

THE DAILY NEWS

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HEAD OFFICE

Daily News Building, Third Ave., Prince Rupert, B. C. Telephone 98.

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DAILY EDITION.

SATURDAY, APRIL 20

MEMORIAL SERVICES TO TITANIC VICTIMS.

Tomorrow afternoon, at the Westholme Opera House, Prince Rupert will be in line with most of the Christian communities of this continent. In most of them they have their own particular loved ones to mourn just as we have, for the twenty-three hundred passengers who were lost in the Titanic disaster came from all over and probably had many warm friends at distances from their homes to sorrow over their fate. It was a horror that has thrilled the world, and the able orators that will assemble on Sunday will find words inadequate to fully express their realization of such a catastrophe.

One of the ablest orators of the Empire did so when he rose in the House of Commons to give public expression to Great Britain's sympathy in connection therewith. In attempting it Premier Asquith concluded:

"Perhaps the House will allow me to add this: That I am afraid we must brace ourselves to confront one of those terrible events in the order of Providence which baffle foresight, which appal the imagination and make us realize the inadequacy of words to do justice to what we feel. We cannot say more at this moment than to give a necessarily imperfect impression of our sense of admiration that the best traditions of the sea seem to have been observed and that willing sacrifices were offered to give the first chance for safety to those who were least liable to help themselves, and of the heartfelt sympathy of the whole nation to those who found themselves suddenly bereaved of their nearest and dearest."

In the simplicity of these utterances the speakers at the opera house on Sunday will find texts that go to the hearts of men and women. In addition to the sad grouping of general features an effort will be made to express in fitting terms Prince Rupert's personal loss, to commemorate the noble attributes of he so suddenly called and to express the city's tenderest sympathy with the sorrows of his nearest and dearest.

In its Western Canada edition the Toronto Globe says that because of its scenic beauty, its charming climate, its variety of natural resources and its great opportunities, British Columbia is undoubtedly the most fascinating province in Canada. Other sections of the Dominion bear a more or less close resemblance to each other. The prairie provinces preserve a family likeness. Portions of Ontario and Quebec are like districts of Alberta and Saskatchewan. The Atlantic provinces resemble their neighbors in many respects. But British Columbia is quite different. It is the beauty of the family, the daughter most endowed with natural attractiveness.

Alderman Montgomery sends as a friendly suggestion for our "Twenty Minutes Ago" the following: "Montgomery's burning question: Shall five greedy men run this city or shall the citizens run it?" This divides the City Council of nine into citizens and greedy men. It would be interesting if the alderman gave the names of the five, with some substantiation of the adjective "greedy."

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TITANIC HAD FEW LIFE BOATS

Only Accommodations for One-Third of Her 3,500 Passengers Provided by Out-of-Date Law.

New York, April 16.—Statistical information of life saving apparatus of the Olympic, sister ship of the Titanic, was given out today by the bureau of inspection of steam vessels. Figures of the Titanic are not available, but as the ships are almost identical in size, it is not likely that their equipment materially differs. The Olympic has sixteen life boats and four rafts, calculated to accommodate 1,171 persons.

This means about one-third of the total number of passengers and crew together, which is 3,447, that can be accommodated. It is said at the bureau that no ship is required to have sufficient boat room to accommodate all its complete passenger and crew list. The Olympic carries 3,455 life preservers and 48 life buoys, and these equipments are made in compliance with the regulations of the British Board of Trade.

The United States bureau has no power, except to see that each steamer has the requirements of its home government.

London, April 16.—The apparent fact that the Titanic's boats were not sufficient to accommodate the ship's personnel is causing much comment here, although the papers are chary of discussing the subject. The law does not provide the number of boats the largest ships shall carry. It applies only to ships displacing up to 10,000 tons, as it was passed before the present great liners were designed.

Two Miles Down.

Halifax, April 16.—The death-bed of the \$10,000,000 steamer Titanic and of those dragged down with it is two miles below the surface of the sea. This calculation was made by an officer of the Government Marine department here, who finds that depth on the marine chart at the point where the Titanic went down. The location is midway between Cape Race and Sable Island, and in line with those

dangerous sands, which, however, might have proved a place of safety had there been time to run the Titanic there and beach her.

THE TITANIC'S FATAL VOYAGE

Titanic left Southampton on maiden trip April 10th. Just before leaving port narrowly escaped collision with liner New York.

Proceeded at top speed for New York, until she struck an iceberg at 11:45 Sunday night, 450 miles south of Cape Race. Titanic's wireless operator sends out "S. O. S." calls throughout Sunday night, pleading for help at once.

