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ctoria, B. C.

## BORING FOR COAL NEAR LADYSMITH

OPTION ACQUIRED  
ON LARGE ACREAGE

Epidemic of Contagious Diseases  
Causes City Schools to  
be Closed.

Ladysmith, Nov. 29.—Boring for coal has been started in the Cedar district in the Flumerfelt interests. The Flumerfelt company have acquired the option on some 3,500 acres of land in this district, and provided coal is found, as is confidently expected, mines will be opened out immediately. The effect of such operations on the future of the district and of the island, cannot be overestimated.

Contagious Diseases.  
It has been found necessary to close the city schools owing to an outbreak of scarlet fever, measles and whooping cough. The outbreak is now weeks old, and in spite of all the efforts of Dr. Frost and his assistant, is spreading. The doctor was, therefore, left with no other alternative than to advise the school trustees to close the schools. The trustees met on Monday night and the children were sent home on Tuesday. Meantime Principal Hunter is conducting his entrance class for the high school in the city hall.

While there is no specific cause mentioned for the outbreak, the necessity of closing the schools at this time of the year has turned public attention to the state of the city sewerage. There is no doubt that the condition of the city in this respect leaves much to be desired. Some weeks ago Dr. Frost, medical officer of health, attended the meeting of the council and reported on the insanitary condition of most of the back lanes in the town. He suggested rectifying the sewerage, and this and the sewerage of the city are being blamed for the present outbreak of contagious diseases. Something ought most certainly to be done and should be done quickly.

Fled From Council Chamber.  
For the second week in succession the city council met during a high gale of wind. Last week the councillors pocketed their tremors and rushed their business to a conclusion. This week they chose discretion as the better part of valor, and hurriedly left the council chamber before they had finished with the second order of business. They finished their meeting in the office of Mr. John Stewart, the city clerk, and the last thing they did was to instruct the street committee to take the necessary steps to make the city hall safe. With such a gale as was blowing on Monday evening, it looks like a ship in a storm.

Talk of Improvements.  
There was not much business of importance before the council. They were a long and rather a futile wrangle over a bill for lumber supplied to the Jones hotel. Some projected street improvements also led to a long discussion, and the question of the city scavenger produced its now usual display of eloquence. The council finally directed that unless the scavenger jumped the city refuse into the bay, his license would be cancelled. It was true that the city has prepared a road to the beach, but there has been no provision made for using the scow. Until it is decided who is to stand the cost of making these provisions, city or scavenger, such a resolution is beside the point, and the whole question still awaits a settlement.

Ball in City.  
The annual freemen's ball, which was held in the opera house, was not the success it has hitherto been financially. Only about twenty couples took the floor, and unless some of the tickets sent out are accepted, the freemen will have a deficit of about twenty dollars to face. The floor was in fine shape, the music excellent, the refreshments supplied by Mrs. D. White, of the Ladysmith hotel, of the very best, and everything passed off most satisfactorily.

Death of Old Timer.  
Word was received on Monday of the death of Mr. J. McLeod. The deceased, who is an old timer in the district, has been in failing health for some time, and a few days ago went down to Victoria, where he died on Sunday. The funeral took place in Victoria on Thursday.

New Post Office.  
The Dominion government is calling for tenders for the erection of a post office and customs house here. The new buildings will be erected on a site beneath the opera house, formerly the "explanade," and when finished will be the dominant architectural feature of the town.

Accident in Mine.  
A man named H. Michell suffered a bad accident in No. 2 Extension mine on Wednesday. His head was badly cut, his face bruised, and his nose broken.

Holiday in Mines.  
The mines were idle on Tuesday, waiting for a steamer, the first time for months.

Two Football Games.  
A double-header game of Association football was played on the sports ground on Sunday afternoon for the benefit of Jos. Meeks, who was injured some weeks ago in one of the city league matches. The first game was played between the Eagles and Knights of Pythias, the latter winning an amusing, if not exciting match, by five goals to one.

