leave the ship and thus saved him his life.

Before parting from the fast-sinking Titanic, Major Peuchen apoke briefly with the late C. M. Hays, general manager of the G. T. P. "Every woman who cared to go was taken off. There was no necessity for any woman being left on board. Finally we came to the sixth boat. The quartermaster let the boat down part way. Then he said. We have only one seamen in the boat. We want three or four more seamen."

"I then went forward and said; am a yachtsman and can handle boat with any man."

"He told me to go below and get into the lifeboat from the lower deck, but I said I would jump for it.

but I said I would jump for it.

"Taking hold of a halyard I swung out into space. Luckily I caught my feet against the block and lowered myself to the boat, a distance of four and a half decks, probably 60 feet down a rope into the darkness.

"I ran forward in the boat and ordered a seaman to put the plug into the boat. They had neglected to do this.

"He came back and said; "This boat is going to founder," referring to the Titanje.

Titanic.

"We rowed away. At last I saw there was no hope. The decks were disappearing deck by deck into the sea. The Titanic was doomed.

"Just before I left the deck, Mr. Charles M. Hays was the last man I saw. He came up and said: Peuchen, good-bye. This boat is good for eight hours yet. By that time we shall have help and the boats will be able to unload and come back for more. I have it from one of the best seamen on the ship that she cannot sink. I am with ship that she cannot sink. I am with Mr. Crosby, of Milwaukee a boat-builder, who says she cannot sink."
"Then as we left she let off the first

Then as we left she let off the first rockets. Everything was quiet. I knew the boat was doomed. When I got down on the level I saw her serious position. She was sinking bow first. Then we began to row, without compass, without light, but we had a little food and water.

"Then we heard an awful sound and a loud report boomed over the ky sea like an explosion. Never have I heard such awful cries and shrieks. People came tumbling down like so many oranges; chains, ropes, furniture and

Allison and their fittle girl. Everything was exceptionally bright.

Then I went to the smoking room and met Mr. Beattle, a partner of flugo Ross, of Winnipes, formerly of Toronto. I also met Mr. McCaffrey of the Union Bank of Vancouver, and, a financial man from Toronto.

"After I had reached my, berth I heard a dull thud." It was not like a collision and I did not think it serious.

"But I had reached my berth I heard of the beads of the galant musicians. Only four persons were saved at the last.

The saved at the last.

The saved at the last.

saved at the last.

'In the morning the Carpathia went back over the scene of the disaster, but we did not see one person nor a corpse. There were in all 16 lifeboats, two emergency boats and two canvadecked rafts, making 20. They were filled with water and sank and about 13 came to the Carpathia. All alone we were on the barren sea. We yelled at intervals, then all at once we saw

the headight of this steamer. The Titanic sank in two hours from the time she first struck the berg.

"So far as I could figure it out, the Titanic struck at 12:30 o'clock and went down at 2:30. The Carpathia was the gladdest sight our eyes ever met."

WASHINGTON, April 20.—The Senate paved the way today for in-ternational co-operation in more com-plete regulations of ocean traffic. By plete regulations of ocean traffic. By unanimous vote it agreed to the Maritine resolution advising the president that the senate would favor treaties with other maritime governments to regulate lanes of ocean traffic, wireless, searchlights and other equipment of passenger-carrying craft. Senator McCumber of North Dakota, a member of the foreign relations committee condemned the speech made yesterday by Senator Raynor concerning J. Bruce Ismay, managing director of the White Star line.

#### Site at Corner of Government and Superior Streets will be Utilized to Meet Provincial I Service Necessities

them that everything that has itred has been entirely in their toe and that this course will be a daughter. The officer on the starboard side was lenient and there it was that many men got in. The officer on the port side was very severe and would allow no one but women and children to enter the boats.

"The boats were not filled to capacity. One buat had only 28 in it. office building (the necessity for which in the provincial services has long been recognised) of six or seven stories, and architecturally in harmony with the ad-

architecturally in harmony with the adjacent parliamentary pile.

The accommodations of the buildings already provided for and in course of erection will be fully taken up by the present necessities of the service, and the new building will be required almost as soon as it can be completed.

The plan of placins additional buildings required for governmental use in close proximity to the structures of parliament aquare is parallel to that adopted by the federal government at Ottawa.

#### LEGAL STATUS OF TRAINED NURSE

# tional Council to Be Held Fin in August Will Discuss Question

LONDON, April 19.—The ministry of oreign affairs at Berlin has declared self willing to acquaint these foreign overnments concerned that, in re-ponse to the invitation of the German Nurses' Association, the International Council of Nurses will meet at Cologne in August, and hold a congress and exhibition there. The nurse delegates are to be most hospitably welcomed by the municipality and by private citi-

Reports are to be presented from a number of National Councils of Nurses, including Great Britain and Ireland, the United States of America, Canada, India, New Zealand, France, Holland, Denmark, and Italy, and the English nurses regret that unless the nurses registration of the receives consideration this session, it must report that after appealing to parliament for ten years the just demands of the trained nurses of the United Kingdom have received neither sympathy nor consideration from the government.

State registration has been in force in the German Empire since 1906—in several of our dominions and in two-thirds of the States of America for a longer period—so that, as Mrs. Bedford Fenwick says:

"Lacking our legal status we shall

# HUMAN LIVES

Fifteen Drown in Flooded Valley of the Mississippi-Many More Levees at Point of Breaking

#### FEARED HEAVY LOSS PN SUNFLOWER DISTRICT

Conditions Likely to Grow Worse-Relief Stations are Established at a Dozen

NEW ORLEANS, April 20,-That the dississippi flood is claiming its toll of Fifteen negroes, however, were drowned some time during last night near Benot, Miss., in the rush of water caused by the break of Beauks levee.
Relief work among the refugees is being conducted under the supervision of state and federal officials which hovers at Vicksburg, where already about 3,000 negroes from Louislane are about 3,000 negroes from Louisiana are next week, in the sunflower district of Mississippi which rapidly is being in-undated.

#### SUFFRAGIST PLANS

LONDON, April 19.—It is quite evi-tent that the suffragists are very in-censed over the rejection of the con-ciliation bill, and meetings are being

All sorts of terrible things have already been suggested, and if some of the proposals for revenge were carried out, anti-suffragists would find life hardly worth living.

Mrs. Despard, who is seemingly endeavoring to fill the shoes of Mrs. Pankhurst while that lady is holldaying at the government's expense, favors a boycott of trade. She also makes the suggestion that women should stop giving subscriptions to churches and other institutions.

### **GOLD MINERS KILLED**

IRKUTSK, Stberla, April 20.—One hundred and seven gold miners were killed and eighty more were wounded in a fight with Russian soldiers at the Lena Gold Mining company's works in this vicinity. The cause of the mobile her not have acceptained trouble has not been ascertained.

Shakespeare's England

# LONDON, April 19.—Good progress LONDON, April 19.—Good progress has been made in the development of "Shekespeare's England" at Earl's Court. Visitors will be greatly surprised at the really extraordinary change that has been effected in the Ducal Hall, the Queen's Palace and the whole area surrounding the great lake close to the water chute. This open space is entirely covered with Elizabethan houses, and contains a network of delightful litle streets. So intricate will these streets be when all the building is quite finished that Mrs. Conwallis-West talks of organizing a little corps of boy guides and girl guides to show visitors their way about.

about. RAILROAD PRESIDENCY

Mr. W. Wainwright Is Tempo Chosen for Position Occupied by Late Mr. C. M. Mays.

MONTREAL, April 20.—Arthur Smithers, chairman of the board of directors of the Grand Trunk Railway, has appointed William Wainwright, senior vice-president of the Grand Trunk, to take temporary charge of the Grand Trunk Railway since the death of Mr. Hays the president in death of Mr. Hays, the president, in the Titanic disaster

#### DISMISSES CHARGE

Hearing in Case Against Mr. Stuart Henderson Lests Only Three Minutes

VANCOUVER, April 20.-Informa-VANCOUVER, April 20.—Information received from Ashroft this afternoon announces that Stuart Henderson, K. C., was honorably acquitted today of the charge of embezzlement laid against him there by Peter Gillistad, a Norwegian farmer and client of Mr. Henderson. The hearing in the police court only occupied three minutes, when the magistrate announced that he dismissed the charge. Twenty men are now employed on construction of the new Grand Forks federal building.

# MOUNTED FORCE IS NOT IN VIEW

Provincial Police System and Government Policy Combine to Produce Gratifying Low Average of Crime

Referring to a report revived during the past few days in the mainland press that the provincial government has under consideration the advisability of organizing a corps of mounted constab ulary for this province, as a new and important department of the British Columbia police, Attorney-General Bow-ser said yesterday that this project sideration, the police work on the whole proceeding very satisfactorily, and re-

The mounted constabulary proposals were energetically championed by the late Major Husband, of Vernon, who at the time of his death recently was in fact visiting the east in order to take a special course calculated to peculiarly fit him for the possible assumption of command of such a force if organized.

As illustrating the efficiency of the existent provincial police system, Hon. Mr. Bowser points to the high significance of the present low average of crime throughout the country. Alrailway just now under construction, and many thousands of men of all nationalities except Asians engaged there-on the indictments to be presented at numerous and less serious than in years

This happy condition of affairs, the attorney-general attributes in very large measure to the policy adopted by the government in refusing to authorize or permit the sale of liquor along railway construction lines, and to the general lisposition on the part of licensees in construction territory to strictly obey

No liquor being obtainable from the 11 o'clock of the Saturday night, and being purchasable by an individual cus omer, the rallway navvies as a rule devote their Sundays to washing up, reading, etc., instead of carousing, and percentage of the workers are refreshed and ready for their labors on the Mon-days and throughout the week.

SIDNEY WANTS TO INCORPORATE

Board of Trade Takes Action With View To Solving Water and Sewer Problems of District

"Coming events cast their shadows before,'s says the old adage, and while may not be quite infallible ,it certainly has its examples. The most re-cent of these is to be found in the wonderful agitation that has taken place in and around Sidney, which agitation, centering largely around the real estate values of the district, has at last culminated in the suggested incorpor ation of the town.

- Just the evening before last Hon. A. E. McPhillips, M. P. P. for the Islands, met with the Sidney board of trade to discuss the position of the esidents in regard to the installation systems. After hearing an explanation of the present condition of things from Wynn Meredith, the city's consulting enthe members, Mr. McPhillips stated that gineer, will submit to the meeting of provincial government had appropriated a considerable sum for the purpose of improving the roadways, etc., of the district, and he did not see how the government could establish a precedent for providing sewer and water systems without having a number of other localities, similarly conditioned, making the same request.

As an alternative he advised them to incorporate either as a city or as a municipality, and in the event of them doing so, he promised to do all in his power to further the scheme, upon the board of trade decided to adopt the suggestion and incorporate. and plans were immediately made for the carrying out of the necessary preliminary work in connection with the

Col. Payne of New York, a recent arrival on the Island, and a heavy investor in Sidney property, was present at the meeting and endorsed the pr position thoroughly.

#### CLEVER ENGLISH GIRL ATHLETE

One of the most interesting competit ors in the forthcoming Olympic games at Stockholm will be a fifteen-year-old English girl, Helen Preece of Fulham road, London, who has entered for the cross-country ride of 4,000 metres, a ride over a course of 5,000 metres, swim of 300 metres, fencing with epand shooting with a revolver at a target . twenty-five metres distant. ready she has won a wide-world reputation as a horse-woman of the highest skill and daring, and America has awarded her the palm as the greatest girl rider in the world. At the New York horse show last year she won the Durland gold cup in open competition, with girls of all nations. At last year's show at Olympia she won three first prizes for riding, and recently at the pony polo show at Islington she carried off three first prizes and a special prize for the best individual perform-

SAN JOSE, Cal., April 20.-Louis Disbrow, driving a 90 horse power Simplex, established a new world's record for 15, 20 and 25 miles on a circular dirt track at the San Jose driving park. The meet was sanctioned by the American Auto association, P. J. Walker, member, refereeing. Disbrow's time for 15 miles Was

· VALUE

13.31; 20 miles in 17.57; 25 miles in 22.26 3-5. Oldfield's time in the same events were 13.41, 18.15 and 22.47. Disbrow's feat was accomplished on a track which had become damp through rain last week and was not in the best

ATTORNEY-GENERAL IS TO BUILD HERE

Hon. Mr. Bowser Acquires Fine Regi-dential Site and Will Erect

Hon Mr. W. J. Bowser, attorney general of British Columbia, has purchased one of the finest scenic residen tial sites in Victoria city, comprising some two and a half acres of what known as the old Dumbleton estate or Terrace avenue, near Rockland, upor residence, the grounds at the same time being laid out by an eminent landtorney-general's future handsome home, from which an incomparable view of the Straits and distant Olympics will be obtainable. Mr. Weeks, a recent wealthy arrival from Edmonton, has also pur-chased adjacent land and will likewise proceed to build right worthily.

#### INTER-CITY PAVING IS A LARGE ORDER

Proposed Improvement of Vancouver New Westminster Hoad—Outlay of Two and a Half Millions

Hon. Mr. Thomas Taylor, provincial minister of works upon his return from the mainland yesterday, received a communication from the municipality of Burnaby, suggesting the date of the 24 instant for the promised conference between the government, the municipal-ities of South Vancouver and Burnaby, and the motor clubs of Vancouver and paving of the inter-city highway tween Vancouver and the Royal city.

As the minister will be absent from the city during the greater atrt of the week this date is found unsuitable, and Hon. Mr. Taylor will probably con-fer with the interested municipalities during his stay on the mainland, to which he goes again tomorrow on offi-

cial business tomorrow.

The inter-city paving scheme as it has been recently developed would seem to be a more ambitious undertaking than can at the present juncture be en dorsed by the government, no less than thirty miles of paving and boulevard construction being contemplated, at an aggregate cost of something like \$2,500,-

The government is in thorough sym pathy with the idea generally, but of the opinion that for the present it should be more modestly and economically de-

# MAY TAKE CONTRACT FROM THE COMPANY

City's Consulting Engineer will Submit Report to Council on Sooke Lake Development

the successful contractors for the Sooke Lake development scheme, should have their contract cancelled and be requested to give up the work, is understood to be the gist of a report which Mr. the city council tomorrow evening

As a result of a lengthy conference yesterday afternoon between Mayor Beckwith, Aldermen Porter, Baker, Dilworth and Anderson, Water Commis sioner Raymur and Engineers Meredith Hartwell and Carpenter, the council will be called upon to consider the engineers' Under the contratt with the compan

was stipulated that six per cent of the work should be done within three months of the signing of the contract. Mr. Hartwell has reported to the water commissioner that since the contract was signed on January 16 but thirtyseven one-hundredths of one per cent has been done. The company has had engaged about 165 men on construction work along the line of the proposed pipe line putting in certain works and cating bunk houses, but according to the engineers the work, as called for inder the contract, has not been car ried out. The contract figure was \$1,169, 000 and should the city decide that the Westholme Lumber company must give up the work new tenders will have to be called for its completion.

Another bylaw to provide for the completion of the widening and extens on of Pandora avenue from Chambers street to Oak Bay avenue will shortly be brought before the council. The original estimate of cost, as prepared by the city assessor, was \$163,000. The claims put in to date by property owners affected by the improvement scheme is \$408,068. Of the twenty owners affected but two will accept the figures as set by the city assessor. The greatest dif-ference between the assessor's figures and the claim submitted by an owner is \$77,215, and it is a foregone conclu sion that before the claims are settled arbitration proceedings must be resorted

#### MR. HANINGTON IS NAMED COMMISSIONER

To Investigate Conditions and Manage-ment of the Vancouver General Hospital-Inquiry Proceeds

Mr. Robert Whitemore Hanington, member of the Vancouver legal firm of Harris, Bull & Hanington, has been named by the provincial government as a royal commissioner to inquire into and report upon conditions prevailing in the Vancouver general hospital, which have recently been the subject of specific complaint.

Mr. Hanington will enter upon his utles as a special investigator almost

The charges preferred are generally of mismanagement, inadequate supervision of the cleanliness of the hospital and an unsatisfactory standard of food sup-

plied to patients.

Investigation was asked for by the authorities almost as soon as these charges were publicly preferred.

Two larger steamers than the los Titanic are under construction, the Aquitania of the Cunard line and the Imperator of the Hamburg-Amerika line, and one still larger was proposed

GARDINER CITY HAS COLLISION

Barkentine Beturns to San Franc Under Jury Rig After Striking the Schooner Alert

SAN FRANCISCO, April 20 .- The well known coast barkentine Gardiner City, which left San Francisco April 6 for Port Gamble, returned to port here to-day under a jury rig, with all three masts carried away as a result of a col-

lision April 11 with the schooner Alert.

None of the crew was injured.

The collision occurred in latitude 38.10 north and longitude 129.38 west.

The Alert, en route from Gray's Harbor for Hardley and January naking a clean sweep of her stays. The oremast and mainmast immediately went by the board and the mizzenmast broke off about 15 feet above the deck, the spars crushing the house when they

off otherwise undamaged. The barken-tine Gardiner City was not damaged beer way here under jury rig on her

The Gardiner City, owned by R. Swayne, is a vessel of 451 net tons. She vas built in 1889 at North Bend, Ore., and is 169 feet long, 39 feet beam and 12 feet depth. She has capacity for

The schooner Alert is a vessel of 548 net tons, built at Hoquiam in 1902 and owned in Seattle. She carries 800,000

### REGATTA PROGRAMME FOR VICTORIA DAY

which Promises Good After-noon's Pleasure

The committee in charge of the regatta nd of the Victoria Day celebration met is the city hail last evening and drew up he following programme of aquatic events: 1. Double dinghy, 16 ft. and under, open o boys under 17 actually attending school-nly one crew from each school. Course from Mr. Eberts' boathouse to the starter's arre-

arge.

2. Five-oared whalers, open to army and
avy forces. Course around Deadman's isand, leaving it on the port hand on the

r-oared lapstreak; 2nd heat. S. Four-oared lapstreak; 2nd heat.
 J. Indian war canoes, 40 feet; course, round Deadman's Island and return.

12. Swingle skift race.

12. Single skift race.

13. Tandem cance, lady, and gentleman.

14. Klootchman's race, working cances only. Course, from starter's barge around island and return.

15. Four-cared lapstreak; final heat between winners of first and second heats.

16. Single-paddle cance. Course, from Cuetts Point to finishing line.

17. Double-paddle Indian cance. From starter's barge around buoy and return.

18. All comers' race; open to army and navy. Course from starter's barge around buoy below Captain E. Crow Baker's; buoy to be left on port hand.

19 Greasy pole.

20. Best comic aquatic display; fifty per cent points for costume, fifty per cent for amusement provided.

There were present Messys. A. J. Dallain.

amusement provided.

There were present Messrs. A. J. Dallain, in the chair; George Jay. A. I. Kirkpatrick, E. Logan and W. Long; Capt. J. F. Foulkes and J. B. McCallum, the general secretary.

#### EIGHTY LOST IN CHILIAN STEAMSHIP

Steamer Queen Helena Beaches Sa Francisco with Details of Loss of the Gachapoal

SAN FRANCISCO, April - 19 .- Details of the loss on the night of March 31 of the Chilian steamship Cachapoal with eighty lives, last night were brought by the British steamship Queen Helena, here from Caleto Buena. The Cachapoal was manned by British officers and a crew of fifty Chillans, and at the time of her disappearance carried thirty pas

The Cachapoal, on the morning of March 22, failed to appear at Payta, Peru, on her regular run from Guayaships dispatched in search of her could find no trace. The generally accepted theory, according to officers of the Queen Helena, is that the Cachapoal's pollers exploded, as frequently they had

The Cachapral was an iron screw steamship of 2379 tons gross register, built in 1881, at Birkenhead, and was owned and operated by the South Am-After discharging here, the Queen Helena will proceed to Seattle to load a lumber cargo for the West Coast.

MARSHFIELD, Ore., April 19 .- Jacob Evans, a wealthy pioneer farmer was found murdered in his home near here today. Indications were that he had been shot while sitting near a window, It is said he recently had trouble with his employees and in the opinion of the authorities this circumstance had connection with the crime.

Three Killed and Two Mortally Wounded - Pitched Battle in Front of San Francisco

SAN FRANCISCO, April 26.—War setween the Bing Kongs and Sing they tongs was started anew today in lan Francisco, Stockton and Fresno. These killed and two mortaly wounded were added to the tally.

There have been so many tongs hootings this year that the police desartment admit frankly that it has out track of the fatalities. Eight in his city alone was the estimate.

ty alone was the estimate three separate affrays

and another in the leg, but their Ving, a Sing Suey man, and Louis Ving, a Sing Kong man, were arrested bury Look, a Bing Kong man was hot four times while hiding in a odging house close by. He will die. His murdeter escaped.

part proprietor of a saloon, was while standing near his place of ness. Three of the bullets perfor-his abdomen. His assassing were ed his abdomen. His assassins were en but fled up a narrow way khown "Murderers" alley, and escaped. It was gossip in Chinatown here toght that the shooting had been enuered from Stockton, where the ongs had quarrelled over gambling buts. Two men were killed in Stockton. Ohe man was killed in Fresno.

## THINKS HOME RULE WILL PASS COMMONS

English Visitor Puts the Subject in New Light-In Favor of the Principle But Not the Method

"What about Home Rule?"
"Well, what about it?"
"Is the country going to stand for

"The country is standing for it with all its feet. It has never had a chance tion is, will it fall for it? So far its If anybody is in a position to say whether it will stand or fall for it, but however it may be inclined there can be no doubt that in the House of Comnons there is a feeling that it will

go through."

That is the tersely expressed opinion John G. Grierson, of London gland, who is at present in Victoria

for a few days in connection with a number of old country investments which he has been entrusted with.

"Home Rule means very little to me as I am only a citizen and not a politician," he continued. "And I believe, too, that in the end it will mean very little to me as the continued of the little of the continued." little either for Ireland or for Great Britain. What has Ireland to gain by Home Rule or what has England to 105e by granting it. The day is long past since there was any real object a time, I believe, when Home Rule meant everything to Ireland, but now it is difficult for me to meant everything to freland, but now it is difficult for me to see exactly what advantages are to be gained by it, although I would not dream of opposing it either on imperial preparochial

Home Rule is not a thing to agitate about now. It is a stale issue and but for the presence in the British parlianent of that most unrepresentative odles, the Irish party, there would be no kick in it. Home Rule is a thing of the past. The people of Ireland have as much say in the government of their affairs today as they will have tomorrow, assuming that the legislative as sembly is removed from Westminster to publin overnight. As a matter of fact the ardent Home Rulers will probably British legislature, which is the only power they can ever wield undividedly will be gone for ever and they will find as great as, if not greater, then their

"To convince England that Home Rule is a good and necessary thing, while it has taken many years, has not taken a tithe of the time that will be necessary to convince Ireland itself that Home Rule is a good and necessary Rule by Ireland are two very different things. However, as things appear to be going, the wish of the Irish people or that section of them in parliament, will be gratified very shortly unless, of course, and it is always possible, Premier Asquith crashes on the same rock

of divided opinion that wrecaed Mr. Gladstone at the height of his fame.
"I am constrained to admit that in drawing to itself commendation wherever its work is known. Ever since its inception, not so many months ago, this organization has shown itself to be imbued with vigor and entbusiasin of the practical sort. Already its results are practically assured, although of course, it means probably five years of hard work before the entire scheme can be realized.

The latest plan emanates from the president, Mr. W. J. Kerr, and is, especially framed to interest the growing generation of young Canadians in the good roads movement. As a result of the invitation the headquarters of the association is flooded with papers from aspirants for honors.

As an encouragement to the children the interval the attitude of Great Brit ain in regard to the question has under gone a change. The tremendous oppos tion to Home Rule that characterised the Gladstonian era has passed away, excepting in Ireland itself. Scotland England and Wales all want Hom Rule, but not in the same form. The do not see any sense in merely shifting their legislative representatives from Whitehall to their respective capitals They want Home Rule in their cities and muhicipalities and in order to get it they are clamoring for an extension of the rights of the cities, countries,

"That is Home Ruie, and to my mind

Part of Mark

it is a much more effective manner getting than the Irish method. T Irish idea is merely a transferance. Irish members from Whitehall to Dub lin. To the Irish people it means little or nothing beyond the traditionar stor-or naving won somethins, however valueless and impractical, it has the disadvantage too of centralising power instead of distributing it, which latter course I take to be the true meaning

of Home Rule.

