

Twice-a-Week Times

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A PARLIAMENTARY HORNET.

Mr. J. D. Taylor, representative of New Westminster in the House of Commons and editor of the Columbian, we are told, has given the members of the said House of Commons something to talk about. He has, in very much the same way as the Colonist in forging a telegram purporting to be from Mr. Borden has given all the country something to talk about, and which the country, very much to the perturbation of our tar-nished contemporary, will not refrain from talking about. The subject is still the chief topic of discussion in the newspapers of the East. It has taken the place of the time-honored proposition, "Resolved, that the pen is mightier than the sword," as a subject for debate in schools of oratory in many sections of the Dominion.

Mr. J. D. Taylor has not been convicted of altering a telegram, but his paper, by some curious inadvertence, changed the name of an official of the department of justice in a newspaper dispatch, sent out from Ottawa dealing with the escape of one Bill Miner from the New Westminster penitentiary. On the strength of this error the Columbian published an interview with the man whose name had been forged denying that he had ever said the things attributed to him. Mr. Taylor triumphantly brought up the denial in the House and "impeached" the Minister of Justice. The denouement was another exposure second only in importance to the revelations which brought ineradicable dishonor upon the name of the Colonist. That is a sample of the manner in which Mr. Taylor is "giving the legislators at Ottawa something to talk about."

No wonder the Minister of Justice alluded in a significant manner to the peculiarly mysterious changes in the course of transmission. Mr. Taylor is carrying on a system of "wireless" warfare peculiarly his own. He keeps up a continuous sputter of nasty insinuations which will neither make for popularity amongst his friends nor command the respect of his opponents. Dealing with the second peculiar case of telegram alteration, the Toronto Globe says: "The escape of Bill Miner, the notorious outlaw, from the British Columbia Penitentiary had already occupied sufficient of the time of Parliament, but the opposition chose to take up the most of yesterday in thrashing out the same unprofitable subject. Hon. Mr. Aylesworth explained the facts very fully the other day. In the course of his statement he referred to the evidence of Instructor Mackenzie. In at least two of the British Columbia papers 'Instructor Mackenzie' was changed to 'Chief of Police Macintosh.' How the substitution occurred need not be inquired into. On the strength of the dispatch Mr. McIntosh was interviewed and denied that he had given the evidence attributed to him by the Minister of Justice.

"Mr. Taylor, the member for New Westminster, who is also editor of the 'British Columbian,' founded on this error in his own paper and on the interview based on it, an attack on the department, which Mr. Aylesworth was able to puncture with deadly effect. Mr. Taylor endeavored to escape by pleading that he had copied the dispatch from the News-Advertiser. This ought to have ended the matter, but Mr. Borden was stung by Mr. Aylesworth's cutting reference to the liability of telegrams to British Columbia newspapers, to undergo unfortunate alterations, and replied with unaccustomed heat. Several of the British Columbia members joined in the fray. The new contingent from that province were hailed by the Conservative press on their first appearance in debate this session as phenomenal parliamentarians. The extravagant eulogies of these somewhat prosy gentlemen have superinduced a violent attack of 'big head.' Parliament is likely to suffer until this has been cured by the usual unfeeling parliamentary processes. Mr. Borden cannot get rid of the effect of his equivocal conduct with reference to the false telegram by getting angry every time it is alluded to ever so darkly."

DOES IT MEAN A REVOLUTION? Rev. Mr. Jackson, of Toronto, not only rejects the orthodox conception of the world having been actually created in six solar days; he questions the Biblical idea of the deluge and of the reputed age of Methuselah as developments across the arm; the government of the province will shoulder a great responsibility should it continue, at the dictation of interested parties, to raise obstacles against a fair settlement of the water problem

are merely myth, tradition or allegory. Mr. Jackson sustains his position by an appeal to records which have been unearthed by modern scientific investigators, all of which, he contends, go to prove that if the church purports retaining its hold upon an intelligent people who will be satisfied with nothing but revealed truth, her teachers and preachers must revise their theological standards and substitute rational belief for unchangeable dogma.

