

RECORD GOES TO

SHIP HOLT WILL

—

FORTY-NINE DAYS FROM
VICTORIA TO VICTORIA

**Makes Thirteen Knots an Hour
—Sails Into Royal Roads
Without Aid of Tug**

Setting a new record of 49 days for the distance between Iquique, Chile, to the Royal Roads, and, on some days, reeling off an average speed equal to that of any tramp steamship, the British ship *Holt Hill*, Capt. Bray, arrived in the Royal Roads on Sunday. Besides breaking the existing record for the run, the ship was brought to an anchorage in the Roads without the

assistance of a tug. This is a feat that has not been accomplished for some time. When the ship passed in at the Cape there were no tugs in sight, and as the weather was clear and the wind favorable Capt. Bray proceeded up the straits, made the turn at Race Rocks and glided up to the Royal Roads where he dropped anchor.

number for Delagoa Bay, South Africa's port Capetown. After leaving the Chilean port Capetown, Bray set a course almost due west and took his vessel well off shore hoping to encounter a fair wind which would drive him across the equator and right up the coast. Very few calms were experienced but at times she ran into heavy gales, which forced her skipper to furl much of his canvas.

Flattery, the ship encountered her heaviest weather, when a heavy gale blowing with hurricane force sprung up with great suddenness. Every sail was lowered but in spite of this she was driven along at great speed with her lee rail dipping into the water. Large masses of water flooded her decks and washed her clean from stem to stern. She pitched and tossed about badly owing to the fact that she was very tight.

For a whole week before Cape Flattery was approached the vessel averaged over 200 miles a day and Capt. Bray had every stitch of canvas on her yards, except when the weather was threatened. Another stage of the trip which was made in steamboat time was when the Holt HNL was nearing Flattery. She averaged 13 knots an hour covering 52 miles of sea in less than four hours.

Capt. Bray, commander of the *Holmes*, came to Vancouver nine months ago to take charge of the vessel, filling the vacancy caused by the death of Capt. Bolberstone, who was drowned at the Hastings mills, while the ship was loading lumber there. He took the vessel to Callao and Iquique and then brought her north again to Victoria.

While the vessel was in Callao, Capt. Bray states that his officers and crew witnessed a very interesting and excit-

ing escape of a German ship from the hands of the law. The ship was being towed to sea when she rammed and sank a small vessel. She was at once prohibited from proceeding until, in case for damages through the loss of the vessel was concluded. The bill of damages was very high and the lawyers there were attempting to fleece the skipper of the German ship of much of his money. He played the game for awhile and then he played

gains for awhile and then he prayed his. One day while the case was going on he hoisted all sail and left the city. With a fair wind he was soon out of the harbor and although vessels were set out to bring him back he had reached the high seas before they arrived.

TO STEAMSHIP LINES

Two Thousand Dollars' Reduction on Three-Ships—All Vessels Being Equipped

That within a very short time all steamers and steamships plying on the Pacific coast will be equipped with oil burners to replace the old method of generating steam by coal is now regarded as a certainty. All the companies operating vessels on the western seaboard of Canada and the United States are now equipping their fleets with oil burners.

Word was received here on Monday from San Francisco announcing that the Pacific Mail Steamship Company has ordered three of their large steamers, the City of Para, the Pennsylvania and the Aztec, to be converted from coal burners to oil burners. The work of conversion is to begin next Thursday. R. F. Schwaren, general manager of the company, stated that he estimated the saving by the change.

All the companies are now beginning to recognize the fact that the oil fuel, while a more efficient method of producing steam, is also a cheaper method and are therefore adopting it. If the statement made by Mr. Schwarzenberg is correct that his company will save approximately \$200,000 a year on three vessels, undoubtedly the rates for

It is unofficially stated that the Grand Trunk Pacific Steamship Company will very shortly install oil burners in the Prince Rupert and Prince George. With oil a good working pressure can be obtained inside of ten minutes and it is maintained more steadily than with coal. As a result the speed of the vessels is greatly increased, with a large reduction in the cost of operation.

the steamers.

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