

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

LONDON, April 20.—England mourns, but England also rejoices. She mourns her dead, but boasts their noble bearing in the face of a death-dealing calamity, and every man walks 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.

There is no disposition here to blame the White Star people for the inadequacy of the life-saving apparatus carried by the Titanic. For it is known 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.

Journalists of London have often laughed at Mr. Stead's oddities, but 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 Times, in an editorial, pays a warm tribute to the behavior of the 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."

Memorial services were held in St. Paul's cathedral yesterday, and there were attended by members of the cabinet and of the diplomatic corps, among whom was Ambassador Whiteley, Mr. Reid, the Lord Mayor and other officials of London and others.

WIRELESS OPERATOR OF TITANIC ON STAND

NEW YORK, April 20.—With dramatic suddenness the senate investigation of the Titanic disaster came to an end today so far as the New York hearing was concerned. It will be recalled, however, in Washington on Monday, when J. Bruce Ismay and P. A. S. Franklin, the chief officer of the White Star line, and more than a score of the officers and crew of the sunken vessel, will appear before the committee.

Incident to the sudden close of the hearing here was the story of Harold S. Bride, the second and last surviving wireless operator of the Titanic. His tale was one of suffering and death. He told of the final plunge of the vessel to its ocean burial.

TESTIFIES FROM AN INVALID'S CHAIR

Throughout the hearing this morning, Wireless Operator Bride, crippled as a result of his experience, and seated in an invalid's chair, told his story of the last moments of the Titanic. His narrative held the committee of the senate enthralled.

From time to time either Mr. Phillips or myself would go on deck to observe the situation. The last time I went on deck I found the passengers running around in confusion and there was almost a panic. They were seeking life belts, all of the large boats were gone, but there was one life raft remaining. It had been lashed on the top of the quarters of the boat deck. A number of men were striving to launch it.

SENDING WIRELESS MESSAGES TO THE END

I went back to the wireless cabin then. Mr. Phillips was striving to send out a final "C. Q. D." call. The power was so low that he could not tell whether it was being carried or not for we were in a closed cabin and we could not hear the traffic of the wireless at the mast. Phillips kept on sending, however, while I buckled on his life belt and put on my own.

Then we both cared for a woman who had fainted and who had been brought into our cabin. She was lying on the floor, and I found myself unable to get to the edge of the boat when a sinking wave carried it away. I went with her, and myself emerged and was swimming 150 feet from the ship when she went down. I did not suction as the vessel plunged.

LAST MOMENTS OF CAPTAIN SMITH

"Captain Smith stuck to the bridge, 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."

WARNING OF ICEBERGS IN LINE OF TRAVEL

He drew from the witness an acknowledgment that on Sunday evening Bride was sitting with the telephone strapped to his ears, adjusting his accounts while the steamship Californian, 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."

WITNESS SHOWS SIGNS OF COLLAPSE

Under insistent questioning Bride began to show signs of collapse, so Senator Smith, the chairman of the senate committee investigating the Titanic wreck, has issued the following statement: "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 first-hand information from the participants in this sad affair."

HEARD CARPATHIA WAS RUSHING TO AID

"At this time, however, neither of us worried a bit. When he heard the confusion on deck I went out to investigate and when I returned I found Mr. Phillips sending a 'C. Q. D.' call giving out position. He talked the Frankfurt first, and then the Carpathia and the Baltic. As I have said, we did not try for the Frankfurt for any length of time, but concentrated our messages on the Carpathia, which had answered that she was rushing to our aid."

"The captain came into the wireless cabin from the deck when the Carpathia advised us of her position and figured out the time when she would arrive. He left when that was disposed of and proceeded to the bridge. Then we began unobtrusively to keep in communication with the Carpathia."

ICEBERG WAS 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 keel or ripped open 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 people were putting on lifebelts 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 out on my life preserver. I never saw him again. I took three changes and a pearl pin. There was \$20,000 worth of stock and bonds, all my jewelry and presents for my daughter Jessie and family in the berth, but I did not touch them."

MAJOR PEUCHEN'S ESCAPE FROM WRECK

NEW YORK, April 20.—The mystery which surrounded the last hours of the famous Canadian who went down to his doom with the ill-fated liner Titanic, was penetrated when Major Arthur Peuchen, captain of the Queen's Own Rifles of Toronto, and president of the Standard Chemical company, related the story of his own miraculous escape from the sea.

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LIFEBOATS TO HOLD ALL ON BOARD

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 Leyland, the Atlantic Transport and Dominion lines, to equip all steamers with sufficient lifeboats and relief boats for every passenger and every member of the crew without regard to government regulations.

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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."

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CLAIMS TOLL OF HUMAN LIVES

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

FEARED HEAVY LOSS IN SUNFLOWER DISTRICT

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

NEW ORLEANS, April 20.—That the Mississippi flood is claiming its toll of human lives in greater proportion in the lower valley than in the upper, seems certain from reports. Rumors of heavy loss of life could not be confirmed, and apparently are untrue. Fifteen negroes, however, were drowned some time during last night near Benol, Miss., in the rush of water caused by the break of Beaux 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 Louisiana are quartered. Relief stations have been established at a dozen points on the Mississippi. A number of levees were reported at the breaking points tonight. Conditions will grow worse during the next week, in the sunflower district of Mississippi which rapidly is being inundated.

SUFFRAGIST PLANS

Innocent Over Rejection of the Constitution Bill and Make Threats of Revenge

LONDON, April 19.—It is quite evident that the suffragists are every inch in earnest over the rejection of the constitution bill, and meetings are being held to discuss plans of campaign for the future.

GOLD MINERS KILLED

One Hundred and Seven Victims of Fight With Russian Soldiers in Siberia

RAILROAD PRESIDENCY

Mr. W. Wainwright is Temporarily Chosen for Position Occupied by Late Mr. C. M. Hays

DISMISSES CHARGE

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

WASHINGTON, April 20.—The Senate today passed the way today for international co-operation in more complete regulations of ocean traffic. By unanimous vote it agreed to the Maritime resolution advising the president that the senate would favor treaties with other maritime governments to regulate lanes of ocean traffic, wireless telegraphy, and other equipment of passenger-carrying craft.

PROVINCIAL POLICE SYSTEM 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 constabulary for this province, as a new and important department of the British Columbia police, Attorney-General Bowers said yesterday that this project is not at present obtaining serious consideration, the police work on the whole proceeding very satisfactorily, and results being excellent.

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 existing provincial police system, Hon. Mr. Bowers points to the high significance of the present low average of crime throughout the country. Although there are many hundred miles of railway just now under construction, and many thousands of men of all nationalities engaged thereon, the indictments to be presented at the assize courts this spring are less numerous and less serious than in years past.

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 disposition on the part of licensees in construction territory to strictly obey the law.

No liquor being obtainable from the licensed houses at the week-end after 11 o'clock of the Saturday night, and no more than a single bottle of liquor being purchasable by an individual customer, the railway navvies as a rule devote their Sundays to washing up, reading, etc., instead of carousing, and the result is that an unusually large percentage of the workers are refreshed and ready for their labors on the Mondays 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, says the old adage, and while it may not be quite infallible it certainly has its examples. The most recent 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 incorporation of the town.

Just the evening before last Hon. A. E. McPhillips, M. P. for the Islands, met with the Sidney board of trade to discuss the position of the residents in regard to the installation of water, sewer and other improvement systems. After hearing an explanation of the present condition of things from the members, Mr. McPhillips stated that the provincial government had appropriated a considerable sum for the purpose of improving the roads, 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. Thereupon 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 same.

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 proposition thoroughly.

CLEVER ENGLISH GIRL ATHLETE

One of the most interesting competitors in the forthcoming Olympic games at Stockholm will be a fifteen-year-old English girl, Helen Prece 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, a swim of 300 metres, fencing with epee and shooting with a revolver at a target twenty-five metres distant. Already 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 Arlington she won three first prizes for riding, and recently at the pony polo show at Washington she carried off three first prizes and a special prize for the best individual performance.