We observe that the secular press, a wise institution in its generation, has evidently decided to take no active part in this epoch-making controversy. It merely prints the statements of the various parties in a conflict which promises to become historical, with a far-seeing eye to the value of the matter as news. We can imagine, with what fervor the Globe would have espoused the position of one party or the other had Hon. George Brown been at the helm of that great tribune of popular opinion. It is worthy of note, however, that the radicals are waxing bold now that an opening has been given them of expressing in a public way their real opinions. One champion of Mr. Jackson asks why it is, if the church stands where she did, that no one ever hears the doctrine of a material hell and eternal physical torment expounded from the pulpit. It is true, as the writer insinuates, that the followers of Arminius and of Calvin have been subjectively revising their creed in anticipation of the appearance of the leader who has at last made his bow in the person of Rev. George Jackson?

THE WATER SITUATION.

There is an economic doctrine of universal acceptance in these advanced days that when the interests of private concerns or private persons rise in conflict against the material well-being of the community at large the interests of the public must prevail. Under their charters railways are empowered to take possession of the property of individuals, reimbursing the persons dispossessed up to the actual value of their property, either by mutual agreement or in accordance with the estimate of disinterested arbitrators, "authorities or courts. The principle behind all such proceedings is that the interests of the community are paramount.

In view of the general acceptance of this doctrine, we confess we are at a loss to understand why there should be any hesitation upon the part of the Legislature of British Columbia to place the city of Victoria in her relations with the Esquimalt Water Works Company in a position it would have no hesitation whatever in placing a railway company in its relations with private individuals. As a matter of fact, the government, which controls the legislature, ought to have no difficulty whatever in making up its mind to do justly by Victoria, as by granting that which is asked by the representatives of the city it would merely be confirming rights conveyed in 1872 and twice legislatively affirmed since that time. The Esquimalt Water Works Company entered upon its holdings expressly upon the condition that what- ever title it had acquired should be subject to the prior title of the municipality. Under the circumstances what reasonable objection can there possibly be to the city taking possession of the property of the company upon condition that all the improvements made shall be paid for in accordance with the decision of an ordinary arbitration court? We cannot understand why the government, in control of the legislature, and therefore responsible for its acts, should have the slightest hesitation about performing so plain a duty. The Premier is the representative of Victoria, notwithstanding the excuses of his organ in this city that in a "larger sense" (whatever that may mean) he is really the representative of all the province. Should the legislature fail to act in accordance with the dictates of common sense and justice, we should not like to be in his position when the time comes for him to justify himself in the eyes of his constituents.

The idea that any proposition the city has made savours of condescension is nothing but the vilest clap-net. Whatever form the method of placing Victoria in possession of her rights may take, no one need be under the slightest apprehension that the shareholders will not get all they are entitled to, "brimful and running over."

It may be asked—indeed the Times has repeatedly been asked—why the city is so anxious to take possession of the Goldstream system when at possibly less cost a larger supply of water can be procured from Sooke Lake. The question is easily answered. Under its charter the Esquimalt Water Works Company has been endowed with the privilege of supplying what may ultimately become the most important and populous section of the city with water. It is absolutely necessary that the title to furnish such a service shall be extinguished. It is necessary alike in the interests of the people of Victoria West and all the Esquimalt peninsula. This necessity will yearly become more imperative.

The government of the city would be remiss in its duty if it did not insist upon our rights in view of pending developments across the arm; the government of the province will shoulder a great responsibility should it continue, at the dictation of interested parties, to raise obstacles against a fair settlement of the water problem

in the interests of all the people of Victoria and of all the people in the districts round about.

There are Tory governments in other provinces of the Dominion, but in not one of these provinces could such a situation have arisen as we in Victoria have had to contend with for many years.

A WEAKNESS FOR WHICH VICTORIA SUFFERS.

Premier McBride, we are told with becoming gravity, in all questions of vital importance, prefers to be led by rather than to lead public opinion. This statement confirms a general public impression which was hardly in need of confirmation. But it is not altogether correct. It would be more accurate to say that the leader of the government prefers to follow the leader of the opposition in all cases when he is not driven by his colleague and desk-mate, Mr. Bowser. All who have followed with any degree of diligence the proceedings of the Legislature, more particularly during the present session, will doubtless have noticed that Mr. McBride is very careful to follow the Liberal leader in the debates. That is the usual procedure, we admit; but it is not usual for the speeches of the opposition leader to be so logically sound and unanswerable to the leader of the government, possibly unconsciously, is forced into the position of adopting the suggestions they contain.