The second game was contested by the Nanaimo Wanderers and Ladysmith intermediates. The match was hotly and evenly contested, the home boys winning rather luckily by the only goal of the game.

County Court Sits.  
Judge Harrison presided over a sitting of the county court here on Wednesday.

nesday, when three suits came before him. In the first the Ladysmith Hardware Co. claimed \$20 from A. Woods, of Chemainus, the price of a specially constructed stove with which they had supplied him. It seemed there had been some delay in fulfilling the order, and Mr. Woods came up to see about it. He did not, however, cancel the order, and he was notified two days later that the stove was ready. Mr. Woods stated that the delay in carrying out the order had lost him all his plants, and he thought he should have a counter claim. Judgment was given for the amount with costs, stay of execution being granted for ten days to allow the defendant to file a counter claim.

In the second case Mrs. C. Scott of Soanens, sued J. Portrey, of Ladysmith, for \$25, which she alleged, he had borrowed from her. Defendant denied the loan. Judgment for \$15 and costs was entered for the plaintiff.

In the third case C. Douie was summoned to show cause why he had not obeyed the orders of the court in a judgment obtained against him by William Bros. Douie, however, pleaded poverty, and said he was going to Vancouver to look for a job. His honor advised him to go at once and endeavor to pay his debts like a man.

Social Movements.  
John Calle, who has been ill for some weeks, has gone to Harrison Hot Springs for a change.

Miss Ramsay returned from a visit to Nanaimo on Monday.

Miss Rose Lewis visited Duncans on Sunday.

Mr. and Mrs. J. W. Jensen, of Nanaimo, were visiting friends on Sunday.

Mr. and Mrs. G. Gray paid Ladysmith a visit on Sunday.

Mr. S. Redding returned from a trip to Vancouver on Tuesday.

Mrs. Spofford went down to Victoria on Tuesday.

Mr. D. Nicholson returned from a trip to Vancouver on Sunday.

Dr. O'Brien, of Nanaimo, was in town on Sunday.

KNICKERBOCKER TRUST

Company Whose Failure Precipitated Crisis May Be Rehabilitated.

New York, Nov. 29.—An important step looking toward the reorganization and reopening of the Knickerbocker Trust company, which closed its doors last month with more than \$60,000,000 in deposits and precipitated the recent financial crisis, was taken to-day at a meeting of the so-called Saterlee committee of depositors.

Rejecting all plans for a slow payment of claims, the organization of a holding company, etc., the committee formulated a definite plan for the rehabilitation of the Knickerbocker Trust company and an early resumption of business. The provisions of the plan will not be made public until the other members of the committee have approved it, which will probably be done to-morrow.

Big Fire at Montreal.

Brick Built Factory Demolished—Loss \$60,000.

Montreal, Nov. 29.—Spontaneous combustion in the varnish room to-night caused a fire which resulted in the complete destruction of the four-story brick factory of the Tomblay Upholstering and Frame Manufacturing Company on St. John's street. The loss is estimated at \$60,000, with 8 per cent. insurance.

## OLD LAND OPINION OF CANADIAN WHEAT

H. L. Webb, an Importer, Says Grading is Perfect—Will Buy No More Duluth Produce.

Winnipeg, Nov. 29.—H. L. Webb, wheat importer, and O. E. Robinson, miller, both of London, Eng., were visitors on 'change to-day. They were making a flying trip, having landed at New York, visited Chicago, Minneapolis and Duluth, and are returning via Winnipeg and Montreal. Mr. Webb has interests in all these cities, but Mr. Robinson is making his initial visit, in reply to some inquiries, he said.