New Auto Record

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 circuit dirt track at the San Jose driving park. The meet was sanctioned by the American Auto association, P. J. Walker, a member, refereeing.

33.31; 20 miles in 17.57; 25 miles in 22.56. Other times for the same events were 12.41, 18.15 and 23.47. Disbrow's feat was accomplished on a track which had become damp through rain last week and was not in the best condition.

ATTORNEY-GENERAL IS TO BUILD HERE

Hon. Mr. Bowers Acquires Fine Residential Site and Will Erect Handsome Home

Hon. Mr. W. J. Bowers, attorney-general of British Columbia, has purchased one of the finest scenic residential sites in Victoria city, comprising some two and a half acres of what is known as the old Dumbleton estate on Terrace avenue, near Rockland, upon which he will shortly erect a stately residence, the grounds at the same time being laid out by an eminent landscape architect in keeping with the attorney-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 purchased adjacent land and will likewise proceed to build right worthily.

INTER-CITY PAVING IS A LARGE ORDER

Proposed Improvement of Vancouver-New Westminster Road—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 74 instalment for the proposed conference between the government, the municipalities of South Vancouver and Burnaby, and the motor clubs of Vancouver and New Westminster as to the proposed paving of the inter-city highway between Vancouver and the Royal city.

As the minister will be absent from the city during the greater part of the week this date is found unworkable, and Hon. Mr. Taylor will probably confer with the interested municipalities during his stay on the mainland, to which he goes again tomorrow on official 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 endorsed by the government, no less than thirty miles of paving and boulevard construction being contemplated, at an aggregate cost of something like \$2,500,000.

MAY TAKE CONTRACT FROM THE COMPANY

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

That the Westholme Lumber company, 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. Wynn Meredith, the city's consulting engineer, will submit to the meeting of the city council tomorrow evening.

As a result of a very conference yesterday afternoon between Mayor Beckwith, Aldermen Porter, Baker, Dilworth and Anderson, Water Commissioner Raymur and Engineers Meredith, Hartwell and Carpenter, the council will be called upon to consider the engineer's report tomorrow night.

Under the contract with the company, it 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 thirty-seven one-hundredths of one per cent has been done. The company has had engaged about 165 men in construction work along the line of the proposed pipe line putting in certain works and locating bunk houses, but according to the engineers the work, as called for under the contract, has not been carried 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.

MR. HANINGTON IS NAMED COMMISSIONER

To Investigate Conditions and Management of the Vancouver General Hospital—Inquiry Proceeds

Mr. Robert Whitmore Hanington, a member of the Vancouver legal firm of Hanington, Burr & 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.

MURDERED IN HIS HOME

MARSHFIELD, Ore., April 19.—Jacob Evans, a wealthy pioneer farmer was found murdered in his home near here today. The corpse was lying in a bed, and he had been shot while sitting in 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.

TO BE AWARE OF IN CALIFORNIA

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

SAN FRANCISCO, April 20.—War between the Bing Kong and Sing Sui tong was started anew today in San Francisco, Stockton and Fresno. Three killed and two mortally wounded were added to the tally.

GARDINER CITY HAS COLLISION

Barkentine Returns to San Francisco Under Jury Rig After Striking the Schooner Alert

SAN FRANCISCO, April 20.—The well known coast barkentine Gardiner City, which left San Francisco April 16 for Port Gambier, returned to port here yesterday after a jury rig as a result of a collision April 17 with the schooner Alert. None of the crew was injured.

The collision occurred in latitude 38.16 north and longitude 123.38 west. The Alert, en route from Gray's Harbor for Honolulu, poked her bowsprit through the Gardiner City's foremast, making a clean sweep of her stays. The foremast and mainmast immediately went by the board and the mizenmast broke off about 15 feet above the deck, the spars crushing the house when they fell.

The Alert lost her jibboom, but bore otherwise undamaged. The barkentine Gardiner City was not damaged below the waterline and was able to make her way here under jury rig on her foremast.

The Gardiner City, owned by R. Swayne, is a vessel of 451 net tons. She was built in 1839 at North Bend, Ore., and is 163 feet long, 33 feet beam and 12 feet depth. She has capacity for about 575,000 feet of lumber.

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

REGATTA PROGRAMME FOR VICTORIA DAY

Committee Draws Up List of Events Which Promises Good Afternoon's Pleasure

The committee in charge of the regatta end of the Victoria Day celebration met this morning to draw up the programme of aquatic events:

1. Double dinghy, 14 ft. and under, open to boys under 18, starting at 10:30 a.m. Only one crew from each school. Course from Mr. Ebert's boat house to the starter's buoy.
2. Five-oared whalers, open to army and navy forces. Course around Deadman's Island, leaving it on the port hand, on the turn.
3. Double dinghy, open to boys under 18, same conditions as above.
4. Indian war canoe, 40 to 50 feet. Course to Deadman's Island and return.
5. Four-oared scull, 1st heat.
6. Men's race, double-dinghy, canoe. Course from starter's buoy to buoy and return.
7. Novely dinghy race, 14 foot, and under. Open to gentlemen with lady coxswain. Start from barge to launches off Curtis Point rowing ranch, and return.
8. Light the gentleman's clear, leave coxswain on launch, row to barge and dress, row back for coxswain. Start at barge, cigars to be kept till finish of race. Costumes will be provided by the committee.
9. Four-oared lapstrake; 2nd heat.
10. Indian war canoe, 40 feet; course, same as above.
11. Ten-oared service cutters; race open to army and navy forces. Course around Deadman's Island, leaving it on the port hand, and return.
12. Swimming relay race.
13. Single scull race.
14. Twelve-oared scull, with gentleman.
15. Klotchman's race, working canoe only. Course from starter's barge around buoy below Curtis Point, 1st heat.
16. Four-oared lapstrake; final heat between winners of first and second heats.
17. Single-oared canoe. Course from Curtis Point to finishing line.
18. Double-oared Indian canoe. From starter's buoy to buoy and return.
19. All comers' race; open to army and navy. Course from starter's barge around buoy below Curtis Point, 1st heat.
20. Greasy pole.
21. Best-oared aquatic display; fifty per cent points for costume, fifty per cent for amusement provided.

EIGHTY LOST IN CHILIAN STEAMSHIP

Steamer Queen Helena Reaches San Francisco with Details of Loss of the Cachapual

SAN FRANCISCO, April 19.—Details of the loss on the night of March 21 of the Chilean steamship Cachapual with eighty lives, last night were brought by the British steamship Queen Helena, here from Calito Buena. The Cachapual was manned by British officers and a crew of fifty Chilians, and at the time of her disappearance carried thirty passengers.

The Cachapual on the morning of March 22, failed to appear at Punta Ferns, on the regular run from Queen's Quay, Boundry, 230 miles distant. Steamships dispatched in search of her could find no trace. The generally accepted theory, according to officers of the Queen Helena, is that the Cachapual's boilers exploded, as frequently they had given trouble.

The Cachapual was an iron screw steamship of 2370 tons gross register, built in 1881, at Birkenhead, and was owned and operated by the South American Steamship company.

After discharging here, the Queen Helena will proceed to Seattle to load a lumber cargo for the West Coast.

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 it?" "The country is standing for it with all its feet. It has never had a chance to do anything else. The real question is, will it fall for 17? So far as its opinion has not been asked, and I doubt 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 Commons there is a feeling that it will go through."

That is the tersely expressed opinion of Mr. John G. Grierson, of London, England, 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 either for Ireland or for Great Britain. What has Ireland to gain by Home Rule or what has England to lose by granting it. The day is long past since there was any real object in the case of Home Rule. There was a time, I believe, when Home Rule meant everything to Ireland, but now it is difficult for me to see exactly what advantage is to be gained by it. Although I would not dream of opposing it either on imperial or parochial grounds."