However, every man to his own posen. Not that I think Home Rule. the sense that it is about to be a plied will do any particular harm. Firom it. As an experience it will circland a great deal of good. It will England, Scotland and Wales good at pecause it will afford their represen tives an opportunity of at last getting down to a discussion of their own at fairs. The idea is all right; it is the application of the idea that is wrong to my mind."

DUAL CRIME

Seattle Wife Kills Her Kusband and Follows Act by Committing Suicide

SEATTLE, April 19 .- James Brady, a wealthy sawmill operator and his were found dead in bed at their in Edmends 20 miles north of here night. Apparently Mrs. Brady h

It is believed that Mrs. Brady, had been ill for some time and wh mind was affected, planned the mile of her husband with insane cunning carried it into effect last night. Brady's body was found facing a mil in which usually he could have a every movement of his wife. She parently had circumvented this ob by covering the glass with a cloth. Brady's hand was clutching the revol when the bodies were found.

The discovery of the tragedy, made by O. G. Garnett. A paper han who was working at the Brady is and who found the house closed when afrived this morning. Unable

and who found the house closed when he arrived this morning. I nable to arouse any one, he went away but returned toulight and forced an entrance.

Mr. Brady was about 50 years old and his wife was the same age. Before coming to Washington, 22 years ago be was in the legislature in North Dakota. He was once a candidate for state auditor of Washington.

## MASKED ROBBERS MAKE LARGE HAUL

Two Man Secure \$14,000 in Currenc From Offices of Globe Express Company

GRAND JUNCTION, Colo., April 19.— Two masked robbers obtained \$14,000 in currency from the depot offices of the Globe Express Company here shortly before midnight and gained two hours' start of the officers and men armed with rifles and shot guns. The money was consigned from the Salt Lake City office of the Globe Express Co. to the Summerset Mining Co., at Summerset,

calling for tenders for 130,000 vittined brick and 450,000 common brick for sewer purposes, as well as 550,000 brick for completing the St. Charles street quality of brick being secured for face drain purposes, complaint of which has been voiced at the past two meet-ings of the council, and the lack of an adequate contract under which brick has of late been purchased, the new ten-ders will be recommended by the en-

City Solicitor Robertson will advise the council that the recent court deci sion whereby the city was ordered to grant a building permit to the trustees of the Khalsa Dewan religious society, for the erection of a Hindu temple on lot 269; Hillside extension "C," Work estate, should not be further opposed. Ap plication was recently inade to building inspector for a permit, the city council, which supported the stand taken by the building inspector. The case was carried to the courts, which ruled that the permit should be

In view of the decision the city solicitor has advised the council that the permit should issue. Hari Singh, Naram Singh and Bachan Singh, as trustees of the Khalsa Dewan religious societ brought action against the city.

## ROUSE INTEREST IN GOOD ROADS

Work of the Canadian Highway cistion is Having Splendid Results
All Along Coast

The progress and activity of t Canadian Highway Association drawing to itself commendation who

to busy themselves in the preparation of these essays, the president is offering valuable gold, silver and gilt medals, and also a souvenir silver pin to all competitors whose paper attains a certain standard of merit.

While it should not be necessary for this inestitute to interest the young

this incentive to interest the young people of Canada in good roads, and their relation to the well-being of the country, the fact remains that in this, as in other things, some inducement is often necessary in order to awaken the younger generation to the economic needs of this country.

#### PHARMACY EXAMINATIONS

Half Number of Candidates Who Pre-sent Themselves Pass Test

VANCOUVER, B. C., April 18. The results of the semi-annual examinations in pharmacy were made known tonight. Out of 30 candidates, only 15 passed. Ten passed the major examination, thus entitling them to a full pharmacy diploma. The other five were in the minor class. They are now eligible for clerkships. The successful candidates are:

Major—Mr. C. E. Anderson, North The

Vancouver; F. J. Temple, Vancouver; C. H. FcFarlane, Vancouver; G. N. Elwyn, Victoria; W. H. Wainman, Vancouver; H. W. Brien, Victoria; C. E. Kee, Vancouver; R. J. Dawson, Vancouver; W. H. Whites, Vancouver, Minor—O. Thorsteinson, Vancouver; C. W. Hetherington, Vancouver; J. T.

Crowden, Vancouver; W. Crummer, Vancouver; H. W. Wood, New West-

# CHICAGO MARU REACHES PORT

Osaka Shosen Kaisha Liner Had Rough Passage -- Many Strikes in Progress in Japan When Vessel Left

The steamer Chicago Maru, Capt. Goto, of the Osaka Shosen kaisha line, which reached the outer wharf yester-day morning and landed 228 tons of general cargo here encountered heavy weather for the first few days of her passage. Big seas flooded the forward well and broke over the vessel, which had to be slowed down. The vessel sustained no damage. There were 9 saloon and 117 steerage passengers on the Japanese liner, including M. Kom-ada, an official of the Osaka Shosen kaisha. Fors Taxoma the steemer had 2,000 tons of general freight, including 800 bales of raw silk.

Maru that the big volcano on Vries island, at the entrance to Tokyo bay, which has been quiet for forty wears was in cruption when she left and a MORE ACCOMMODATION

School Board Quarters are Inadequate

—City Will Call For Bids On Brick of School Board Quarters are Inadequate

—City Will Call For Bids On Brick of School board purposes will be the request which the secretary of the board will make to the city codnell at tonight's meeting of the latter body. At a recent meeting of the board the necessity for more convenient quarters was mooted, the argument being advanced that with the proposel-ed change in civic headquarters belter quarters for the sehool Board should be provided.

The city engineer will recommend the calling for tenders for 130,000 vittified brick and 450,000 common brick for such as a factor of the series was was in eruption when she left and a big pillar of fire was seen for quite a distance at sea. Molten Lava seen for put the a distance at sea. Molten Lava seen for 200 feet.

An epidemic of strikes was reported from Japan by arrivals on the Japanese liner. At Kure naval yard 2,500 men in the government are not missue for large factories, from which over 8,000 workers went out Large forces of police were sent and many arrests were made. The strikeers ask an increase of thirty per cent. At Osaka 2,000 weavers and men engaged in the dyeing works went out.

Few further particulars were received regarding the murder of the American, Rev. C. E. Hicks in the Yangtsze Gorges, of which hews was capied. The American who was killed and the two others who were wounded are not missingly the more convenient as a sea. Molten Lava see. Molten Lava others who were wounded are not missionaries, but American teachers in the university in Chengtu, where they in-tended to return. The attack took place on March 22 at Wushan in the

province of Szechuan near to the fron tier of Hupeb. The news of the out-rage was first made known through the instrumentality of a consular telegram from Hankow, to the effect that a party of three Americah professors of the Provincial College of Chengtu had been attacked in the Wushan gorge whilst returning to Szechuan. The names of the three men are given as Messrs Shel. that they had been staying on their boat at Ichang, and that they were proceeding west with the consul's permis-sion. The supposition is that they were carrying firearms and resisted. The Wushan is the longest of the Yang tisze gorges, crossing, as it does, the border between Hupeh and Szechuan. It extends from thirty li this side of the Hupeh border to ninety li into Szechuan, to the city of Wushanhsien, and the country throughout its length is of the wildest description, lending itself to the abode of lawless characters

#### RIGGED JURY SAILS

Disabled Schooner on Way to San Francisco With Sails of Awnings and Hatch Covers

SAN FRANCISCO, April 20 .- Capt.

ames Curtis, of the Union Oil Company's tanker Oleum, bound here from San Francisco, reported having passed the disabled tanker Argyll, which arrived here in tow of the tug Sea Rover. The Rover had the Argyll in tow whe the Oleum went by. The Argyll was never intended to carry much sail, but Captain Dickson, after the breaking of the tailshaft, contrived the most wonderful collection of wings that ever scared the gooneys. The people on the Oleum declare that the Argyll had a spread that included everything but the cabin tablecloth. On spars and stays and awnings Captain Dickson had stretched such few sails as were aboard, and numerous jury sails improvised from awnings and hatch covors. The effect was weird, but every sail was drawing when the Oleum went by and Captain Dickson reported that with his patchwork wings he had been able to work the Argyll two miles fur-ther off shore than the vessel was As an encouragement to the children when her tailshaft let go.

Number of Persons Killed and Many Buildings Demolished in Kansas and Oklahoma-Four "Twisters"

ANTHONY, Kansas, April - 20 .- A tornado that followed a path two miles long in the vicinity of Waldron, ten miles southwest of here at 4 o'clock this afternoon brought death to one damage through loss of farm build ings and live stock amounting to \$25,000. ATCHISON, Kansas, April 20 .- Two

jured by a tornado which visited Kingham county, 50 miles west of here late today. The property loss will be heavy. OKLOHAMA CITY, April 20.-Fifty

omen reported perhaps fatally

houses were demolished at the town of Hennessey. Two women were killed.

At Perry, one man was killed and 20 persons were injured, several of whom probably will die. Twenty-five buildings, including a stone business structure and a school house, were wrecked completely.

Four distinct "twisters" formed simultaneously between Yukon, Dover, Kingfisher and Hennessy, according to advices from Yukon. They merged near that town and swept to the northeast. All telephone and telegraph wires north of Guthrie where the storm is believed to have taken the heaviest toll, are out of commission.

#### MARCONI INVENTS WIRELESS COMPASS

Will Permit of Navigators Establishing Their Position by Triangulation Buring Thick Pogs

Mr. Marconi has invented a "wireless ompass." According to an interview whished at New York his invention is to be tried on the liner Mauretania when next she leaves Liverpool. The employ-ment of this apparatus, it is stated, will remove the perils of fog at sea.

Mr. Marconi smilingly refused to explain his secret until after the Patent Office had sent him his papers, but he took a piece of paper, and, with a pento accomplish.

The drawing consisted of a series of ighthouses on shore, and a series of ships off shore at various intervals. "Now, we suppose," said Mr. Marconi, ships, are sending out wireless flashes in a dense for or tetrific sterm. You know the confusion your skippersis in know the confusion your skipper is in today. We are going to supply exactly the lacking element. By means of the new wireless wave, which will be used are going to give him his sense of direction. You can work out the rest of

"It is merely a matter of triangula tion," Mr. Marconi continued, "Your skipper picks up a lighthouse to his right and another to his left; he triangulates, and estimates. He knows just ship at sea in connection with the light-houses. He figures that into his trian-gulations, and he knows just how near

## PRINCESS PATRICIA

Will Make Double Daily Trip Between ginning of Next Month

is being converted into an oil burner at the Victoria Machinery Depot, is to naimo route on May 1st, and it has een arranged that the schedule will ing the summer months. Capt. W. J Troup, manager of the C.P.R. steamship service, has addressed the following let-ter to the Nanaimo board of trade, regarding the new service:

schedule of the Princess Patricia be tween Nanaimo and Vancouver, I beg to say that we have not yet definit decided on a schedule, but we have in mind for the summer two trips a day, teaving Nanaimo at 7 a. m. and again at 3.30 in the afternoon. Returning, we propose leaving Vancouver at 10 o'clock and at about 6.30 at night.

"Our idea is to, if possible, induce du ing the summer, large numbers of Vancouver people to spend a portion of the day in Nanaimo, where they can have their picnic parties, etc. Also to give the Nanaimo business man a full ness day in Vancouver.

"If the Nanaimo board of trade has any suggestions to make, we would be glad to have them. It should be remembered that the Princess Patricia will be an expensive boat to operate, and she must carry large numbers of passenger to justify the expense."

### DIED ON SHIPBOARD

D. Marcon, Steerage Passenger on City of Puebla Succumbed on Way Here

the Pacific Coast Steamship compar was en route from San Francisco. steerage passenger named L. Ma German, aged about fifty years, died heart disease. The deceased booked Victoria, and the steamship sofficia have been endeavoring to blocate at relatives or friends without results. To body was taken to Seattle.

cring a proposal that pupils residing any distance from the achools be served with lunch by the controlling authorities.

Italian F

to Hay Forts LONDON was heard Dardanelles

to a dispar signal stat It is bel straits, bu The bom elles began cial dispate

ships was CONSTA Italian flee peared at t

elles strait One Itali ATHENS

comprising Skyro Islan terday, sail RAPID

OTTAWA Schrieber, the Domin turned fro most of the West. He Jaune Cach of Yellowh of the pres

278 miles miles west track has pert 164 mi gap of 490 Mr. Schrieb the line so represents ountain c By the er more miles tion this s while on the pert gradin of 245 miles of the second s

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cabooses,

flat cars. The bars powerfully steam win the compa company's cars are are placed tier, and t is sufficie rest of the which hav low. The the cars 1 shoes gri

rails.
The Georgia 40-foot be to Prince in taking \$35,000-bu amount of rough, and the Georg years ago which has paired on will tow powerful occupies a Escort will Rupert wit a Mr. Ha contractor.

> SHIP FE Deck Boy

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s, April 20.—A d a path two nity of Waldron, here at 4 o'clock ht death to one others and did of farm buildamounting to

April 20.-Two ups fatally inwhich visited niles west of here

April 20.-Fifty ned at the town women were

was killed and red, several die. Twenty-five stone business ool house, were

n Yukon, Dover, ssy, according to They merged wept to the northand telegraph e where the storm aken the heaviest ssion.

## S COMPASS

NTS

ors Establishing Triangulation

to an interview his invention is Mauretania when ol. The employtus, it is stated is of fog at sea.
If refused to exafter the Patent his papers, but he and, with a penmpass is meant

and a series of various intervals said Mr. Marconi, ses, and all these ut wireless flashes errific sterm. You your skipper is in to supply exactly By means of the which will be used kind of work, we n his sense of direc-k out the rest of

self." natter of triangula continued, "Your lighthouse to his his left; he triantes. He knows just s. He picks up a on with the lightthat into his triannows just how near

#### TRICIA NEW SERVICE

Daily Trip Between anaimo After Be-Next Month:

ess Patricia, which into an oil burner hinery Depot, is to the Vancouver-Na 1st, and it has the schedule will daily service duronths. Capt. W. J. he C.P.R. steamship the following letboard of trade, revice:

ncess Patricia be-Vancouver, I beg not yet definitely le, but we have in er two trips a day, 7 a. m. and again on. Returning. W ouver at 10 o'cloc night.

question as to the

ssible, induce durge numbers of Van end a portion of the here they can have etc. Also to give ss man a full busi-

oard of trade has nake, we would be t should be remem ss Patricia will be to operate, and she mbers of passengers

## SHIPBOARD

Passenger on City bed on Way Here

r City of Puebla, of San Francisco, named L. Marcon, a fifty years, died of deceased booked for teamship cofficials ing to locate any without results. The Seattle.

board is considat pupils residing at n the schools be by the controlling

Italian Fleet Off Entrance to Straits—Warship Reported to Have Been Sunk by the

LONDON, April 18.—Cannon-firing was heard at the entrance to the Dardanelles at noon today, according to a dispatch received from Lloyd's signal station in the Dardanelles. It is believed the Italian fleet has egun an attack on the forts of the straits, but no details have come to

The bombardment of the Dardanelles began today, according to a special dispatch received here from Constantinople. One of the Italian warships was damaged by a shot from the land batteries.

CONSTANTINOPLE, April 18.—The Italian fleet is reported to have appeared at the entrance to the Dardan-One Italian warship is said to have

ATHENS, Greece, April 18.—Two divisions of Italian warships, each comprising a dozen ships, passed Skyro Island, in the Aegean Sea, yesterday, sailing to the north.

#### RAPID PROGRESS ON G. T. P. CONSTRUCTION

Mr. Gellingwood Schrieber Comple Trip of Inspection—Most Diff-oult Part Is Pinished

OTTAWA April 18. — Collingwood Schrieber, chief consulting engineer for the Dominion government, has just returned from a tour of inspection over most of the recently constructed portion of the G.T.E. main line in the West. He was as far west as Tete Jaune Cache, which is fifty miles west of Yellowhead Pass.

In conversation with repres In conversation with representatives of the press, Mr. Schieber stated that the G.T.P. is now completed to a point, 278 miles west of Edmonton or thirty miles west of Yellowhead Pass. The track has been laid from Prince Rupert 164 miles eastward. This leaves a gap of 490 miles still to be constructed. Mr. Schrieber remarked on the fact that the line so far built in British Columbia represents the most difficult portion of

By the end of the present month 35 more miles will be graded on the section this side of Tete Jaune Cache, while on the section east of Prince Ru-pert grading is being done to a distance of 245 miles from that city. Mr. Schrieber reports that labor conditions re unsettled in the northern part of British Columbia, although conditions are better than they were a year ago.

#### BARGE TAKES ROLLING STOCK TO RUPERT

Locomotive and Cars Taken on the Barge Georgian II, in Tow of Tug Escort

The big barge Georgian II, is on the way to Prince Rupert in tow of the tug Escort, carrying a locomotive and tender, two box cars, one caboose and twenty flat cars. The full consignment of this G. T. P. rolling stock from the company's shops at Winnipeg, consists of this learning the consists cabcoses, two box cars, and forty-nine flat cars. The remainder will be taken by the same barge, Georgian II. Jater. The barge which is very much on the lines of a scow with bulwarks-is powerfully built and equipped with a steam windlass. The locomotives and cars are run over an apron direct from the company's rails on land to the company's rails on the barge. The flat cars are double-decked, that is, rails are placed upon the top of the bottom tier, and then, at tide, when the barge is sufficiently low in the water, the rest of the cars are run along the rails which have been laid upon those be low. The top cars are lashed, and all the cars have their brakes in use and

The Georgian II. is 202 feet long with a 40-foot beam and has been running up to Prince Rupert during the past two years. The greatest care is exercised in taking consignments up north—the present consignment is worth about \$35,000-but there is aways a certain amount of risk when the sea is at ali rough, and it will be remembered that the Georgian II, was wrecked several years ago. The G. T. P. tug Escort, which has had her broken flange repaired on the Wallace ways, and which will tow the barge, is a particularly powerful tug. The trip there and back occupies about ten days, and then the Escort will tow the barge to Prince Rupert with a large quantity of contractors' supplies being sent there for a Mr. Harris, a well known Seattle

shoes gripping the wheels onto the

#### SHIP FRIEDA REPORTS FATALITY ON BOARD

Deck Boy Fell Into Lower Hold on Voyage from Santa Bosalia and Was

PORTLAND, Ore., April 18.-Capt. C. Marck of the German ship Frieda re-ports that on March 13, when the vessel was four days out from Santa Ros-alia, Walter Lehmann, a deck boy, fell nto the lower hold and was so badly injured that he died two hours later without recovering consciousness. The lad was 19 years of age, His parents

The Frieda arrived here after en- Roose countering Tight and head winds pract 1,136.

tically all the way up the coast. She was picked up, by the tug Weilula, seventy-five miles off shore. The tug secured the schooner Resolute in the same locality and towed the two vessels into port tandem.

Although the Frieda missed her canceling date she will be retained by Neame & Co. to load 2,000,000 feet of lumber for South Africa.

In January the Frieda was chartered at 60 shillings, and the contract specified that she must arrive by March 31. It is optional in all charters whether the company engaging a vessel keep her if she fails to put in an appearance as soon as specified, or permit the owners to seek other busi-ness for her.

Since the Frieda was chartered at 60 shillings, the rate for similar tennage has advanced to 70° shillings, and natrally the company engaging her several months ago has decided to retain the vessel: It is said that the increase at which she was taken will be ample to pay a big share of her port expenses.

"Andania" and "Alunia" are the names officially fixed by the Cunard company for their two important liners to be built by Scott's Shipbuilding & Engineering company on the Clyde for the Canadian service from Southamp-Canadian service from Southamp-The vessels will be 18,000 tons

Cross Country Rec LOS ANGELES, Cal., April 20.-By LOS ANGELES, Cal., April 20.—By winning the Times modified Marathon of 12 miles in one hour, 12 minutes and eight seconds today, Philip Zeyoums, of the Sherman Indian school in Riverside, not only established what officials said to be new world's record for cross country running for 12 miles, but grobably insured immers it a place on the United States toward supports that will United States team of runners that will be sent to compete in the Olympic games in Stockholm. Zevouma finished his race alrong, The record for 12 miles is 1:02:00, but this was made

Three Sailings a Day Between Victoria and Vancouver and Two Between This Port and Seattle -web towels on

Beginning on April 29 next the inter-Beginning on April 23 next the interport ferry services between. Victoria and Vancouver and Victoria and Seattle will be much improved. There will be three sailings daily from both Victoria and Vancouver and two sailings from Victoria and Seattle. The Princess Vivtoria and Princess Charlette will alternate on the triangular route, and the steamers Princess Adelaide and Princess

ternate on the triangular route, and the steamers Princess Adelaide and Princess Alice will alternate on the Victoria-Vancouver run.

The addition of the steamer Iroquois, which will run through to Tacoma, will give a double salling to and from Seatile daily, the American vessel leaving in the morning and the Princess Charlotte in the afternoon. The improved service is expected to result in a sreat increase of travel. Last season witnessed the biggest travel since the steamers have been operated between local ports. Another addition to local services is that mausurated between Victoria and Port Angeles by the little seamer Enterpy, which now makes trips three times a week between the two ports, leaving Evans, Coleman & Evans wharf atternated the trips three times a week between the two ports, leaving Evans, Coleman & Evans wharf atternated the trips three times a week between the two ports, leaving Evans, Coleman & Evans wharf atternated the trips three times a week between the two ports, leaving Evans, Coleman & Evans wharf atternated the trips three times a week between the two ports, leaving Evans, Coleman & Evans wharf atternated the trips three times as a week between the two ports, leaving Evans, Coleman & Evans wharf atternated the victoria shows. That he was correct is evident by the entries being received here.

Two of those coming from Alberta are horsemen of prominence in western Canada, men who are known to all British Columbians who give any of their time to coming from Alberta are horsemen of prominence in western Canada, men who are known to all British Columbians who give any of their time to coming from Alberta are horsemen of prominence in western Canada, men who are known to all British Columbians who give any of their time to coming from Alberta are horsemen of prominence in western Canada, men who are known to all British Columbians who give any of their time to coming from Alberta are horsemen of prominence in the victoria shows. That he excellent by the entries being covering the later of urdays. It is stated that as travel in-creases the schedule will be improved and it is likely that a lorger vessel will be secured for the run.

Three Men Injured When Locomotive and Coaches Leave the Rails in Whatcom County

BELLINGHAM, April 19 .- The Canadian Pacific trans-continental train run-ning over the Northern Pacific tracks from Seattle to Sumas was wrecked this afternoon a mile south of Nocksack, in Whatcom county and engineer T. Bev-anes; Fireman Fred Butts; Brakeman George Hadley of Seattle and one pas-

George Hadley of Seattle and one passenger were injured. A special train was run from Sumas to the scene of the wreck and removed the injured to the Sumas hospital.

The locomotive, baggage and mail car, smoker and day coaches were derailed but the dining car and pullman remained on the tracks. The engine and baggage coach were thrown at right angles to the rails while the other coaches were turned partly over. The train was running at about 30 miles an nour when the rails spread. A humber of passengers were slightly injured, none seriously. The wrecking crew went to the scene of the wreck from Seattle tonight.

Celebrated Irish Thoroughbreds, Recently Brought From Great Britain, Entered in Victoria's Spring Show

For the special benefit of Victorians interested in the sport arrangements have been made for a number of purely local events in connection with this city's first spring horse show, which will be held on May 2, 3 and 4. The management is taking this step at the sarnest solicitation of a large number of island equestrians, and there is no doubt that these competitions will attract a particularly large entry.

There is a jumping contest for

tract a particularly large entry.

There is a jumping contest for ladies, over four hurdles, performance only to count, for which a silver cup is offered the winner, a silver medal for second, and a bronze, medal for third. This will be followed by a riding competition for girls (noylee), the awards for which are a cup and medals. The boys under sixteen years have not been forgotten, a jumping event having been arranged for them. event having been arranged for them. The successful ones will receive prizes to the value of \$10. \$7, and \$5. The last will be a combination class, in which are hung up a cup and two

Famous Irish Jumpers

During the past few days Secretary George Sangster has been receiving semany high class entries that he confidently expects the forthcoming show to measure up to the standard set up by that which is held here in the fall during exhibition week. Among the most notable of those which came to hand yesterday were the famous Irish jumpers recedity brought to British olumbia from the Old Country and which are in charge of Mr. A. Doyle, who is making his home at Vancouver. These beautiful animals have been shipped from Great Britain to form the nucleus of a thoroughbred stock farm in this province, it being the opinion of their owners that the conditions are more suitable here than anywhere else for the breeding of horses of the required quality for entry in the Grand National and other well-known steeplechases. Those coming to Victoria include Shamrock, St. Johnson, Hawsen, America, Shea and Valentine. They are reported to be as fine a lot as reported and their performances are being looked forward to by enthusiasts as one of the features of the event.