By way of illustration: Mr. McBride announced in the House yesterday that the government would adopt a certain policy in regard to timber leases. He did not go into details, because the time has not yet come for doing that. The Premier will take his time to consider the matter—until after the general elections, hoping that his announcement will have the effect of lining all timber men up behind his party. In the meantime he has endorsed the principle of leases in perpetuity, being the policy of the opposition as outlined by Mr. J. A. Macdonald; also a complete reversion of attitude on the part of the government. That is one example of the astute but far from resourceful Premier's way of permitting himself to be guided by public opinion, which of course is given expression by the leader of the opposition.

Another instance occurred in the Legislature yesterday illustrative of the Premier's besetting weakness. The subject of discussion was the private bill of the municipality of Victoria asking for the confirmation of certain rights conveyed by the Legislature of 1873 and succeeding years in regard to the watershed of Goldstream. This was not the first time the city had pressed for a settlement of the question in the interests of citizens. Although the Premier has represented the city for three years and has had opportunities of making his great influence felt in our favor, he never opened his mouth in espousal of our cause, at least not to the knowledge of his trusting constituents. Although he had occupied his present position for three years previously, and, as his organ claims, was the representative at large of all the people, neither did he at any time think the cause of the people of Victoria was deserving of "a word in season." But yesterday, after the leader of the opposition had reviewed the facts of the case with his usual clearness and moderation, pointing out the imperative necessity of a settlement in the interests of the city without inflicting injustice upon the people who had invested capital in the works of the company, the Premier had the courage to stand up and endorse the position of the actual leader of the assembly.

But, as a citizen interested in water supply pointed out this morning, if Vancouver, not Victoria, had been asking for a confirmation of rights vested in her by the legislature, the Premier would not have been led up to his post of duty on a string in the hands of any man. He would have been driven, castigated if necessary, into discharging his obligations. And Messrs. Bowser and Macgowan would have wielded the whips. Other representatives of the city would also have taken part in the process of subjugation, provided their services were required. The Vancouver delegation under such circumstances would not have gone about their business hanging their heads as though engaged in a task of which they had reason to be ashamed. Lobbyists, whether in the precincts of the chamber or in the lobbies thereof, would have been driven forth like the money-changers from the temple. The right of the Terminal City to take water from whences it pleased and upon the usual conditions governing arbitration proceedings would have been vindicated in short order.

Mr. Rockefeller need not pay that twenty-nine million dollar fine. Two years ago the Times expressed the opinion that the imposition of that fine was merely one of the peculiar perversities of the law. The state has gained nothing from the prosecution. On the contrary, the proceedings have cost it a pile of money, which, of course, was not entirely wasted. It went into the pockets of the lawyers. Mr. Rockefeller also contributed of his abundance to the same deserving cause. So there you are. Do you say the cumbersome machinery of the law does not turn in the United States, as we know it does elsewhere, to some purpose?

REPEAL OF THE TARIFF

The special committee appointed by congress for the purpose of making a thorough and complete report on every important detail connected with the manufacture of wood pulp and paper in the United States, after one year of patient and exhaustive inquiry, unequalled in scope and thoroughness by any other congressional investigation held in latter years, has just recommended a reduction of the tariff of the United States, so as to permit outside importation of wood pulp and paper, and thus assure the American publishers a permanent supply of news paper. At present the duty on news paper is \$6.00 per ton, and the committee has recommended that it be reduced to \$2.00, and also recommended a corresponding reduction of duty on wood pulp. At present the American mills are obliged to import millions of dollars worth of wood pulp and almost a million cords of wood per year, in order to operate their mills. Notwithstanding this tremendous importation, a large number of the American newspapers have been obliged to obtain their supply of news print from Canada. The pulp and paper mills of the United States in latter years have found it extremely difficult to meet the tremendous demand for news paper, and President Roosevelt, in a recent message to congress, pointed out the necessity of repealing the duty on wood pulp and paper, so as to permit importation and thus relieve the market.

Mr. Louis Chable, Secretary of the American Pulp and Paper Association, under date of June 19, 1908, said: "The surplus stocks of pulp on hand at present are not more than sufficient to last forty days, according to estimates based on general reports. A serious drought during the next two months would wipe out whatever surplus ground wood the mills have, and, at the same time, absorb all the surplus paper."

In commenting upon trade conditions, Mr. Geo. F. Underwood, General Manager of the International Paper Co., of the United States, said: "The main source of raw material now is Canada. The supply in the United States is extremely limited. Any further development in the paper industry must be in Canada. Inasmuch as the Canadian government is considering the levying of export duty on paper products, not much relief can be looked for there. All the Canadian mills are not producing enough finished product for one large New York Daily."