"Home Rule is not a thing to agitate about now. It is a stale issue and but for the presence in the British parliament of that most unrepresentative of bodies, the Irish party, there would be no talk of 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 assembly is removed from Westminster to the Dublin overland. As a matter of fact, the ardent Home Rulers will probably have less, because their power in the British legislature, which is the only power they can ever wield independently, will be gone for ever and they will find themselves faced with a power at home as great as, if not greater, than their own."

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4. Indian war canoe, 40 to 50 feet. Course to Deadman's Island and return.
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The Cachapual was an iron screw steamship of 2370 tons gross register, built in 1881, at Birkenhead, and was owned and operated by the South American Steamship company.

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

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HEAVY DAMAGE FROM TORNADO

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 person, injured eight others, and did damage through

The Colonist

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

The Semi-Weekly Colonist

One Year ... \$2.00 To the United States ... \$2.00

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.

DEATH ROLL IS STILL MOUNTING

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

NONE OF SURVIVORS BLAME CAPTAIN SMITH

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

Speed at Moment of Collision

NO CONSPIRACY

SIXTY MILES SOUTHWARD

TITANIC VICTIMS

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CARPATHIA'S CAPTAIN REPORTS ON RESCUE

NEW YORK, April 19.—Less than 24 hours after the Titanic disaster, the Carpathia came in as a rescue ship with 745 survivors of the Titanic disaster.

MEMBERS OF CREW HELD IN NEW YORK

NEW YORK, April 19.—The seriousness of the inquiry by the senate committee into the Titanic disaster was disclosed tonight when Senator Smith of Michigan the chairman, at first flatly refused to let any of the crew of the two hundred odd for the crew of the ship beyond the jurisdiction of the United States government.

NEVER TRAVELED AT FULL SPEED

"I understand you have been told the Titanic was running at full speed. It never had run at full speed.

UNAWARE OF PRESENCE OF ICEBERGS

He said the ship was not in proximity to icebergs on Saturday or Sunday, although he knew the ship would be near ice on Sunday night.

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Rupert Land District—District of Coast Range One

Take notice that Henry J. Spence, of Vancouver, occupation painter, intends to apply for permission to purchase the following described lands:

Take notice that Geo. S. Tuttle, of Vancouver, occupation carpenter, intends to apply for permission to purchase the following described lands:

Take notice that Frank H. Sager, of Victoria, B. C., occupation prospector, intends to apply for permission to purchase the following described lands:

Take notice that Charles F. Miller, of Vancouver, B. C., occupation station carter, intends to apply for permission to lease the following described lands on the north shore of Kinross Island:

Take notice that Stewart Weller, of Vancouver, B. C., occupation Clerk, intends to apply for permission to purchase the following described lands:

Take notice that Annie Eva Mather, of Vancouver, B. C., occupation station carter, intends to apply for permission to purchase the following described lands:

Take notice that Beatrice Mary Harrison Mather, of Vancouver, B. C., occupation married domestic servant, intends to purchase the following described lands:

Take notice that Frederick Henry Byers of Vancouver, B. C., occupation Clerk, intends to apply for permission to purchase the following described lands:

Take notice that Alfred Mather, of Vancouver, B. C., occupation married domestic servant, intends to purchase the following described lands:

Take notice that Alice Ida Mather, of Vancouver, B. C., occupation married woman, intends to apply for permission to purchase the following described lands:

Take notice that L. S. Higgs of South Pender Island, occupation farmer, intends to apply for permission to purchase the following described lands:

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HEAVEN COULD HAVE BEEN SAVED

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

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 boat Titanic not ported his helm when he sighted 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 directly head on against the floating ice, the great loss of life would have been averted, according to the opinion expressed yesterday by Captain W. H. Logan, agent of the London Salvage Association, who had many years' experience as a navigator and master of liner-riding across the Atlantic. Logan said 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 emergency as there is scarcely a man in a million who would do it. The first impulse of anyone's brain to fly 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 bow, and still floated, instead of having the plates torn along the side when she grazed along the face of the ice as she steamed after the iceberg was ported.

Even the ordinary perils of the sea appear to be very little known or understood by persons other than seafarers, and therefore it is not to be wondered at that when some great marine disaster has occurred, the public imagination is excited by 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 infallibly indicated. Unfortunately, such is by no means the case, and reliance 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 Davis' strait. It is not the extra polar ice, however, which causes the cold, but the fact that it brings down the ice, consequently the inexperienced navigators of the North Atlantic know full well when the sea surface temperature falls markedly to the eastward of the banks that it is necessary to be more especially on guard against meeting ice. Seamen of high standing in the profession, however, are 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 "vertical" 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" along a process which involves no transference of the particles, and which is very slow indeed compared to the other.

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 side by side, they do not commingle. Further the separation between the deep blue waters of the Gulf Stream and the cold counter-current which runs down shore, is often so well defined, that a ship may be sailing in both at the same moment. From its being so steep-sided, the inner current, at line of meeting with the outer 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 itself, as bergs have been passed not only in the stream, but actually to the southward of it, having been driven here by the lower ocean currents. The

possibility of this will be recognized when it is stated as a matter of certainty that icebergs are seldom submerged to a less extent than 75 of their whole mass, and oftentimes 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 pushed by Arctic glaciers, the latter are broken off the Arctic ice-cap by seismic disturbances.

In 1864, a hook-shaped berg endangered ships in the South Atlantic some months. The longer shaft stretched 60 miles, the shorter 40 miles. Between was a cold-desert 40 miles wide. Bergs over 400 feet in height are rare in the North Atlantic; but many over 700 feet high visit the southern ocean.

Thermometer No Help
 Reverting to the thermometer as a means of detecting the presence of ice by a fall in the temperature of the sea surface, it is a well known fact that about the Banks, the Labrador current is sometimes colder when no ice is to be seen 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 surface temperature carefully tested, without finding a single degree of difference from that previously existing when there were many miles of open water. It is 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, nevertheless, be ignored, provided it does not tell the truth, as in the case of security, which might terminate in an unhappy awakening.

It is much better for vessels to reduce speed when in ice latitudes, now so well mapped out on the British Admiralty charts, and a sharp look-out should be kept for the appearance of icebergs, occasionally, and the sound of breakers or the echo of the steam whistle stopped for.

The air temperature should be closely watched and the keen of any sudden change in it—perhaps of 10 or 20 degrees—more especially when the temperature is below zero.

Detector of Bergs
 Again a large iceberg will denote its presence, even on the darkest night, by a soft whiteness or halo, known as "fog-bank." This expression has the same significance in its own line that "fog" has in the world of navigation. The whiteness of ice, which is often so met with in the vicinity of bergs, or bergs, are also a good indication. These low pieces drift more rapidly than the large masses, and on this account many vessels are navigating through ice they always endeavor to pass on the weather side of the islands or bergs. From the position of the compass, if a vessel is being constantly altered by the drifting process, these enormous masses of congealed water sometimes lose their balance, take a sudden lurch, and topple over on their broadside. As others, huge fragments break off and fall into the sea with a great commotion.

From these remarks it will be gathered that the presence of ice at sea is not necessarily detected by the commonly supposed, especially if thick weather be encountered with it, neither even when sighted, is an iceberg any easy danger to ships, particularly if it happens to be a large low-lying berg.

PRINCESS ALICE COLLIDES WITH JOAN
 Mistake Signals in Engine Room Result in Damage to the Steamer
 Reported at C. P. R. Dock
 The steamer Princess Alice, Capt. Campbell, of the C. P. R. coast service, was at dinner when the collision took place. The pursuer, seated nearby, saw through a port the Princess Alice approaching and shouted, and the three hurried up from the dining room.

