

MADE TOP CHARTER

Council Dis-
tion of Mak-
Change

31.—Ald. Bird's re-
solving the change of the
t of the city from
to the Municipal
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on of the incoming

oring the resolution
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it evident to the
ment had been re-
ctors for the corpora-
the city before it
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a Electric Railway
neighbour Gas Com-
Columbia Telephone
P. R. appeared
any claim by the
had thought that
on the tram com-
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the company refused
an adequate ser-
out that under the
the city council pass-
very subservient
selectors. Persons
value of the alleged
take over the Brit-
Railway Com-
ation of corporations
also limited by the
sworn statement of
as well as by the
Municipal Clauses

out that the matter
curing amendments
a very considerable
having already been
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work was the crea-
which was today far
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Ald. Hepburn re-
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company's rights in
had been a line
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The final result
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It was also ex-
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Ald. Bird favored
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Monday night
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Shot.

governor Lopez, of
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Alliance.
—Rev. Dr. Shear-
vice-president of
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who declined the

Medal.
—The announce-
that the first
vements in ap-
d be awarded to
of New York.

Receipts
Customs returns
for the year
\$2,732,000 greater
Judgeship
The Government
order in council
additional judge
Bench of Mani-
toba means the
appointment of
K. C. of Win-
of King's
which it has been
made for some
Government
force of the ad-
ment.

FACTS REGARDING SHIPPING TRADE

Many Additions and Improve-
ments in Lines Running
to Victoria

MANY NEW VESSELS BUILT

Chief Among Them Is the Prin-
cess Royal, Operated By
the C.P.R.

During the year just closed there
were many changes in local and gen-
eral shipping. The steamers Princess
Royal and Princess Ena, the former
the product of the B. C. Marine Rail-
way Company, her cost being \$300,000,
and the latter, built by the Graysons
at Liverpool have been added to the
C. P. R. coast steamship service
and arrangements made for a new
liner with speed of 22 knots, larger
and better than the fine Princess Vi-
toria, which is being built at the Fair-
field yards on the Clyde at a cost of
\$875,000. The Victoria-Vancouver-
Seattle route, the steamer Vado
was bought at Liverpool and brought
here, duty paid, and the vessel regis-
tered in Victoria by the Bosworth
Steamship company for the northern
route. The tug was added to the
local tugboat fleet and J. H. Greer
bought the tug Queen and Stetson
which were added to the local tug-
boat fleet. The San Francisco line
was added, the steamer Governor and
President were added. The B. C. Salvage
company added to its fleet the tug Wil-
liam Jolliffe, one of the most powerful
affairs.

Several new services have been ad-
ded. The Canadian-Mexican line un-
der subsidy from the Dominion gov-
ernment established a monthly ser-
vice between Victoria and Mex-
ico with the steamers Londale and
Georgia and the Mexican Pacific com-
pany, in arrangement with the Jebsen
line, are to be replaced by another
to Mexican ports which will sail from
Seattle, but include Victoria in its
ports of call. The Canadian-New
Zealand service, for which R. A. Alley
holds the subsidy, was added to the
line in the season by the addition of
larger steamers in the place of the Pon-
do and Bucanatur. The steamer
Mama, a 6,000 ton passenger liner,
was secured for the Canadian-Aus-
tralian service to be despatched here
in March, but a short time ago word
came from Ottawa that the subsidy
for the Canadian-Australian line had
been withdrawn and it is not known
how this will affect the future of the
service.