David S. Covles, President of the American Pulp and Paper Association, said: "Every indication points to the fact that the consumption of news paper has more than overtaken the production, and with the natural yearly increase in consumption, it would seem as though there would be a scarcity of paper in 1908, and perhaps for a much longer time."

Mr. Alvah Miller, Vice-President St. Regis Paper Co.: "At the rate newspaper is being consumed, I do not see where enough paper is to come from for the needs of the coming year. In this, as in all other lines, water will seek its own level. If a shortage of paper continues, and with it the necessarily high prices, the newspapers in time will have to adjust themselves to these conditions, and unquestionably will find a way of doing so."

"Farman," one of the leading trade journals of Europe, in commenting on the Wood Pulp supply of Norway and Sweden, under date of April 9, 1908, said: "The consumption is very great, and the opinion of buyers as to the situation is best shown by the fact that a great percentage of the output of 1909 and 1910 has already been sold."

Mr. Louis Chable, Secretary of the American Paper and Pulp Association, in referring to the present high prices of paper, said: "So low are the paper stocks to-day, that under the most favorable conditions they could not be brought up to the normal under two years. As the situation stands to-day, every maker is producing all the paper he can. The consumption in the United States is about 5,000 tons a day. The demand is constantly increasing. Removing the duty from paper

will not solve the problem. If this were done immediately, it would take from two to four years to build mills in Canada. The Canadian mills have a small output, and this is sold for two or three years ahead." (Special to Paper Trade Journal.)

"Montreal, Canada, Nov. 2, 1908. "The scarcity of newspaper in Canada is becoming a serious problem. At the present time there is not one carload of newspaper in the country. The situation will be somewhat improved by the mills at Sturgeon Falls, where the Imperial Paper Mills have started two new machines on newspaper. Prices in all lines are stiffer and there is no Wood Pulp to be had."

Mr. H. M. Hale, United States Forest Assistant, in an address delivered before the Pulp and Paper Association at the United States, February, 1908, in commenting upon the great future of the industry in the manufacture of Wood Pulp and Paper, said: "The West, however, offers by far the greatest possibilities from the point of raw material. On the Pacific Coast, as is well known, there exists a body of timber unexcelled anywhere in the world; soft, even-grained Pine and Balsam not unlike the found in the East, and hard, strong Fir similar to the Pine in the South. Here, eventually, the Pulp Wood industry will centre; here, like the lumber industry, it will make its last stand and produce the bulk of the product."

Mr. Chas. B. Pride, President of the Tomahawk Pulp & Paper Co., and one of the most distinguished authorities in the United States on the manufacture of Wood Pulp and Paper, under date of December 14th, 1907, said: "With the gradual decline of the forests of Norway, Sweden and other countries, it is not difficult to see the great future of Oregon and Washington or Western Canada, in the manufacture of Wood Pulp and Paper, and there is no mistaking the fact that the day is not far distant when the manufacture of these products will become the leading industry of Western Canada."

Extracts from the evidence of Mr. N. M. Jones, General Manager, Kalamath Pulp & Paper Co., Lincoln, Me., before the Congressional Committee, Washington, D. C. (Pulp and Paper Magazine, October, 1908): "Unless we can get out material as cheaply as the Canadian Mills do, we will have to quit the business, for we cannot compete with them. In Wisconsin, Michigan and Minnesota, where most of the mills are located, the manufacturers will soon be obliged to produce their pulp wood from Canada."

Ottawa, Canada, October 26th, 1908. "The dearth of Ground Pulp in the Ottawa Valley is daily reaching a more serious state. Mr. B. Jackson Booth informed the representative of the Paper Trade Journal that the problem of getting enough ground pulp in Canada and the United States."

Nowhere in the world can news or wrapping paper be manufactured as cheaply and to as good an advantage as at Quatsino Sound, where we are now rushing work on the plant of The Western Canada Wood Pulp and Paper Co., Ltd. This modern mill, when thoroughly complete, will have a capacity of 600 tons of news and wrapping paper per week. We are certain of having the first unit of this big plant with a weekly capacity of 100 tons of wood pulp in operation by December 1st of this year. We know the splendid dividends that the majority of the pulp and paper mills of Canada are making, and with our tremendous water power and immense pulp lands, comprising almost 60 square miles of timber land on Quatsino Sound, there is no reason why we should not be even more successful than the eastern mills. Now is the time to secure one of the best dividend paying stocks ever offered for subscription in Western Canada.