ABERDEEN LAUNCHED FOR WHALING COMPANY
 Third of Steamers Operated Under U. S. Flag for Local Service
 Ready for Service
 The steam whaler Aberdeen, of the American Pacific Whaling company, a subsidiary concern of the Canadian Northern Pacific Railway company, of this city, which operates the steamer Moran and Peterson from Gray's harbor under the U. S. flag, was launched by the Moran company on Thursday afternoon.

as their base. The Aberdeen is built on the same lines as the Peterson and the Moran. She is 96 feet in length, 19 feet beam, and will be equipped with a pivotal harpoon gun and a powerful winch for hauling the dead whales aboard.

PRINCESS VICTORIA READY TO START
 Will Make First Voyage on Triangular Route Leaving for Vancouver Tomorrow Afternoon
 The steamer Princess Victoria, which has been equipped as an oil burner, has had a thorough overhauling to prepare her for the summer season to travel, will start service tomorrow afternoon, when she leaves the C. P. R. dock at 2:15 o'clock for Vancouver.

NEW YORK, April 19.—The twenty-five thousand dollar whaler, Lada, five hundred tons, built by the Drucker, builder 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 J. P. Mangler, judge.

DEATH ROLL IS STILL MOUNTING
 Continued from Page 1
 The cork in the boat, and if it came out to use his finger as a stopper.

Mr. Maroon took the stand as soon as the hearings resumed for the afternoon. He said he was the chairman of the British Marconi company. Under instructions of the company he had, operators and their orders from the captain of the ship, which they are with a great confidence.

"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. Maroon. "The Carpathia, a smaller boat carries one. The Caythya wireless apparatus is a short distance equipment. The maximum efficiency of the Carpathia wireless, I should say, was 200 miles. The wireless equipment on the Titanic 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 wireless apparatus?"
 "Yes, I should say that it had the very best."
 Senator Smith asked if amateur or rival concerns interfered with the wireless communication of the Carpathia.
 "I am unable to say. Near New York I have an impression there was some interference but when the Carpathia was in the vicinity of the coast with New York and Nova Scotia, there was virtually no interference."

PROVIDENTIALLY CALLED
 "Did you hear the captain of the Carpathia say in his testimony that they caught this distress message from the Titanic almost providentially?" asked Senator Smith.
 "Yes, I did."
 "Is there any signal for the operator if he is not in his post?"
 "I think there is none," said Mr. Maroon.
 "It ought not to be incumbent upon ships to have an operator always at the key?"
 "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."

Did Not Leave Ship
 Mr. Lightholder said he was in the sea with a lifeboat on for one hour and a half.
 "What time did you leave the ship?"
 "I did not leave it."

"Did it leave you?"
 "Yes, sir."
 "Where were you when the Titanic sank?"
 "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 tangle and they were trying to get it over the side the last time I saw it. The first officer, Mr. Murdoch, who lost his life, was managing the tackle."
 "When did you see Mr. Ismay?"
 "When we started to uncover the boats. He was standing on the boat deck."
 "What was he doing?"
 "Standing still."
 "Was he fully dressed?"
 "I could not say for sure, it was dark."

"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. Lightholder. "But there might have been some."
 The witness described the collision as a slight lag followed by a grinding sound. Mr. Lightholder said that on Sunday he saw a message from "some ship" about an iceberg ahead. He did not know the America sent the message, he testified.

MAKING 21 KNOTS
 The ship was making about 21 to 21-1/2 knots, Mr. Lightholder said. He understood this was not the best the ship could do.

Kept Ship on Star 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 he told me to keep the ship on star course, but if I was in the slightest degree doubtful about conditions, developing to let him know at once."
 "Did you keep the Titanic on her course then?" Senator Smith asked.
 "Yes."
 "When did you next see Captain Smith?"
 "When I came out of the officers' quarters after the impact," Mr. Lightholder replied.
 "Then Captain Smith did not return to the bridge, before your watch expired?"
 "I did not see him."
 "What time did you leave?"
 "I turned over the watch to First Officer Murdoch at 10 o'clock."

Weather Calm and Clear
 "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 fields at about 11 o'clock, or about an hour later. At that time the weather was calm and clear. I remember we talked about the distance we could see. We could see stars in the horizon. It was very clear."
 "Did you see Mr. Murdoch after that?"
 "Yes. When I came out of the officers' quarters after the impact, Mr. Murdoch was on the bridge, he on one side and Captain Smith on the other. I never spoke to Mr. Murdoch after I saw him later, working near the life boat as the ship went down."
 "Where did you last see Captain Smith?"
 "I was busy at my own work, about fifty feet away and have a recollection of seeing the Captain walking across the deck. He was talking to him. I saw him later, working near the life boat as the ship went down."
 "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, he replied Mr. Lightholder, "he responded 'Yes, and lower away.'"
 "What did you do?"
 "Obedy orders."

THE LAST LIFEBOAT
 The last boat to put off, a collapsible was the one on top of the officers' quarters," Mr. Lightholder said. "The men dumped it on the deck and waited for the water to float it off. It was hoisted up by a crane through a funnel into the water, just missing the raft and overturning it. The funnel probably 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 preservers."
 "Did any passengers get on?" asked Senator Smith.
 "J. B. Thayer, the second Marconi operator and Col. Grace I recall," said the witness. "All the rest were firemen taken out of the water. Two of these men were killed and slipped off into the sea. I think the senior Marconi operator did that."
 "Died from cold?"
 "Yes, sir."
 "Was there any effort made by others to get on board?" continued Senator Smith.
 "We took all we could."
 "There must have been others in the water."
 "But not near us."
 "How far away?"
 "Some half a mile."
 "How took command?"
 "I did as was necessary."
 "When you left did you see any woman or children on board?"
 "No, sir."
 "Any passengers on the so-called boat deck?"
 "A number."
 "An error in his testimony was corrected by the witness, who says there were 20 lifeboats aboard, four of which were collapsible. One boat stuck in its tackle and never got off.

Selected by Sex
 "How were the passengers selected to fill the boats?"
 "By sex."
 "Who determined who should go?"
 "The men."
 "Whenever I saw a woman I put her in, except the stewardesses. I turned these back."
 "Did you see any attempt to get women to go who would not?"
 "I would not time to leave."
 "Did any ask for their families to go?"
 "Yes, one or two."
 "Did any families?"
 "No."
 In the first boat that put off, Mr. Lightholder said he put 20 to 22 men and women 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, and the two women placed in the boat he said, were selected by him, but he did not recall who they were.

"How did you happen to name them?"
 "Because they were standing near."
 "Did they want to go?"
 "I did not ask them they went by my orders."
 "How many passengers did the second boat take?"
 "About thirty," said Mr. Lightholder, "and two women as far as I remember."
 "Did you see that boat again?"
 "Not to my knowledge."
 "The third boat?"
 "I did not see it."

Realized Seriousness
 "By the time I came to the third boat all the men on the port side began to realize that the situation was serious 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."
 "C.O.D."
 "What was the answer?"
 "Come at once."
 "Was that all of it?"
 "No. The operator stated, I think, come at once—this is a distress message, C.O.D."
 "What did you do then?"
 "I confirmed the distress message by asking the Titanic if I should report the distress message to the captain of both vessels."
 "How much time elapsed after you received the Titanic's distress message before you reported to the captain?"
 "About a couple of minutes."
 COTTAM SAID
 The witness said that for several minutes he confirmed the positions of both vessels. At this juncture the ship of the North German Lloyd line broke in, having heard the Titanic's call for help. Later the steamship Olympic also replied.

"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 telling the Titanic of the Olympic's attempt to get in touch with her the witness said he reported the Olympic's aid, reporting that it was in the same position as its position. The Baltic broke in at this time but its efforts to reach the Titanic were without avail.