None of your low grade wheats had arrived up to the time I left. Nos. 1 and 2 looked all right. I have directed my people by cable to grind some of the 3, 4 and 5, which has now arrived to test its milling value. England has been getting very little Russian wheat this season, as there have been higher prices on the continent, and in some cases where lots of Russian wheat were sold to English millers in advance the brokers making the sale have paid a premium to have the contracts cancelled, so that they might sell on the continent and make a still better profit. The American situation and its reflex action on Canada has been a serious matter for us, as we simply have not been able to get off of Canadian wheat, and we have hardly known what to make of it.

"Yes, I like Canadian western wheat, and I like even better your grading. I think you have got it about as perfect here as possible. We know for certain when we buy a cargo of No. 1 or No. 2 Manitoba just what we are going to get, and another thing, the grading is remarkably well sustained through the year, while from America it often happens that No. 1 at the close of the season is no better than No. 2 was at the beginning. In my own individual business brokers have grown to know that I will on no account buy Duluth wheat because, though the sample of No. 1 they showed me at Duluth was excellent, something happens the cargoes it is not that grade of wheat we get in England."

ANOTHER NOBEL WINNER.

Professor Michelson, of Chicago University, Wins Physics' Award.

Washington, Nov. 29.—The state department has been advised by American Minister Graves at Stockholm, that Prof. A. Michelson, of Chicago University, is to be awarded the Nobel prize for physics. Dr. Michelson is the discoverer of a new method of determining the velocity of light.

## MOTOR LIFE BOAT FOR THIS COAST

Col. Anderson, After Trial Trip, Describes it Second to None of Its Kind in the World—Craft Expected Next Week.

In the opinion of Col. Anderson, chief engineer of the department of marine and fisheries, the new motor boat which is expected to reach Victoria some time next week, will be second to none of its kind in the world. It is all others of its type in the world. It was built by the Standard Motor Company of New Jersey, U. S. A. A description of the craft has already appeared in the Times. An account of the trial trip, made early in the month, will be of interest to readers of this paper. The following is taken from Col. Anderson's report of that trial:

"We took her out into Newarke Bay and gave her several speed trials. The average speed being 6 minutes and 52 seconds for the measured mile against the tide, and 6 minutes 42 seconds with the tide, and a speed of nearly 10 miles an hour. The boat was tested for stability, being overturned and allowed to right herself. It was impossible to keep her on her air chambers. She would immediately right herself. She emptied her waist of water through the ten ports in the deck in 20 seconds. We further ran her to New York, when she made the ten miles in an hour, and returned to Bayou without stopping the engines, and without any hitch.

"All details of construction appear to be first class in every respect, and I think that we are indebted to Captain McLellan for a great deal of painstaking care in seeing that every detail of her equipment was thoroughly good. I have arranged for Captain McLellan to oversee her shipment as soon as a car can be procured, probably about the end of the week. The great difficulty of getting cars which is experienced in Canada is also encountered throughout the season therefore."

In view of the arrival at Victoria within the next few days, of a motor lifeboat of the most approved type, procured by the Dominion government for

the protection of life on the West Coast of Vancouver Island,

A Brief History of the development of lifeboat construction will be of considerable interest.

