

THE WATERFRONT

The Athenian Returns From Alaska—Sealers Preparing for the Behring Sea Cruise.

Islander and Princess Louise Sail North—A Seattle Tug Ashore.

From Monday's Daily.

There were about 60 passengers on the steamer Athenian, which arrived here yesterday morning after an uneventful run from Skagway, Dyon and Wrangell. Save for a severe squall experienced soon after leaving the straits on her northward trip, the weather was fine throughout. The first night at sea was a most trying one for the northward-bound passengers, and had they been on board one of the smaller vessels of the Alaskan fleet it would have gone hard with them. The waves tonight, the big vessel about considerably, causing the collapse of the stails for horses and cattle on the after deck. Fortunately, none of the passengers suffered any accident during the gale. The Athenian will sail for the north again on Thursday next. As with the Empress, the U.S. By Co. runs the two steamers of their Alaskan line on a strict schedule. The service is weekly. One of the vessels sails from Vancouver every Thursday leaving Victoria, here last and first point of call, on Friday morning, and the south-bound liner is due here about the end of each week.

The shipping and freighting business of British Columbia ports is making rapid strides, and the exports of the province continues. At the present time there are four vessels at Chemainus loading lumber, three at Hazelton, and two at Hazelton, while at Hastings and Moodyville they are equally busy. The fleet of colliers has almost doubled, so great is the demand for coal in the Pacific Northwest. In spite of the declaration that coal is contraband of war, the vessels at Chemainus are American ships, the Clackering loading for Melbourne, American ship John Smith and American schooner Erie loading for Tientsin; and the steamer Pato, which brought passengers and freight from the Antipodes for the Klondike, loading lumber for Melbourne. British ships are profiting to a certain extent owing to the war, but not nearly so much as they would had Dewey not annihilated the Spanish fleet in the Pacific, for had Spain a couple of cutters or privateers in the Pacific no shipper would send his goods by other than a British vessel. The British ships on the Pacific have the greater portion of the business on the Atlantic, where Spain has warships, and thus it would be on this side of the world that there is nothing to fear from Spain. On the Atlantic many of the American liners and trading vessels have been laid off, but on the Pacific they are running to and fro as in times of peace, the rates being somewhat higher.

Once again the river steamer Eugene has been libelled. This time by R. J. Young and J. D. Waller, who were sea men on her at the time of her capture by the British. The libellants claim that before she started on the trip in question they made a contract with Capt. E. J. Waller, who was remanaged by the Clara Nevada, whereby Young was to pay \$100 for his passage, the other \$200 being credited to the vessel. The libellants claim to have paid the balance of \$100 being in exchange for his services. It is claimed by the libellants that they purchased the steamer for \$200, and that this disbursed \$200 during their stay in Seattle, to which port they went from Cape Scott and the way ports of the coast. The steamer was to be used to transport passengers to Alert Bay, at which point the trip north was abandoned. They ask that the steamer be sold by the Yukon Transportation Company, be sold to pay their wages and the costs involved.

The Administration of the Bureau Veritas has just published the list of maritime disasters reported during the month of March, 1918, concerning all flags. Sailing vessels reported lost: 23 American, 20 British, 1 Chilean, 2 Danish, 3 Dutch, 4 French, 12 German, 1 Greek, 3 Italian, 25 Norwegian, 1 Portuguese, 1 Russian, 2 Spanish, 6 Swedish, total, 103. In this number are included 7 vessels reported missing. Steamers reported lost: 2 American, 1 Austrian, 12 British, 1 Dutch, 3 French, 1 German, 2 Norwegian, total, 25. In this number are included 7 steamers reported missing. Causes of losses: Sailing vessels, stranding 65, collision 5, foundered 8, abandoned 8, condemned 12, missing 7, total, 103. Steamers, stranding 8, collision 3, fire 1, condemned 4, missing 7, total, 23. Vessels surveyed and classed by Bureau Veritas from March 21 up to April 20, 1918: Sailing vessels, 243, steamers 133; total, 376.