"Come Quick"
 "I was in communication with the Titanic at intervals until the final message was 'Come quick, our engine room 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 discretion.
 "No, sir," said the witness. "I always repeated them personally to the captain."
 "Where?"
 "On the bridge."
 "When you left your post each time a message was received," asked the senator.
 "Yes."
 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 whether Cottam was at the helm or not 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 took assignment to help man.
 Mrs. Straus' Decision
 "Mrs. Straus put one foot into the boat and then changed her mind. Mrs. 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."
 "Was there another steward?"
 "There were three night watchmen on the Titanic," the senator asked.
 "Certainly, forty or fifty."
 "Were they known to the passengers and crew?"
 "Must have been by the plans distributed about the ship."
 "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 to say."
 "Is it at all likely?"
 "I think very unlikely."
 "As for yourself you preferred to take to the open sea?"
 "Undoubtedly."
 "Are the watertight compartments intended as a refuge for passengers?"
 "Oh, dear, no, sir, not any time."
 "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."
 "The third, fourth and fifth officers, sir."
 "Their names?"
 "H. J. Pitman, third officer; J. G.

At this point the hearing was halted and resumed at 8:30 tonight.

Luckily Heard Signal
 Thomas Cottam, aged 35, the Marconi operator of the Carpathia, was the first 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. He was decidedly uncertain whether he was required to work at night, saying it depended on whether he had commercial or ship's business to get off.

"What were you doing last Sunday evening about 10 o'clock?" asked Senator Smith.
 "Receiving news from Cape Cod," said Cottam.
 He said he had been "sending a lot of messages for the Titanic."
 "Had you closed your station for the night?"
 "No."
 "Well, how did you happen to catch the Titanic's message of distress?"
 "I was looking out for a confirmation by the steamer Eschscholtz of a previous message from the Titanic—a message that had come in the afternoon."
 "How far had you got along in your arrangements to retreat had you taken off your clothes?"
 "Yes, my coat."
 "Did you have any instruments then?"
 "Yes, the telephones were on my head—I was waiting for the Marconi answer; I had just called her."
 "How long would you have waited?"
 "Several minutes."
 "Well when you got the distress signal 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.O.D."
 "What was the answer?"
 "Come at once."
 "Was that all of it?"
 "No. The operator stated, I think, come at once—this is a distress message, C.O.D."
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ONE LIFEBOAT NOT ENTIRELY FILLED
 NEW YORK, April 18.—The wife and daughter of Emil Taussig of this city were taken to the home of Mrs. Taussig's father, William Mandall. 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 dock when the collision was felt. They were threatened with exposure when they attempted to get into a lifeboat although there was plenty of room for them.

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 she considered her husband and the theatrical manager 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.

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Mrs. Taussig said she heard several 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, Mabel and Fannie 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 them."

Mrs. Fortune said the boat was "terribly overcrowded." Four members of the crew were transferred to another boat as soon as the craft struck the 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 knew of little else. The man dressed in woman's clothing 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 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 opened at the Colonist office in connection with the raising of money for the dependents of those who perished in the wreck of the Titanic.
 A relief fund for the survivors was 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 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. Napier Denison on "Other Worlds Than Ours," on Thursday, April 25, at 8:30 p. m. Admission fifty cents. His worship Mayor Beckwith will preside.
 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 Bonaventure station at three minutes to ten o'clock with the engine bell tolling. The flag on the train 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 wore 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 hand 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 them to the residence of Mrs. Davidson, 27 Carter street. Mrs. Davidson, accompanied her to her home.

Looking for Bushnell
 Mrs. Braumann, of 1144 Dallas road yesterday enquired at the Colonist for information of her husband, Mr. J. D. Braumann, 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. Braumann 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 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 ocean going steamships to go 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 airplanes.

Municipal Mourning
 PORTLAND, Ore., April 19.—Declaring the wreck of the steamship Titanic to be a national 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 Icy 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 Grand 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 awful 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 out from the chaotic account of the tragedy these are the most salient: The death list has increased rather than 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.

Survivors in the lifeboats saw the grief-stricken vessel glimmer to the east, 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 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.

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 orders to smash the record.

It was close to midnight, said Moody, and I was on the bridge with the second officer who was in command. Suddenly he shouted "port your helm." I did so but it was too late. We struck the submerged iceberg which had been of the many accounts given by the passengers most of them agreed that the shock when the Titanic struck the iceberg, although ripping her great sides like a giant can opener, did not greatly jar the entire vessel, for the blow was a glancing one along the side.

The most distressing stories are those giving the experience of passengers in the lifeboats. These tell not only of their own suffering but give the harrowing details of how they saw the great bulk of the Titanic stand on end stern uppermost for many minutes before plunging to the bottom.

The arrival of the Carpathia brought a vast multitude of persons to the Cunard docks. They filed the vast pier sheds, and overflowing for blocks, crowded the nearby streets.

The landing of the survivors was attended with little excitement, the crowds standing in groups as the ship passed along. The docking actually began shortly after 9 o'clock and the disembarking of passengers was disposed of quickly by the waiving of the usual formalities that practically everything had been cleared by 10:30 o'clock.

Physicians and nurses went aboard the Carpathia before anyone was allowed to go down the gang way, but soon after the first cabin passengers, women and children, began descending the ladders. 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 Astor, and her sister, Miss Force. They embraced with tears, hurried to an automobile and drove to the Astor town house.

A poor Syrian woman who said she was Mrs. Habush, bound for Youngstown, Ohio, carried in her arms a six months old baby. The child wore only a light galico dress and was barefooted.

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

HOW WOMEN AND CHILDREN WERE SAVED

NEW YORK, April 18.—The following is the account of Mrs. Bishop of London. The voyage from Queenstown had been quite uneventful as the weather was experienced and the sea was quite calm.

"I had been in my berth for about ten minutes when at about 11:15 p. m. I felt a slight jar and then soon after a second one, but not sufficiently heavy to cause any anxiety. However, the engines stopped 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.

"Down 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 almost, but knowing nothing of what had happened, concluded some of the from compartments had filled and weighted down.

"We all walked slowly up with them, but when they resumed this was a presentation the captain was taking and that we should return in a short time and get our things to bed. There was a total absence of 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 most distressing stories are those giving the experience of passengers in the lifeboats. These tell not only of their own suffering but give the harrowing details of how they saw the great bulk of the Titanic stand on end stern uppermost for many minutes before plunging to the bottom.

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with women and children being lowered and sent away into the night. Presently the word went around among the men: "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, "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!"

"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. 'At! Stern! Both together! until we were some ten feet from the water, and here occurred the only accident of our experience, during the whole of our experience from leaving the deck to reaching the Carpathia.

"Immediately below our boat was the exhaust of the machinery, a huge stream of water pouring all the time from the ship's inside, just above the waterline. It was plain we ought to be away from this in order not to be 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 hole 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 of the vessel, and the swell of the sea urging us back against the side again. We were carried directly under the bow of a boat which was coming down on us in a way that threatened to submerge our boat.

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

"Down 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 almost, but knowing nothing of what had happened, concluded some of the from compartments had filled and weighted down.

"We all walked slowly up with them, but when they resumed this was a presentation the captain was taking and that we should return in a short time and get our things to bed. There was a total absence of 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.

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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 passengers aboard—First-class, 330; second-class, 280; crew, 910; total, 2,520.

Members of crew saved—Officers, 4; seamen, 29; stewards, 96; firemen, 71. Total members of the crew saved, 210. Total number rescued, 745. Total number perished, 1,595.

First and second cabin passengers totalled 610. First and second cabin passengers saved, 335. First and second cabin passengers lost, 315.

In addition to the number of dead given six others succumbed after leaving the Titanic in the lifeboats, making the total death toll 1,601.

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 been the steamer lying to and are standing by to help us."

"But in another five minutes the light showed they were icebergs towering in the air, their glistening masses deadly white, still, and peaked in a way that had suggested a scorpion."

"We glanced round the horizon and there were others as far as the eye could see. The steamer was had to reach was surrounded by them and we had to make a detour to reach her. Between her and us lay another huge iceberg. We rowed up to the Carpathia about 4.30 a. m. and were hoisted, or climbed up the ship's sides, with very painful hearts."