Some few changes took place in the
lines to the Orient during the year.
The C. P. R. which announced in the
report of the last annual meeting that
either the two Atlantic Empresses,
Empress of Britain and Empress of
Britannia, would be transferred to the
Pacific or two other liners would be
built for this route, sold two of its
small steamers, the Empress of Japan
and the Empress of Korea, to the
tar to J. Kishimoto, a Japanese of
Kobe, and as yet, has not replaced
these vessels, although report says
two of the Empress steamers
similar to the Montserrat are to be
brought to the Pacific for that pur-
pose. The Boston Steamship com-
pany, whose auxiliary steamers Plea-
sides, Lyra and Tyndal, were with-
drawn about a year ago, has made an
arrangement with the Weir line un-
der the agency of F. Waterhouse &
Co., and the two Empresses of Su-
everic are being used to augment
the Boston liners Tremont and Shaw-
mut. Several other changes are noted.
The Hill liner Dakota, which was
lost last March at Tyndal, was re-
placed by the Empress of Japan, and
was not replaced. The Empress of
Seattle, agents for M. Jebsen of
Hamburg, have established a freight
line from San Francisco to Victoria
to North China. The steamer To-
maru which had been withdrawn from
the Japanese service of the Nippon
Yusen Kaisha of Tokyo has returned
to the company and the Empress of
Japan maintained as before on a fortnightly
schedule. The Blue Funnel line which
has maintained its monthly service
from Liverpool to the Orient several
months ago included the Empress of
Britannia. This line has been car-
rying increased amounts of general
freight mostly from the United King-
dom for this year.

Some changes have taken place in
the Australian trade. Since the with-
drawal of the Oceanic steamers about
a year ago other lines have en-
tered the trade. The company in
association with Howard Smith &
Co., has secured a mail contract from
the Washington government for carry-
ing mails from San Francisco to Aus-
tralian ports. The vessels of this line
give a monthly freight service. They
load large consignments of lumber at
Chemunus and Vancouver, general
freight from San Francisco, and a
call at San Francisco to load general
cargo. Returning they bring coal
from Newcastle, J. T. Moore & Co.
also maintain a freight line to Aus-
tralia.

In the Atlantic the greatest vet-
of the year, have of course, been the
raising of the blue ribbon of the
Atlantic ocean from the Germans by
the new Cunarders Lusitania and
Mauretania. Incidentally the C. P. R.
has shown during the season the
greater advantage of the Canadian
route in landing the mails brought by
the mail brought by the big Cunarders.
The record of the local shipyards
show that the past season has been
a busy one. Among the steamers con-
structed was the new Princess Royal
one of the finest vessels ever built
here and the new quarantine steam-
er Madge, while the new hydrographic
steamer Alexandra and a steel tug for
the C. P. R. are being completed at
the Esquimalt yards of the B. C.
Marine Railway Company.

The Victoria Machinery depot, where con-
siderable work has been carried on in
making boilers, etc., a ferry barge
cost \$25,000 was a ferry for the
C. P. R. and the Victoria ferry com-
pany has been a busy one. At the
present time several new hopper bar-
ges for the government dredge for Vic-
toria harbor, which was built at the
C. P. R. yards, are being con-
structed and a steam freighter for
Leeming Bros. is on the blocks. Two
sternwheel river steamers similar to
the steamer Mount Tyndal, are being
built in the upper harbor by Alex.
Watson, the well known local builder
of this style of craft. The engines for
which have been ordered for the ves-

sel from Toronto. Several other ves-
sels are to be built in the near future.
The records of the B. C. Salvage
company for the past year show how
valuable an institution it is to the
waters of the city. Not only has the
steamer Salvor been instrumental in
rescuing several vessels, but it has
brought considerable work to the dry
dock at Esquimalt. The most notable
work of the company during the year
were the saving of the steamer
Northwestern from La Touche Island,
Alaska, and the floating of the steam-
er Indralva from Kelleys Bluff. For
rescuing the Northwestern the com-
pany received \$55,000 and \$45,000 was
paid to repair the steamer in the dry
dock at Esquimalt. The repairs to
the steamer Indralva, the salvage
claim of which has not yet been ad-
justed, will also cost in the neighbor-
hood of \$45,000.

Many improvements have been made
to the aids to navigation during the
year, the most notable being the new
lighthouse on the Vancouver Island
coast at Esquimalt point and Estevan
point, and the establishment of the
series of wireless telegraph stations
at Victoria, Vancouver, Cape Lazo,
Pachena and Estevan points. Three
are already in operation and the fourth
at Estevan and Cape Lazo are expected
to be ready within a short time. A
power lifeboat built at a cost of \$10,-
000 arrived here a few days ago from
Bayonne, New Jersey, and will be
before the New Year is very old to es-
tablish the first Canadian lifesaving
station on the west coast of Vancouver
Island.