When Dr Medd, of Victoria, returned from Calgary, where he judged that city's show, he stated that the horsemen of the prairies were much taken Columbia from the Old Country and decided almost to a man to come to the Pacific coast with their stables. Their intention, Dr. Medd stated, is to participate in the Vancqueer and the Victoria shows. That he was correct is evident by the entries being received here.

## BEE-KEEPERS TO SEE DEMONSTRATIONS

Inspectors of Poul Brood Are Flanning Extensive Series of Meetings, to Regin at Once

Mr. Le Harris, one of the provincia foul brood inspectors, has commenced investigations into the conditions prefoul brood inspectors, has commenced investigations into the conditions prevailing in and around Kelowna district, and at the beginning of next month will attend at the following places to demonstrate the most approved methods of bee-keeping and the use, of the most modern appliances, May 8, Vernon; May 10, Armstrong; May 12, Kelowna; May 14, Westbank; May 16, Peachland: May 18, Summerland: May 20, Naramata; May 22, Penticton, May 24, Kaleden; May 27, Keremeos; May 31, Grand Forks; June 6, Enderby; June 8, Salmon Arm, June 10, Shauwap; June 12, Kamloops; June 14, Ashcroft; June 17, Revelstoke; June 19, Bolden; June 24, Wilmer and Windermere.

In the Chilliwack district Mr. F. D. Todd, another foul brood inspector, will hold apiary demonstrations at 2:30 p. m. each day on Saturday, April 20, at the apiary of Mr. John McCutcheon, Chilliwack; April 23, at the apiary of Mr. John McCutcheon, Chilliwack; April 23, at the apiary of Mr. J. W. Fletcher, Sardis; April 25, at the apiary of Mr. J. W. Fletcher, Sardis; April 25, at the apiary of Mr. S.

A. E. Willis, Chiniwack; April 21, at the apiary of Mr. J. W. Fletcher, Sar-dis; April 25, at the apiary of Mrs. Mercer, Bosedale, and on the 26th at the apiary of Mr. John Chapman,

railed but the dining car and pullman remained on the tracks. The engine and baggage coach were thrown at right angles to the rails while the other coaches were turned partly over. The train was running at about 30 miles an nour when the rails spread. A number of passengers were slightly injured, none seriously. The wrecking crew went to the scene of the wreck from Seattle tonight.

OREGON PRIMARIES

PORTLAND, Ore., April 19—Meagre returns from Portland and the state primary elections held today show Theodore Roosevelt, President Taft and Senator Le Pollette are running meck and nack for the Republican preference for presidential nomination, with coll. Roosevelt in the lead. The totals at midnight from the entire state give Roosevelt 1,594; Taft 1,285, La Follette 1,136.

It is a form of bee paralysis in very acute form; the bees cannot fi but only run and crawl, congregating in small bunches. It is ten-times more in small bunches. It is ten times more destructive than foul brood and makes a clean sweep of the stock, spreading over a whole district. The losses of Scotch bee-keepers when the disease reached the north of Great Britain amounted is some cases to as high as 90 per cent. A thorough investigation has been begun in the Old Country and it is hoped that its results may at any rate effect the diminution of the spread of this plague when once it develops.

Tribute of Congress WASHINGTON. April 19.—Formal tribute to the Titanic's dead was paid today by the house of representatives when it adjourned until tomorrow.

# STRIKE SITUATION

Forty-four of Armed I. W. W. Agitators Arrested for Attempting to Interfere With Construction Operations

LYTTON, April 18 .- Forty-four mem-

camp near Savona vesterday. The provincial porice were mobilized at the camp yesterday morning in time to prevent the mob from running the men away from the works.

While the officers and strikers were milling around the grade a donkey engine came through and struck one of the strikers, breaking his thigh and otherwise injuring him. He was taken to the hospital in Kamloops.

All of the strikers were searched and their illegal arms, consisting of knives and billies, were thrown into the river. There were about thirty officers con-

There were about thirty officers con-

There were about thirty officers con-nected with the affair. These from Spuzzum and Norsis head arrived too late to be of any assistance. Alex. Bothwell, night watchman for Griffin & Welch at Lytton, who last week shot a striker in the tee while preventing a raid on the company's camp and who has since been held in Kamloops under \$5,000 bail, was this morning discharged and returned to his work. Mr. Bothwell, after having been deputized, threatened to shoot the first man who put a root inside the door of the building he was quarting. One of the building he was guarding. One of the strikers stuck a leg in and had his calf punctured. The camp was not raided, but next day Bothwell was arrested and was only discharged today.

That the provincial police are getting the strike situation well in hand along the line of the Canadian Northern construction is indicated by the following telegram which the attorney-general received last evening from Savona from Superintendent of Provincial Police Colin S. Campbell:

"Daly's camp working. Testerday over one hundred strikers threatened to drive constables and men off the works. Reinforced by eighteen constables and forty-three made prisoners. All go to Kamloops tonight. All the other men ordered to leave town and are going. One hundred men marched to track west of Yale yesterday. Brought back and ordered out of fown."

Commander F. H. Walter has been appointed to relieve Commander G. W. Vivian in command of H. M. S. Shearwater, and will assume the post now held by him as commander-in-charge for station duties on the West Coast of

Commander Watter is now en route to this coast, and will probably join H. M. S. Shearwater at San Francisco, where the sloop-of-war is undergoing repairs in consequence of the damage sustained off the coast of Mexico, from where the vessel was towed to San Francisco by her sister warship H. M. S. Algerine.

Commander Walter, who comes to take command of this station as senior Imperial officer, is not new to Esquimalt. He has served on several vessels stationed there. For one year he was a sub-fleutenant of H. M. S. Champion, and was in the flagship Royal Arthur for two years as a lieutenant, and for six years he served as a lieutenant of the Posts.

#### KOSMOS LINER AT THE OUTER WHARE

erman Steamer Setos Arrives with a Shipment of Nitrate for Victoria Chemical Works ,

The steamer Setos, Capt. Vaubel, of the Kosmos line, reached the outer wharf yesterday morning to discharge a shipment of nitrate from Chilian ports The Kosmos liner, from Hamburg via about 70 ports of call mostly on the south and central American coast, is 115 days out from the German port from Mazatlan to San Francisco the German steamer carried a number of

refugees who left mexico owing to the troublons conditions.

Officers of the Setos report that the Hamburg-Amerika line is building the first of a fleet of steamers to ply to the North Pacific coast via the Panama canal. The Kosmos line is a subsidiary concern of the big German shipping

company. The annual report of the Kosmos company, just issued, says:

Our smaller and older vessels, viz:
"Neko," "Ramses," "Memphis," "Hathor" and "Luxor," which were no longer suitable for our requirements, were sold last year, also the "Penotor" and "Menes" at the beginning of this year.

To make these we have contracted company to the second seco "Menes" at the beginning of this year. To replace these, we have contrasted for five cargo steamers, each of 12,000 tons carrying capacity, of which four will be built by the J. C. Tackienborg Co., Ltd., Geestemunde, and one by the Flensburg Shipbuilding Co., Ltd. They will be delivered to us in May, July and August, 1912, also in January and March, 1913, so that our fleet will then again consist of 33 vessels, altogether.

Our export trade has been considerably increased, in consequence of much railway material having to be sent out, also in consequence of the erection of various sait petre works. Against this, the increase in the export of ordinary merchandise is nothing worth mentioning.

Our traffic with the ports of the west

Our traffic with the ports of the west coast of Central America has suffered somewhat severely, as the coastal steamship service on the Atlantic side of the isthmus has been much improved of late, and this assists the railways in quoting lower rates of freight, and thus inducing traffic via that route. As the opening of the Panama Canal is anticipated in the near future, several small lines have already commenced running services to the neighboring ports, and this has resulted in a reduction of our outgoing trade to California and British Columbia. What changes will be occasioned or necessary, in the working of our line on the opening of the Panama Canal cannot at present be determined, but this will receive due consideration when the time arrives. Our traffic with the ports of the west

# STEP TOWARDS BRIDGE PROJECT

Sir W. Mackenzie Secures Bute Inlet Charter and Will Commence Building Road at Early Date

TORONTO, April 19.—Sir William Mackenzie has secured the Bute Injet charter which means that nearly every available vantage point in British Columbia have to a great extent been pur-chased by the Mackenzie-Mann interests. The possibilities are that twenty miles of the Bute Inlet line will be constructed

The conclusion of this road will develop the morth end of Vancouver Island. Its construction will bring into prominence the grea undeveloped riches of the Comox district, which is looked upon as one of the best timber, mineral and agricultural districts in the province.

The taking ever of he charter by Sir William has an important bearing upon the building of the Seymour Narrows bridge. In other words, the thin end of the wedge is now in and will be driven home by two of Canada's greatest and most progressive rallway builders.

It is understood that the Canadian parliament will shortly look into the cost of this great national undertaking and once its importance is fully understood, no time will be lost to complete the chain of Empire from the Atlantic to the Pacific. The bridging of Seymour Narrows, will cost in the neighborhood of from sixteen to twenty millions of dollars. Narrows, will cost in the neighborhood of from sixteen to twenty millions of

The SHEARWATER

Will Advance Progres

The Hon Richard McBride is alive to the encessities of the people and will likely confer with the Borden ministry at an early date, as to the best methods to bring about a proposal that will be satisfactory to both the Edderal and provincial soveriments.

The Grant McBride is alive to the encessities of the people and will likely confer with the Borden ministry at an early date, as to the best methods to bring about a proposal that will be satisfactory to both the Edderal and provincial soveriments.

The superintendent of the girl's home are expected in May and about the same proved extramely costly. Wages, supplies, material risk of management run from thirty to thirty-dive per cent higher in the west than in the east, and it is doubtful if the Canadish Northern Pacific will do much better than earn its find under the completion. Measure Markenies and Mann have been a tremendous help to the provinge of Fittlan Columbia and although it is not more than three years in the east and will prehably join H. M. etwater at San Frâncisco. Where opportowar is undergroin; repair that it was found to the importance of the dismage sustained coast (of Mexico, from where the was sowed to San Francisco by ser warship H. M. S. Algerine.

And a provincial source of the dismage sustained coast (of Mexico, from where the was selected to the was sowed to see the dismage sustained coast (of Mexico, from where the was selected to the was sowed to see the dismage sustained coast (of Mexico, from where the was sowed to see the dismage sustained and a powerful affect upon the future of Manitobs, the Territories and Eritish countil to lesse the dark of a bill. by which it proposes that a lean shall be comed to the sustained to sustain the second sustained to the sustained to the sustained to the sustained to the sustained t

### JUDGMENT RESERVED ON EXTRADITION

But Expectation to That Both Dean an dMoHamara Will Be Beturned to British Columbia for Trial

Judgment has been reserved both at Los Angeles and at New York in the proceedings initiated upon request of British Columbia for the extradition of the men Dean and McNamara, as prin-cipals in the robbery of the New Westminster branch of the Bank of Montreal in September last. In both cases it is anticipated that the desired orders will be made.

McNamara is believed to have been

McNamara is believed to have been the organizer and leader in this notable robbery, and he is understood to have admitted 'without prejudice" to the Pinkerton detectives engaged in the case that this supposition is quite correct. Dean, who was, according to police information, a subordinate figure in the case, will very probably become a witness for the crown when the matter comes to trial in the British Columbia courts.

Five were in all engaged in the rob-

courts.

Five were in all engaged in the robbery, but as to the whereabouts of the other three the detectives know nothing, although they claim to know the names

# CITY ORDERS OFF

B. C. Telephone Co.'s Linden Avenue Extensions Discontinued by Civic Direction-Officials Explain Situation

Because the B. C. Telephone company proceeded with the erection of poles on city council for permission it has been ordered to discontinue that portion of its extensions. The civic outhorities' reason for the step is that the workmen were not exercising proper care in their treatment of the boulevards not only on this thoroughfare but almost every-

on this thoroughfare but almost everywhere else.

The corporation officials, while admitting that their employees might in some cases have been at fault in this regard, claim that they have absolute authority to prosecute the work by the terms of an agreement entered into with the city under Mayor Robert Beaven which provides that telephone poles may be placed on public streets after plans have been sanctioned by the city surveyor and approved by the city engineer. They state that, in the case of Linden ave. both these conditions were complied with.

A conference was held between the A conference was held between the

A conference was held between the B. C. Telephone company's officers and Mayor Beckwith and other civic authorities after the Linden avenue work was stopped, in order that the situation might be canvassed and some understanding reached, if possible. The company's representatives explained what has been outlined and also stated that, if the line was not permitted to be strung along Linden ave., it meant that the residents of the Fairfield and the Hollywood districts, who have been promised telephone communication when the company moves to its new and up-to-date home on the corner of Blanchard and Johnson streets, would have to be without it for an indefinite have to be without it for an indefinite period. In fact they could not be given connection with the central office until the work was allowed to go ahead.

Underground Wires

It is underground where

It is underground where

It is underground that the question of placing the telephone wires underground also was discussed. In this respect the civic representatives were reminded that in compliance with the terms of the recent bylaw which was placed before the rate-payers and carried by the required majority the company had canvassed the property owners and obtained the consent of 60 per cent to use various buildings for the stringing of whres. A map had been prepared showing where rights-of-way have been secured and where the 40 per cent desired are logated. The expectation was that the dity would exercise the power of expropriation to secure for the company the rights which hate not been voluntarily granted. If the work had been prosecuted with resonable despatch the change, it was stated, would have been completed by the list of next August. But the city had taken no action whatever, and the proposal remained no further advanced.

With respect to the underground wires in the residential sections, it is pointed out that this may be done on a local improvement basis, the company and the property-holders affected sharing the cost of conduits and other expenses.

## DOMESTIC SERVANTS Salvation Army Preparing to Cope with Greater Demand in the Province

supplying municipally owned dwellings at reasonable rentals. The proposals, which are the work of three councillors, would give considerable benefit to large families. The proposed rentals are, for families with three children or fewer, four rooms, \$80 a year; three rooms, \$86.25; two rooms, \$46.25; families with three children or more, four rooms, \$60; three rooms, \$57; two rooms, \$86.25. These prices are calculated in such a way as to give a clear interest on the loan of from 5.7 per cent to 6 per cent. 

construction of these buildings has already been made, and it is proposed to guns.

It is proposed to place two guns on the C.P.R. wharf, if Capt. Troup permediately. It is proposed that the houses shall be available only for French families with children, and at first only for families that have lived this fire the remainder of the artilleryman who are not serving the field guns and the construction of the special point defences. Under cover of this fire the remainder of the artilleryman who are not serving the field guns and the construction of the special point defences. in Paris at least five years previously. The authors of the project also propose that, if possible, there shall be reductions in rental according to the size of the family and that rentals shall be the family and that rentals shall be fixed at 3 per cent on the capital outlay and depreciation on houses for families of eight children, 3 1-2 per cent on dwellings for families of seven children, 4 per cent for families with six children and 4 1-2 per cent in the case of the housing of families with five children.

Empress of Asia, New C. P. R. Transpacific Liner, to Make Maiden Trip Early Next

The C. P. R. liner Empress of Asia, 14,500 tons register, which is to replace the lost Empress of China in the transpacific trade from this port to the Orient, is to make her first voyage in February next, according to advices just received by C.P.R. officials. The Empress of Russie, her sister ship, is to start service a month later. These two big steamers, which have been built for speed and comfort, are 580 feet length and have a beam of 68 feet. It is expected they will reduce the time from Yokohama to Victoria by two days. The fastest time up to the present is that of the Empress of Japan which made the voyage about twelve years ago in 10 days 10 hours.

The Empress of China has been aban oned to the underwriters, who sell the steamer as she lies damaged at Uraga, Japan, by auction, it is ex-pected that the claims under policies held on the Empress of China will be settled on a basis which will work out at 75 per cent on the hull polic steamer was stranded on Shirahama reef on July 26 last and after protracted salvage operations, which cost \$180,-000, the vessel was floated. The hull was insured on a valuation of about \$750,000, and a further amount of \$250,-000 was placed on disbursements. It is writers will contribute 25 per cent toward the settlement and this amount is included in making up the 75 per cent

The new steamers for the Nippon Yusen kaisha are to be started across the Pacific next month and in June. derson, writing of the additions to this line says:

"The new steamers are the Yokohama Maru, building at Nagasaki, and the Shidzouka Maru, under construction at Kobe. The Yokohama Maru will replace the Tamba Maru sailing from Japan about June 1. The Shidzouka Maru will replace the Inaba Maru later in the summer. It is understood that the Tam-ba Maru and the Inaba Maru will be employed on one of the Indian routes. The new vessels have a gross tonnage of \$200, a length of 400 feet, breadth molded of 50 feet, and depth molded of 30 ed of 30 feet, and depth moided of 30 feet. They have been constructed to carry 28 saloon passengers, and 350 in the steerage, The propelling machinery consists of two sets of triple-expansion engines supplied by steam from double-ended marine bollers, and their contract speed is to be a mean 15 knots.

"It is also announced that the com shipbuilding yard a steamer of 15,000 tons to be placed on the European run, tons to be placed on the European run, which vessel is expected to be completed in August, 1913, and one of 6500 tons, to be allotted to the American line and to be completed in June of next year. From the Kawasaki shipbuilding yard has been ordered a steamer of 15,000 tons for the European line to be completed in October, 1913, one of 6500 tons for the American line to be completed in November, 1913, and one of completed in November, 1913, and one of 3500 tons for the Shanghai line to be completed in the same month. The com-pany has also ordered from a British shipbuilding yard a 3500-ton steamer for the Shanghai run, to be completed May,

"The construction of so many v is understood to have regard for the extension of the company's business to the east coast of North and South America through the Panama canal. It is the announced intention to run steamers to New York and Brazil, and the company is now making preparations for a Yokohama-New York service for which it is considered that 11 steamers of 8000 to 10,000 tons will be needed. In the meanwhile its new vessels and improved equipment will afford a fort-nightly schedule from Hongkong to Seattle. It has not yet been decided whether Manila will be a regular port of call for steamers of the line."

### SHAM BATTLE WILL MARK VICTORIA DAY

Pifth Regiment Planning a Spectacul Attack On Marine Hospital Point After Nightfall

The Fifth Regiment, C.G.A., under Lieut, Col. A. W. Currie, officer commanding, responding to the request of the committee for the Victoria Day celebration, is planning a spectacular sham battle which will add much to the holiday programme.

It is proposed, if the privileges offered two years ago, when the plan was proposed and was not carried out owing to the death of His Majesty King Edward, can be secured, to make an attack from the city side of the harbor on Hospital point on the Indian reserve. There a "fort" will be held by a force of the local artillerymen, and this will

this fire the remainder of the artillerymen who are not serving the field guas
will be taken in boats to make a landing to carry the Hospital point fort,
where a stock of fireworks will be
placed to add to the spectacle.
The attack on Hospital point, which
promises to be one of the chief restures of the Victoria day relabration,
will be held soon after nightfall.

Passenger traffic from Prince R ert to Skeena Crossing will be in gug urated on May 1.

## The Colonist.

The Colonist Printing & Publishing Company, Limited Liability. 1211-1215 Froad Street, Victoria, B. C.

### The Semi-Weekly Colonist

One Year .... \$..00 To the United States .... ... \$2,00 Payable in advance.

Sent postpaid to Canada and the, United Kingdom.

#### THE SILVER LINING

There is a thrill in every line of the story of the wreck of the Titanic, and almost every person who read it must have felt at times as if something had clutched his heart. Four days had passed and there was nothing to lighten the burden of sorrow. Our expecta-tions were tuned up to expect a climex of horror. And then the story came, an we read of deeds of quiet heroism that made our pulses beat faster and there is no tale of the sea more awful in its toll of lives, so there is none more glorious as an illustration of the nanliness of men and the nobility of woman's love. The wife who stood by than to be saved without him, although there was everything else band's love: the father whose only thought as he faced certain death was little boys: the captain who stood upon the bridge and issued his commands knowing that in a few moments he would have gone to his death in the own death song in order that courage might be inspired in the hearts of others; the sailors who stood by the boats in which they could have sought refuge, but preferred their duty to life We may lament the death of such as these and of the hundreds of others of whose noble courage we have not been and never will be told; but it is with pride that we realize that they were only men and women like our selves, and that we feel a reason to be lieve that we could do as they did.

The explanation of such a disaster ! only to be found in the inscrutable wisdom of God. Perhaps, who knows man needed a lesson? In our pride we built a great ship. We said we have done what has never before been done we have built a ship that cannot sink; we have so tamed the forces of nature that we can rush with headlong speed ness, nothing on land or sea daring to make us afraid. Then out of the a mantle of ice. She spurns the greatest triumph of our skill with only a touch of her foot, and what was our pride, what seemed the very culmination of wisdom and skill, is broken and child throws it into a pond, and the cy monster moves on without a tremor When daylight comes where there had been a mighty ship, seemingly almost a men and women full of satisfaction that man had been able to accomplish nothing but a few fragments of wreckage and a stately berg shining like a vast pearl in the rays of the rising sun. Nature has taught man a lesson tion to our pride so must be our fall.

And yet though there is much sorrow, it is not all sorrow; though there is much that is almost too painful to bear, it is not all painful. Nature may works of man; but she failed to show that she can triumph over the souls of men. The greatest thing in that awhose feet were many fathoms deep; but the unconquerable souls of the men, who in the very hour and article of death could do their duty unfilnchingly. Human skill was powerless, but he manity itself was triumphant. And so forget that the men and women, who proved their nobility of soul, were no r than we ourselves are, that we and every one have within ourselves that which is greater than fear, that when the time comes for us to exhibit the greatness of humanity we too may be able to prove ourselves worthy to classed with the heroes of the

#### TITANIC VICTIMS

Among the victims of the Titanic disaster were two Canadians well known in the West and highly thought of by all who came within the circle of their acquaintance. Mr. F. McCaffrey was manager of the Vancouver branch of the Union Bank of Canada and general supervisor of that financial institution's siness in British Columbia. He had thoroughly earned the confidence of the public and was regarded as a shrewd business man of the type which earns esteem and commands respect in growing and prosperous country. loss will be keenly felt in financial circles, not only in Vancouver and Victor-

Mr. Hugo Ross, a prominent real estate man of Winnipeg whose death is also reported was a familiar figure in this city to which he made frequent trips. He was one of the prairie residents who thoroughly recognized the potentialities of this part of Canada, and he has been here time and again for the purpose of investing money for his clients. During these visits he made meny warm attachments and those who him will deeply regret that one endowed with such a likeable personality coupled with shrewd business talents should have been cut off in the prime of life.

"Be British, my men." This was the entence which Captain Smith, of the Titanic, imposed upon his gallant crew. And be it said to their everlasting glory that not a man of them failed to respond. Nelson's famous signal was written in anticipation of battle. Cap-tain Smith spoke in the very face of

. . . .

# DEATH ROLL IS

White Star Lines Places Loss of Life at 1,635-Titanic Was Traveling at 21 Knots

#### NONE OF SURVIVORS BLAME CAPTAIN SMITH

Messrs, J. Bruce Ismay, Marconi and Second Officer Lightholder Testify Before Senate Committee

NEW YORK, April 19.—The living cared for, the dead beyond recall, survivors of the Titanic disaster were able for the first time today to see in calmer retrospect Monday's tragedy in the north Atlantic, and from their ore normal utterances there is slowly unfolding the full story of how the great White Star liner, her band playing to the last, sank off the Grand Banks with more than 1,600 souls on

From the Countess of Rothes, now uartered luxuriously in a hotel, to the six Chinese coolies who escaped by hiding under the lifeboat seats, all of the 705 survivors have been provided for with food and clothing and some immigrants and millionaires are on their way home to England, the con-tinent, or distant parts of the United

hospitals shelter scores, remain in New York, where the Cunard liner Carpa-thia brought them last night.