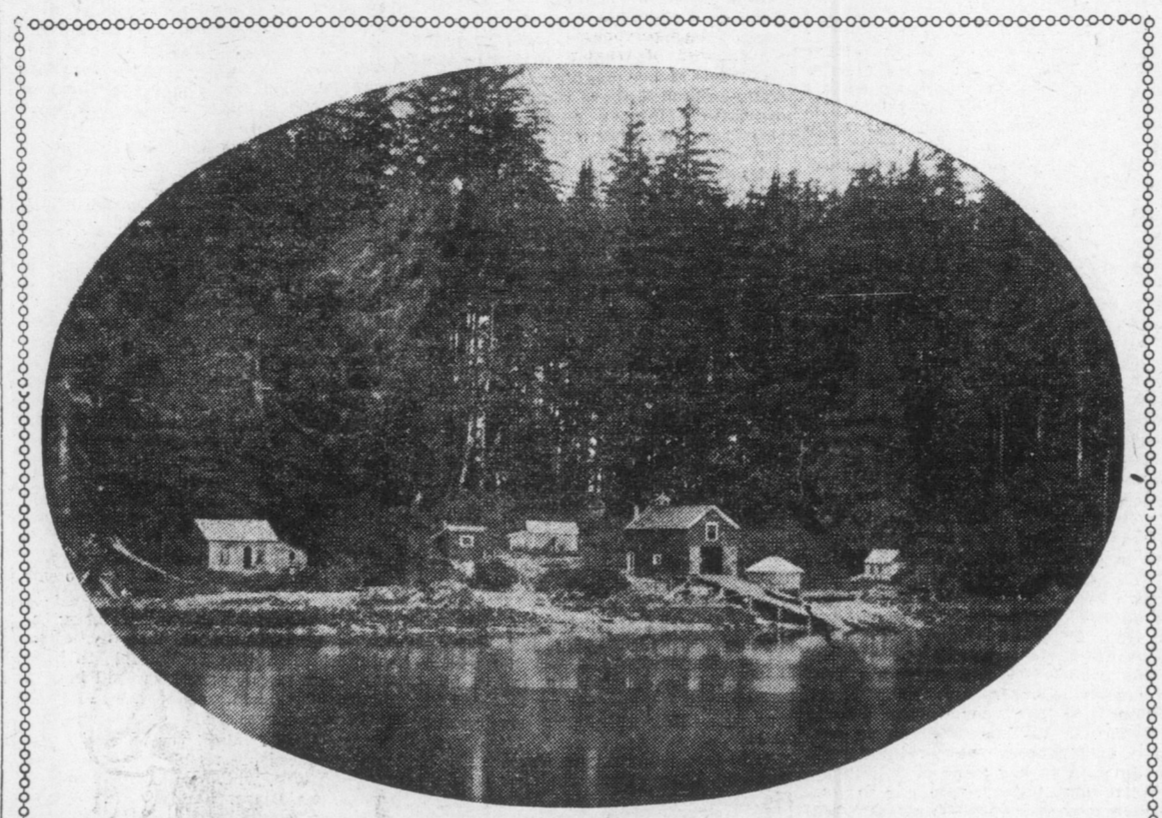
During the latter half of the eighteenth century, one Lionel Lukin, of Essex, was so successful as a builder of coaches that he moved to London in search of a wider trade. There he became coach-builder to the Royal family, eventually gaining the friendship of the Prince of Wales, afterwards George IV.

During his leisure, which followed prosperity, Lukin turned his attention to boats. The frequency of wrecks and

sell lifeboats, but only to be again disappointed.

In short, though he had money and influential friends, Lukin got but one lifeboat afloat under severe conditions. As the records of the Royal National Lifeboat Institution show, a Rev. Dr. Sharp of Bamfborough, had "charge of a charity for saving life and property at sea," and on hearing of the new boat he "sent a cobble to Mr. Lukin to be made unimmovable." The converted cobble "was reported to have saved several lives in the course of the first year of its use."

A heart-breaking wreck brought the next improvement in the lifeboat. In 1789 the Adventure, collier, belonging



THE LIFE SAVING STATION AT BAMFIELD CREEK.

seconds for the measured mile against the tide, and 6 minutes 42 seconds with the tide, and a speed of nearly 10 miles an hour.

Nine Miles an Hour.  
We also tried her steering capacity and found that she would turn 180 degrees with rudder hard a port in 33 seconds, and in 25 seconds with rudder hard a starboard. The engines were working at 620 revolutions per minute, and seemed to act without any difficulty of any kind.

On Monday, the 11th, the boat was tested for stability, being overturned and allowed to right herself. It was impossible to keep her on her air chambers. She would immediately right herself. She emptied her waist of water through the ten ports in the deck in 20 seconds. We further ran her to New York, when she made the ten miles in an hour, and returned to Bayou without stopping the engines, and without any hitch.