About the middle of next month Dawsonites will be given a choice to come out by steamer up the river to Lake Bennett, news having been sent down by Mr. Olive, manager of the Bennett Lake and Klondike Navigation Co., at Bennett, to the Victoria manager, that the ice will be gone by the end of next week, and on June 7th the Ors, the first of their river steamers will be ready to make the trip down the river. The Ors is expected to arrive at Dawson June 12th, and after securing passengers and freight be back at Bennett in five days. Two other steamers built by this company for the same service will be ready about the middle of June. By taking a steamer from Victoria, transferring over one of the trails to Bennett and crossing to Dawson.

Awarded Highest Honors—World's Fair, Gold Medal, Midwinter Fair.

DR. CASWELL'S

CREAM BARKING PEARL

A Pure Grape Cream of Tartar Powder.

40 YEARS THE STANDARD.

son on one of the steamers of this company passengers will be able to reach Dawson in about 12 days.

The last of the sealers to return to port, the schooner Hattie, Capt. Farley, was towed in from the straits last evening. She had 204 skins, the majority of which were taken on the Fairweather rounds. The schooner was on reaching port, Captain Farley says, was due to the continental bad weather and heavy winds encountered on the run down the coast. The cook of the Hattie, a Japanese, was taken to the Jubilee Hospital on the arrival of the schooner, suffering from typhoid. The Hattie reports that the Favorite has reached Kynor with 181 skins. The Beatrice is also at Kynor. Two of the Victoria sailing fleet, the schooners Pioneer, Captain Locke, and the Mary Taylor, Captain Nelson, left yesterday for the West Coast to get Indian crews for the Behring Sea cruise, after succeeding in which the vessels will proceed to sea to await the opening of the sealing season.

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The Seattle press is battling vigorously for the recognition of the Sound by the United States government in regard to the despatch of troops to the Philippines. The soldiers have heretofore been sent from San Francisco, but Seattle being much nearer the destination of the soldiers than the Bay City, claims a share of the transportation business.

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Steamer North Pacific arrived from the Sound early in the afternoon with upwards of 300 excursionists from Seattle and Port Townsend.

H.M.S. Icarus arrived at Esquimaux shortly before four o'clock this afternoon, returning from her cruise in southern waters.

From Tuesday's Daily.

When the warmth of spring releases the waters of the Yukon, its tributaries and waters contiguous, from the grip of the frost the traveler will be able to go to and fro with much more rapidity and comfort than he could in the past. One company that will make a strong bid for the patronage of the Klondike voyagers, the Canadian Development company, are now building two more lake and river vessels to make the link of travel in their loop from Victoria and return complete. By the beginning of July this company will be able to take passengers from Wrangell by ocean steamer up the Skitine by river steamer thence to Teslin lake by pack train, and down Lake Teslin, the Hootalinqua and the Yukon by the launches now being built here, and the river steamer will be ready to start on its run to Dawson City. From Dawson city the traveler can continue down the Yukon on the company's upper Yukon steamers to St. Michaels, and thence, making the loop complete, by ocean steamer back to Victoria, or vice versa by making the journey to St. Michaels and up the river. The two steel launches being built here for use on Teslin Lake and the Hootalinqua, one of which is now about completed, are shaped almost like torpedo boats. They are 70 feet long, 8 feet beam and 4 feet 6 inches deep. They will have double engines each of 70 horse power, with twin screws, and be capable of making about 15 knots an hour. The two launches which are being built at Shesha Marine shops under the supervision of Mr. Watson of the Liquid Fuel Engine company of Cowes, Isle of Wight, will be taken

to pieces and shipped north to St. Michaels, being taken by the Yukon steamer there and up the Hootalinqua to Teslin lake. They will burn wood, coal or liquid fuel. The launches are to be used mostly for towing each other, and two freight scows. They will, however, be able to accommodate about 25 passengers. The Canadian Development company will dispatch two of their river steamers to the lower Yukon about the beginning of next week in low of the steamer Tordenskjold. The steamers to be sent up are the Columbian and the Canadian, the latter being still unfinished. A squad of shipwrights will be sent up to complete the construction.