Fortunately, the year has been free
from serious shipping casualties in the
adjacent waters than during the past
few years.

ANCENIS CLEARS WITH A CARGO OF LUMBER

Leaves Today Bound to Two Ports of
United Kingdom With Tim-
ber From Hastings' Mill

The bark Ancenis, Capt. Salter,
cleared for the Tyne yesterday, after
shipping a cargo here, with a cargo of
about a million and half feet of lum-
ber valued at \$28,000 from Hastings
mills part of the lumber will be land-
ed at the Tyne and the remainder at
Kings Lynn. The Ancenis is one of the
old line of G. T. Soley & Co., and is
registered at Yarmouth, Nova Scotia,
but she is now owned. She was
built as a tug and has a small engine
of the line, at Russell & Co's yards, and
was named after a small French vil-
lage on the River Loire. All the ves-
sels of the company have been begin-
ning with Anc—among them being
Ancona, Ancon, Ancias, and others.
The Ancona was an oddity in marine
architecture, having a flush deck and
water ballast. She was burned at sea
about a year ago.

Capt. Salter carries his wife and
family on board the Ancenis and he
proposed to start the New Year by
putting to sea having ordered a tug
for this morning. The ship carries a
crew of 21. Capt. Salter in making
out his papers was uncertain whether
he ought to have made the total
24, to include his wife and family. He
resents the custom house imputation
that they don't count. With him they do.

YEAR'S RECORD OF SEALING INDUSTRY

Catch Was the Smallest Since
Business Was Establish-
ed Years Ago

The sealing catch during the past season was the smallest on record. The official record is as follows:			
B. C. Coast	Skina	1,934	
Copper Islands		444	
Carling's Cox		2,851	
Taken by Indians		187	
Total		5,397	
Also 38 sea-otter skins			
Below is a list of the schooners en- gaged this year with their respective catches:			
B. C. Copper Behring			
Schooner	Coast Island	Sea	Tot.
Alie L. Alger	45	196	261
Carlson's Cox	128	113	133
Casca	21	21	21
Dora Slewler	70	477	547
Edna	118	77	195
Eva Marie	218	415	631
Ida Etta	181	332	34
Ida Etta	181	332	34
Libbie	101	101	101
Markland	127	256	393
Thos. F. Bayard	172	486	658
Umbria	164	484	648
Victoria	169	143	128
Total	1,934	448	2,552

The records of the sealing indus-
try officials as entered to date regarding
the arrivals of passengers shows that
last March and April and May 1907
379 passengers departed from steam-
ships arriving from foreign ports out-
side the number of 22,666 carried on
these vessels.

The tables are:			
Jan.	Steam- ships	Passengers	Here.
Feb.	70	No record	No record
Mar.	79	No record	No record
Apr.	79	No record	No record
May	83	11,554	7,252
June	81	18,717	7,843
July	82	18,909	8,909
Aug.	83	14,557	9,400
Sep.	78	15,003	8,143
Oct.	79	14,022	8,022
Nov.	75	No record	No record
Totals	374	92,666	58,379

MAKING ROMAN CANDLES.

A Good Deal Like Solitary Confinement
—One Man to a Cell.

The most solitary person in the world
during morning hours is the maker of
Roman candles.
He occupies an isolated cell, says the
Technical World, and nobody comes
near him while he is engaged in his patient
toil.
The wages he gets are high, but not
by reason of the loneliness to which he
is condemned; he is paid for the risks
he takes.
The cell is occupied by this hermit
artisan in a tiny house, which might al-
most be called a hut, with a floor space
not more than six feet square. Standing
by itself, at least sixty yards from any
other structure, the little building is a
wood of the simplest architecture.
If it were to be blown up the financial
loss would be almost nil—a point of
view which might be of use in the dis-
posal of explosives in the business
which engages his attention for a Ro-
man candle is a sort of fuse with a
peeing gun, with a paper tube for a
rod and balls of fire for projectiles.