#### Speed at Moment of Collision

Even after all had been told of the disaster the death list remains approximate. Last night's total estimate was 1601. Today the White Star line issued a statement placing the loss of life at 1635. Exactly how many died never will be known. It has been estimated officially, however, that the Titanic was traveling at 21 knots an hour when she hit the iceberg. Notwithstanding this none of the survivors from the streets. have as yet condemned Captain Smith

The Titanic's rate of speed, which was approximately 26½ land miles, was brought out today from the lips of J. Bruce Ismay, president of the International Mercantile Marine and managing director of the White Starling when he appeared to the line wh line when he appeared as a witness before the United States senate committee which is investigating the disaster. Nervous but not in tears as was Captain Rostron, of the Carpathia, who followed him on the stand. Mr. Ismay told in whispers of his escape from the sinking liner from the time he pushed away in a boot with time he pushed away in a boat with the women, until he found himself clad in pylamas aboard the Carpathia.

No Consorship He was not sure in just what boat he left the Titanic nor was he sure how long he remained on the liner after she struck. He added, however, that entered a lifeboat, he had been told there were no more women on deck, and he denied that there had been any censorship of messages from the Carpathia. Other witnesses in-cluding Capt. Rostron, bore him out in this, with the explanation that the wireless operator on the rescue swamped with personal messages, was unable to send matter for the press. Interest, second only to that in the later survivors, centered on Mr. Ismay's

recital. In Washington Senator Rayner of Maryland, bitterly arraigned him before the senate and expressed the hope that efforts would be made "to bring to bay the directorate of this company.

#### Sixty Miles Southward

From Washington also came the opinion of expert hydrographers that no blame should be attached to Capt. Smith because an analysis of charts showed the skipper, warned of the presence of icebergs, had steered the Titanic fully sixty miles southward from the regular course. In spite of this caution the mass of ice was struck and was a preventative of similar disasters. The hydrographic officers in New York issued tonight an order shifting the track of trans-Atlantic travel many miles

"After giving his testimony before the senate committee, Captain Rostron of the Carpathia took charge of his ship, which departed late today for the Med-

iterranean. Captain Rostron wept as he told today how the Carpathia had picked up

the survivors of the Titanic. Most of the wealthy and more prominent survivors have left the city, among them Mrs. Charles M. Hays, widow of the president of the Grand Trunk railway. He met death in the disaster, but Mrs. Hays and her daughter were saved. They left today for Montreal in a special train.

Col. John Jacob Astor's young widow remained in the Astor residence, too ill. according to her physicians, to make any statement. No direct word from her has come to the outside world since Colonel Astor kissed her goodbye and put her in the lifeboat.

#### TWO EXPLOSIONS BEFORE LINER SANK

NEW YORK, April 19 .- Hugh Wilner son of Thos. Wilner, R. A. of London, says there were two explosions before the Titanic sank. He believes he was the last person to leave the ship. To a friend he said:

'Not long after the ship struck there eame the first big explosion, then, in a moment later, the second. It was the in the saloun of the Titanic. second explosion that did the most dam-

age. It blew away the sunnets and tore a big hole in the steamer's side."

#### CARPATHIA'S CAPTAIN REPORTS ON RESCUE

NEW YORK, April 19.-Less than 24 ours after the Cunard line steamer Carpathia came in as a rescue ship with 745 survivors of the Titanic disaster, she sailed this afternoon for the Mediterranean cruise on which she originally started last week, Just before the liner salled, H. S. Bride, the second Marconi operator of the Titanic, who had both of his legs crushed on a lifeboat, was carried off on the shoulders of the ship's officers to St. Vincent hospital.

Captain A. H. Roston, of the Carpathia nas addressed an official report giving his account of the Carpathia's rescu ork to the General Manager of the Cunard line at Liverpoo

The report stated that Capt. Rostro first was apprised of the plight of the Titanic at 12:25 a. m. on Monday and that he immediately ordered the Car pathia headed for the scene of the dis ister, a distance of 58 miles. At 2:40 m. a flare was seen and it was taken to indicate the position of the Titanic.
The report stated that the Carpathia bassed through a big field of icebergs and at times had to alter her course to avoid ice. The weather was described as fine and clear.

#### Commences Re

"We stopped at 4 a. m., thus doing the distance in three and a half hours. We ommenced picking up lifeboats at 4:10 up. All survivors were aboard and all oats accounted for, viz. 15 lifeboats. berthon boats were alongside. We saw one floating upturned, and according to he Second Officer who was saved, one aving got jammed. This made 16 lifeoats and four berthon boats accounted first boat, it was breaking day and I ould see all within an area of four niles. We also saw that we were surrounded by icebergs.

"The report stated that at & a m th Leyland liner California arrived and that her master was told of the tragedy and asked to search for possible sur-vivors. The Carpathia then took aboard 13 of the Titanic's lifeboats. A clergyman held a short service for the lost and offered a prayer of thanksgiving

The report went on to say: "Before deciding definitely where to make for, I conferred with Mr. Ismay and he told me to do what I thought best. I informed him, taking every into consideration, I considered New better for Mr. Ismay to go to New York or England as soon as possible, and knowing I should be cut out of wireess range very soon if I proceeded to the Azores, this consideration left Halifax, Boston and New York, so I chose

"Again passengers were hysterical about ice and I pointed out to Mr. Ismay the possibility of seeing ice if I went to Hallfax. Then I knew from the gravity of the disaster, that it ould be best to keep in touch with land stations as best I could. We have experienced very great difficulty in trans-mitting news and the names of surhad so many interruptions from other ships and also messages from shore principally press which we ignored. I gave instructions to send first of all official messages, then the names of passengers, then survivors' private mes-

- "I am pleased to say that all survivors have been very plucky. On INVESTIGATING THE

survivors physically well.
"We all turned out of our cabins and gave them to survivors; the saloon smoking room, library, etc., also being used for sleeping accommodations. Our crew also turned out to let the crew of the Titanic into their quarters.

"I beg specially to mention how willing and cheerful the whole of the ship's ompany behaved, receiving the highest praise from everybody. And I can assure you I am very proud to have such company under my command. "Signed, A. H. Rostron, Captain of the R. M. S. Carpathia"

#### "BE BRITISH, MY MEN" WAS RALLYING CRY

NEW YORK, April 19.—But for the unparalleled self-sacrifice and of Captain Smith and the Titanic's of ficers, the sea would have claimed an even greater toll. From the bridge Captain Smith called through his mege phone, "Be British," and that became the rallying cry of officers and crew.

Such was the graphic description of the conduct of the men responsible for the saving of human souls in the Titanic disaster as told today by John Johnson, a member of the crew

ook an oar in a lifeboat. Johnson gave his version of how the ship struck the iceberg and went down how officers and male passengers stood unafraid on deck awaiting the inevitable hour, how the lifeboats were lowered and how husbands and wives said their last farewells.

"When the first signal was given to lower the boats some of the crew press-ed forward. It was then that the rally British, my men."

man obeyed the command and faced death calmly. They knew there no hope and as the big, strong Englishmen assisted the women and children into the boats they gave no sign that they realized that Captain Smith's words, 'Be British,' had sealed their

"They remained at their posts, and died like men."

Phillips, the first Marconi operator aboard the Titanic, stood at his post until the last, jumping from the sink-ing ship. He was taken aboard the life raft and died before the rescuers reach-"Phillips was on the overturned life-

#### COURSE OF ATLANTIC LINERS IS CHANGED

WASHINGTON, April 19.-By an order issued today by the branch United States Hydro graphic office at New York the of Atlantic liners moved 180 miles southward from that which was being pursued by the Titanic when she rate against the iceberg last Sunday

oat with me," said Whiteley. "He was when taken aboard the Carpathia They tried to revive him, but it was one sailor, two firemen and Phillips. oo late. There were four buried at

#### MEMBERS OF CREW HELD IN NEW YORK

NEW YORK, April 19,-The ness of the inquiry by the senate committee into the Titanic disaster was dis closed tonight when Senator Smith of Michigan, the chairman, at first hat! erused to let any of the officers of the two hiddered odd of the crew of the ship beyond the jurisdiction of the were all to have sailed tomorow on th steamer Lapland. Later it was settled that the greater part of the crew would be permitted to sail on this steamer but twelve men and four offi ers among the survivors now under subpoens, together with Mr. Ismay would not be allowed to depart.

The intention of the committee wa made clear at the adjournment when with Affred Crawford, a steward on the tand, Senator Smith pleaded weariness. "We have been at this all day and into the night," he said, "and I believe we had better cease until tomorrow. I am not through with Mr. Crawford yet. and would like to question him further tomorrow, together with other members of the crew and officers."

The first day's testimony brought to the front the apparent conclusion that the biggest ship which was ever built us modern shipbuilders, sank nidecean almost at the top speed and crashed into a field of icebergs after warnings had been given to look out and that few were saved, because of no enough lifehoats on board to accommodate the passengers. There were only 20 boats because the Titante was be lieved to be unsinkable.

This state of affairs appeared when Is state of artains appeared when the committee had examined J. Brues Ismay, Arthur Henry Rostron, captain of the rescue ship Carpathia, and sec-olid officer Lightholder on the Titanic who went down with the ship but later was rescued; William Marconi, inventor of the wireless telegraph; Thos. Cottain. the wireless telegraph; Thos. Cottam, the wireless operator of the Carpathia and other survivors. It was explained at tonight's conference over the duestion of holding the even that Mr. Ismay was very anxious to leave at once for Europe as he had been worn out by his experiences and felt the need of rest. His pleas were unavailing. Captain Rostron stirred the committee which he said he knew he was running a risk when he drove the Carpathia through the sea of ice at top speed

toward the Titanic.
"I doubled the watches and knew what I was about. I took the risk for there were many human lives to be

for there were many human lives to be sayed," he said,
"In the name of Congress and the people of the United States we thank you for what you did," said Sénator Smith, selemnly.

# TITANIC DISASTER

NEW YORK, April 19.—The story of how the Titanic met its fate cold teday to the United States se committee investigating into the managing director of the International Mercantile Marine and one of the sur-

der which he left the boat, Mr. Ishay replied almost in a whisper:
"One of the boats was being filled. cers called out to know if were any more women to go. There was none. No passengers were on the deck as the boat was being lowered. I

The details of the story were drawn t by Senator William A. Smith, arged with the examination of witlesses, and Senator Newlands, who

ismay was accompanied by P. A. S. Franklin, vice-president a Gmerson E. Parvin, secretary of t international Mercantile Marine.

Besides the committee, Representive Hutchinson of West Virgin whose daughter, Mrs. Lucion P. Smil

whose daughter, Mrs. Lucion P. Smith, was saved, and whose son-in-law was lost, was present. Another spectator was Trugs H. Newberry, former assistant secretary of the navy.

Mr. Ismay was nervous when he took the stand. He gave his age as 50-years.

"Kindly tell the committee all the "Kindly tell the committee all the circumstances surrounding your voyage," said Senator Smith.

"Tell us as succinctly as possible, beginning with your boarding the vessel at Liverpool, place on the ship and as many circumstances as possible."

"First, I want to say that I court the fullest inquiry," said Mr. Ismay. "This awful catastrophe, I must say, at the outset, I greatly deplore. We have nothing to conceal, nothing to nide.

"The boat left Belfast, I think, on

#### MANSION HOUSE RELIEF FUND

LONDON, April 19.—The relief funds which have been opened for the assistance of those who were made paupers by the disaster to the Titanic now amounts to \$125,000.

the first of April. She underwent her trials safely and arrived at South-ampton on Wednesday, April 3, I think.
"We sailed on Wednesday, April 10,

leaving Southampton at -12 o'clock, noon. That evening the Titanic reached Cherbourg, having run at about 68 revolutions.

revolutions.

"We arrived at Queenstown on Thursday noon. The Titanic was then running at 70 revolutions. The first day, I think, we made about 467 miles. The next day increased the speed to 72 revolutions and I think we made 519 miles. The next day we increased to 75 revolutions and ran about 546 to 549 miles.

"The accident took place on Sunday night. The exact time I do not know, because I was asleep. The Titahic sank, I am told, at 2:30 a.m.

#### NEVER TRAVELED AT FULL SPEED

the Titanic was running at full speed. "She was built to go 80 revolutions and had never been sped up to that. We never had all her boilers working. It was our intention to speed the boat up to her full quota on Tuesday, but the catastrophe came to prevent it."

Although he came on a "voluntary trip." Mr. Ismay said his purpose was to see how the ship worked and in what manner she could be improved upon. A representative of the builder, Mr. Andrew, was on board, Mr. Ismay said. She was built to go 80 revolution "Did he survive?" asked Mr. Smith

"Unfortunately no," Mr. Ismay said.
"It was arranged between myself and Captain Smith of the Titanic not to arrive at New York lightship before 5 a. m. on Wednesday. There would have been no advantage in arriving

"Was there any attempt to lower the boats of the Carpathia to take passengers after you went aboard her?" asked Senator Smith.

"There were no passengers to take on," replied Mr. Ismay.

"In your lifeboat, what course did you take?" the senator asked.

"We saw a light and headed for it," said Mr. Ismay.

"How long were you in this lifeboat?"

"About four hours."
"Were there any other lifeboats that you saw?
"Yes, we hailed one," he said. H
said he saw no life rafts in the sea.

Number of Lifeboats

"How many lifeboats were on the

Titanic?"
"Twenty altogether, I think," replied Mr Ismay. "Sixteen collapsible and four wooden boats."
"Were all the lifeboats that left the Titanic accounted for?"
"I think so; I've been told so, but I do not know of my own knowledge."
"It has been suggested." Senator Smith continued, "that two of the lifeboats sank as soon as lowered. Do you know anything about that?"
"I do not I never heard of it, and I think all the lifeboats were accounted for."

'Did you see the Titanic sink?" "Did you see the Titanic sink"!
"I did not see the Titanic go down,"
Mr. Ismay replied, shaking his head
mournfully. "I did not want to see her
go down. I was rowing in the lifeboat
all the time until we were picked up.
I turned my back once after we left
the vessel. I saw her green light and
never turned back again. I did not
want to see the end." want to see the end."

#### NO CONFUSION ON BOARD VESSEL

the Titanic when you looked back?"

"I did not see any. All I saw was the green light the last time I looked."
"After you left Capt. Smith on the bridge dld you see him again?"
"I dld not."

"Did you have any message from him?"

"How many wireless operators were there on the Titanic?"
"I presume there were two," said Mr. Ismay, "One is always on watch."
"Did they survive?"
"I have heard one died, but do not know whether it is true?" "Were any of the crew enlisted men n the English army?"

"I do not know." Mr. Ismay said he would have known if there had been an explosion on board nd that there was none.

In response to a question the witness estimated the speed of the ship when she struck at 21 knots. Senator Smith asked the witness if he had had anything to do with selecting the crew of his boat.
"I did not," was the snappy reply.

#### INSPECTION WAS OF RIGID KIND

"Can you tell us," asked Senator Smith, anything about the inspection certificate that was issued for the Titanic before she sailed?"
"I kniew that the government inspection was thorough or the boat could never have sailed."

"Do You know whether the Titanic had its proper number of lifeboats?" "Yes, she had. I think there were 20 oats.

"Do you know whether the boat you

were in was a Titanic lifeboat or one that had been taken from some other White Star ship?" "I did not notice the name on the car or on the boat, but I am sure it was a new lifeboat."

Mr. Ismay declared the ship was specially constructed so that with only two compartments full of water she would still float. "If the ship had struck head on she probably would be affoat today," he

"Did any of the collapsible boats

"No sir"
"Did you attempt to interfere with
the working of the wireless on the Carpathle?" "The captain will probably tell voil I was not out of my room from time I got into it until last night,"

the reply.

As a final question to his examinat when he got into the lifeboat.

a suit of clothes and an overcoat," h

"During your voyage did you kno you were in the vicinity of ice?" Sena tor Smith asked.
"I knew some had been reported," replied the witness.

#### UNAWARE OF PRESENCE OF ICEBERGS

He said the ship was not in proximity o icebergs on Saturday or Sunday, al-hough he knew the ship would be near ice on Sunday night. The witness said he knew nothing of the Amerika and the Titanic talking by wireless about icebergs.

Senator Smith asked if he sought to send any messages by wireless from the Titanic after she struck. He did not.

Turning to the subject of lifeboats, Mr. Ismay said he heard the captain give the order to lower the boats.
"I then left the bridge," added the witness. Three boats, he said, he saw leave filled. In his boat were four embers of the crew and forty-five "Was there any jostling or attempts

"I saw none."

"How were the women selected?"
"We picked the women and children they stood nearest the rail." Representative Hughes handed Sen ator Smith a note, and then the chair man told Mr. Ismay that it was re ported that the second lifeboat left without its full complement of officers and from 11:30 until 7:30 women were orced to row the boat. "I know nothing about it," replied Mr.

Representative Hughes' daughter was in this boat and was assigned to watch (Continued on Page 5)



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

#### LAND NOTICES

Rupert Land District—District of Coas Range One

Take notice that James L. Reese, of Van-couver, occupation farmer, intends to ap-ply for permission to purchase the follow-ing described lands: Commencing at a post planted at the S.E. point of Fir Island, the largest island in the Hedley group, in Queen Charlotte, Sound. Applying to purchase the whole island, containing 24 acres more or less.

Per David A. Spence, Agent Dated March 15, 1912.

Rupert. Land, District District of Coast, Range One

Take notice that Henry J. Williams, of Vancouver, occupation mason intends to apply for permission to Jurchase the following described lands: Commencing at a post planted on the east store of Basil Island, an island in the Deserters group, containing 100 acres more or less. Applying to purchase the whole island.

HENRY J. WILLIAMS.

Ther David A. Spence, Agent.

Dated March 17, 1312.

Sayward Land District—District of Coast Range One

Take notice that James L. Lee, of Vancouver, Br. D. occupation barber, intends to apply for paymission to purchase the following described lands: Commencing at a post planted on the shore of Cranberry Lake, at the S.E. corner of T.D. 27476, thence like of T. L. west, southwest, south to H.M. Co. 35, thence following, this limit cast, north, east, north, east, north, east, north, east, south to T. L. 34678; thence following said limit morth to T. L. 2335; thence following said limit west to lake shore. Thence following said limit west to lake shore.

ortherly to the point of commencement.

JAMES L. LEE.

Per David A. Spence, Agent.

Dated March 14, 1912. Rupert Land District District of Coas Range One Take notice that, James J. Todd, of Van cauver, occupation farmer, intends to ap-ply for permission to purchase the followin described, lands: Commencing at a pos

described lands: Commencing at a postplanted on the south shore of McLeod
Island, an Island in the Deserters group, in
Queen Charlotte Sound containing 60 acres
more or less. Applying to purchase the
whole Island.

JAMES J. TODD.

Per David A. Spence; Agent.

Banest Land

Rupert Land District, District of Const Take notice that David A. Spence, of Vancouver, accupation carpenter, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the west shore of Sheep Island, a small island in the Walker group, in Queen Charlotte Sound, containing 20 acres more or less, applying to purchase the whole island.

Dated March 18, 1912. Rupers I and District District of Coast
Range One
Take notice that Andrew Holcomb, of
Vancouver, occupation farmer, intends to
apply for permission to purchase the following described lands: Commencing at a post
planted, at the south shore of Numas Island, in Queen Charlotte Sound, containing
one hundred acres more or less. Applying
to purchase the whole island.

ANDREW HOLCOMB.

Per David A. Spence, Agent.

Dated March 19, 1912.

Rupert Land District—District of Coast Range One

Take notice that Adolph Johnson, of Vancouver, occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the west shore of Wright Island, an Island in the Deserters group, containing 200 acres more or less. Applying to purchase the whole Island.

ADOLPH JOHNSON.

Per David A. Spence, Agent.

Dated March 17, 1912.

Rupert Land District—District of Coast Range One Range One

Take notice that Amos Griffith, of Vancouver, occupation barber, intends to apply
for permission to purchase the following,
described lands: Commencing at a postplanted at the south end of Kent Island,
an island in the Walker group, in Queen
Charlotte Sound. Applying to purchase the
whole Island, containing 100 acres more or
less.

AMOS GRIFFITH.

Per David A. Spence, Agent.

Dated March 16, 1912.

Rupert Land District—District of Const Range One

Take notice that John H. Spencer, of Vancouver, occupation farmer, intends to apply for permission to purchase the rollowing described lands. Commencing at a post planted at the north shore of Staples Island, the targest Island in the Walker group, in Queen Charlotte Sound, containing 200 acres more or less Applying to purchase the whole Island.

JOHN H. SPENCER.

Per David A. Spence, Agent.

Dated March 16, 1912.

Rupers, I and District—District of Coast Range One

Take notice that Henry J. Spencer of Vancouves occupation paines, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the Walker group in Queen Charlotte Sound. Applying to purchase the whole island, containing 40 acres more or less.

HENRY J. SPENCER.

Per David A. Spence, Agent.

Dated March 16, 1912.

Rupert Land District—District of Coast Range One

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

GEO. S. TUTTLE.

Per David A. Spence, Agent.

Dated March 15, 1912.

Sayward Land District—District of Corter Island.

Take notice that Martha Carson, of Toronto, occupation bookkeeper, intends t apply for permission to purchase the following described lands: Commencing at a post planted at the southeast corner of Lot 272; thence north 80 chains more or less to the shore of the salt lagoon, thence easterly along the shore of the salt lagoon to the west boundary of Lot 265, thence south 80 chains more or less to the northeast corner of Lot 171, thence west 20 chains more or less to point of commencement, containing 160 acres more or less.

Martha Carson J. F. Tait, Agen

Sayward Land District—District of Corte Take notice that I, Frank H. Sager, of Victoria, B. C., occupation prospector, intend to apply for permission to purchase the following described lands: Commencing at a post planted at the N.E. corner section 23. N.W. cor. section 24. S.E. cor. sec. 32. S.W. cor. sec. 31, marked N.E. cor. F. Sager, themce south 40.00 chains. Thence west 40.00 chains, thence north 40.00 chains, thence cast 40.00 chains to point of commencement, containing 180 acres more or less.

FRANK H. SAGER.

Dated 4th April, 1912. Range One-Land District. Range One—Land District.

Take notice that Charles F. Mills, of Vancouver, B. C., occupation salmon canner, intends to apply for permission to lease the following described lands on the north shore of Kincome Inlet:

Commencing at a post planted at the mouth of Charles Creek and alongside of southwest corner post of timber limit No. 44061, thence north twenty chains, thence west twenty chains, thence south twenty chains, thence asst following shore to place of commencement, containing 40 acres more or less.

CHARLES FRANCIS MILLS

Agent for Gifford Fish Company, Limited, Dated March, 7th, 1912.

Dated March 7th, 1912.

Coast Land District—District of Coast Range I

Take notice that Ernest Stewart Weller, of Vancouver, B. C., occupation Clerk, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the beach about 30 chains morth of the north east corner of T. L. 1276; marked "E. S. W.'s N.E. corner"; thence south 30 chains, more or less to the north east corner of T. L. 1276; thence west 80 chains; thence north 35 chains, more or less to shore; thence in an easterly direction along shore to point of commencement, and containing two hundred and sixty (250) acres; more or less.

ERNEST STEWART WELLER.

J. F. Maloney, Agent.

Dated, February 18th, 1912.

Coast Land District District of Coast

Take notice that Annie Evs Mather of
Vancouver, B. C. occupation Spinster, intends to apply for permission to purchase
the following described lands: Commanding
at a lost planted on the beach about 30
citains north of the north east corner of
T. L. 1278, marked "A. E. M. s. N. E. corner";
thence north 30 chains, more or less, to the
north east corner of T. L. 1278; thence west
40 chains; thence in a north east rough
direction along shore to point of commancement, and containing two hundred and
twenty (220) acres, more or less.

ANNIE EVA MATHER,

L. F. Maloney, Agent.

Dated, February 18th, 1912.

Coast Land District—District of Coast Range 1

Take notice that Beatrice Mary Harrison Mather, of Vandouver, B. C., occupation Married Woman, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the north east corner of T. L. 1278, marked "B. M. H. M's N. W. corner," theree south 400.

dred (200) acres, more or less.

BEATRICE MARY HARRISON MATHER,

J. F. Maloney, Agent.

Dated, February 18th, 1912. Coast Land District Of Coast

Bange 1

Take notice that Maud Mather, of Vancouver, B. C., occupation Married woman, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the south east corner of T. L. 1278, marked "M. M.'s & W. corner"; thence north 30 chains; thence east 25 chains, more or less to west line of T. L. 42966; thence 50 chains south along west line of T. L. 42966; thence west 25 chains, more or less to point of commencement, and containing two hundred (200) acres more or less.