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In view of the arrival at Victoria within the next few days, of a motor lifeboat of the most approved type, procured by the Dominion government for

the great loss of life on the British coast, induced him to try to invent a boat which could be safely driven through the bolterous surf, no matter how fierce the gale. His scheme was derided by practical builders as impracticable, but the Prince of Wales was deeply interested in the experiments, and insisted upon footing the bill.

Lukin bought a Norway yawl (a boat in model much like a lengthwise half of a long ship), that was big enough to carry six men in smooth water. A sheathing of cork slabs was fastened on the outside of the boat between the rail and the water line. An air-tight deck was laid in the boat where it would give an air space from two to four inches deep between it and the bottom. Air-tight boxes—compartments—were fitted into each end of the boat, and then thin air-tight compartments were built against each side of the boat, fore and aft, inside of and below the rail. Finally, because the addition had made the craft somewhat topheavy Lukin added an iron keel.

This boat was patented in 1785. It was

The First Lifeboat known to civilized countries. Tests showed his boat to be strictly "unimmovable." It would float like a cork though loaded with men and filled with water. But when Lukin tried to sell lifeboats to the ship merchants of London they laughed at him. What they wanted was a boat that would save cargo instead. Then, with the public commendation of the prince to support him, Lukin went to the Admiralty to

Newcastle, stranded at the mouth of the Tyne. When merchant ships of those days were condemned as unsafe for other use, they were put into the coal trade. The wreck of a collier was a common occurrence at the mouth of the Tyne—so common that the spectacle touched the hearts of the people of the region in a way not readily appreciated elsewhere. Thousands flocked to the beach where the Adventure drove ashore, and there they stood, helpless, while

The Crew Dropped one by one, from the rigging and drowned in the surf.

When the last sailor was gone the spectators held a meeting, and appointed a committee to secure plans for building a boat that could be driven through a storm surf. A ship painter named William Wouldhave gave the committee a plan of a boat, the model of which had great shear. He had seen a piece of broken wooden bowl afloat in a washtub. The piece was shaped like the rind of a lengthwise slice fastened a watermelon. The piece of bowl always righted itself, no matter in what position he placed it in the water—it floated with its peaked ends up. Wouldhave's model was like that of Viking ships, though he did not know it. Thereupon, with Lukin's ideas about cork fenders and air-tight compartments, and Wouldhave's Got the committee employed Henry Greathead to build a boat. Greathead modified their model by giving a camber to the keel, so that the boat would stand upright when on the sand, and then he

built a boat. It was thirty feet long, ten and one-half wide, and three and one-quarter deep.

The success of this boat having brought orders to Greathead for others, which were in turn used with success, a time came when public opinion gave him the honor of it.

Being the Inventor as well as builder of the lifeboat. In 1802 parliament voted him £1,200, the Society of Arts gave him a gold medal, and the Emperor of Russia sent him a diamond ring. Lukin was yet building good coaches, but he was overlooked because he had failed to force an unwilling public to adopt his unimmovable boats.

The first life-saving organization was the Humane Society of the Commonwealth of Massachusetts, founded in 1786. They placed a lifeboat built to the Tyne model, at Cohasset in 1807, and from time to time other boats were established on the Massachusetts coast, but none was to be found beyond the limits of that state until after the wrecks of the barques Bristol and Mexico on Long Island in 1836 and 1837, when three were built—two of which were stationed "in front of the Marine Pavilion at Rockaway," and the other at Long Branch. The larger boat was built to the Tyne model—thirty feet long by ten wide—and on one occasion it carried twenty men through the surf. Then followed at various intervals lifeboats by Jos. Francis, of New York, which, by the way, was

A Self-Bailer, and others, in all of which there was a steady improvement, resulting in the saving of many lives.