NEW YEAR WELCOMED BY JOYOUS CROWDS

Usual Festivities Marked the
Passing of the Twelvemonth
Watchnight Services

(From Wednesday's Daily)

In a drizzle of rain which dampened
everything but the enthusiasm of the
crowds which thronged Government
street last evening, final adieu was
bidden 1907, and the New Year ushered
in. The crowd, despite the inclement
weather, was as large as in other
years and just as noisy. In fact, many
new noise-producing instruments of
accepted merit were used with much
effect while the old time favorites were
there in full force.
As the clock struck twelve, whistles
shrilled, bells tolled and the noise and
clamor reached its height as the crowd
amidst noisy good wishes rushed up
and down the thoroughfares on the final
promenade.

The throwing of confetti had been
forbidden and hence a prominent fea-
ture of the celebration of other years
was absent. Firecrackers were ex-
ploded continuously and the fusillade
was punctuated from time to time by
the deeper boom of the Chinese bomb
and other heathen explosives.

In the city churches the usual watch
night services were held. In the Church
of Our Lord a brief address appro-
priate to the occasion was delivered
by Rev. T. W. Gladstone.

In the schoolroom of the Congrega-
tional church an address was deliv-
ered by the pastor, Rev. Hermann
Carson, and the usual services com-
mon to watch night services held.

In the Centennial Methodist church
an address was delivered by Rev. S.
J. Thompson.

At the Metropolitan church a social
evening was held by the Epworth
league from 8 to 11 o'clock, after which
the watch night services were held.
The pastor, Rev. G. K. B. Adams,
preached from the subject of "The
Crisis Hour." He pointed out that
there were crisis hours in the history
of individuals as well as of nations.
The present was a crisis hour for
both individuals and nations. At that
time it is the duty of the church to
hold to that which is eternal and
mental and yet to launch forward to
that which reason and the age de-
mands. The attendance was large,
and the meeting was full of interest.
A service will be held this morning
in St. Andrew's Presbyterian church,
when the pastor, Rev. W. Leslie Clay,
will occupy the pulpit.

EXTENSIVE WORK ON STREET IMPROVEMENTS

About \$115,000 Has Been Spent
on Civic Work During Past
Year

While the exact figures for the past
year are not yet available, the amount
of city improvements done has been
extensive, much more than in the
previous year. Nearly 100,000 feet
of sidewalks have been laid and one
half mile of sewers have been laid at
an approximate cost of \$45,000. The
work on the main trunk sewer, which
three miles, for which the money has
been appropriated. This additional
work will require about \$30,000. Nearly
six miles of plank and cement side-
walks have been laid and about three
miles of new streets have been open-
ed up and improved under the local
improvement plan. It is estimated
that the total amount spent under the
local improvement plan is approxi-
mately \$115,000.

Discussing the work of the past
year Ald. Henderson, chairman of the
streets, bridges and sewer committee,
said that the local improvement sys-
tem has met with general favor, and
there are a great many applications
now before the committee which have
yet to be dealt with. This method of
doing the necessary improvements
throughout the city has commended
itself to the ratepayers and the
amount spent, \$115,000, indicates that
the plan is considered a good one.

A considerable part of the work
which was contemplated was delayed
owing to difficulty in getting the re-
quired laborers. The city has been
paying from \$1,500 to \$1,800 a month
for work done on street improve-
ments, etc., and during the past
month this amount has been consid-
erably less. The delay was due to
the fact that the men from Adams
had been added from the Adams
men who have applied to the civic
employment bureau.

LEAP YEAR

By permission we print below a
poem which was written as a greeting
to the morning of leap year 1876, and
has been preserved in the archives of
the author. Although thirty-two
years may perhaps have somewhat
changed the propensities of the fair
sex to the privileges of the leap year
leap year concedes, still there is suf-
ficient humor in the poem to arouse
their curiosity to ascertain what pro-
posals were made by "the scrupulous
six" in the texts referred to. We
therefore reproduce it as light reading
appropos to the first morning of leap
year 1908. The author is Mr. J. M. C.B.
Smith, who in his younger days, pastime
and pleasure, was a frequent
contributor in both poetry and prose to
the periodicals of the day.

The Author's Troubles Very Early New Year's Morning

(Written for the Victoria Standard.)