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

Coast Land District—District of Coast Hange 1

Take notice that Frederick Henry Byers of Vancouver, B. C., occupation Clerk, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the north east corner of T. L. 193, marked "F. H. B's N.W. Co. Post"; thence south 35 chains, more or less to the N. W. corner of T. L. 1276; thence sast 80 chains; thence north 35 chains, more or less to the shore; thence west along shore to point of commencement and containing two hundred and eighty (280) acres, more or less.

FREDERICK HENRY BYERS Dated, February 18th, 1912.

Coast Land District—District of Coast Range 1.

Take notice that Alice Ida Mather, of Vancouver, B. C., occupation Married Woman, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the beach about 15 chains south of the south east corner of T. L. 1278, marked "A. I. M.'s S.E. corner"; thence north 15 chains, more or less, to south east corner of T. L. 1278; thence west 40 chains; thence south 35 chains, more or less to shore, thence in a north easterly direction along the shore to the point of commencement, and containing two hundred (200) acres, more or less.

J. F. Maloney, Agent.

Dated February 18th 1312

J. F. Maloney, Agent Dated, February 18th, 1912. Victoria Land District District of The

Take notice that L. S. Higgs of South Pender Island, occupation farmer, intends to apply for permission to lease the fol-lowing described lands: Commencing at a post planted fifty feet north of the foot of the Public Whart, Bedwell Harbour, South Pendery and including fifty feet of foreshore LEWIS LEONARD SPALDING HIGGS. Dated March 23, 1912

Victoria Land District of The Take notice that L. S. Higgs of Sou Pender Island, farmer intends it apply in permission to purchase the following discribed lands:—Commencing at a per planted at the west end of an Island at it east end of South Pender Island, and knowns Blunder, Island, and including the who of the said Island, being four acres, motor less.

March 28, 1912

Probal

Eve

Tempe The

tle Who Had t tanic not ed the b had the c after rev

rect head the great averted, pressed Logan, a sociation lerce as ers plyin that seco strike the been a g Of cou think qui lion who nulse of away fro

abead to how, and the plate swerved Captal hope of if they e on, as the ed to the the stear badly dar Gaptair Jarvis, d

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"For e stream in bands of with cold side by s Further t bue water cold countershore, is ship may I moment. I the inner with the name of known to

"On the cuffent of viay be ext that it wi Gulf stream not only in the southw

is: Commencing at a west shore of Oieen alker group in Queen lying to purchase the ng 40 abres more or Y J. SPENCER. A. Spence, Agent

so. S. Tuttle, of Van-penter, intends to ap-purchase the following mmencing at a post the southeast part of and about three miles i, in Queen Charlotte purchase the whole acres more or less. O. S. TUTTLE. I A. Spence, Agent, 12.

-District of Corter artha Carson, of To-kkeeper, intends to to purchase the folost planted at the ot 372; thence north s to the shore of the sterly along the shore the west boundary of 80 chains more or less er of Lot 117, thence or less to point of ining 160 acres more MARTHA CARSON J. F. Tait, Agent

et-District of Corter Frank H. Sager, of tion prospector, in-rmission to purchase l lands: Commencing the N.E. corner sec-tion 24, S.E. cor, sec-marked N.E. cor, F. 40.00 chains, thence ice north 40.00 chains, ins to point of com-NK H. SAGER eth Case, Agent.

and District. orles F. Mills, of Van-on salmon canner, in-rmission to lease the ds on the north shore oost planted at the ek and alongside of of timber limit. No. wenty chains, thence thence south twenty lowing shore to place taining 40 acres more

FRANCIS MILLS Company, Limited

est Stewart Weller mest Stewart Weller, inmission to purchase
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the beach about 30
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S. W.'s N.E. corner"
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of T. L. 1276; thence
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thence in an easterly
o point of commence-WART WELLER, F. Maloney, Ager 1912.

District of Coast nnie Eya Mather of upation Spinster, innnie Eya Mather of upation Spinster, inrmission to purchase
3 izinds: Commence in the beach about 30 north east corner of E. M.'s N.E. corner';
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L. 1278; thence west b 30 thains, more or in a north easterly o point of commence—two hundred and ore or less.

EVA MATHER,

EVA MATHER,

District of Coast

-District of Coas atrice Mary Harrison Battlee, Mary Harrison B. C.; occupation Mar-o apply for permission wing described lands: planted at the north 78, marked "B. M. H. ence south 80 chains; more or less, to west hence north 80 chains L. 42966; thence west less, to the point of containing two hun-RRISON MATHER, I. F. Maloney, Agent. h, 1912.

-District of Coast d Mather, of Vancou rmission to purchase lands: Commencia he south east corner' MAUD MATHER. F. Maloney, Agent 1912.

District of Const rick Henry Byers occupation Clerk, in-ission to purchase the ission to purchase the nds: Commencing at north east corner of . H. B's N.W. Cor. chains, more or less T. L. 1276; thence ence west along shore ment and containing y (280) acres, more HENRY BYERS F. Maloney, Age 1912.

District of Coast id.

Ida Mather, of Vanon Married Woman. rmission to purchase lands: Cémmencing the beach about 15 outh east corner of I. M.'s S.E. corner"; s, more or less, to L. 1278; thence west 35 chains, more or in a north easterly ore to the point of ore to the point of itaining two hundred E IDA MATHER F. Maloney, Agent. 1912.

ct-District of The S. Higgs of South ion farmer, intends in to lease the fol-—Commencing at a feet of foreshore wharf PALDING HIGGS.

S. Higgs of South intends to apply for the following deincluding the whole including the whole ig four acres, more NARD S. HIGGS.

HEAD-ON WOULD

Tuesday, April 23, 1912

Probable That in Such an Event Titanic Would Have Escaped With a Crumpled

#### FALLACIES ABOUT THE DETECTION OF BERGS

Temperature of Water and Thermometer Give Very Little Help, According to Men Who Have Sailed Atlantic

Had the second officer of the lost Ti-tanic not ported his helm when he sight-ed the berg which sank the liner, and had the courage to maintain his course after reversing his engines to endeavor to check the vessel's way and run direct head on against the floating ice, the great loss of life would have been averted, according to the opinion exressed yesterday by Captain W. Logan, agent of the London Salvage as-sociation, who had mahy years' exper-ience as a navigator and master of linerrs plying across the Atlantic. Had that second officer held the course to strike the berg direct there would have been a greatly different story to tell, and Captain Logan. Of course, it is not given to men to

think quickly enough in such emergen-tuero is scarcely a man in a mil-lion who would, for it is the first impulse of anyone's brain to try and get away from a menace seen in front of a steamer—but had he dared to continue ahead to strike the ice head on, the vessel would have crumpled up her how, and still floated, instead of having the plates torn along the side when she grazed along the face of the ice as she swerved after the helm was ported.

Captain Logan said it was the fervent of hope of all. North Atlantic navigators of they ever struck ice it would be head on, as the damage would then be confined to the forward compartments and the steamer would still float, though Landsmen at a Loss

Captain Jarvis, formerly of James and Jarvis, discussing ice navigation and its danger, in connection with the Tianic disaster, yesterday said:
"Even the ordinary perils of the sea ppear to be very little known or un-

derstood by persons other than seafar-ers, and therefore it is not to be wonderers, and therefore it is not to be wondered at that when some great marine distanted occurs dands men for the first that are appalled and quite at a loss to understand how such a thing could possibly happen, except it be the result of negligence on the part of those in charge of the vessel. Whether or not this is the case, it is self-evident that despite every known precaution relative to be navigation being taken vessels will doubtless continue to collide with hers, the great wonder at present being that so few shipping disasters are directly so few shipping disasters are directly attributable to them. Not Beadily Detested

The late commander S. . S. Lecky, R. N. R. in dealing with the subject of ic. navigation remarks as follows:

"It is a popular delusion among passengers on board ship that, by taking the temperature of the sea surface at short intervals, the approach of ice is unfailingly indicated. Unfortunately, such is by no means the case, and re-liance thereon invites disaster. More than ordinarily cold water merely shows that the ship is in a part of the ocean where ice may possibly be encountered, and not that it is actually present.

"The well known Labrador current for example, is a cold stream flowing from Polar regions, and carrying with it, during spring and summer, enormous quantities of field ice and bergs, which come down from Device stream. come down from Davis strait. It is not the extra polar ice, however, which causes the cold current which brings down the ice; consequently the inexper-jenced navigators of the North Atlantic know full well when the sea surface temperature falls markedly to the east ward of the banks that it is necessary to be more especially on guard against meeting ice. Seamen of high standing in the profession, and well acquainted with ice navigation, have frequently stated that no appreciable difference in the temperature of the sea surface is caused by the proximity of even the largest icebergs; and when one considers what a poor conductor of heat water is, the statement can be well believed.

"In conformity with what is known as the "law of convection," water will transmit heat readily enough in a "ver-tical" direction, but the propagation of heat in a "lateral" direction does not take place in the same manner at all. Heat spreads sideways "water by "conduction" alone, a process which involves no transference of the particles, and which is very slow indeed compared to the

Do Not Commingle

"For example, the axis of the Gulf stream in some parts is made up of bands of warm water which alternate with cold ones, but, although running ide by side, they do not commingle Further the separation between the deep blue waters of the Gulf stream and he cold counter-current which runs down in-shore, is often so well defined, that a ship may be salling in both at the same moment. From its being, so steep-sided, the janer current, at line of meeting with the Guif stream, has received the name of "Cold Wall" and has been known to differ 30 in temperature from the one running alongside it.

"On the other hand, if the Arctic current points to a region where ice may be expected, it by no means follows that it will not be encountered in the Gulf stream, as bergs have been passed not only in the stream, but actually to the southward of it, having been carried here by the lower ocean currents. The

possibility of this will be recognized when it is stated as a matter of cer-tainty that icebergs are seldom submerg-ed to a less extent than 7-8 of their whole mass, and oftimes more. Thus a cube shaped berg 15 fathoms high would ordinarily ground in 100 fathoms of water. Northern bergs, generally speaking, are smaller and less tabular than those of the south. The former are shed by Arctic glaciers; the latter may be broken off the Antarctic ice-cap by selsmic disjurbances.

urbances.

"In 1854, a hook-shaped berg endangered ships in the South Atlantic some months. The longer shank stretched 60 miles; the shorter 40 miles. Between was a cul-de-sac, 40 miles wide Bergs, over 400 feet in height are rare in the North Atlantic; but many over 700 feet nigh visit the southern ocean.

"Reverting to the thermometer as a means of detecting the presence of ice by a fall in the temperature of the sea sur-face, it is a well known fact that about the Banks, the Labrador current is some than it is when the contrary is the case. In winter its surface temperature even falls to 28 degrees Fahr. Large icebergs have been actually passed at a distance of a quarter of a mile, and the sea tance of a quarter of a mile, and the sea surface temperature carefully tested, without finding a single degree of difference from what previously existed when there were mone in sight. It may be fairly assumed, therefore, that no reliance is to be placed upon the thermometer as an immediate or direct means of detecting the presence of ice, especially when it takes the form of stray bergs, but as it is unwise in time of danger to neglect any precaution, its use should not be altogether ignored, provided it does not full one into a false sense of security, which might termin-ate in an unhappy awakening.

"It is much better for vessels to re-

duce speed when in ice latitudes, now so well mapped out on the Brish Admiralty charts, and a sharp look out should be kept anotrant on the fro castle head. If possible the ship should be stopped occasionally, and the sound of breakers or the echa of the steam whistle listened

for.

The air temperature should be closeby watched and heed taken of any sudden change in it—perhaps of 10 or 12

den change in it—perhaps of 10 or 12 degrees—more especially when the temperature is affectly tow.

Danger of Berge

Again a large icehetg will denote its presence, even on the darkest night, by a sort of whiteness or halo, known as its bink." This expression has the same significance in its own line that "loom" has in relation to land Detached pieces of fee, which are often to to me with in the usually at add the or bergs. in the vicinity of field be. or bergs, are also a good indication. These loose pleces drift more rapidly than the large masses, and oil this account when vissels are navigating among the they always endeavor, to passion the weather side of lee islands or bergy. From the position of their centre of gravity being constantly aftered by the thiwing process, these enormous misses of congealed water sometimes lose their balance, take a sally, and topple over on their broadside. As others huge, fragments break off-sand fall-into the sea with a great commotion.

"From lasse remarks it will be gatherer that the presence of the at sea is by mo means essibly detected as is commonly supposed, especially if thick weather be encountered with it, neither, even when sighted, is, an leeberg an easy danger to clear, partiquiarly in the hards of the a large low-lying berg."

#### PRINCESS ALICE COLLIDES WITH JOAN

Mistaken Signals in Engine Room suit in Damage to the Steamer Mopred at C. F. B. Dock

The steamer Princess Alice, Capt. Campbell, of the C. P. R., when berth-Campbell, of the C. P. R., when berthing from Vancouver yesterday evening, owing to a mistake in the response to signals from the bridge in the ensine come rammed the port quarter of the steamer Joan, Fing at the other dock and tore away the guard and much of the woodwork for litteen or twenty feet. Capt. Neroutsos, superintendent of the C. P. R. coast service, and Capt. Gifchrist, of the steamer Joan, were seated in the dining room of the Joan at dinner when the collision took place. The purser, seated nearby, saw through a port the Princess Alice approaching and shouted, and the three hurried up from the dining room.

from the dining room. from the dining room.

The Princess Alice was making a landing on arrival from Vancouver at the southern side of the outer of the two docks, and when she had way enough Capt. Campbell rang for full speed astern. The vessel's engines, however, were put at full speed ahead with the result that she went forward past her berth to bump into the port quarter of the Joan. The guard was ripped away, the bulwarks torn off. quarter of the Joan. The guard was ripped away, the bulwarks torn off, the planking for a distance of two or three feet crunched and splintered, the side of the main deck was broken, and

side of the main deck was broken, and several stanchions carried away. The Princess Alice did not suffer.

The steamer Queen City will be replaced on the Islands route, white the Joan is undergoing repairs. The Joan has just been floated from the Victoria Machinery depot ways after having new propeller fitted.

#### ABERDEEN LAUNCHED FOR WHALING COMPANY

Third of Steamers Operated Under U. S. Plag for Local Concern is Ready for Service

The steam whaler Aberdeen, of the

The steam whaler Aberdeen, of the American Pacific Whaling company, a subsidiary concern of the Canadian Northern Pacific Fisheries company of this city, which operates the steamers Moran and Paterson from Gray's harbor under the U.S. Reg. was launched by the Moran company on Thursday afternoon.

The Aberdeen increases the fleet of the American Pacific Whaling Company to three vessels, the steel whalers Paterson and Moran built last year at the plant of the Seattle Construction and Dry Dock Company, having been in operation one season on the North Pacific, with Bay City, Gray's Harbor, where the company's station is situated

on the same lines as the Paterson and the Moran. She is 86 feet in length, 19 feet beam, and will be euglipped with a pivotal harpoon gun and a powerful which for hauling the dead whales

aboard.

A fourth member of the fleet of the America Pacific Whaling company, the steel whaler Westport, is building at the plant of the Seattle Construction and Dry Dock company, and is well under way.

#### PRINCESS VICTORIA READY TO START

Will Make First Voyage on Triangula Boute Leaving for Vancouver To-morrow Afternoon

The steamer Princess Victoria, which has been studened as an oil burner an has had a thurwigh overhauling to pre-pare her for the summer season of travel, will start service tomorrow after-noon, when she leaves the C. P. R. dock at 2:15 o'clock for Vancouver. The Princess Victoria will proceed from Vancouver to Seattle and will relieve Vancouver to Seattle and will relieve the steamer frequency which usually makes the trip from Seattle to Victoria on Monday. The frequency has been isid up to prepare for the Victoria-Seattle-Tacoma service, which will be inaugurated about the beginning of next month.

The three-funnelled liner is to go to William Head quarantine station today to take away the 430 Chinese left there by the steamer Monteagle.

NEW YORK, April 19.—The twenty-five thousand dollar suit which Leuis Drucke, pitcher of the Giants, brought against the Interboro Rapid Transit company, for injuries in a subway accident from which, he declares, he has never recovered, was set for trial today before Supreme Court Justice Pendleton and a fury, Manager John I. McGraw, Larry Doyle and seven physicians will appear as witnesses for the pitcher.

#### DEATH ROLL IS STILL MOUNTING Continued from Page 1

the cork in the boat, and if it came out

the cork in the boat, and if it came out to use her finger as a stopper.

Mr. Ismay was asked how long he remained on the ship.

"That would be hard to estimate," he replieds atmost until she sank; probably about an hour and a quarter.

Mr. Ismay was asked to hold himself in readiness during the day for another call before the committee. Senator Smith announced it was desired to hear the captain of the Carpathia in the meantime.

Mr. Marconi took the stand as soon s the hearing was resumed for the

afternoon.

He said he was the chairman of the British Marconi company. Under instructions of the company he said, operators must take their orders from the captain of the said, which they are on. "Do the regulations prescribe whether

one or two operators should be aboard the ocean vessels."

"Yes. On ships like the Titanic and the Olympic two are carried," said Mr. Marconi. "The Carpathia, a smaller boat carries one. The Carpathia wireless apparatus is a short distance equipment The maximum efficiency of the Car-pathia wireless, I should say, was 200 miles. The wireless equipment on the Tuanit was available for 500 miles during the day time and 1000 miles at night."

"Do you consider that the Titanic was equipped with the latest improved wireess apparatus?

senator smith asked if amateur or rival combeins interfered with the wireless communication of the Carpathia.

"I am unable to say, Near New York I have an impression there was some slight interference but when the Carpathia" was farther out in touch with New York and Nova Scotia, there virtually was no interference."

Providentially Caught

"Did you hear the captain of the Car-pathia say in his testimeny that they caught this distress message from the Titanic gimost providentially?" asked "Yes, I did."

"Is there any signal for the operator if he is not in his post?" "I think there is none," said Mr. Mar

ships to have an operator always at "Yes, but the ship owners don't like to carry two operators, when they can get along with one. The owners don't like the expense of two operators." Only through the newspapers, he

said, he had received information about the Carpathia refusing to reply to a request of President Taft for news. "I asked the operator last night and he told me he never dreamed of such

This finished Mr. Marconi's testimony Titanic Officer Testifice Charles Lightholder, second officer he Titanto, followed Mr. Marconi. Mr. Lightholder said he underst the maximum speed of the Titanic was shown in its trial tests to have been

3 knots an hour.
Smith asked if the rule resating apparatus to be in
reach passenger was comwas complete," said M

mosts of which four were re on the Titanic, he add-tests, he said, Capt. Clark board of trade was aboard to examine its life-saving

"How thorough are these captains of the board of trade in inspecting ships?" asked Mr. Smith. "Captain Clark is so thorough that we called him a nuisance."

Did Not Leave Ship

. Lightholder said he was in the with a lifebelt on for one hour and

hat time ald you leave the ship? "I did not leave it."

Yes, sir.".
"Where were you when the Titanic nk?".
"In the officers' quarters."

"Were all the lifeboats gone then?"
"All but one. I was about ten, feet
from it. It was hanging in the tackle and they were trying to get it over the side the last time I saw it. The first officer, Mr. Murdock, who lost his life,

"When did you see Mr. Ismay?"
"When we started to uncover the boats. He was standing on the boat

"What was he doing?"

"Stending still."
"Was he fully dressed?" "I could not say for sure, it was

"When you saw Mr. Ismay twenty minutes after the collision were there any other passengers near him?"
"I didn't see any one in particular," said Mr. hightholder. "But there might have been some."

The witness described the collision as a slight jar followed by a grinding sound.

Mr. Lightholder said that on Sunday he saw a message from "some ship" about an iceberg ahead. He old not know the Amerika sent the message, he testified.

The ship was making about 21 to 21 1-2 knots, Mr. Lightholder seid. He inderstood this was not the best the

"Did you have an ambition to see what the ship could make?" the witness "Naturally at some time" "What was the weather like that

"By the third boat?"

"By the time I came to the third boat all those on the port side began to realize that the situation was scrious and began to take chances."

"How long did all the work of landing and lowering a lifeboat take?"

"It was difficult to say, but I think about 15 or 20 minutes." night?" queried Senator Smith,
"Clear and fair,"
"Were you anxious about feebergs?"

"And you put on no additional look-"No sir."
"When Captain Smith came on the bridge at five minutes to nine, what about 15 or 20 minutes."
"How many passengers did the third boat take?"

was said?" Kept Ship on Her Course

. "We talked together generally for 20 or 25 minutes, about when we might get to the ice fields. He left the bridge I think about 25 minutes after 9 o'clock and in our talk he told me to keep the ship on her course, but if I was in the slightest degree doubtful about condiions developing to let him know at

"Did you keep the Titanic on her course, then?" Senator Smith asked.
"Yes."
"When did you next see Captain

"When I came out of the officers' nuarters after the impact," Mr. Light-

nolder replied.
"Then Captain Smith did not return
to the bridge before your watch ex-

"T did not see him."
"What time did you leave?"
"I turned over, the watch to First Officer Murdock at 10 o'clock."
"Do you recall now just what the Titanic's position was when you turned over your watch?"

Weather Calm and Clear

Weather Calm and Olear
"I don't know, sir, but I did know at that time. We talked about the ice we had heard of and I said we should reach the reported longitude of ice floes at about 11 o'clock, or about an hour later. At that time the weather was raim and clear. I remember we talked about the distance we could see stars in the horizon. It was very clear."
"Did you see Mr. Murdock after "Did you see Mr. Murdock after

"Yes. When Leame out of the officer's quarters after the impact, Mr. Murdock was on the bridge, he on one side and Captain Smith on the other. I "If the same course was pursued on the starboard side as upon the port in filling the hoats how do you account for so many members of the

"Where did you last see Captain "I was busy at my own work, about I was husy at my own work, about fifty feet away and have a recollection of seeing the Captain I walking across the bridge. I did not then hear him sive any driers. I was too far away."

"When the Titanio sank were her decks intact?"

"Absolutely intact."

"Senator Smith asked what was the last order he heard Captain Smith give.
"When I asked if I should put two men and children in the lifeboat," replied Mr. Lightholder, "he responded Tes. and lower away." Yes, and lower away." "
"What did you do?"

The Last Lifeboat

The Lest Lifeboat

"The last boat to put off, a collapsible, was the one on top of the officer's quarters." Mr. Lightholder said.
"The men dumped it on the deck and waited for the water to float it off.
Once at sea it upset. The forward tunnel fell into the water, just missing the raft, and overturning it. The funnel probable killed persons in the water. This was the boat I eventually got on," declared Lightholder. "No one was on it when I reached it, later about 30 men climbed on to it. All had on life

"Did any passengers get on?" asked "J. B. Thayer, the second Marconi operator and Col. Gracle I recall," said operator and Col. Gracie I recan, who the witness. "All the rest were firemen taken out of the water. Two of these died that night and slipped off into the sea. I think the senior Marconi opertor did that."

nen climbed on to it. All had on life

"Died from cold?" "Was there any effort made by others to get on board?" continued Senator

"We took all we could."
"There must have been others in the water." "Are the watertight compartments intended as a refuge for passengers?"
"Oh, dear po, sir, not any time."
"Suppose this ship had sunk in less "But not near us."
"How far away?"
"Some half a mile."
"Who took command?"

"Suppose this ship had sunk in less depth of water would the watertight compartments have been any refuge?"
"No, sir-never intended for that purpose—they were designed to prevent the ship from sinking."
"What other officers besides yourself, survived?"
Boxhall, fourth officer; G. Lowe, fifth officer." "I did as far as necessary."

"When you left did you see any yomen or children on board?"

"No sir." "Any passengers on the so-called boat "A number." rected by the witness by his saying there were 20 lifeboats aboard, four of which were collapsible. One boat stuck in its tackle and never got off.

"The third, fourth and fifth officers "H. J. Pitman, third officer; J. G.

At this point the hearing was halt-ed to be resumed at 8.30 tonight. Luckily Heard Signal

Selected by Sex

"By sex." ... "Who determined who should go?"

n, except the stewardesses. I turned

"Did you see any attempt to get we men to go who would not?"
"Yes."
"Why would they not go?"
"I had not time to learn."
"Did any ask for their families go.?"

the boats he said, were selected by him but he did not recall who they were.