WE NOW OFFER FOR SUBSCRIPTION THE REMAINDER OF THE FIRST ISSUE OF

300,000 PREFERENCE SHARES

In Blocks of 100 Shares at \$1 per Share

PAYMENTS: 15 per cent. on application. 15 per cent. in 30 Days. Balance 10 per cent. per month, until fully paid.

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BANKERS AND REFERENCE: ROYAL BANK OF CANADA.

ADDRESS ALL SUBSCRIPTIONS DIRECT TO THE HEAD OFFICE OF THE COMPANY, 638 VIEW ST., VICTORIA, B. C.

Western Canada Wood Pulp & Paper Co. Ltd.

IMPROVEMENTS PLANNED FOR OUTER DOCK

Wharves to be Widened to Extent of Thirty Feet Each Side of Basin.

By this time next week it is probable that the outer dock, which was damaged a short time ago through the slipping away of the retaining wall, will have again assumed a normal appearance. Already most of the piles have been driven and immense timbers laid on them to replace the ones which have been bent and broken by the sinking of the wharf. When the substructure is complete the shed will be jacked up and then nothing will be left to indicate to the observer that there was ever anything the matter. The building of the retaining wall is being delayed for the present because R. P. Rithet & Co., the owners, have in mind certain improvements to the dock which will be made in the near future. The plan of the proposed improvements is somewhat as follows: Five hundred feet at the outer end of each dock will be left just as it is now, this being long enough to allow the largest liners to tie up there. The other 500 feet of the dock on either side will be widened to the extent of about 30 feet, thus allowing ships coming in when the upper part of the dock is in use to sail straight to their dock. Another advantage in doing this would be that there would be 30 feet of water at low tide, sufficient for the biggest liners that come to these waters. When the wharf has been enlarged in this way a retaining wall will be built to a depth of something like forty feet so that in future there will be no fear of its giving way.

VESSEL FOUNDERS IN COLLISION

THRILLING STEAMSHIP DISASTER OFF CAPE COD

Aid Summoned by Wireless—Not a Single Life Lost.

Chatham, Mass., March 11.—Blanketed by a dense fog, and proceeding at half speed, the well known coastwise steamer of the Maine Steamship Company, the Horatio Hall, Portland for New York, and the H. F. Dimock, of the Metropolitan line; New York, for Boston, met in the middle of the narrow channel known as Pollock Rip yesterday with a crash that sent the Hall to the bottom within a half hour and caused the Dimock to run ashore six hours later on Cape Cod beach, where the passengers and crew of the Hall were landed, without the loss of a single soul. A brief wireless message which the operator of the sinking Hall managed to spread broadcast, spread the news of the collision, which occurred at 8 a. m., but as he failed to give the position, details of the disaster did not become known until the Dimock came ashore half a mile south of the Orleans life-saving station shortly after 2 p. m. During the six hours of silence, half a dozen wireless stations, government, professional and amateur, from Portland to New London, were vainly endeavoring to obtain some news of the wreck, while the revenue cutter Gresham scurried up and down the coast in an effort to render assistance. As the fog cleared away in the early afternoon the Dimock was seen heading for the beach, and half an hour later a boat crew with five passengers from the Hall, including two women, landed safely on Cape Cod beach and

BENDROCK BEATEN BY VANDROUVER SKATER

(Special to the Times.) Vancouver, March 10.—Bert Howell defeated J. Bendroek, of Victoria, in a three-mile skating event last night, by half a lap.

told the story of the thrilling scene of the early morning. The Horatio Hall left Portland at 10:30 o'clock on Tuesday night with five passengers, a crew of about forty and four hundred tons of freight. The Dimock left New York on Tuesday afternoon and both ran into the fog of the southeastern Massachusetts coast about the same time too. The Dimock had rounded Pollock Rip lightship and was heading towards the north, while the Hall was coming down through the westward. The fog was very dense at daylight, and both captains were whistling frequently, although accounts vary. It is apparent that there was a misunderstanding of signals, for shortly after 8 o'clock the two steamers loomed out of the fog, and before they could shear away they met in collision. The sharp nose of the Dimock went through the side of the Portland boat abreast of the mainmast, and had sufficient force to penetrate 15 or 20 feet into the Hall's body. Capt. Thompson, of the Dimock, started to back his steamer, but seeing that he might save those on board, set her full speed ahead, held her nose into the ragged rent of the Hall, and as he pushed the latter over toward the shoal water, the five passengers of the Hall were dragged over the tangled mass of wreckage on the deck of the Dimock. As soon as the passengers reached the Dimock the latter backed off a few hundred yards, while the former slowly sank until she struck bottom, her hurricane deck remaining just above water. While she was sinking, a greater part of the crew left her on six lifeboats and rowed over to the Metropolitan liner, but Capt. Jewell, his pilot and two seamen decided to stay in the pilot house of the Hall, although only a few feet above the water. The Dimock re-