When the steamer Amant, flying the newly-created flag of the K. T. T. & M. Co., sailed from Porter's wharf at noon today bound for Skagway and other Alaskan ports, all her decks were crowded with passengers and her hold filled with four-footed passengers from stem to stern. The majority of the passengers were for the Great Mining and Trading company's pack train on the Glenora-Teslin trail. Among other passengers were Hon. E. Dewdney, bound to Glenora to look after the interests of his company at that point. A number of passengers for the Yukon coast were also taken on board at Vancouver.

The big iron sailing ship Lord Ripon, whose pretty model attracted so much admiration among mariners as she lay here a short time ago discharging general cargo, has been towed to the town or Falmouth from Tacoma in a few days with a cargo of Washington wheat, valued at \$143,529.90, and amounting to 150,738 bushels. The ship will race homeward with the British ship Combebank. Much money has been wagered on the race. The two British ships are getting very good rates on this trip, as shippers would not trust the precious cargoes to an American vessel. For this reason the Spaniards might intercept her in the Atlantic.

It is high time that the ship's company of the steamer Cleveland began a search for the Jonah on board of her, for she is ever in trouble. Since her disastrous experience on the West Coast she has had a number of accidents and trying incidents, and now comes the news that she has been in collision at San Francisco. The steamer is working out her charter on the Chinese coast, being engaged in freighting.

There was a rumor along the waterfront this morning that the two magnificent steamers Tartar and Athenian which, owing to the decline in Alaskan trade, were being sold at auction, had been placed on the Hongkong-Australia run. The local agents of the C.P.N. steamer line, however, are working out their charter on the Chinese coast, being engaged in freighting.

A fleet of a dozen river steamers will shortly leave the Sound for the upper Yukon, escorted by the tug Resolute and the steamer Tordenskjold. The twelve steamers are the Pilgrim, Tacoma, J. P. Light, Alary B. Gray, St. Michael, F. C. Gash, Victoria, Seattle, J. R. Campbell, Old City, Western Star, and Robert Kerr. They will follow the usual pack route, and will be accompanied by the tug Cook's inlet, and along the coast into the Behring sea.

Steamer Tees arrived at Union yesterday from the north and is expected here this evening. She is under charter to the steamer George W. Elder, now on her way to Portland, has on board the Hon. C. J. Fox, who is expected to be the customs collector for the Yukon. The steamer was built by the body of Klondike Graham, who was drowned at the Klondike. She has about 60 passengers.

Steamer Centennial, which has been running from the Sound to Alaska lately, will soon be flying the Stars and Stripes under the command of Mr. J. St. John. The steamer is expected to be in the Sound by May 21st, transferring her from the Danish to the American flag. She is to be used to transport mail and passengers to Manna, hence her change of colors.

H.M.S. Icarus returned last evening from a cruise along the southern coast, calling at the usual Central American ports. She left Esquimaux on March 21st, and is expected to be in the Sound by May 21st, transferring her from the Danish to the American flag. She is to be used to transport mail and passengers to Manna, hence her change of colors.

According to reports coming from the Sound the Washington mills have received an order for 40,000 feet of decking from a ship-building firm of Hamburg, Germany. The lumber is to be delivered towards the end of the year.

On her next trip north the steamer Queen will open the excursion season with a visit to Glacier Bay, and thereafter during the season that vessel and the Cottage City will enter that Arm of Alaska's inland waters regularly upon each northern voyage.

The sailing of the steamer Cottage City for Alaskan ports has been delayed until to-morrow evening, when she will sail, calling at the usual mail ports.

A cable from Hongkong announces the arrival at that port on March 31st of the R. M. S. Empress of China.