As pleasant greetings pass from mouth
to ear,
I'll seize my pen and friendly greet New
Year.
Pleasant my thoughts, the subject not
complex.
But yet in mind may doubt a Leap
Year.
Then fix that point, in which truth
blends with rhyme,
That in four the gender's fem-
inine.
So three have passed, the problem's plain
to see.
In which 'tis said, (if it be true or Leap,
That ladies claim a right to "pop," and
"pop,"
And a popping, and with hopes
Young men and bachelors won't their
eyes expect
While musing thus, alone in happy
thought.
The door-bell rang, which to my notice
brought.
That it was midnight,—aye, past twelve
o'clock.
An ungodly hour for a friend to knock.
Another knock which sounded right and
left.
"Come in!" said I, when in a lady
stepped.
Politely rising,—blushing too, of course,

I bowed and smil'd, while she commended
"Pardon," said she, "before I matters
mix,
Introduce myself,—Miss Seventy
Six."
I looked, and doubting said, "That's
old to which she answered, "Sir, draw don't
be bold
You much mistaken, and let me explain
That 'tis the youngest of my family's
name."
Though figures may at first your
eyes mislead, and I am old and gray,
Yet facts condemn them by my youthful
face.
She laid her veil, when, lo! to my sur-
prise
I saw my error and apologized.
Your next to once the point that she had
won,
And sat discoursing with a nimble
tongue.
"Good sir," said she, "my business here
is tonight
Is to entreat mankind to do what's
right—
Though a privilege, yet modestly declines
Your next to dictate, during Leap Year
times."
She sighed and blushed—"tis true, she
said, and I am old and gray,
And looked as if her flurried heart would
burst
Her words, strings, or if she'd like to
faint
In some one's arms with modesty's
restraint.
'Tis said that sighs relieve the heart
from weight,
While 'tis laid in her case true beyond
debate.
For having sigh'd, she sigh'd a little
and said the subject just where she
left off.
"We'll shock!" said she, "before that faint-
ing spell
I had a secret, which I now will tell—
You know the Romans once had 'posse
pro se,"
Who lived unmarried, if he liv'd at all;
But strange though this remark, yet it
was true.
That then chronology had no Leap
Years—
Now, plain and modest, also terse,
In 2nd Timothy, 4th and 6th verse,
You'll find my secret, and 'tis apropos
for 1907 times,—so please do not
say NO."
Said I, "Pray Miss, I don't quite under-
stand.
As I've not lately o'er Paul's history
scan'd;
In fact I quite forgotten what I've
read.
May I then ask you if this Paul is dead?
Or if he lives, might he explain
This little secret which you've tried to
veil."
"I see," said she, "I'm not quite under-
stood.
I'd speak out plainer,—if I dare I
will.
And though 'tis vague, and not clear to
yourself,
'Tis as clear as day in Romans, 1st and
12th.
"Romans!" said I, "what's that?—is he
dead?
"Go get your book," said she, "while I
just fan."
I got my book, and I'll be blow'd and
knock'd
If in that verse she had not to me
"popped."
"Allow me madame, if you please awhile
To faint a little, just for sake of style—
Go get some water, cool me with your
fan."
I got the lady, while you act the man.
Thanks, I'm much better now, although
I'm shocked.
To think I'd fainted just because you
"pepp'd."
'Tis a ridiculous—far from su-
perb—
I may accept if you'll but give me time,
to breathe.
"Sir," that cannot well
be done.
As you've three years to choose, while
I've but one.
Delays are dangerous,—at least they
may—
So answer quickly and avoid delay."
Said I, "Good Miss, pray do not be too
hard.
Give me a week, or else I must regard
Your kind attention to my sex and rank
As something really that I cannot face."
She rose at once up to her highest
stretch.
And said, "I'm off you chicken hearted
fellow.
And when I call again, your stars can
be clear.
If I ask you, you may answer yes."
She was right angry, yes, indeed she
was.
She dropped her veil, put on at once her
fan.
I felt cheap as any rooster moulted,
And bled as her leave,—when the door I
miss'd.
I miss'd that chance, and now that I am
alone,
I can myself for being such a fool.

If in these lines I scripture have mis-
taken,
There's one thing certain,—let it here be
noted.
If I am in wrong, there's no intent to
libel.
The fault's not mine, she misconstrued
the Bible.
—Jas. M.C.B. Smith.