The above account of the accident was given by Mrs. L. Buckley, a Carpathia bridge university man, who resides in London. Mr. Buckley is 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 liner Carpathia, a ship of gloom and sorrow, came into New York tonight with dark news direct from the great White Star liner Titanic which sank off 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 1,601 of her human cargo of 2,540 souls.

To this awful deathroll, six persons were added. One died in 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 toll is 1,601. Survivors in the lifeboats huddled in darkness at a safe distance from the stricken ship and saw her go down.

That the liner struck an iceberg as reported by wireless was conceded by the crew of the Carpathia, and the great mass of ice, the Titanic's side was laid open.

She simply listed to starboard and a shower of ice fell on the forecastle deck. Shortly before she sank she broke in two about the engine-room, and as she disappeared beneath the waters, and there was left to us the gently heaving sea. The ladies got in standing room with men and women in every conceivable condition of dress and undress; 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 struggling in the icy water, crying for help with a cry that we knew could 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 had a light which, slightly, resplended itself into a double light. "Round we swung the boat and heeled for her. The steersman shouted, "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 succor at hand.

"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."

In the open boats for four or five hours in the most biting air I ever experienced. There were husbands without wives, wives without husbands, parents without children and children without parents. But there were no demonstrations, no sobbing. Scarcely a word was spoken. They seemed to be stunned.

"Immediately 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 9 o'clock that afternoon. None of the rescued had any clothing except what they had on. Passengers contributed enough for their immediate needs.

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

There were preparations for a brilliant party to be given on board the next evening. "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 young Englishwoman, who requested that her name be omitted, told a thrilling story of her experience in one of the collapsible boats which had been manned by eight of the crew from the Titanic. The boat was in command of fifth officer H. Lowe, whose actions she described as saving the lives of many people.

Before the lifeboat was launched he passed along the port decks of the steamer commanding the people not to jump in the boats and otherwise restraining them from swamping them. When the collapsible boat was launched Officer Lowe succeeded in putting it in a meet and a small sail. He collected the other boats together. In some cases the boats were short of adequate crews, and he directed an exchange by which each was manned adequately.

He threw lines connecting the boats, two by two and all were thus moored together. Later on he went back to the water to get one of the boats and succeeded in picking up some of those who had jumped overboard and were swimming about. On his way back to the ship he passed one of the collapsible boats which was on the point of sinking with thirty passengers 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. Archibald 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 Washington and his son-in-law, P. H. Washburn. Col. Gracie told a remarkable story of his physical hardships and the danger he had undergone.

He praised in the highest terms the behavior of both the passengers and the crew, and paid a high tribute to the heroism of the women passengers.

"Mrs. Isador Straus," he said, "went to her death because she would not desert her husband. Although he pleaded with her to take her place in the boat, she steadfastly refused, and when the ship settled at the head she was engulfed by her wave that swept her down."

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 before her final plunge had passed.

Jumped With the Wave "I jumped with the wave," said he, "just as I often have jumped with the breakers at the seashore. By great good fortune I managed to grasp the brass railing of the deck above, and I hung on by my right arm. When the ship lurched down, I was forced to let go, and I was swung around and for what seemed to be an indeterminate time. Eventually I came to the surface to find the sea a tangled mass of wreckage."

"Luckily I was unhurt and seized a wooden grating floating nearby. When I had recovered my breath, I discovered a layer of canvas and cork life preserver. I was again swung around, and I did not know what was happening. I went to the deck. The Carpathia had changed her course. Lifeboats were sighted and began to arrive, and soon, one by one, they drew up to our side.

"There were 15 in all, and the transferring 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.

Survivors Stunned "Some people were in full evening dress. Others were in their night clothes and were wrapped in blankets. These with immigrants in all manner of attire were hurried into the saloon for a hot breakfast. They had been

Terrible Hours "The hours that elapsed before we were picked up by the Carpathia were the longest and most terrible I have spent. We were afraid to get a glimpse and when some one who was facing stern passed the words 'something that looked like a steamer' was coming up, one of the men became hysterical under the strain. The rest of us, too, were nearing the breaking point."

There was no confusion and no panic. The army officer was in the berth when the vessel smashed into the berg 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 Gracie, "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 Star, the Cunard and the Hamburg-American

lines are devoting their attention and ingenuity to vying with each other to attain the supremacy in luxurious ships and 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 dead."

Colonel Astor's Heroism "The conduct of Colonel John Jacob 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 efforts to get her into the boat. I lifted her 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 women are all off."

"Colonel Astor then inquired the number 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 to 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 or Walden."

Colonel Gracie said that despite the warnings of icebergs no slowing down of speed was ordered by the commander of the Titanic. There were other warnings too, he said.

"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 hours would see even a better record posted."

"No diminution of speed was indicated 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 was in close proximity to icebergs or icefields.

"The officers I am confirmed had been advised by wireless of the presence of icebergs and of the danger in that vicinity. The sea was calm, the sky clear and the weather clear so that it seems that there was no occasion for fear."

Did Not Realize Danger "When the vessel struck," he continued, "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 properly and therefore there was not the slightest indication of panic. Some of the fragments of ice had fallen on deck and these were picked up and passed around by facetious ones, who offered them as mementoes of the occasion."

"On the port side, a stow-away, of the same age, fell, to show any evidence of damage and the vessel seemed to be on an even keel. James Kilgus Smith and I, however, soon found the vessel was listing heavily. A few minutes later the officers ordered men and women to don life preservers."

One of the last women seen by Colonel Gracie, he said, was Miss Evans, of New York. She refused to be rescued, because, according to the army officer, she had been told by a fortune hunter in London that she would meet her death on the water.

Men of Orchestra Among Titanic's Heroes NEW YORK, April 18.—The sufferings of the Titanic's passengers when taken off the lifeboats by the Carpathia were magnificently told by John Kuhn of Omaha, Neb., who was a passenger on the latter vessel.

Many of the women he said were 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 cold grave, none is the opinion of Miss Edna Slater, a passenger on the last boat to put off, deserved greater credit than the members of the vessel's orchestra. According to Miss Slater the orchestra played until the last. When the vessel took its final plunge the strains of a lively air mingled gratefully with the cries of those who realized 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 prevent panic."

"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 permission was refused he stepped back and coolly took out his cigarette case. "Good bye, dearie," he called gayly as he lighted a cigarette and leaned over the rail.

tervals the dark river up which the rescue ship, with few lights showing, was lit up by photographers from decks of tugs and boats and by lights on shore, exploded great quantities of dynamite.

Among the crowd were scores of white elad 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 9:25. 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, deem it our duty to give the press a statement of facts which have come to our notice and which we believe to be true.

"On Sunday, April 14, 1912 at about 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 distress signals were sent out by wireless and rockets at intervals from the ship. Fortunately the wireless messages were received by the Carpathia at about midnight and she arrived on the scene about 4 a. m. on Monday.

"The officers and crew of the Carpathia 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, irrespective of classes. The passengers, officers and crew gave up their state rooms, clothing and comforts for our benefit. All honor to them."

Number of Lifeboats "The English board of trade passengers' certificate on board the Titanic showed approximately 3,500. The same certificate called for lifeboat accommodations for approximately 350 in the following boats: 14 large lifeboats, two smaller boats, and four collapsible boats.

"Life preservers were accessible and apparently in sufficient number on board. The approximate number of passengers carried at the time of the collision was: First class 330; second class 280; crew 940. Total 2,550.

"Of the foregoing the following were rescued by the steamship Carpathia: First class 210; second class 155; third class 260; officers 4; seamen 39; stewards 96; firemen 71. Total 215 of the crew. The total was about 215 saved, this being approximately 80 per cent of the maximum capacity of the lifeboats.

"We feel it our duty to call the attention of the public to what we consider the inadequacy of supply of life-saving appliances provided for on modern passenger steamships and recommend steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following 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 not efficient boat handlers); absence of searchlights.