Steamer Virginian of the Allan Line picks up call and rushes to aid disabled vessel. Carpathia, Olympic, Baltic, Parisian and other vessels rush to the scene, but evidently arrive too late to be of material assistance.

At 12:17 Monday morning the Titanic's wireless station was silenced.

Titanic, according to best obtainable information, went down between 2 and 4 o'clock Monday morning.

All day Monday officials of the White Star Line gave out information that all passengers had been taken off and that the liner was being towed to Halifax.

At 8:55 o'clock Monday night wireless from liner Carpathia reports Titanic had gone down with all on board except between 600 and 800 passengers, mostly women and children.

At 9 o'clock Monday night officials of the White Star Line give out message confirming the report of the great catastrophe.

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NEW CANNERIES FOR WRANGELL

Mining Operations to Start Up Near Dease Lake — Government Wagon Road is Being Constructed from Telegraph Creek on Stikine.

Vancouver, April 19.—Mr. Farquhar Matheson, the leading merchant of Wrangell, Alaska, left the city this morning for pictorial after completing arrangements for the construction of two fish canneries to be placed in operation at Wrangell this season. While in the south Mr. Matheson has interested sufficient capital in Vancouver and Victoria to engage in numerous activities in the north. Besides the establishment of two canneries, a sixty to eighty horse-power gasoline boat will be launched on the Stikine river plying between Wrangell and inland points.

The government wagon road is to be constructed this year from Telegraph Creek to the upper end of Dease Lake, and the visitor stated that this year would probably see a resumption of work on the properties of the Thibet Creek Hydraulic Mining Company's properties on Dease Lake. These claims are amongst the richest hydraulic producers in the north, and resumption of work upon them will materially increase the output of gold from that section of Alaska.

Mr. Warburton Pike, of Victoria, is one of the shareholders most heavily interested in the Thibet Creek claims, and Mr. Matheson had a number of conferences with him here.

Passengers on the George.

Among the departures on the Prince George were:

McDonald, J. A. Nelson, J. S. Gallart, C. M. Carss, Mrs. McNeil, H. P. McNeil, Mr. and Mrs. McDonald, J. W. D. C. Bennett, I. U. Bennett, G. W. O'Reilly, Mr. and Mrs. Martin, St. Denis, Mrs. Irving, J. D. English, J. R. Rootless, Mrs. Ross, William McLeod, G. Edwarth, R. Ewanston, E. Franklin, G. P. McLean, W. A. Hughes, W. H. A. Ritchie, D. Hughes, J. V. Edgett, W. H.

OUTDISTANCES WORST OF THEM

Great Shipping Disasters of Last Fifty Years Compare with the Titanic Catastrophe.

Disasters of the sea which cost more than 100 lives during the last 50 years:

January 30, 1865—Cazador (Chilian warship), 314 lives.

September 7, 1870—Captain (British ironclad), off Finisterre, 427.

November 23, 1873—Atlantic, White Star liner, wrecked off Nova Scotia, 574.

December 26, 1874—Cospatrick, emigrant vessel, took fire and sank off Auckland, 476.

March 24, 1874—Eurydice, British training ship, a frigate, foundered near the Isle of Wight, 300.

May 31, 1878—Grossed Kurfurst, German ironclad, sunk by collision with Konig Wilhelm, 300.

September 3, 1878—Princess Alice, British iron steamer, sunk in collision in Thomas River, 700.

December 18, 1878—Byzantin, French steamer, sunk in Dardanelles, 210.

January 31, 1880—Atlanta, British training ship, left Bermuda, never heard from, 290.

February 17, 1890—Duburg, British steamer, wrecked in the China Sea, 400.

September 19, 1890—Ertogrul, Turkish frigate, foundered off Japan, 540.

March 17, 1891—Utopia, Anchor liner, sunk in collision with British steamer Anson, off Gibraltar, 574.

January 13, 1892—Namehow, steamer, wrecked in China Sea, 414.

June 22, 1893—H.M.S. Victoria collided with H.M.S. Camperdown 338.

June 25, 1894—Norge, steamer, wrecked on Rockall reef in the north Atlantic, 600.

January 30, 1895—Elbe, German steamer, sunk in collision with British steamer Cralbie in North Sea, 330.

March 11, 1895—Reina Regenta, Spanish cruiser, foundered in the Atlantic at entrance to the Mediterranean, 40.

February 15, 1898—Maine, U. S. battleship, blown up in Havana harbor, 300.