"How did you happen to name

"Did they want to go?"
"I did not ask them they went by

"How many passengers did the second boat take?"

"About thirty," said Mr. Lighthold-er, "and two seamen as far as I re-

"Did you see that boat again?"

the lifeboats to go ahead. He did and proved himself afterwards to be a

"Had you ever seen him before?"
"Never."

Of the fifth boat, Lightholder had

no particular recollection.

Vessel Eapldly Settling

"When I came to the last boat I put out, my sixth boat," he said, "we

put out, my sixth boat," he said, "we had difficulty in finding women. I called for women and none were on deck. The men began to get in—and then women appeared. As rapidly as they did the men passengers got out

of the boat again."
"The boat deck was only ten fee

from the water when I lowered the fifth boat. When we lowered the first

the distance to the water was 70 feet."
All told Mr. Lighthelder testified that 250 members of the crew were

being saved?" asked Senato

"I have inquired and have found

"I was sucked against a blower an held there," testified the officer.

"Head above water?"
"No, sir. A terrific gust came up
the blower—the bellers must have exploded and I was blown clear."

"How were you blown?" "Barely clear. I was sucked down gain; this time on the 'fiddley' grat-

"Did anyone else have a similar ex

'How did you get lose?"
"I don't know that I made any effort, but I came up by a boat"

Watertight Compartments
"Were there any watertight com

partments on that ship?" the senator

"Were they known to the passen

gers and crew?"
"Must have been by the plans dis

"Did you know whether any of the crew or passengers took to the tight compartments as a last resort?"

"It is quite impossible for me

"As for yourself you preferred take to the open hea?"

"Is it at all likely?"

"I think very unlikely."

"Yes; Colonel Gracie."

"Certainly; forty or fifty."

"Not to my knowledge."

"I did." \
"How?"

were the passengers selected

Thomas Cottam, aged 25, the Marfirst witness at the evening session. He denied, himself some glory by saying he had no stated hours of labor on the Carpathia. Previous witnesses had testified he was "not on duty," when he received the Titanic's call for help. vas decidedly uncertain whether he was lepended on whether he had commercia or ship's business to get off.
"What were you doing last Sunday
evening about 10 o'clock?" asked Sena-

tor Smith, "Receiving news from Cape Cod," said

In the first boat that put off Mr. Lightholder said he put 20 to 25. Two seamen were placed in it. The officer said he could spare no more and that the fact the women rowed did not show the boat was not fully equipped. At that time, he did not believe the danger was great. The two seamen placed in the boats he said, were selected by him. He said he had been "sending a lot of messages for the Titanic." "Had you closed your station for the night?

"Well, how did you happen to catch the Titanic's message of distress."

"I was looking out for a confirmation by the steamer Parisian of a previous message from the Farisian—a message that had come in the afternoon."

"How far had you got along in your arrangements to retire? Had you taken off your clothes?" "Yes, my coat."

"Did you have any instruments then."
"Yes, the telephones were on my llead—I was waiting for the Parisian's inswer; I had just called her." "How long would you have waited?"
"Several minutes."

"Well when you got the distress sig-nal from the Titanic on Sunday night how did you get it?"
"I called the Titanic myself."

"Who told you to call the Titanic?"
"No one; I did it of my own free will. I asked the Titanic operator if he was aware that Cape Cod had been sending messages for the Titanic.

"C.Q.D." "What was the answer?"

"Was that all of it?"
"No. The operator stated. I think, "I filled her up as full as I dared and then lowered her. She had about 25 I think. The women and children come at once—this is a distress mes-sage. C.Q.D." could not have stood quieter if they'd 'What did you do then?" been in a church."

"In loading the fourth boat," said Mr. Lightholder, "she was running short of seamen. I put two seamen in and one jumped out. That was the first boat I had to put a man passenger in. He was standing nearby and said he would go if I needed him."

"I said, 'Are you a sailor?" and he replied that he was a rachtsman. Then I told him that if he was sailor enough to get over the bulwarks to the lifeboats to go ahead. He did and

"I confirmed the distress message by asking the Titanic if I should report he distress message to the captain of the Carpathia " How much time elapsed after you re-

before you reported to the captain?"
"About a couple of minutes."
Cottam said he immediately sent the position of the Carpathia and added that they would hurry to the rescue.
The witness said that for several rine witness said that for Several minutes he confirmed the positions of both vessels. At this juncture the Frankfurt, of the North German Lloyd line broke in, having heard the Titanic's call for help. Later the steamer of the confirmed by the "Who was he? Do you knew him?"
"I did not know him then, but afterwards I looked him up. He was Major Peucheon of Toronto," said Mr. Lightholder.

"What did you do then?"

"I called the attention of the Titanic to the Olympic's efforts to raise it," answered the witness, "The Titanic replied it could not hear because of

the rush of air and the noise made by the escaping steam."

- Immediately after felling the Titanic of the Olympic's attempt to get in touch with her the witness said he sought the Olympic's aid, reporting that it was "head down," and giving its position. The Baltic broke in at this time but its efforts to reach the Titanic were without avail.

discretion.
"No sir," said the witness. "I always count for so many members of the

"I have inquired and have found that for every six persons picked up five were members of the firemen staft." Some lifeboats, the witness said, went back after the Titanic sank and picked up men from the sea.

Mr. Lightholder said he stood on top of the officers quarters and as the ship dived, he leaned forward and dived. "On the bridge,"
"Then you left your post each time
message was received?" asked the
enafor. Cottam said that after the Titanic's survivors were picked up he worked almost continuously until Tuesday, when he fell asleep. He could not tell

when he dropped from exhaustion, nor when he worked. when he worked.

How Mrs. Isador Straus refused to leave her husband and live was told the committee by Alfred Crawford, of Southampton, bedroom steward on the Titanic. He said Mrs. Straus told her maid to get into a lifeboat which Crawford was assigned to help man.

Mrs. Straus' Decision "Mrs. Straus put one foot into the boat and then changed her mind. Mr. Straus was standing away back from her. She said to him. 'We have been living together a number of years; we are not going to separate now." He added that the maid was saved.

"Myself and cook, another steward.

got in the life boat." "How many women were in it?"
"About thirty-five."

"About thirty-five."
Crawford said that in his life boat the men rowed from one o'clock until four in the morning, occasionally relieved by passengers. The names of the women he did not know. They were saved.
Crawford said he saw J. Bruce Ismay

on the boat deck with First Officer Murdock, lowering a lifeboat.
"I saw Mr. Ismay helping ladies into that boat and then saw him and First Officer Murdock lowering the boat into e sea"
"Did you see director Ismay get int one of the lifeboats," Senator Smith

"I did not sir," Crawford answered.
"Was there an explosion after you got away in the lifeboat?"
"Yes sir, It seemed as though everything was being blown up under the water I saw the ship sink but it was from a distance. She seemed to go down bow

The committee adjourned at 10:39 ck to meet at 10 o'clock tomorrow

ONE LIFEBOAT NOT ENTIRELY FILLED NEW YORK, April 19.—The wife and daughter of Emil Taussig of this

city were taken to the home of Mrs. Taussig's father, William Mandalis. Both were suffering from exposure and grief, said Mr. Taussig and Henry Harris, the theatrical manager, who with his wife, rushed with them to the deck when the collision was felt, were threatened with revolvers when they attempted to get into a lifeboat although there was plenty of room for

Mrs. Taussig said that the boat into which she, her daughter Ruth, and Mrs. Harris were put, pulled away from the ship with several spaces empty and that she considered her empty and that she considered her husband and the theatrical man were sacrificed needlessly. The last Mrs. Taussig saw of her husband and Harris was a few minutes before the liner plunged out of sight. The men, she said, stood side by side, now embracing each other and now waving their hands in farewell to their families.

Mrs. Taussig said she heard several pistol shots and that there were three

pistol shots and that there were three distinct explosions, one following close upon the other. What the firing meant she did not learn.

Mrs. Fortune's Story

Mrs. Fortune, of Winnipeg, told how she and her three daughters Lucille, Maba and Alice, were rescued after being separated from her husband and son, Charles. They were put in a boat with a Chinaman, an Italian stoker and a man dressed in woman's clothing. Of the men occupants, she said, only one, a stoker, could row, and Mrs. Fortune's daughters took turns at the oars. When the collision occurred Mrs. Fortune and her daughters hurriedly dressed. They were joined by Mr. Fortune and Charles Fortune, but at the stairway to the bow Mrs. Fortune said her husband and son were stopped by officers when the women were instructed to get into the boats.

"They did not realize that the ship was in danger and did not even say good-bye to the men as they parted. One of the girls, however, called back to Charles, "Look after father," which was the only message passed between

ribly overcrowded." Four members of the crew were transferred to another water and there was consternation among the passengers, mostly women, as this left only one member of the crew to navigate the lifeboat.

The stoker, Mrs. Fortune said, knew how to handle an oar tolerably well but the Chinaman was of little use. The man dressed in woman's clothes did his best but was a dismal failure. When the ship struck she said several men in the steerage tried to rush the officers in charge of the lifeboats. She saw one man shot in the arm and She saw one man shot in the arm and this intimidated the others in the

steerage.
Sydney Humphreys, the quartermaster, said he dragged two women
out of the water, one of them being
demented with fear.

VICTORIA COMES TO AID OF DESTITUTE

A subscription list has been open at the Colonist office in connection with the Mansion House Fund for the dependents of those who perished in the wreck of the Titanic.

A relief fund for the survivors wa suggested at last night's meeting of the city council, the mayor being appointed to receive subscriptions.

A lecture in aid of the widows and "I was in communication with the Titanic at intervals until the final message was "Come quick, our engineroom is filling up to the boilers."

Senator Smith subjected the witness to a close questioning as to how he repeated these messages. He asked whether Cottam answered at his own orphans of the brave crew of the White Star liner Titanic will be given in the auditorium of the Y.M.C.A. by Mr. F. Napler Denison on "Other Worlds Than Ours," on Thursday, April 25, at 8.30

Montreal's Sympathy MONTREAL, April 19 .- The special train bringing home Mrs. C. M. Hays, Mrs. Davidson and the relatives who went to New York to meet the Carpathia, crept slowly into Bonaventura sta tion at three minutes to ten o'clock with the engine bell tolling. The flag on the station was half-mast and on the platform were grouped officials of the Grand Trunk and a few near friends of the two bereaved families. None wor badges of mourning, nor did they need to do so. The tragedy of the occasion, was plain on their faces. As the widows stepped from the train every head was uncovered and the stillness upon the platform was broken only by the low whispers of greeting. The clang of the gongs of the street cars passing jarred. on the ears as the party moved slowly to the carriages which were waiting for them, to convey tham to the residence of Mrs. Hays. 27 Ontario avenue. Mrs. Davidson, accompanied her to her home.

Looking for Husband

Mrs. Braumann, of 1144 Dallas road yesterday enquired at the Colonist for information of her husband, Mr. J. D. Baumann, who was among the first class passengers on the Titanic. His name is given in the list of passengers, but is not among that of the saved, and grave doubts are entertained as to his safety. Mrs. Baumann said yesterday that she had wired his office in New York, but had received no reply, and she is now anxiously awaiting the result of enquiries which are being made for her by the C. P. R.

Iceberg Destroyers

WASHINGTON, April 19 .- Two more WASHINGTON, April 19.—Two more bills framed on the lesson drawn from the Titanic disaster were adopted today in the house. One of them by Representative O'Shaughnessy would compel all deean going steamships, to or from the United States, to carry constant and adequate wireless. Representative Harran, of Rhode Island, offered a measure to appropriate \$100,000 for naval target practice in destroying icebergs by the guns of warships and by dropping explosives from alreships. plosives from airships.

Municipal Mourning

PORTLAND, Ore., April 19.—Declaring the wreck of the steamship Titanic to be a mational calamity, Mayor A. G. Rushlight of Portland today issued a proclamation asking the people of this city to set apart tomorrow as a day of mourning for those who lost their lives and ordering that all flags over municipal buildings be put at half mast.

# THRILLING STORY OF DISASTER

How S. S. Titanic Went to Her Doom Carrying 1600 Persons to an lcy Grave in the Atlantic

#### PERFECT DISCIPLINE ON DOOMED LINER

"Women and Children First"-Foundered With Her Band Playing and Her Captain on the Bridge

NEW YORK, April 18.-How the White Star liner Titanic, which was the largest ship afloat, sank off the and Banks of Newfoundland on Monday morning last, carrying to their death 1,601 of the 2,340 persons aboard was told the world in its awfu details for the first time tonight on the arrival at New York of the Cunard liner Carpathia bearing the exhausted survivors of the catastrophe.

Of the great facts that stand ou from the chaotic account of the tragedy these are the most salient: The death list has increased rathe decreased. Six persons died

after being rescued.

The list of prominent persons lost stands as previously reported.

Practically every woman and child with the exception of those women who refused to leave their husbands were saved. Among those was Mrs. Isador Straus.

sador Straus.

The survivors in the lifeboats saw the grief-stricken vessel glimmer to the last, heard her band playing, saw the doomed hundreds on her deck and heard their groans and cries when the

vessel sank.
Accounts vary as to the extent of the disorder on board.

Making Full Speed

Not only was the Titanic Tearing Not only was the Titanic tearing through the April night to her doom with every ounce of steam on, but she was under orders from the general offices of the line to make all the speed of which she was capable. This was the statement tonight of L. P. L. Moody, a quartermaster of the vessel and helmsman on the night of the disaster. He said the ship was making 21 knots an hour and the officers were striving to live up to the ers were striving to live up to the refers to smash the record,
"It was close to midnight," said toody, "and I was on the bridge with

cond officer who was in con Suddenly he shouted port your he did so but it was too late. We str e submerged portion of the berg. Of the many accounts given by the assengers most of them agreed he shock when the Titanic struck ceberg, although ripping her great sid lke a giant can opener, did not great ar the entire vessel, for the blow w a glancing one along the side. The s counts also agree subsequently that when the passengers were taken off in the lifeboats there was no serious panic and that many wished "to remain on

most distressing stories are thos iving the experience of passengers in he lifeboats. These tell not only of their own suffering but give the har-rowing details of how they saw the stern uppermost for many minutes be-fore plunging to the bottom. As this awful spectacle was witnessed by the troups of survivors in the boats they plainly saw many of those whom they had just left behind leaping from the rn uppermost for many minutes becks into the water.

J. Bruce Ismay, president of the Inof the White Star line, who was among the seventy odd saved; P. A. S. Frank-lin, vice-president of the White Star company and United States Senator Alien Smith, chairman of the senate in-vestigating committee, held a confer nce aboard the Carpathia soon after the passengers had come ashore tonight After nearly an hour Senator Smith came off to the cabin and said he had no power to subpoena witnesses at this time. He announced that Mr. Ismay had consented to appear at the hearing and that Mr. Franklin and the few survivathat Mr. Franklin and the few surviving officers would appear for examination before the committee. He said the course of examination would be determined after the preliminary hearing.

Mr. Smith also was questioned as to the speed at which the Titanic was proceeding when she crashed into the berg. He said he had asked Mr. Ismay but declined to say what Mr. Ismay but declined to say what Mr.

arrival of the Carpathia brought a vast multitude of persons to the Cunard docks. They filled the vast pier sheds, and, overflowing for blocks, crowded the nearby streets. Throughtout it all the rain tell steadily, adding funeral aspect to the scene.

Landing Survivors

The landing of the survivors was tended with little excitement, the lowest standing in groups as the ship seed along. The docking actually gan shortly after 9 o'clock and the arking of passengers was dispose quickly by the waiving of the usus alities that practically everyth ad been cleared by 10.30 o'clock. The erowds remained about the piers long after this to get a glimpse of the res-suing steamer and to hear the harrow-ing stories which had been brought ack by the rescue ship.

Physicians and nurses went aboar he Carpathia before anyone was a lowed to go down the gang way, but on after the first cabin pa women predominating began descending the inchine. Some walked unaided, some were assisted by friends, and some were on stretchers.

Mrs. John Jacob Astor, now a widow, was met by her step-son, Vincent As-tor, and her sister, Miss Force. They embraced with tears, hurried to an au mobile and drove to the Astor town buse. The second and some steerage assengers did not leave the ship until o'clock. They were in a sad condition. Women were without wraps and the few men there wore very little

A poor Syrian woman who said she was Mrs. Habush, bound for Youngs-town, Ohio, carried in her arms a six months old baby. The child wore only a light calico dress and was barefooted. This woman had lost her husband and three brothers. "I lost four of my menfolk," she cried.

The Titanic's four rescued officers were placed aboard the Red Star liner Lapland for the night. They rectain to talk, saying they were under instructions to give no information ex-

#### HOW WOMEN AND CHILDREN WERE SAVED

NEW YORK, April 18.—The following is the account of Mr. Beasley of London:
"The voyage from Queenstown had been quite uneventful as fine weather was experienced and the sea was quite calm. It was very cold. After dinner on Sunday evening it was almost too cold to be

"I had been in my berth for about ten a slight lar and then soon after a second one, but not sufficiently heavy to cause any anxiety. However, the engines sucped immediately and I went upon cause any anxiety. However, the engines suppned immediately and I went upon the deck in a dressing gown and found only a few people there who had come up similarly to inquire why we had stopped. We saw through the smoking room window a game of cards going on and went in to inquire if they knew anything. It seems they felt more of the jar and looking through the window had seen a huge iceberg go by close to the seen a huge iceberg go by close to the side of the boat. They thought we had just grazed it with a glancing blow and the engines had been stopped to see if any damage had been done.

"No one of course had any conception that she had been pierced below by sub-

that she had been plerved below by sto-merged iceberg. The game went on without any thought of diaster and I re-tired to my cabin to read until we went on again. I never saw any of the playon again. I never saw any of the players or the onlookers again. A little later, hearing people going upstairs. I went cut again and saw that there was an undounted list downward from the stern but knowing nothing of what had happened, concluded some of the from compartments had filled and weighted down. I went down again to put on warmer cothing and as I dressed heard an or

No Panic

"All passengers on deck with life belts "We all walked slowly up with them, but even then presumed this was a precaution the captain was taking and that we should return in a short time and retire to bed. There was a total absence or panic or expressions of alarm and I suppose this can be accounted for by the exceedingly calm night and the absence of any signs of the accident. The ship was aboutely still and except for a gentle tilt downwards which I dont think one person in ten would have not-iced at that time, no signs of the approaching disaster was visible. She lay so on again, when some trifling matter had been adjusted. But in a few moments we saw the covers lifted on boats and the crews alloted to them standing by and uncurling ropes which they were to lower them by.

"We then began to realize that some-thing serious had happened; my first thought was to get more clothing and some money but seeing people pouring up the stairs I decided it was better to cause no confusion to people coming up by doing so. Presently we heard the or-

"All men stand back away from the boats and all ladies retire to the next deck below—the smeking room on B deck.

In Absolute Silence

The men all stood away and rem in absolute silence leaning against the rails of the deck of pacing slowly up rails of the deck of pacing slowly up and down. The boats were swung over and lowered on A deck. When they were to the level of B deck, all the ladies were collected. The ladies got in quickly with the exception of some who refused to leave their husbands. In some cases they were torn from them and passed into the boats, but in many instances they were allowed to remain because there was no one to insist they should go.

"Looking over the side, one saw boats from abaft already in the water slipping quietly away into the darkness and presently the boats near to us were lowered with much creaking as the new ropes lipped through the pulley blocks down the 90 feet which separated them from the water. An officer in uniform as one oat was lowered shouted:

the companion ladder and stand by the other boats for orders." "'Aye, aye, sir!' came up the reply but I don't think any boat was able to

Fear of Suction

"When they were affoat and had the pars at work the condition of the rapidly filling vessel was so much more a sight for alarm for those in boats than those on boad the Titanic that in common prudence the sailors saw they could do nothing but row from the sinking ship to save at any rate some lives. They no doubt expected that suction from such an enormous vessel would be more than usually dangerous to a crowded boat mostly filled with

All this time there was no trace of any disorder, panic or rush to the boats and no scenes of women sobbing hysterically such as one generally pic-tures as happening at such times. Everyone seemed to realize so slowly Everyone seemed to realize so slowly that there was imminent danger. When it was realized that we might all be presently in the sea with nothing but our lifebelts to support us until we were picked up by passing steamers it was extraordinary how calm everyone was and how completely self-controlled.

Filling the Lifeboats

ed and sent away into the night. Pres-ently the word went around among

The men are to be put in boats on the starboard side'
"'I was on the port side and most of
the men walked around the deck to see if this was so. I remained where I was and presently heard the call,

'Any more ladies?' "'I saw none come and then one of the crew looked up and said.

the crew looked up and said,
"Any ladies on your deck, sir?"
"No!" I quickly replied.
"Then you had better jump quickly,"
"I dropped and fell in the bottom, as they cried, 'Lower away!'

they cried, 'Lower away!'
As the boat began to descend, two ladies were pushed hurriedly through the crowd on B deck and heaved over it to the boat, and a baby of ten months passed down with them. Down we went with the crowd clinging to those lowering each end, to keep her level. 'Aft!' 'Stern!' Both together!' until we were some ten feet from the water, and here occurred the only anxi-ous moment we had during the whole of our experience from leaving the deck to reaching the Carpathia.

Danger of Swamping

"Immediately below our boat was the exhaust of the condensers, a huge stream of water pouring all the fime from the ship's inside, just above the

swamped by it when we touched water. We had no officer aboard, no petty officer, or member of the crew to take charge. So one of the stokers said:

"Find the boit which releases the boat from the ropes and pull it up."
"No one knew where it was."
"Down we went, and with our ropes still holding us, the exhaust washing us away from the side or the vessel, and the swell of the sea urging us back against the side again. We were carried directly under the bow of a carried directly under the bow of a boat which was coming down on us in

Stop lowering 14! one of the shouted, and the crew of No. 14, only twenty feet above shouted

"Down she came and just before she Thown she came and just before she dropped over a stoker came to our rescue and cut the ropes. The next moment the exhaust stream carried us clear, while boat 14 dropped into the water in the space we had the moment before occupied, our gunwales almost touching. We drifted away easily and headed directly away from the ship."

A Striking Spectacle

"It was now about I a. m., a beau-tiful starlight night. The see was as tiful starilght night. The see away calm as a pond. As we rowed away from the Titanic we looked back from time to time to watch her and a more time to the toward her and a more time. triking spectacle it was not poss or envone to see.

for enyone to see.

"In the distance she looked an enormous length, her great bulk outlined in black against the starry sky, every port hole and saloon blazing with lights. It was impossible to think anything could be wrong with such a leviathan if it was not for that ominous tilt downwards at her hows where the water was by now up to the hower the water was by now up to the lower of her rows of portholes. Presently, about 2 a. m., as near as I can rememobserved her settling very ra

slowly tilted, straight on en-"She slowly three, straight with the stern vertically upward, and, as she did, the lights in the cabin and saloons which had not flickered for a moment since we left, died out, came on again for a single flash and finally nt out altogether. At the same time machinery roared down through twessel with a ratle and a groaning that could be heard for miles. this was not quite the end.

"To our amazement, she remained in that upright position for a time, which I estimated as five minutes while we watched at least 150 feet of the Titanic

"Then, with a quick standing dive she disappeared beneath the waters, and there was left to us the gently heaving sea, the beat filled to stand-ing room with men and women in every vable condition of dress and un dress; above, the perfect quiet of the brilliant stars with not a cloud in sight, all tempered with a bitter cold.

In the Supreme Hour Now and then there fell on our ears the most appalling noise that human beings ever listened to—the cries of hundreds of our fellow beings strug gling in the icy cold water, crying fo help with a cry that we knew could not be answered. We wanted to re not be answered. We wanted to return and pick up some of those swimming but this would have meant to swamp our boat. We tried to sing to keep the women from hearing the cries and the men rowed hard to get away from the scene of the wreck.

"We kept a lookout for lights and later saw a light which slowly resolved itself into a double light." Round we swung the boat and

"Round we swung the boat and headed for her. The steerman shout-

ed. Now boys, sing.'

"For the first time the boat broke into song with Row for the Shore, Boys' and for the first time tears came to the eyes of us all as we saw succo

"The song was sung but it was a very poor imitation of the real thing, for quavering voices make poor songs. A cheer was given next. "That was better. You keep in tune for a cheer," said the steersman.