"The board of trade allows for entirely 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 embark before lowering of boats, thus endangering the operation and preventing the taking on of the maximum number of the boats would hold.

"The boats at all times to be properly equipped with provisions, water, lamps, compasses, lights, etc. Life-saving boat drill should be more frequent and thoroughly carried out, and officers should be armed at boat drills.

"Great reduction in speed in fog and ice as damage if collision occurs is liable to be less.

"In connection we suggest that an international conference be called to reform the passage of laws providing for the safety of all at sea, and urge the United States government to take the initiative as soon as possible."

The statement was signed by Samuel Goldenberg, chairman, and a committee of some 25 passengers.

EVERY REGULATION COMPLIED WITH NEW YORK, April 18.—Bruce Ismay, chairman of the International Mercantile Marine company, gave out the following prepared 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 say that the officers and employees will do everything humanly possible to alleviate the suffering and sorrow of the relatives and friends of those who perished.

giving out the ship in collision. "I don't think Titanic was reply to a girl Mrs. Iama ment at the

MRS. A NEW YORK, April 18.—Mrs. John Jacob Astor, who was rescued from the Titanic tonight by the Carpathia, her narrative recalled by her husband, Mrs. Astor was rescued from the Titanic tonight by the Carpathia, her narrative recalled by her husband, Mrs. Astor was rescued from the Titanic tonight by the Carpathia, her narrative recalled by her husband.

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giving out this statement, that he left the ship in the last boat, one of the collapsible boats on the starboard side.

MRS. ASTOR'S MEMORY OF CATASTROPHE

NEW YORK, April 18.—While utterly exhausted from her experience, Mrs. John Jacob Astor was declared tonight by Mr. Nicholas Biddle, a trustee of the Astor estate, to be in no danger whatever.

INQUIRY INTO FALSE WIRELESS REPORTS

LONDON, April 18.—A searching inquiry into matters concerning the catastrophe to the Titanic pertaining to the respective departments was promised in the House of Commons by Mr. Herbert Aspinall, minister of commerce.

Some members of the House suggested that the false reports had been spread with a view to affecting the insurance, but Mr. Samuel said that that matter was not within his cognizance.

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 transatlantic era.

SOME OF THOSE WHO WERE LOST ON TITANIC

Mr. Charles McVie Hays, president and general manager of the Grand Trunk System, was one of the most brilliant and successful railroad officials of the continent.

Mr. Francis D. Millet, the American artist, was a great traveler, and equally at home in Washington, London, Rome or Tokyo.

Major A. W. Butt was military aide to the president of the United States. A native of Kentucky, he began life as a newspaper reporter in Louisville.

Mr. Isidor Straus, president of the National Educational Alliance, was on the board of trustees of numerous national, financial, charitable and philanthropic institutions.

Mr. Benjamin Guggenheim was the fifth son of Mayer Guggenheim and a brother of Simon Guggenheim, United States senator from Colorado.

Colonel Astor was the great-grandson of the founder of that immense fortune, the John Jacob Astor who was a fur-trader in western Canada.

Mr. Thomas McCaffry, Vancouver, superintendent of western offices of the Union Bank, was one of the best known financial men in the west.

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 in mourning for President C. M. Hays.

Mr. P. D. Millet, the American artist, was a great traveler, and equally at home in Washington, London, Rome or Tokyo.

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WORKMAN CAUGHT IN CONCRETE MACHINE

Joseph Hunter, Formerly a City Fireman, Was Instantly Killed on Herald Street Yesterday Afternoon

Caught by the clothing in the revolving shaft on the concrete mixer at work for the Canadian Mineral Rubber Company at the corner of Herald street and Douglas street, Joseph Hunter was killed instantly yesterday afternoon at 3 o'clock.

Deceased had been working for the Canadian Mineral Rubber company for the past three months, first as watchman of the asphalt mixer on May st.

GOVERNMENT BUYS DESIRABLE PROPERTY

Home of Deputy Minister J. McE. Smith Is Purchased by the Province At Fifty Thousand Dollars

During Tuesday afternoon the sale was completed of the property owned and for many years past occupied as a family residence by Mr. McE. Smith, deputy minister of finance.

CONTRACT FOR THE PRINCE RUPERT DOCK

British-American Construction Company Will Build Drydock at the Grand Trunk Pacific Port

The British-American Construction company, representatives of which 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. dock at Prince Rupert.

FAMOUS BIG GAME HUNTER ON COAST

VANCOUVER, April 18.—Mr. H. von Berger, a world-famous German big game hunter, is at the Hotel Vancouver.

Mr. von Berger will leave Vancouver in May for the Kodiak peninsula, Alaska, to seek specimens of the Kodiak bear, the largest of the apes in the world.

ESQUIMALT SEEKS MUNICIPAL STATUS

Failure to Finance Sewerage Scheme Leads Property Owners to Demand This Only Course

The meeting of property owners of Esquimalt at Langford Street school last night decided that as every other expedient had been tried to obtain an adequate system of sewerage for their district.

LOS ANGELES TRIAL

Case Against Clarence S. Darrow for Alleged Tampering With Jurors Was Commenced

LOS ANGELES, Cal., April 18.—Preparations for the trial of Clarence S. Darrow, the former McNamee attorney, under indictment for alleged tampering with jurors, has begun.

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 sell it at

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



CYRUS H. BOWES

Chemist Government St., near Yates.

Builders' and Contractors' Supplies

A SPECIALTY

The Hickman-Tye Hardware Co., Ltd

Phone 59 544-546 Yates Street

Essential Commodities for a Successful Dinner

- Honey, extra quality, pure white, in jars, 35c and..... 25c
Special Apricots, tin..... 35c
Sliced Lemon Cling Peaches, per glass..... 60c
Pineapple, sliced or cubed, per tin..... 20c
Hawaiian Pineapple, in heavy syrup, tin..... 25c
Grated Pineapple, per tin..... 25c
Tyonneau, fine French fruits, extra heavy syrup, bot. 50c
Pickled Figs, per glass jar..... 65c
Defender Figs, in corn syrup..... 35c
Skinless Figs, glass jar..... 65c
Maraschino Cherries, bottle \$1.00, 65c or..... 35c
Cherries in Creme de Menthe, bottle \$1.25, 75c or..... 50c
Curry Prawns, per jar..... 75c
Lobster in Aspic, per jar..... 75c
Chicken in Aspic, per jar..... 50c
Halfdoz Curried Fowl, per tin..... 50c
Curry Paste, per jar..... 50c
Olives—Our stock comprises the largest variety on the coast: Mammoth, Queen, Manzanilla, King-Ripe Olives-stuffed with nuts, anchovies, peppers, etc.

DIAMOND

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

WE 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, gingham, 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 1 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 prove most useful.