In lifeboats properly so called, a long step—the very longest step—forward was made when motors were adopted for driving them across the sea. Greathead's boat had masts and sails, as other lifeboats have had since. But sails are worse than useless when a rescue is to be made up wind in localities like the Diamond Reef, off Hatteras, or on the Narrows off Cape Cod, where life-savers have had to face the supreme danger of approaching a wreck when exhausted by hours of rowing against wind and sea.

In 1880 the Royal National Lifeboat Institution built a steamer 53 feet long, 16 feet wide, and 5 1-2 deep. It was propelled by a pump throwing water astern. It was thought to be impracticable to use in it either a screw or paddle-wheels on account of the danger of fouling with wreckage. This boat worked so well that another of improved type, having an engine of 200 horse-power was built in 1882. Yachtsmen will be interested in the fact that G. K. Watson, designer of a number of America's cup chasers, furnished the plans for the steam lifeboat. It proved still better for the purpose than the first one.

In 1895 an inventor offered a steam lifeboat to the United States life-saving service, but the design was not well adapted to the purpose.

A Hunt for a Powerboat of suitable design followed, however, and in 1896 the officials in charge of the improvement of life-saving appliances urged the appropriation of enough money for making experiments, but nothing worth mention here was done until 1898. Then Lieut. C. H. McLellan, of the revenue marine, who was on duty as one of the inspectors of the service, was sent to Marquette, Mich., where he installed a gasoline motor, known for efficiency in the thirty-four-foot lifeboat of the station. Then followed the actual motor lifeboat, and it will be with the very latest of this type that the station at Bamfield will be equipped by the Dominion government.

At the end of the present year Canada will have thirty-four well-equipped life-saving stations, eight having been undertaken in 1907. The first station established by the Dominion as part of its life-saving scheme is at Seal Island, in the Bay of Fundy. This was set up in the year 1880. Then followed stations at Wellington, Cobourg and Toronto Island, on the Great Lakes, and since then, from time to time, dangerous localities have been guarded with life-saving establishments instituted by the federal authorities.

The deplorable Valencia wreck off the southwest coast of Vancouver Island emphasized the pressing need that existed, of life-saving stations and other safeguards. The federal

Government Reported

with a very comprehensive scheme, the details of which are fairly fresh in the minds of Times readers. The plan provided for the establishment of life-saving services at Bamfield, Uchelet and Clooose, the two latter to be equipped with twenty-six feet Beebe-McLellan surfboats, line-throwing apparatus, etc. At Bamfield provision has been made for a large life-saving station with quarters for the crew, which, under an efficient coxswain will be maintained there all winter. It is here that the new motor boat will be stationed. A thirty-five foot Watts lifeboat was placed at Victoria some time ago.

These safeguards, together with the wireless telegraph stations and West Coast trail, twenty-two miles of which have been completed already, will afford a conception of the

Comprehensive Scheme of life protection undertaken by the Dominion government on behalf of "those who go down to the sea in ships" off this island.

Last year an arrangement was made with the management of the whaling station at Sechart by which the whalers Orion and St. Lawrence were to be used as auxiliary life-saving vessels in time of trouble to any passing ship. Quite a number of lives have already been saved as a direct result of this arrangement.

Of the stations constructed this year in Canada, three are on Vancouver Island, three on Prince Edward Island, one in Nova Scotia at Briar Island, one in New Brunswick at Richibucto.

MOORE SUNG ABOUT HER.

Miss Agnes Cunningham, Renowned For Grace and Beauty, Dies at Kingston.

Kingston, Ont., Nov. 29.—Miss Agnes Cunningham, a music teacher, died of heart failure while calling at Miss Muckler's, Union street, to-day. She was a friend of Thomas Moore, the poet who has several references in his poems to her grace and beauty.

NEW BOARD OF TRADE.

Port Elgin, Ont., Nov. 29.—A board of trade has been formed here, with H. H. Stevens as president.

## ROBBERS LOOT GOLDFIELD SAFE

WORK WAS DONE IN  
SCIENTIFIC MANNER

Watchmen at Railway Station Captured One by One—Safe Dynamited.