mained on the scene until 11:15, and then started slowly north. Her forward bulkheads held, but on her starboard side, a few feet from the bow, was a hole eight feet long by two feet wide, which was washed to the waterline. She had not gone far when it was seen she was listing badly, and fearing that the bulkheads might collapse, Capt. Thompson ordered the two women from the Hall and two women passengers whom he had on board into one of the lifeboats and told the men that if the steamer went down he would endeavor to clear away the rest of the lifeboats, but that the women must be saved first. Under the circumstances the Dimock crept slowly in towards the back side of Cape Cod until just before reaching the Orleans life-saving station, when her head was turned and she was beached to the waterline. It was 2:15 p. m. when the Dimock grounded. Capt. Charles, of the Orleans station, summoned to his aid the crew and boats of the old Harbor and Nauzet stations, and all three life-saving crews, in spite of the heavy surf driving on the beach, landed seventy men and women before dark. The Horatio Hall was built in Chester, Pa., in 1898, and registered 2,607 tons net. The Dimock was built in Philadelphia in 1884 and registered 1,870 tons. Y. M. C. A. CONVENTION. Representatives of Associations of Western Canada will meet in Vancouver in July. Vancouver, March 10.—The Canadian West committee, which has supervised of Y. M. C. A. work from Fort William to Victoria, has accepted the invitation of the Vancouver directors to hold the first convention of the associations of Western Canada in Vancouver this summer, and the date has been fixed for July 8th to 12th. Negotiations are already under way for the securing of some prominent speakers, and delegates are expected to be in attendance from practically every town west of the Great Lakes. AMERICAN LOAN IN PARIS. Paris, March 10.—The Franco-American bank announces the successful floating of \$50,000,000 of the 5 per cent. bonds of the Missouri, Oklahoma and Gulf railway. The price was 92. The operation is considered important as being the first American railroad loan placed in France independently of the big French credit institutions.

MARINE BEING IMPORTANT TO

New Boilers Started-

(From In order to ency of Vict necessary to business firm which they pecially true ship repairing city taking a coast. Commenda shown by the pot since the months ago. the firm at been a very plant. place the des upper part of improvements their plant. be such as forefront in work. The fl old shops w and larger of still further. The founda of an immen brick and iron be fireproof. feet long and fitted with v very latest m imported from of the other new shop. Th devoted to ti works, and a be a second room for this the company corner of Tu for bed of m. Already the shop built of by 70 feet w head cranes, capacity of o the latest m the machiner electricity or ing been inst which was p big fire escap and is again also the eng themselves by The electric floor, as is al with saws, p sary accessor floor is a roo are made. I Shavers, whi at once to m pany. The foundr shop is a bu by 70 feet w crane, and s kins. There for melting m especially inst In all, the 100 ft. me, boiler shop h the other i number w comparison w that ten year management were employe steady and o At present having in ha that will kee Work is in p gating tank f fine departm which will clothing and migrants, by of 200 degre that there a waiting to b hauling at t hand for su parts of the piece of work the machiner saw mill at 4 E. Power and P. In the past somewhat ha that the upp enough to all present this ha Dominon gov ing the chan for the bett ment is being imp The machin yard extendi ing company and there is s ers to tie up wharves. The busines agement of C Hechtel, to w for the immo ment. The manager, Mr. Ho these, manag are of the g permanent w WEEKLY Victor Victoria—To bhine was 17 23 inch; high 22.5 in.; 21.4 of Vancouver— 45 minutes; r Perature, 60 f Dewure, 54. highest temp on 6th. Kamloops—3 Dewure, 50 Barkerville— temperature. Port Simpson temperature. Atlin—Snow ure, 38 on 6t Dawson—S temperature, 14 8th.