GIRLS' AND CHILDREN'S DEPARTMENT ON THE SECOND FLOOR, VIEW ST. SIDE

Items of Special Interest to Men

- Tan Dogskin Gloves. These are British make and are a far better quality than you would suppose for the money. All sizes are here, but they will sell rapidly at, per pair \$1.00
- Working and Outing Shirts. These are navy blue chambray shirts with turn-down collars and two pockets. They fasten with brass buttons and may be had in all sizes. They are our regular \$1.00 grade, but on Monday we will sell them at 85¢
- Flannelette Outing Shirts. These garments are made of British flannelette of excellent quality. Have turn-down collars that 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 shapes. A wide range of plain colors, checks and polka dots are here to choose from. Price each, 50c and 25¢
- Silk Knotted Ties of the best quality, also wide-end and four-in-hand styles that are worth at least \$1.00 each, will be sold on Monday at, each 75¢
- Men's Sox. There are both black and various colors to be had in this line. They are made of a strong cotton and are excellent value at 2 pairs for 25¢
- Silk Lisle Sox in colors or black. Per pair 25¢

Linens That You'll Be Proud of ECONOMY AND QUALITY ARE THE PROMINENT FEATURES IN THIS DEPARTMENT

YOU 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
- Bleached Damask Table Cloths, 70x70 inches finished with a broad hem and all ready to use. Price, each, \$2, \$1.75, and \$1.50
- Fine Double Damask Table Cloths, with napkins to match, size 2x2 yards and napkins 22x22 inches. Per set \$10.50, \$8.50, \$7.50 and \$6.75
- Yellow Shams, hemstitched and embroidered to match the above bedspreads. Size 30x30 inches. Per pair \$4.75
- Linens Sewing, guaranteed pure linen, and 72 inches wide. Per yard only \$1.50
- Pure 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 \$1.50
- Table Linen, 42 inches, at, per yard \$1.50
- Pure Linen Pillow Slips, embroidered and finished with scalloped or hemstitched edges. Per pair \$5.75, \$4.75 and \$3.75
- Linen Bedspreads, hemstitched and embroidered, hand worked on pure linen. Size 70x90 inches. Price, each \$12.50 and \$9.75
- O'clock Tea Cloth, size 30x30 in., hemstitched and hand embroidered on pure linen. These 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 colors and a variety of patterns. The colors are fast and the material is 32 inches wide. Per yard 15c and 10c
- English Gingham, 31 inches and a wide variety of patterns and colors to choose from. Per yard 15c
- Mercerized Gingham 31 inches wide. A variety of patterns and colors to select from. Per yard 20c
- Fancy Muslins—These are in striped, shot and floral patterns and have a soft finish. They are 37 inches wide. Per yard 25c and 25¢
- Fancy Towels, in dainty colorings and patterns. A nice, silky finish. Per yard 50c, 35c and 25¢
- Oston Voles, 27 inches wide and may be had in three qualities. Per yard 75c, 50c and 35¢
- Dotted Chambray Handkerchiefs 36 inches wide at, per yard 50c, 35c and 25¢
- White Spotted Muslins, in variety of qualities. Per yard 75c, 55c, 50c, 35c, and 25¢
- Fancy White Vestings, 31 inches wide at, per yard 50c, 35c and 25¢
- Bedford Coords, suitable for summer dresses. Per yard 75¢
- Small Muslins and Corallotes in various self colors, at, per yard, 50c, 35c and 25¢
- Fine White Hainsook 36 inches wide at, per yard, 35¢, 25¢ and 20¢
- Fine Victoria Lawns, 36 inches wide may be had in a wide range of qualities ranging from 40c down to 10c
- White Cotton, 36 inches wide, at, per yard 12-1-2c, and 10c
- Unbleached Cotton 36 inches wide at, per yard 20c, 15c, 12-1-2c and 10c
- Handmade Cambray, 36 inches wide at, per yard, 20c and 15c
- Fine Mulls at, per yard 50c, 20c and 15c
- Fine White Muslins at, per yard, \$1, 75c, 60c, 50c, 40c, 35c and 25¢
- Brown Holland, at prices ranging down from 40c to 12¢
- Domestic Muslin, Cream in a variety of widths. Per yard 20c and 12¢

Have You Seen These New Dress Goods?

- French Delaines in fancy floral designs and polka dots. They are 28 inches wide and may be had in light or dark colorings. Per yard, only 50¢
- Bordered Delaines in a choice assortment of designs. They are 28 in wide and sell at, per yard 50¢
- Bordered Voiles in the newest designs and fancy border effects. They are 48 inches wide and remarkable values at, per yard 65¢
- San Toy, in colors tan, brown, sage, royal, navy, grey, pink sky and cream. 42 inches wide at, per yard only \$1
- Grey Suiting in light and dark colors 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 shades to choose from. They are 44 inches wide and an excellent quality. Per yard \$1.50

Fashion Means Everything In a Woman's Store and Here You'll Find the World's Best Models

It takes an expert in the art of beautiful clothing to select from the multitude of new fashions those that have grace and charm.

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 here.

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 many that strike a happy medium. Price \$18.75

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 garment and range as high as \$37.50

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

CONSIDERING 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 neck and three-quarter sleeves. Price \$3.50
- 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 Marquise 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

WE could sell lower priced goods if we would, but that wouldn't pay you, and would do the store more harm than good. 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.

- Women's Drawers, made of an extra fine quality of white cotton. They come in all sizes and are finished with a wide frill of embroidery headed with an insertion one inch wide. Special value, per garment, only 65¢
- Women's Drawers, made of a heavy white cotton. Have a wide flounce set with two rows of heavy torchon lace insertion and finished with a lace edging 1-1/2 inches wide. Per garment 65¢
- Women's Drawers of a good quality of hainsook. They are finished with a wide flounce of embroidery. These are made in the French style. Per garment 75¢
- Corset Covers, made of a good white cambric. These are finished with three frills across the front and are edged with lace. Per garment only 65¢
- Women's Short Skirts, made of fine white cotton and finished with a tucked muslin frill edged with lace. Per garment 65¢
- Corset Covers made of a fine cotton. These garments have a deep yoke of embroidery and the necks and sleeves are edged with fine torchon lace. Special value 75¢
- Tight Fitting Corset Covers—These garments are exceptionally well made from strong white cotton. Have a pointed yoke of embroidery and the necks and sleeves are finished with an embroidery heading. A specially good value at, per garment 75¢
- Slip Waists, made of good white lawn; have long sleeves and are a splendid value at, each 75¢
- Bloomer Pants, made in various styles. Some are made of muslin and trimmed with lace, while others are daintily embroidered. Prices 35c, 50c, 55c and 65c
- Women's Underskirts, made of an extra good cotton. They are finished with a deep flounce of tucked lawn and are finished with a wide flounce of embroidery. Per garment 55¢

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 sunshine.

- New 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 Broad 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¢
- Great Bargain Sale of oddments of crochets, white Madras muslins, scrims, lace nets and many other drapery and curtain fabrics. The prices are exceptionally low compared with the quality of the goods. Shop early if you want them.
- White Nottingham Lace Curtains—Twenty six pairs in various designs, some samples with only one pair of a kind and a few that are alike are all to be cleared out. They are regular \$5.50, \$2.75, \$2.25 and \$1.50 grades and will be sold at 8.00 a.m. Monday at, per pair, only \$1
- A Special Shipment of Japanese Mattings—This is the first shipment of this make to be offered in Victoria and we may say that they are an extraordinary value. They come in handsome stencilled designs and are truly Oriental in every respect. Size 13x26. Special for Monday's selling, each 15¢

What 5c Will Purchase at the Notion Counter

- Plain Hat Pins, 8 inches long in black only. Six pins for 5¢
- Plain Hat Pins in black only. These have bayonet points and may be had 10, 11 and 12 inches long. Each 5¢
- Hair Wavers—12 for 5¢
- Assort Hair Curlers—12 on a card for only 5¢
- Small Size Kid Curlers—A bundle of 12 for 5¢
- Assorted Hair Pins, per box, containing 100, 5¢
- Invisible Hair Pins in assorted sizes, 100 in a box for 5¢
- Stamped Hair Pins, long and colored brown. Two packets for 5¢
- Toilet Pin Ties in black, 1-1/2 dozen in a tablet for 5¢
- Cube of Pins in black, white and an assortment of colors. 5¢
- Mulberry Toilet Pins, in a large assortment of colors. 5¢
- White Pearl Buttons, suitable for wash dresses. These are to be had in an assortment of sizes with four or four holes. Per dozen 5¢
- The Belt Pin Book, containing 12 boxes in pins in assorted colors and sizes. Price 5¢
- Millinery Pins in colors steel and pale blue. Twelve pins on a card for 5¢
- Bachelor Card, containing needles, thread and one dozen buttons in assorted sizes. Per card 5¢
- Collar Supporters, silk cased and made of whalebone. Have capped ends and may be had in assorted sizes in colors black and white 5 on a card for 5¢