1898—Clara Nevada, Klondike gold steamer, Lynn canal, Alaska, 110.

July 4, 1898—La Bourgoyne, French line steamer, in collision with British sailing vessel Cromartyshire of Grandbanks, 571.

February 22, 1901—City of Rio de Janeiro, Pacific Mail Steamship Co., sunk at entrance to San Francisco Bay, 122.

June 15, 1904—General Slocum, excursion steamer, took fire going through Hell Gate, East River, New York, 1000.

September 13, 1905—Misaka, Admiral Togo's flagship, Japan, explosion, 600.

January 21, 1906—Aquadaban, Brazilian battleship, sunk near Rio de Janeiro by an explosion of the powder magazine, 212.

January 22, 1906—Valencia, steamship, Cape Beale, Vancouver Island, 117.

August 4, 1906—Sirio, Italian emigrant ship, struck rock off Cape Palso, 350.

March 12, 1907—Jena, French battleship, explosion at Toulon, 117.

March 23, 1908—Matsu Maru, Japanese steamer, sunk in collision near Hakodate, 300.

April 30, 1908—Matsu Shima, sunk off Pescadore following explosion, 200.

August 1, 1909—Waratah, British steamer, last heard of leaving Port Natal, July 6, 300.

September 25, 1911—Liberte, French battleship, sunk by explosion at Toulon harbor, 223.

KITSUMKALUM SOCIETY

Miss Inez Ross Guest of Honor at Important Function.

A most enjoyable affair was the dance given at the Kitsumkalum Hotel on Monday evening in honor of Miss Inez Ross, who has returned from a six weeks' visit in Prince Rupert.

The dining room was gayly decorated with colored bunting, flags and evergreens and music was furnished by the local orchestra. A delicious three course luncheon was served at midnight, after which dancing was resumed and kept up until 3 o'clock.

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LAND LEASES.

Skeena Land District—District of Coast, Range 5.

Take notice that I, Augustus W. Agnew, of Prince Rupert, B. C., civil engineer, acting as agent for Porpoise Harbour Land Company, Limited, of Victoria, B. C., intend to apply for permission to lease the following described lands:

Commencing at a post planted on the most northerly point on Porpoise Harbour of Lot 446, Range 5, Coast district, thence north to low water mark, thence westerly and southerly following low water mark between Lot 446 and Watson Island, thence easterly and northerly following low water mark between Lot 446 and Watson Island, thence easterly and northerly following low water mark to a point due west of the southwest corner of Lot 446, Range 5, Coast district, thence east to high water mark, thence easterly and southerly following high water mark to point of commencement.

PORPOISE HARBOUR LAND COMPANY, LIMITED.
Per Augustus W. Agnew, Agent.
Dated April 5th, 1912.
Pub. April 8, 1912.

Skeena Land District—District of Coast, Range 5.

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Commencing at a post planted on the high water mark of Lot 446, Range 5, Coast district, at the mouth of Wolf Creek estuary on Lake Wainwright, thence west to low water mark, thence northerly and easterly following low water mark to a point due north of the northeast corner of Lot 446, Range 5, Coast district, thence south to high water mark, thence westerly and southerly following high water mark to point of commencement.

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From Profits—or Losses?

WE all advertise.

A man advertises his character by his deeds, his wisdom by his words or by his silence. A merchant's store, stock, and windows speak either well or ill of his business.

So when a man says "No, I do not advertise," he knows not what he says. What he really means is that he does not publish printed advertisements.

Some proclaim this as though it were a virtue—yet spend much effort and invest much money in advertising their business through mediums other than the printed word.

They may make their wares fit for a king—yet hesitate to introduce them to Brown or Smith.

This is inconsistency.

The truth is, printed advertising is a vital force in every business, just as is the "silent" advertising of a product's quality or a merchant's service.

When you employ the Printed Word as your solicitor in the Court of Public

Opinion, you build good will for your product or service—a good will that results in profit.

If unrepresented at this Court, your interests are as unprotected as though, when involved in a law suit, you tailed to "enter an appearance" and the case is decided against you—by default.

So it is clear you pay for advertising—one way or the other. If you pay it wages, it will work for you.

If you refuse its offers of service, it will work against you, in just the measure of its employment by your Competitors.

So you are paying for advertising either out of your profits or by your losses.

Advice regarding your advertising problems is available through any good advertising agency, or the Secretary of the Canadian Press Association, Room 503 Lumsden Building. Enquiry involves no obligation on your part—so write, if interested.

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