Goldfield, Nov. 29.—At 1.30 o'clock yesterday morning robbers visited the freight depot of the Tonopah-Goldfield & Bullfrog railroad, overpowered the watchman and blew open the safe, securing everything of value it contained, amounting to several thousand dollars.

The freight depot is the old passenger depot of the railroad, located a mile and a half from the centre of the town on the bluffs to the northwest and distant a quarter of a mile from the nearest dwelling. Two watchmen were on duty on opposite ends of the yard, while an operator was at work at the depot. The watchmen were captured one at a time and thrown into box-cars and then the operator was overpowered. There were nine of the robbers. Three watched their prisoners while six did the work at the depot.

They dynamited the safe and the work was so neatly done as to indicate that the men were professionals. The safe door was blown open, but not another thing in the office was disturbed by the job. The robbers soon left, but their prisoners were not able to release themselves until about 4 o'clock, when the first alarm was given.

S. W. Brooks, resident agent of the railroad, arrived upon the scene and found that everything of value had been stolen from the safe and that the floor was littered with scraps of paper.

The robbers evidently thought they were tearing up cheques, but in reality they tore up a large amount of money, represented in scrip issued by the John S. Cook bank. The scrip was made payable to bearer, and is the money currency in Goldfield, but the robbers evidently mistook its character of value.

Agent Brooks says the amount of money stolen belonging to the railway was not large, but he lost all his own money and other personal effects of value, amounting to a considerable sum. It is believed, however, that the robbers made a big haul from the railroad, as large amounts of money have been taken in the past few days through the freight office.

As all the Goldfield banks are either closed or only paying a limited amount of money, the agent was carrying quite a sum in the company's safe, supposedly well guarded. Several suspicious characters have been taken into custody on suspicion of having been connected with the robbery.

## ENGLISH FAITH IN VANCOUVER

Terminal City Bonds Floated in London Are Considerably Over Subscribed.

Montreal, Nov. 29.—The Bank of Montreal to-day received word from its London branch that the city of Vancouver's loan of \$1,254,500 at 4 per cent., offered at 81, has been considerably over-subscribed. This taken with the recent success of the Edmonton loan, has caused bankers here to come to the conclusion that the British interest in Canadian municipal loans is increasing.

WHEAT STEALER.

Is Pursued and Spills 60 Bushels of Grain on Road.

Morden, Nov. 29.—Anthony Nerada, living three miles north of Plum Coulee, has sworn out a warrant for Abram Epp for stealing wheat.

On a recent evening Epp secured his brother's team and wagon, and during the early morning went to Nerada's granary, and after filling the wagon box with wheat started in the direction of Myrtle to market the grain. He only got a few miles when he was tracked and closely followed by the owner of the wheat on a bicycle. When Epp noticed that he was being followed he took the end board out of the wagon box and started the horses on a gallop, scattering fifty bushels of grain along the road for miles. Epp drove to Rosefield, where he took the train for Winnipeg. It is thought he was "cov" with relatives at Regina or Herbert, Saskatchewan.

HIGHWAYMEN AND ANCESTRY.

Hallucinations of Niagara Falls Gentleman Perturb Police.

Niagara Falls, Nov. 29.—Another holdup story has been proved a fake. James Roberts the other day told how an attempt had been made by three men to rob him on a highway near Stevensville, and that he had wounded one of the robbers. The robbers existed only in Roberts' imagination. He had been walking with a cocked revolver and stumbling, the revolver went off, inflicting a wound in his left arm. Roberts had described himself as a nephew of Lord Roberts, and a member of a wealthy family. He has confessed to a detective that his stories both as to his highwaymen and his ancestry are false.

C. P. R. CHANGES.

Winnipeg, Nov. 29.—General Superintendent Egan, of the C. P. R., will leave for Calgary Saturday night, and will assume charge of the western division at once on arrival there. He will be accompanied by his chief clerk, R. J. Lydiatt.