Longshoremen Take Holiday.

St. Johns, N. B., Dec. 31.—The Long-
shoremen's Association notified the C.
W. that they would not work on New
Year's day. This is claimed to be
a violation of the recent agree-
ment.

CHINESE PAPERS ARE BITTER AT JAPANESE

Say That Since the War They
Are Arrogant and Dom-
ineering

According to advices received by the
steamer Cadiz from China, the news-
papers are becoming quite bitter with
regard to the friction that has arisen
between Japan and China over several
matters.

The Peking Jih-pao, as translated
by the Peking and Tientsin Times
says that "since the war Japan has
without a pride and self-satisfaction
without the slightest restraint. Her
attitude not only evinces contempt for
all other nations, but even ordinary
courtesy toward others have been cast
on one side." The Jih-pao tells of a
proposed Chinese boycott of Japanese
trading in Korea as follows:

The way in which the Japanese of-
ficials have treated the Koreans is cal-
culated only to promote the hatred
there has been no justification for the
prohibition which has been enforced
against Chinese merchants to trade in
certain parts of Korea. The Japa-
nese themselves have expanded their
trade in the country, but goods from
China have been detained by the Japa-
nese purposes for fear of our com-
petition though Japanese goods were
passing freely through the country.

The Triton, however, reached the
coast about 3 a.m. and found
that the Suevic had run to the south-
west of a voyage from Australia to
London, via Plymouth, with general
cargo, about 400 passengers, and a
crew of about 140 hands all told. The
wind was a moderate gale, with a
high sea and a very heavy swell. The
Cadiz with her towboat and other lifeboats
had been ordered by the Suevic. The
Triton at once steamed to the lifeboat,
which proved to have a number of the
liner's passengers on board, and was
employed to tow the boat to Cadiz with
the distance of 140 miles, and two and
three miles. The other tugs had had
the meantime come upon the scene,
were similarly employed in towing the

MINERAL PRODUCTION SHOWS BIG INCREASE

Despite Curtailment in Bound-
ary, Largest in History
of Province

The total mineral production of
British Columbia for 1907, according
to an approximate estimate provided
by the provincial mineralogist, W.
Fleet Robertson, shows an increase of
over three-quarters of a million dol-
lars over that of 1906. This showing
is remarkable when it is remembered
that the Boundary mines were shut
down for nearly the greater part of the
year, two months at one time, while prior
to that there were constant delays
from the shortage of coke.
Of the 38,000,000 pounds of copper
produced over 26,000,000 pounds came
from the Boundary mines, about 4,-
000,000 from the coast and 5,000,000
from the interior.

The total production of the metal-
liferous mines for 1907 was \$17,378,883
as compared with \$13,432,502 in 1906.
From all sources the mineral pro-
duction for 1907 is valued at \$17,378,883
as compared with \$13,432,502 in 1906.
The average price for metals gener-
ally for 1907 was about the same as
in 1906.

The following approximate estimate
of mineral production for 1907 was
prepared by the provincial mineralogist:

Customary Measure	Quantity.	Value.
Placer gold	193,770	\$ 700,000
Gold		4,129,246
Silver	2,940,190	\$ 4,829,246
Copper	38,392,264	7,678,452
Lead	45,509,660	2,518,864
Blidmat		1,300,000
Total metalliferous mines		\$17,378,883
Coal	1,556,600	\$ 6,498,100
Coke	227,000	1,362,000
Grand total		\$25,738,983

SAILORS RISK LIVES TO RESCUE A YOUTH

Men of British Ship Pass Killcrankie
Launched Boat in Hurricane But
Effort Failed

Although the odds against saving
him were hopeless and the risk of
death to rescue party a fearful one, a
boat was launched from the British
ship Pass of Killcrankie, and during
a furious gale when a member of the
crew fell from aloft into the water.
The effort it was a vain one, but as
a gallant deed it could have hardly
been surpassed.

The Pass of Killcrankie, Capt.
Zint has arrived at San Francisco
from Malmo with a cargo of general
merchandise. The ship was en-
route from its last European port to call
and encountered the usual varieties of
weather. There were five weeks of
storm off Cape Horn and hurricanes
elsewhere.