"Our rescuer showed up rapidly and as she swung round we saw her cabins all alight and knew she must be large steamer. She was not motionless and we had to row to her. Just then day broke, a beautiful dawn with faint pink clouds just above the horizon and a new moon whose crescent just touched the norizon.

"Turn your money over boys," said our cheery steersman. "That is if you have any," he added,
"We laughed at him for his super-stition at such a time but he countered very neatly by adding, "Well I shall never say again that 13 is an unlucky number, for 13 has been the best friend. number, for 18 has been the best friend we ever had.'

"Certainly the 13 superstition is killed forever in the minds of those who escaped from the Tintanic in boat 13. As we neared the Carpathia, we "One by one the boats were filled was a fully rigged schooner standing

THE DEATH ROLL

NEW YORK, April 18.-The following tabulation of the passengers and crew on board the Titanic, together with those saved and lost, has been compiled from the figures in the statement issued by the committee of

sengers aboard—First-class, \$30; second-class \$20; third-class, 750; officers and crew, 940; total, 2340.

Number of passengers saved by Carpathia—first-class, 210; second-class, 125; third-class, 200. Total passengers saved,

Members of crew saved-Officers, 4; seamen, 39; stewards, 96;; firemen, 71. Total members

of the crew saved, 210.

Total number rescued, 745.

Total number perished, 1595.

First and second cabin pass-

engers totalled \$50.

First and second cabin passengers saved, 335. First and second cabin pass-engers lost, 315.

engers lost, 315.

In addition to the number of dead given six others succumbed after leaving the Titanic in the lifeboats, making the total death roll 1601.

up near her and presently behind her another, with all sails set and we said. "They are fisher boats from the Newfoundland banks and have seen the steamer lying to and are standing by

"But in another five minutes th light showed they were icebergs towering in the air, their glisting masses deadly white, still, and peaked in a way that had suggested a scohoner; "We glanced round the horizon and could see. The steamer we had to reach was surrounded by them and whad to make a detour to reach her. Between her and us lay another huge berg. We rowed up to the Carpathia about 4.30 a. m. and were hoisted, or climbed up the ship's sides, with very pateful hearts."

gisteful hearts."

The above account of the accident was given by W. L. Beasley, a Cambridge university man, who resides it London. Mr. Beasley was in the second cabin and had not been mentioned in the list of the saved.

#### BROKE IN TWO BEFORE TAKING FINAL PLUNGE

NEW YORK, April 18 .- The Cunard why York, April 18.—The Cunard liner Carpathia, a ship of gloom and succor, came into New York tonight with first news direct from the great White Star liner Titanic which sank of the Grand Banks of Newfoundland early on Monday morning last.

The great liner went down with her band playing, taking with her to her death all but 745 of her hyman cargo of 2.340 souls.

cargo of 2,340 souls. To this awful deartrilist, six person were added. One died in the lifeb

were added. One died in the lifeboat which was put off from the lifeboat which was put off from the liner's side and five subsequently succumbed on the rescue ship Carpathia.

The list of prominent men missing stands as previously reported and the total death list as brought to port by the Carpathia is 1601. Survivors in the lifeboats huddled in darkness at a safe distance from the striken ship and saw her go down.

That the liner struck an iceberg as reported by wireless was conceded by all. She struck amidships, and, ripped from stem to engineroom by the great mass of ice, the Titamic's side was laid open.

'She simply listed to starboard and a shower of ice fell on the forecastle deck. Shortly before she sark she broke in two abaft the engineroom, and, as she disappeared beneath the water, the expulsion of air caused two explosions which were heard plainly by the survivors airift.

A moment more and the Titanic had gone down to her doom with the fated To the survivors they were visible to

#### BAND PLAYING AND CAPTAIN ON THE BRIDGE

NEW YORK, April 18.—A passen ger on the Carpathia made the follow

"I was awakened at about half past twelve at night by a commotion on the decks which seemed unusual, but there was no excitement. As the boat was moving I paid little attention to it, and went to sleep again. About 3 o'clock I was again wakened. I noticed that the boat had stopped. I went to the deck. The Carpathia had changed her course. Life boats were sighted and began to arrive, and soon, one by one they draw up to stopped. one by one, they drew up to our side "There were 16 in all, and the trans

referring of the passengers was most pitiable. The adults were assisted in climbing the rope ladders by ropes adjusted to their waists. The little children and babies were hoisted to the deck in bags. Some of the boats were crowded. A few were not half full.

Some people were in full evenir dress. Others were in their night clothes and were wrapped in hiankets. These with immigrants in all manner of attire were hurried into the saloor for a hot breakfast. They had been

#### NO SURVIVORS ON S. S. CALIFORNIAN

BOSTON, April 18.—A message to the A. P. just received from Capt. Lord of the Steamer Californian of the Leyland line,

"Arrived scene of Titanic dis-aster 8:30 a. m., 15th." All sur-vivors then aboard Carpathia. Have not and did not see any (Signed) "Lord, captain."

in the open boats for four or five hours in the most biting air I ever experienced. There were husbands without wives, wives without husithout wives, wives without ands, parents without children

hildren without parents. But there were no demonstrations, no sobs. Scarcely a word was spoken. They eemed to be stunned.

nediately after breakfast divine service was held in the saloon. One woman died in the lifeboats, three others died soon after reaching our deck and their bodies were buried in the sea at 5 o'clock that afternoon None of the rescued had any clothing except what they had on. Passengers contributed enough for their in

"When her lifeboats pushed away th steamer was brilliantly lighted. The band was playing and the captain was standing on the bridge giving direc tions. The bow was well subme and the keel rose high above and the keel rose high above the water. Suddenly the boat seemed to break in two. The next moment everything disappeared. The survivors were so close to the sinking steamer they feared the lifeboats would be

drawn into the vortex.

There were preparations for a brilliant party to be given on board the

"On our way back to New York we steamed along the edge of a field of ice which seemed limitless. As far as the eye could see to the north there was no blue water. At one time I counted 13 icebergs."

#### SPLENDID WORK OF FIFTH OFFICER LOWE

NEW YORK, April 18.-A Englishwoman, who requested that name be omitted, told a thrilling s by eight of the crew from the The boat was in command of fi officer H. Lowe, whose actions she scribed as saving the lives of ma people. Before the lifeboat was launhe passed along the port decks of steamer commanding the people to jump in the boats and otherwise. straining them from swamping the When the collapsible boat was launce ed Officer Lowe succeeded in putting in a mast and a small sail. He co lected the other boats together. In some cases the boats were short of adequate crews, and he directed an exchange by which each was manned ad He threw lines connecting the boat

two by two and all were thus moore week. Later on he went back to the wreck with the crew of one of the coats and succeeded in picking upone of those who had jumped over the point of sinking with thirty pas-sengers aboard, most of them in night clothing. They were rescued just in the nick of time.

#### COLONEL GRACIE HAD THRILLING ESCAPE

NEW YORK, April 18 .- Col. Archibale Gracie, U.S.A., the last man saved went down with the vessel but was picked up. He was met tonight by his daughter, who had arrived from Wash-ington and his son-in-law, P. H. Fabricius. Col. Gracie told a remark story of his physical hardships denied emphatically the reports the there had been any panic on board. H praised in the highest terms the be-havior of both the passengers and the crew, and paid a high tribute to heroism of the women passengers.

"Mrs. isador Straus," he said, "went
to her death because she would not desert her husband. Although he pleaded

engulfed by he wave that swept her."

Colonel Gracie told of how he was driven to the topmost deck when the ship settled and was the only survivor after the wave that swept her just be Jumped With the Wave

"I jumped with the vave," said he, "just as I often have jumped with the breakers at the seashore. By great good fortune I managed to grasp the brass ralling of the deck above, and I hung on by might and main. When the ship lunged down I was forced to let go and I was swung around and for what seemed to be an indeterminable time. Eventually I came to the surface to and the sea a tangled mass of wrech

"Luckily I was unburt and selzed wooden grating floating nearby. Whi I had recovered my breath a discu ered a larger canvass and cork raft which had floated up. A man wh name I did not learn was strugg toward it. I cast off and helped him get on to the raft and then we best to work to rescue others in the water.
"When dawn broke there were 30 of us
on the raft, standing knee deep in the
icy water and afraid to move lest the cranky craft would be overturned. Several unfortunates, benumbed and half we had to warn them away. Had made any effort to save them we all must have perished. Terrible Hours

"The hours that elapsed 1 "The hours that elapsed awere picked up by the Carp the longest and most terri spent. We were afraid to and when some one who we stern passed the word the that looked like a steamer up, one of the men became under the strain. The resewere nearing the breaking.

There was no confusion and no panic. The army officer was in his berth when the vessel smashed into the herr and was aroused by the jar. He looked at his watch, he said, and found it was just midnight. The ship sank with him at 2.22 a. m. for his watch stopped

at that hour.

"Before I retired," said Colonel Gracia,
"I had a long chat with Charles M.
Hays, president of the Grand Trunk Pacific railroad One of the last things Mr. Hays said was this: 'The White the Cumard and the Hamburg-Amer

lines are devoting their attention and ingenuity to vieing with each other to atand in making speed records. The time will come when this will be capped by some appalling disaster.

"Poor fellow a few hours later he was

#### Colonel Astor's Heroism

"The conduct of Colonel John Jaco Astor was deserving of the highest praise," Colonel Gracie declared. "The millionaire New Yorker," he said, "devoted all his energies to saving his young bride who was in delicate health. "Colonel Astor helped us in our efher into the boat and as she took her place the Colonel requested permission of the second officer to go with her for

her own protection.
"No sir,' replied the officer, 'not a man shall go on a boat until the womne are all off.

Colonel Astor then inquired the num ber of boats which were being lowered away and turned to the work of clearing other boats, and reassuring the frightened and nervous women. "By this time the ship began to list

port. This became so dangerous that the second officer ordered every one to rush to starboard. They did and we found the crew trying to get a boat off in that quarter. Here I saw the last of John B. Thayer and George B. Widener

of Philadelphia."

Colonel Gracle said that despite the warnings of icebergs no slowing down of speed was ordered by the commander of the Titanic. There were other warning

"In the 24 hours' run ending the 14th, he said, "the ship's run was 546 miles and then we were told that the next 24 ours would see even a better record

"No diminution of speed was indicat ed in the run and the engines kept up their steady hum. When Sunday evening came, we all felt the increasing cold which gave plain warning that the ship

"The officers I am confirmed had been advised by wireless of the presence of icebergs and dangerous floes in that vicinity. The sea was as smooth as glass and the weather clear so that it seems that there was no occasion for fear. Did Not Realize Danger

"When the versel struck," he con-tinued, "the passengers were so little alarmed that they joked over the matter. The few that appeared on deck early had taken their time to dress prop erly and therefore there was not the slightest indication of panic. Some of the fragments of less had fallen on deck and these were picked up and passed around by facetions ones, who offered them as mementoes of the occasion.

"On the port side a glance over the of the port side a giance over the side falled to show, any evidence of damage and the vessel seemed to be on an even keel James Clinch Smith and I, however, soon found the vessel was listing heavily. A few minutes later the officers ordered men and women to don

One of the last women seen by Colonel Gracie, he said, was Miss Evans, of New York, who refused to be rescuted, because, eccording to the army officer, she had been told by a fortune hunter in London that she would meet her death on the waterne most bad of

#### MEN OF ORCHESTRA AMONG TITANIC'S HERDES

NEW YORK, April 18 .- The suffering of the Titanio's passengers when taken off the lifeboats by the Carpathia were graphically told by Jehn Kuhl of Omaha, Neb., who was a passenger on the lat-

Many of the women he said scantily clad and were all suffering from the cold. Four died on the Carpathia as a result of the exposure. Of all the heroes who went to their death when the Titanic dived into its

Miss Filds Slater a passenger in the last boat to put off, deserved greater credit than the members of the vessel's orchestra. According to Miss Stater the orchestra played until the last. When the vessel took its final plunge the the vessel took its final plunge the strains of a lively air mingled gruesomely with the cries of those who real ized that they were face to face with death.

"As soon as members of the orchestra could be collected," said Miss Slater "there was a steady round of lively airs It did much to keep up the spirits of everyone and probably served as much as the efforts of the officers to preven

"There were many touching scenes as the boats put off, I saw Colonel John Jacob Astor hand his young wife into a boat tenderly and then ask an officer whether he might go also. When per-mission was refused he stepped back and cooly took out his eigarette case. 'Good bye, Dearie,' he called gaily as he lighted a cigarette and leaned over

"Another, a Frenchman, I believe, ap proached one of the boats about to be lowered. He had with him two beautiful little boys. An officer waved him

go, but for God's sake take the boys. Their mother is waiting for them in

"The boys were then taken aboard."

#### PASSENGERS GIVE STATEMENT OF FACTS

NEW YORK, April 18,-News tha the Carpathia was outside the harbor and rapidly approaching sent thousands to vantage grounds along the waternt. At the battery, the first poin on Manhattan island, which the rehip would pass a crowd of ten thou

rescue ship, with few lights showing, was lighted up as photographers from decks of tugs and from well selected places on shore, exploded great flashlights. As the Carpathia steamed up the river, dimly lighted and slow moving, she looked like a funeral boat,

Among the crowd were scores of white clad hospital attendants with stretchers. Invalid chairs also were rolled up to the pier entrance for those who were unable to walk.

When the ship docked at 9:30 the gang plank quickly was lowered and doctors and nurses walked aboard. The first survivors began to leave the ship at 9:35. The following statement issued by a committee of surviving passengers was given to the press on the arrival of the Carpathia:

#### In a Smooth Sea

"We, the undersigned survivors on the Titanic, in order to forestall any sensational or exaggerated statements eem it our duty to give the press a statement of facts which have come to our notice and which we believe to be

11:40 p. m., on a cold starlight night, in a smooth sea and with no moon, the ship struck an iceberg which had been reported to the bridge by lookouts, but

not early enough to avoid collision.
"Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on life belts and the boats were lowered. The ship sank at about 2:20 a. m. on Monday. Prior to her foundering, the usual dis-tress signals were sent out by wireless and rockets at intervals from the ship. Fortunately the wireless messages were eccived by the Carpathia at about midnight and she arrived on the scene bout 4 a. m. on Monday.

"The officers and crew of the Carpathta had been prepared all night for the rescue and comfort of survivors, and the last mentioned were received on board with the most touching care and kindness, every care being given, irespective of classes. The passengers, officers and crew gave up their staterooms, clothing and comforts for benefit. All honor to them.

Number of Lifeboats

"The English board of trade passen gers' certificate on board the Titanic showed approximately 3,500. The same ertificate called for lifeboat accom-"Fourteen large lifeboats, two small

boats, and four collapsible boats.

pparently in sufficient number on "The approximate number of pas-

sengers carried at the time of the col-"First class 330; second class 320; third class 750. Total 1,400. Officers and crew 940. Total 2,340.

"Of the foregoing the following were scued by the steamship Carpathia: First class 210; second class 125; third class 200; officers 4; seamen 39; stew-ards 96; firemen 71. Total 210 of the crew. The total was about 745 saved, this being approximately 80 per cent of the maximum capacity of the life

"We feel it, our duty to call the at tention of the public to what we con sider the inadequate supply of life saving appliances provided for, on modorn passenger steamships and recom-mend steps be taken to compel pas-senger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The fellowing facts were observed and should be considered in this connection

Recommendations for Safety "The insufficiency of lifeboats, rafts etc.; lack of trained seamen to man same (stokers, stewards, etc. are no efficient boat handlers); absence o

"The board of trade allows for en tirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat deck was about 75 feet above water and consequently the passengers were required to em-bark before lowering boats, thus enngering the operation and preventing the taking on of the maximum number the boats would hold.

"The boats at all times to be properly quipped with provisions, water, lamps, ompasses, lights, etc. Lifesaving oat drill should be more frequent and ughly carried out, and officers should be armed at boat drills.

"Great reduction in speed in fog and occurs is "In conclusion we suggest that an international conference be called to reform the passage of laws providing for the safety of all at sea, and we urge the

initiative as soon as possible." The statement was signed by Samuel Goldenberg, chairman, and a committee of some 25 passengers.

United States government to take the

#### EVERY REGULATION COMPLIED WITH

NEW YORK, April 18 .- Bruce Ismay chairman of the International Mercan tile Marine, gave out the following pre pared statement at the pier:

"In the presence, and under the shadow of a catastrophe so overwhelming, my feelings are too deep for expression in words and I can only asy that the officers and employes will do everything humanly possible to alle-viate the suffering and sorrow of the relatives and friends of those who per-

"The Titanic was the last word i shipbuilding, Every regulation pre-scribed by the British Board of Trade had been complied within The master officers and crew were the most ex

sand assembled. Other vantage points further up town were crowded with persons eager to catch the first glimpse of the approaching Carpathia.

The Carpathia proceeded steadily towards her dock passing the Statue of Liberty at 7:50, the Battery at 8:15 and then on past the forest of shipping on both sides of the river, proceeding cautiously under an escort of tigs.

As the liner passed the Battery the great crowds stood in silence. At in-

ment at t

iving out "L don't Titanio wa reply to a berg a gla

MRS. A NEW Y tonight by however,

John ther Mrs. was saved mitted to the Carpa owed by members recall of the death she She rec

Astor was that, said her narra the boats ing ship's the last t women v that the l at least for some to leave seemed d "I hope I cannot

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of Naval continued "The I expense be used sinkable Atlantic Figure sources greatest be saved on the T were jus regulatio commoda of the able of t no evide the Tita boats or barely wi lations.

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of the rovelopmen of his ropersuade line from lease it was a for and power he gave energy at Mr. Ha fill. May barely 57 lic and h and at the nessenters of t

Mrs. W. E. Garrard, of this city, whose brother, Mr. John Sharples, was supposed to have accompanied Mr. T. McCaffry of the Union Bank, on the ill-fated voyage of the Titanic, has received a salie from her brother from

CONTRACT FOR THE

PRINCE RUPERT DOCK

British American Construction Con pany Will Build Drydook at the Grand Trunk Pacific Port

The British-American Construction

company, representatives of which have just proceeded to Prince Rupert,

work within two years. The lifting capacity of the dock will be 20,000 tons and it will be able to take any steamer on the Pacific, even the glant Minnesota. The first consignments of material have gone north.

The lumber for the work has been ordered from the Lester W. David company, Ocean Falls, and will be shipped from Ocean Falls direct to Prince Rupert. The creosoted lumber contract

C. P. R, surveyors are mysteriously busy on the north shore of Burrard Inlet. Richmond plans big improvements and the opaning up of neighboring islands by

ESQUIMALT SEEKS

up which the well selected d great flash. and slow move neral boats re scores of airs also were

ance for those d at 9:30 the lowered and ed aboard. The statement is surviving pas-e press on the

survivors on forestall any ted statements ve the press have come to believe to be

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at on life belts red. The ship the usual dis out by wireless from the ship. a at about mid on the scene

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following were hip Carpathia: class 125; third men 39; stewotal 210 of the out 745 saved

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regulation pre-Board of Trade The master, in the British

a committee of appointed to I heartily very assistance res i must de-er statement at ormally before

ent at the Ritz-Carlton.

#### MRS. ASTOR'S MEMORY OF CATASTROPHE

terly exhausted from her experience, Mrs. John Jacob Astor was declared onight by Mr. Nicholas Biddle, rustee of the Astor estate, to be in no however, had given orders that neither Mrs. Astor nor her maid, who was saved with her were to be permitted to talk. Upon landing from the Carpathia the young bride, widowed by the Titanic's sinking, told recall of the circumstances of the disdeath she had no definite conception.

She recalled, she thought, that in the confusion as she was about to be put into one of the boats, Colonel that, said Mr. Biddle, who recounted her narrative, she had no very clear recollection of the happenings until the boats were well clear of the sink-

Mrs. Astor, it appears, left in one of the last boats which got away from the ship. It was her belief that all the omen who wished to go had then been taken off. Her impression was that the boat she left in had room for at least 15 persons more. The men for some reason as she recalled 16 tonight, did not seem to be anxious to leave the ship. Almost every one

"I hope he is alive somewhere. Yes, I cannot think of anything else," the her father as she left the latter to go

Titanic, who came in on the Car-pathia, says he saw John Jacob Astor standing by the life ladder as the passengers were being embarked.

#### INQUIRY INTO FALSE WIRELESS REPORTS

quiry into matters concerning the catastrophe to the Titanic pertaining to ised in the House of Commons by Sydney Buxton, and Herbert L. Samuel postmaster-general.

The postmaster-general said he alhad taken up the false reports had been published. He con-

ing license for wireless telegraph, on which the reports are reported to be united, were 'In fact' sent from those

oread with a view of affecting the rensurance, but Mr. Samuel sald that

that matter was not within his cog-nization. "I have a subject of the number of boats carried by steamers, and call insistently upon the government to revise the antiquated regulation of the board of trade which dates from 1902.

Contributions to the relief funds in ude the following: \$10,000, Morgan Grenfell & Co.; \$5,000, Edward Grenfell; \$2,500, Baring Bros.; \$1,500, Mrs. Alfred Vanderbilt.

Naval architects are already busying themselves with the problem of design-ing a deck which can be slipped from a sinking liner, said John Harvard Biles, vice president of the Institution of Naval Architecture, today. He

"The problem is chiefly that of the expense of the apparatus which would be used only once in 50 years. An unsinkable ship is a fiction of the trans-Atlantic spilors"

Figures from the highest official greatest number that possibly could be saved with the apparatus carried on the Titanic. That vessel's facilities were just within the board of trade regulations, which specified total ac-commodations for 962 persons. Each able of taking 53 passengers. There was no evidence on the plans to show that the Titanic carried any collapsible boats or rafts or lifeboats, putting her barely within the board of trade regu-

Comparisons with the Oceanic and Campania, which are much smaller, show that they carry ,20 boats each. The Lusitania has only 16. The board of trade rules laid down in 1905 took as their basis 10,000-ton ships, and apply only to ships with watertight com-

#### SOME OF THOSE WHO WERE LOST ON TITANIC

Mr. Charles M. Mays Mr. Charles Melville Hays, president and general manager of the Grand Trunk System, was one of the most brilliant and successful railroad officials of the continent. Chiefly to his unprecedented and successful operation or the road, and its extraordinary development through the Northwest. One of his remarkable feats was to perof his remarkable feets was 10 per-persuade the government to build a line from Hallfax to Winnipeg and lease it to the Grand Trunk. Mr. Hays was a forceful character. Big and broad and powerful, physically and mentally, he gave the empression of tremendous energy and persistance.

Mr. Hays was born in Rock Island, Ill., May 16, 1856, and was therefore barely 57. He was educated in the public and high schools of his native place and at the age of seventeen he entered the passenger department of the At-

& Pacific from 1884 to 1886. In the latter year he was appointed assistant, general manager of the Wabash West-ern, and in 1887 became general mana-

in 1895 looking for a general manager to pull the road up to the standard of other lines their choice finally fell upno other lines their choice finally fell upno Mr. Hays and he went to Montreal on a five-year contract. He quickly placed the Grand Trunk in the position it should occupy as the pioneer Canadian railway, and on the conclusion of his contract his services were eagerly snapped up by the late E. H. Harriman, who made him president of the Southern Pacific and allied lines, with head-quarters at San Francisco. Mr. Hays, however, was unable to see things as Mr. Harriman desired, haying a knowlhowever, was unable to see things as Mr. Harriman desired, having a knowledge of railway management which the railway king lacked, and he resigned after holding the position for a year. On January 1, 1902, he became second vice-president and general manager of the Grand Trunk system, later was made first vice-president and on the resignation of Sir Charles Rivers Wilson was unanimously elected president by the stockholders. He had been president of the Grand Trunk Pacific from the formation of that company, as was

fitting since it was to his genius as a railway manager that the old line reached out in such a remarkable way.

Auxiliary offices held by Mr. Hays were: President of the Central Vermont railway; Chicago, Detroit & Canada Grand Trunk Junction railroad; Grand Trunk Western railway; Detroit, Grand Haven & Milwaukee railway; Canadian Express company; St. Clair Tunnel company; International Bridge company; Montreal Warehousing company; Portland Elevator company, and the New England Elevator company, He was a director of the Merchants Bank of Canada and of the Royal Trust company; and of the Merchants Bank of Can-ada and of the Royal Trust company; a governor of McGill University, a gov-ernor of the Montreal General Hospital and of the Royal Victoria Hospital and a vice-president of the St. John's Am-bulance association.

Mr. Hays married Miss Claia J.

Gress, daughter of the late Mr. William H. Gress, St. Louis, and had four daughters. He was a member of the Presbyterian church.

Mr. William T. Stead Mr. William T. Stead, one of the most ofted and fearless of British journal-ets, founder and editor of the Review ington, from 1871 to 1880, assistant edi-tor of the Pair Math Gazette 1880 to 1883, and editor 1883 to 1889, when he left daily newspaper work to found the Review of Reviews. Since that time his life had been one of many and varied activities. He was frequently found on the side of unpopular causes and made bitter enemies as well as strong friends. He took a lively interest in the peace movement and was a recommendation.

"If Christ Came to Chicago," "Satan's Invisible World," "Study of Despairing Democracy," "The Truth About Russia," "The Pope and the New Era," "The United States of Europe." Colonel Astor Colonel Astor

Col. John Jacob Astor was the greatgrandson of the founder of that immense fortune, the John Jacob Astor
who was a fur-trader in western Canada and for whom Astoria, Ore, is named. He was born at Rhinebeck, N. Y.,
July 13, 1884, received his education at
the Paul's school at Concord, N. H., and St. Paul's school at Concord, N. H., and graduated from Harvard in 1888. In 1891 he married Miss Ava Willing, of Philadelphia. The first Mrs. Astor obtained a divorce in 1909, and Col. Astor last winter married Miss Madeline Force, and they were on their return from a honeymoon tour in Egypt and on the Continent. Col. Astor is survived by his second wife, his son, Vincent, and his daughter, Murtel, 19 and 10 years old respectively. Col. Astor had the management of an estate valued at \$150,000,000. He was a patron of sports, an enthusiastic yachtsman, an inventor of several devices, notably a steam turbine, of which he gave the patent to the public, and an author. During the Spanish-American war, when he served as a lieutenant-colonel of United States volunteers, he organized and equipped as a neutenant-colone of United States volunteers, he organized and equipped the Astor mountain battery, which served in the Philippines. The Astor estate involves a large part of New York City. Notable among its buildings are the hotels Waldorf-Astoria, St. Regis and Knickerbocker, the Astor Court building and the Vincent build-

Mr. Thomas McCaffry, Vancouver, superintendent of western offices of the Union Bank, was one of the best known Union Bank, was one of the best known financial men in the west. He joined the Union Bank twenty-eight years ago, and erved in many branches, being manager at Winnipeg before coming to British Columbia. Later he took charge of the Dominion Assay Office in Vancouver, but when the Union Bank opened its branch there he rejoined it and became manager, and, later, supervisor for British Columbia. He was born in Quebec, and was unmarried. His only living relatives are sisters resident in Madrid. His trip abroad was taken for the benefit of his health. He had been for three months in hospital at the close of last year, and on January 10 he went abroad to recuperate. He was one of the most popular of the group of financiers in the terminal city.

ish war of 1877-78. At the world's fair at Chicago he was director of decorations, and later director of functions. During the Spanish war he acted as Manila correspondent of the London Time and Harper's Weekly. Later he served as chairman of the advisory commission of the National Museum, secretary of the American Academy in Rome and of the American Federation of Arts; vice-president of the municipal aff commission in New York and United

Rome and of the American Federation of Aris; vice-president of the municipal art commission in New York and United States commissioner-general to the Tokyo exposition. Russia and Roumania both gave him decoration. He was Chevalier Legion of Honor, Paris, 1900, and a member of the first class of the Order of the Sacred Treasure of Japan. He was the author of several books and besides being a member of the Association of Oil Painters of London, was an honorary member of the American Institute of Architects. In recent years he had a fudio in Washington, and also maintained regidences in New York and Worcestershire, England. He had many friends on this coast, and was expected to visit Puget Sound points this summer.

Mr. Isidor Straus, president of the National Educational Alliance, was on the board of trustees of numerous national, financial, charitable and philanthropic institutions. He also was active in politics, having been connected with various tariff reform movements. He was a member of congress, 1893 to 1895, where he was active in the framing of the Wilson tariff law. Mr. Straus was born in Rheinsh Bavaria, February 5, 1845. He was a brother of Nathan and Oscar Straus, the latter secretary of the United States department of commerce and labor under President Rooseveit. Isidor Straus came to the United States with his parents in 1845, was educated at the Collinsworth institute, Talbotton, Ga., and held the degree of LLD. of Washington and Lee university. In 1866 he joined his father in forming the firm of L. Straus & Son, importers of pottery and glassware, Mrs. Straus refused to leave her husband and they died together.

the side of uppopular causes and made bitter enemies as well as strong friends. He took at lively interest in the peace movement, and was a strenuous opponent of the South African war. He visited Canada and the United States several times and was on his way out partly to fill a lecture engagement but chiefly fo watch the struggle for presidential nominations in the States at close range. Of late years he had devoted much attention to spiritualism. Among his most notable books were "The Maiden Tribute to Modern Bebylon," the publication of which resulted in his imprisonment for three months in 1885; "If Christ Came to Chicago," "Satan's Steam Pump company, which has seven Steam Pump company, which has seven plants, one in England and six in the United States. The firm has extensive interests in British Columbia, the Yukon and Alaska.

Yukon and Alaska.

Mr. Thornton Davidson, Montreal, was a well known financial man, a soninglaw to Mr. and Mrs. C. M. Hays and a cousin of Hon. H. E. Young. His father is Mr. Justice Davidson of the Quebed Superior Court. Another Montreal financier among the lost is Mr. H. Markland Molson, member of one of the oldest families of that city. Mr. H. J. Allison, whose whole family went down together whose whole family went down together was a Montreal business man. Mr. V. Payne was private secretary to Mr.

Hays.

Mr. Mark Fortune, who is lost with one of his daughters and his son, while his wife and two daughters are among

the saved, was one of the most prominent of Winnipeg's merchants. Mr. Hugo Ross, a son of the late Mr. A. W. Ross, had many friends in Victoria and will be deeply regretted.

Mr. Edward Pomeroy Colley, the only Victorian among the lost, was on his return to this city from his parent's home in Ireland, where he always spent the winters. Mr. Colley had many friends here who have been hoping against hope for his afety, although recognizing that he was the type of man who would never leave the steamer while there were still lives to be saved. For several years Mr. Colley had carried on several years Mr. Colley had carried on survey work for the government and his knowledge of the northern part of the province was probably not excelled by

province was probably not excelled by anyone.

Boston men among the lost are: A. W. Newell, president of the Fourth National bank, whose two daughters, Madeline and Marforle were rescued; Jacques Furrelle, the author, whose wife was saved; George K. Clifford, president of the Belcher Last Company, of Stoughton; Walter C. Porter, of Worcester, last manufacturers; Clarence Moore, Beverly Farms, a well known sportsman.

#### FLAG LOWERED ON G. T. P. STEAMERS

The flag on the offices of the Grand Trunk Pacific company's offices was lowered to half mast yesterday to mourn for President C. M. Hays, folowing the receipt of the following freight agent of the company, from Capt. C. H. Nicholson, manager of G. T. P. steamers:

"Vice President and General Man-ger E. J. Chamberlin advises me this. WORKMAN CAUGHT IN ion with the Carpathia to the effect hat President Hays was not on board. We are reluctantly forced to concede his loss."
Orders were sent to all the G. T. P. steamers to lower their flags in mourn

Joseph Hunter, Formerly a City Fireman, Was Instantly Killed on Herald Street Yester-

day Afternoon

Continued on Page 4, Col. 7.
London, saying that he is returning shortly to Victoria. He has thus obviously amended his plans and was not Caught by the clothing in the reolving shaft on the concrete mixer at work for the Canadian Mineral Rubber Company at the corner of Herald street and Douglas street, Joseph Hun-ter was killed instantly yesterday afrnoon at 3 o'clock.

He was engineer on the mixer and was engaged in oiling the machine when his clothing was caught and he when his clothing was caught and he was drawn into it. His head must have struck the edge of the drum used for mixing materials, for he never uttered a word. The first that was known of the accident was when one of the men engaged on the paving work saw the body hanging from the shafting. He signalled to the fireman, Duncans, and the latter immediately shut down the machine. By the time that men could reach the mixer life was extinct. Dr. Raynor and Dr. Sinclair were One arm was torn on at the shoulder, the legs and practically every bone in the body broken. The body was literally wrapped about the shaft as if it had been a cloth.

Deceased had been working for the Canadian Mineral Rubber company for to inquiries it is suggested that steps be taken to penalize vessels entering harbors without compliance with Amer-ican requirements.

Canadian Mineral Rubber company for the past three months, first as wa'thman of the asphalt mixer on May st, and lately as engineer of the mixer on Herald street. Prior to accepting a position with the paving company he was an engineer in the fire department having severed his services with the department eighteen months ago, Tree was about 40 years of age, and resides a wife leaves three children, two boys and ropes, dotted with green lights, were stretched for 75 yards in front of the piers to hold back the throngs. No one without a special permit was allowed beyond these ropes. As early as 8 o'clock motor cars in which women and silent men were seated began a wife leaves three children, two boys and a girl, residing on Fernwood road almost immediately opposite No. 7 Fire

An inquest will be held this afternoon at I o'clock

#### GOVERNMENT BUYS DESIRABLE PROPERTY

men and silent men were seated began arriving and by 7:30 a small crowd already had entered the great steel and concrete structure which covers the piers. A small hotel across the way had been converted into head-quarters for the newspapers and press and a meeting place for those who had been bereaved and had relatives aboard the Carpathia. Although there was no rule fort silence, every one talked in whispers. In this assemme of Deputy Minister J. McB. Smi Is Purchased by the Province At Pifty Thousand Dollars

talked in whispers. In this assemblinge there were those when hoped against hope that some dear one was alive, although the list of survivors had failed to show their names.

## have just proceeded to Prince Rupert, have been awarded contracts for the construction of the piers, landing stage, building platform and launching ways in connection with the construction of the G. T. P. drydock at Prince Rupert. These are preliminary contracts and the work will commence immediately. Bids have been called for hardware work from hardware firms in Victoria and Vancouver. FAMOUS BIG GAME HUNTER ON COAST

NCOUVER, April 18.-Mr. H. you It is expected that work on the actual drydock and the buildings in connection with the plant will be commenced as soon as the preliminary work, outlined in the foregoing contracts, has been completed and detailed plans prepared. The contract with the government calls for completion of the work within two wars. The lifting work within two wars. The lifting the seek specimens of the Kodiak peninsula, a lasks to seek specimens of the Kodia.

Mexican border.

Mr. von Berger will leave Vancouver in May for the Kodiak peninsula, Alaska to seek specimens of the Kodiak bear, the largest of the species in existerce. He visited the same region last May, but was unable to shoot any males, two large females falling before his express rifle. He hopes to have better luck this year. The Kodiak bear is a brown animal, and large ones are said to weigh from 1.400 to 1,500 pounds. It is described as very feroctious and difficult to approach. Mr. von Berger has heard of one that was shot, and that had a length of fourteen feet. He doubts this, and believes that a He doubts this, and believes that a normal specimen will measure about twelve feet.

pert. The creosoted lumber contract has been awarded to the Dominion Creosoting company at Eburne. The creosoted piling has been ordered from Eagle Harbor, Wash, because no British Columbia firm could supply creosoted piling of the length required. Mr. von Berger intends to donat Mr. von Berger intends to donate, as in the past, a number of his trophies to the Berlin Royal Zoological museum, which has frequently been visited by the German Kalser. He has a valuable collection of his own. He has hunted in many countries, including Turkestan and Persia.

Mr. von Berger will proceed to Sand Point, Alaska, where he will charter a small schooner and engage a half-breed hunter and a cook before proceeding to the Kodfak country. He expects to return to Vancouver in July. MUNICIPAL STATUS

Pathure to Pinance Sewerage Scheme
Leads Property Owners to Believe This Only Course

The meeting of property owners of Esquimalt at Lampson Street school last
night decided that as every other expedient
had been tried to obtain an adequate system of sewerage for their district and had
failed, there was no other course open to
them but the formation of a municipality,
and the preliminary steps to that end were
entrusted to a committee.

The report of the commissioners elected
some months ago to deal with the problem
of sewerage stated that after trying in
every quarter to obtain the necessary funds
and failing to do so they begged to resign
their offices and leave it to the propertyowners to devise some new means of meeting the situation.

It was decided that if possible a municipality should be organized, the boundaries
to be the city limits on the east, thence to
the Gorge, marching on the north with the
south of the Saanich district, and on the
west and south the sea.

Messas. T. H. Siater, Alex. Stewart and
Sydney Heald were appointed as a committee with power to draw up the necessary
petition to be circulated among the property owners, and to obtain any legal advice
requisite.

WASHINGTON, April 17.—President MUNICIPAL STATUS

## LOS ANGELES-TRIAL

LOS ANGELES, Cal., April 18.—
Preparations for the trial of Clarence
S. Darrow, the former McNamara attorney, under indictment for alleged
tampering with jurors, has begun.
Twenty subpoenas have been sent out
for service. It was stated there were
as many more local witnesses and
possibly ten or twelve from San
Francisco.
The prosecution will be conducted

WASHINGTON, April 17.—President Taft and Secretary Nagel held a con-ference tonight at which it was decided that Secretary Nagel would go to New York to take personal charge of the Titanic survivors aboard the Carpathia.

Francisco.

The prosecution will be conducted by District Attorney Fredericks. It was estimated the trial would consume four weeks. Superior Judge Hutton will preside.

Bert H. Franklin, Darrow's former confidential agent, and Attorney John Harrington, also associated with the McNamara defence, it was stated, would be the state's principal with the principal with the state's principal with the st

# concrete machine Copas & Young

THE ANTI-COMBINE GROCERS Have secured a number of cases of

# Armour's Lighthouse Cleanser

Which they think is equal in quality to Old Dutch or any other Cleanser made. While it lasts they will

4 Tins for 25c

Order some quick. IT'S CHEAP, BUT IT'S GOOD,

# COPAS & YOUNG

ANTI-COMBINE GROCERS

Corner Fort and Broad Streets

Groc. Dept. Phones 94-95 Liquor Dept. Tel. 1632



EXTRACT OF WILD PLOWERS

flowers. Buy just as much or as little as you please; 50c per ounce,

CYRUS H. BOWES

Government St., near Yates.

# Builders' and Contractors' Supplies

The Hickman-Tye Hardware Co., Ld

A SPECIALTY

544-546 Yates Street

## **Essential Commodities for a Successful Dinner**

We are acknowledged experts in the Grocery business Teysonneau, fine French fruits, extra heavy syrup, bot. 50¢ Pickled Figs, per glass jar.....65¢ Cherries in Creme de Menthe, bottle \$125, 75c or ..... 50¢ Curried Prawns, per jar ..... 75¢ Lobster in Aspic, per jar. .... 75¢ Chicken in Aspic, per jar ..... 50¢ Halford's Curried Fowl, per tin proposed and the second se Olives—Our stock comprises the largest variety on the coast: Mammoth, Queen, Manzanillas, King Ripe Olives stuffed

with nuts, anchovies, peppers, etc.

Being by Far the Largest Distributors of Merchandise in the West, Manufacturers Are Turning to Us for an Outlet and We Have the Pick of The Market

# SALE OF GRASS CHAIRS MONDAY

At \$2.90 and \$3.90 Hundreds of people have been asking when our next sale would be held.

The chairs have come to hand and will GO ON SALE MONDAY

If Your Girl Needs a New Wash Dress You Can't Do Better Than Choose From This Assortment

E want to get the girls in the habit of buying their dresses at Spencer's and we know of no better way than providing the best possible assortment of new dresses for them to choose from now.

Every dress is a new model, and there are many different styles to choose from. The truth is that there are far too many to make an adequate description possible. Prints, ginghams, Hollands and serges are the chief materials and there are stripes in many different colors, various colored checks and a choice assortment of plain colors are here. We have sizes to fit girls from I to 18 years old and the prices are so reasonable that there

is no reason why you shouldn't provide your daughter with garments that will please, her and

GIRLS' AND CHILDREN'S DEPARTMENT ON THE SECOND FLOOR, VIEW ST. SIDE

## Items of Special Interest to Men

button at the points, and the garments are to be had in various fancy stripes. All sizes are in stock. Per garment Monday 85¢ FANCY TIES in four-in-hand and wide-end styles, also string 

this line. They are made of a strong cotton and are excellent 

### Linens That You'll Be Proud of ECONOMY AND QUALITY ARE THE PROMI-NENT FEATURES IN THIS DEPARTMENT

OU can be sure of securing Quality because these goods are the product of manufacturers who have a reputation and intend to make it better known than ever. The John Brown Manufacturing Company have all to gain and nothing to lose by putting out the best possible goods at the lowest prices, and we are pleased to represent this firm. No doubt you'll be pleased to use the goods when once you have tried them.

Damask Table Napkins in a large number of designs, hemmed and ready for use. They are to be had in four different qualities at, per dozen, \$1.75, \$1.50, \$1.25 and. \$1 

fillow Shams, hemstitched and em-broidered to match the above bed-spreads. Size 30x30 inches. Per

Fure Linen Table Damask in neat floral and spot designs. Per yard, 66 inches wide, 75c., 70 inches wide, at, per yard, \$1 and \$1.25: also 72 inches wide at, per yard

per yard \$1.50

Pure Linen Pillow Silys, embroidered and finished with scalloped or hemstitched edges. Per pair \$5.75, \$4.75 and \$3.75

embroidered, hand worked on pure linen. Size 70x90 inches. Price, each \$12.50 and ..........\$9.75
5 O'clock Tea Cloth, size 30x30 in, hemsfitched and hand embroidered on pure linen. Tkese are a very special quality. Price, each \$4.50, \$3.75, \$3 and ................\$2.75

## A List of Staple Goods That May Interest You

English Prints in light and dark col-ors and a variety of patterns. The colors are fast and the material is 31 inches wide. Per yard 15c. inches and a wide variety of pat-terns and colors to choose from. Per yard ..... 150

Mercerized Ginghams 31 inches wide. A variety of patterns and colors to A variety of patterns and colors to select from. Per yard ... 20¢
Fancy Muslim. These are in striped shot and floral patterns and have a soft finish. They are 27 inches wide. Per yard 25¢ and ... 15¢
Fancy Foulards, in dainty colorings and patterns. A nice, silky finish. Per yard 50¢, 35¢ and ... 25¢
Dotton Wolles, 27 inches wide and may be had in three qualities. Per yard 75¢, 50¢ and ... 35¢
Dotton Chambray Sheetings 86 inches wide at per yard 50¢ as and 25¢
White Spotted Muslims, in a variety of qualities. Per yard 75¢, 55¢, 50¢, 35¢, and ... 25¢

## Have You Seen These New Dress Goods?

rench Delaines in fancy floral de-signs and polka dots. They are 28 

rdered Delaines in a choice assortment of designs. They are 28 in. wide and sell at, per yard ... 50¢ Bordered Voties in the newest de-signs and fancy border effects. They are 28 inches wide and re-markable values at, per yard 65¢ Grey Suiting in light and dark col-ors and a fine diagonal weave. A splendid value, 54 inches wide, at per yard \$1.50 and ..... \$1.25

Stripe San Toy in fine self colored stripes and all the newest evening thades to choose from. They are 44 inches wide and an excellent quality. Per yard ..... \$1.50

In a Woman's Store and Here You'll Find the World's Best Models

Fashion Means Everything

takes an expert in the art of beautiful clothing to select from the multitude of new fashions those that have grace and

Look through our stock of wearing apparel and you won't be able to pick out an undesirable garment.

We are very particular about the class of garments which are allowed to grace the show cases in this section, and from the practical street dress to the most elaborate ball gown, styles are shown which are very pleasing. Even the most expert dressmakers find it hard to produce more original ideas than can be seen

White Linen and Pongee Skirts are very popular this season, and here is quite a variety. There are plain tailored with high-waisted effect, also some fancily trimmed. Prices from \$3.00 to ......\$5.75

Street Coats in tweeds and plain cloths. Some very attractive styles here in all sizes. Per garment ......\$12.75

Pongee and Linen Coats. Even the most exacting woman should be able to find a garment in this assortment that will please her. Some are quite plain and others are elaborately trimmed, while there are 

Muslin Dresses are here in such a wide range of handsome styles that choosing should be an easy matter. They start as low as \$10.75 a 

Plain Tailored Costumes that cannot be praised too highly for the style and quality that they represent. The fact that they are selling almost as fast as we get them in is ample proof that Victorians are appreciating them. Prices from \$25 to \$40, but worth much more.

## Something for Men to Think About

The strong claims made for our Men's Clothing values are going to be tested this season. Some men will select their store by reason of past experience, and go there and buy. Some will go from store to store and let their eyes prove to them where the best return for the money is to be found. We want the men of Victoria to know we are ready for the test. We want to impress upon all that we are giving value not duplicated in any other store. We invite you to do your own comparing of values.

SEE OUR WINDOW DISPLAYS.

DAVID SPENCER, Ltd.

The Waist Department Breaks a Record for Beauty and Quality in Lace and Embroidered Waists

NONSIDERING the excellent lines that have been sold in this department in the past, this is a big statement to make, but there is ample reason for making it. Of course we are talking of waists that sell or have been sold at a similar price. They are beauties and you'll say so when you see them.

Fine Sheer Lawn Waists with front embroidered in a beautiful pattern and finished with dainty lace insertion. Has a V shaped 

Handsome Eyelet Embroidered Waist, with a pointed Dutch collar and three-quarter length sleeves. It's impossible to do this garment justice here. Price ......\$2.75

Striped Voile Waists. These are the season's newest materials, and are made up in a very attractive style. Has V-shaped neck and three-quarter set-in sleeves. The garment is finished with Cluny lace insertion. Price ......\$2.75

Fine Marquisette Waist with a collar that resembles the sailor style, has a pointed Dutch collar and is finished with Calis lace insertion. The sleeves are the three-quarter set-in style. Per garment .......\$3.75

## Women Who Are Interested in Whitewear Values Will Appreciate These Items

F could sell lower priced goods if we would, but that wouldn't pay you and wouldn't pay you, and would do the store more harm

We would sell you better values, but we can't. If we could we would. These are just the reasons why you should investigate these offers,

## Linoleums and Curtains Should Sell Rapidly on Monday

JUST THE GOODS YOU WANT TO MAKE YOUR HOME HARMONIZE WITH SPRING WEATHER

Here are some extra good values, and what makes them more attractive is the fact that they are just the goods that you require to brighten up the home and help you to get the benefit of the bright

Mew Printed Linoleums in a large range of attractive patterns and colorings, in fact much the largest range that we have ever offered at this price. You can choose from block, tile and floral designs and you couldn't wish for better values. See the window displays on Bread Street and you'll be convinced of the truth of this statement. They are 2 yards wide and sell at, per square yard, only 35.6 ment. They are 2 yards wide and sell at, per square yard, only 35¢ Great Remnant Sale of oddments of cretonnes, white Madras muslins, scrims, have nets and many other drapery and curtain fabrics. The prices are exceptionally low compared with the quality of the soods. Shop early if you want them,

White Nottingham Lace Curtains Twenty six pairs in various depair of a kind and a few that are alike are all to be cleared out. They are regular \$3.50, \$2.75, \$2.25 and \$1.50 grades and will be sold at 8.30 a.m. Monday at, per pair.

A Special Shipment of Japanese Matting-This is the first shipment of this make to be offered in Vic-toria and we may say that they are an extraordinary value. They come in hardsome stencilled de-signs and are truly Oriental in every respect. Size 18x36. Special for Monday's selling, each . 15¢

## What 5c Will Purchase at the Notion Counter

lain Eat Pins, 8 inches long in black only. Six pins for .... 5¢ lain Eat Pins in black only. These have bayonet points and may be had 10, 11 and 12 inches long. air Wavers 12 for ..... 5¢ scot Hair Curlers 12 on a card for

12 for ..... 5¢

sortment of colors. .... 5¢
White Pearl Buttons, sulfable for wash dresses. These ere to be had in an assortment of sizes with two or four holes. Per dozen ... 5¢ The Best Pin Book, containing 5 doze en pins in assorted colors and sizes. Price

pale blue. Twelve pins on a card for ..... 5¢

Bachelor Card, containing needles, thread and one dezen buttons in assorted sizes. Per card .... 50  VOL.

System Disas Happe

SEVERE

Strict sons

LONDO tion is las

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The New 1
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