The torpedo destroyer Sparrowhawk left Esquimaux yesterday for Vancouver.

Steam freighter Leping had a most satisfactory trial trip yesterday.

Care of the Complexion.

It is a well-known fact that a torpid liver produces a yellow hue and a dull, yellow complexion. You need not expect a clear, beautiful complexion if the blood is rendered impure by a sluggish action of the liver, which cannot properly perform its function of purifying and filtering the blood. Dr. Chase's Kidney Pills is an invaluable remedy, for by their action on the liver and blood they promote river beauty by rendering the blood pure. This is the secret.

If you are nervous or dyspeptic try Carter's Liver Pills. Dr. Chase's Kidney Pills is an invaluable remedy, for by their action on the liver and blood they promote river beauty by rendering the blood pure. This is the secret.

Dr. Chase's Kidney Pills

Purest and Best for Table and Dairy No adulteration. Never cakes.

SPRING ASSIZES OPEN

Grand Jury Return True Bills in Every Case Except Victor M. Rutheven's.

The Nichol Alleged Libel To Be Submitted to the Grand Jury 10-Morrow.

The spring assizes opened this morning, Mr. Justice McLeod presiding. His Honor Judge Arlidge, of Barrie, Ontario, occupied a seat on the bench as the visitor of the court.

W. E. Burdett was elected foreman of the grand jury.

His Lordship in charging the grand jury said that although most of them had not been in the city before, he would not omit to make some observations as to their duties. He reminded them that they were not there to try the cases, but that their grand function was to see that no person was put on his trial maliciously or on frivolous grounds. Their duty was to see that a true bill or no bill must be returned. He then briefly went over each of the cases on the list, except the criminal libel cases, which he mentioned.

An adjournment was then taken until 1 o'clock.

This afternoon.

On the court resuming shortly after one o'clock the grand jury were called in and reported true bills in all the cases submitted to them, with the exception of the Nichol alleged libel case, in which "no bill" was returned.

His Lordship stated that the case of Williams, charged with stealing \$210 by warrant such an expenditure, which he had decided to allow to go to the grand jury, and also that just before he took his seat on the bench he had been handed the indictment in Regina vs. Nichol, criminal libel. The latter was a very lengthy document and he would therefore not charge the grand jury upon it, but would do so at an adjournment to-morrow afternoon, until which time their services would be dispensed with.

Chief Justice, charged with stealing eleven sacks of flour, pleaded guilty. Mr. Frank Higgins making a strong appeal for leniency. This was, counsel said, a case of a man who had respectable parents in Seattle and to inflict upon him a heavy penalty would be the means of driving him into a continental life of crime. His Lordship reserved sentence.

John Colahan, who escaped from lawful custody at the provincial jail, but was recaptured shortly afterwards, also pleaded guilty. His Lordship informed the prisoner that he was liable to two months' imprisonment, but would do so at an adjournment to-morrow afternoon, until which time their services would be dispensed with.

Charles W. Johnson, charged with embezzlement from the Chicago Portrait Company, also failed to answer when called. The dealer knows well where he is, and no cases could be taken up, either because of the absence of defending counsel or the failure of the accused to put in an appearance.

The court then adjourned until 10 a.m. to-morrow.

SOUTH VICTORIA.

J. Stuart Yates is Selected as the Opposition Candidate.

The oppositionists of South Victoria last night placed a doughty candidate in the field in opposition to Hon. D. M. Eberts, the person of Mr. J. Stuart Yates. The meeting, which was held at Colquhoun Hall, was characterized by the greatest enthusiasm, there being a large number of residents of the district present in addition to the regular delegates.

Mr. Stuart of Cedar Hill, who made a splendid chairman, called for nominations, when the following were nominated: Messrs. Wm. Thompson, of South Saanich; J. E. Chandler, of Colquhoun; S. Yates, of Toimie; Geo. Deane, of Cedar Hill; C. King, of Cedar Hill; Watson Clark and John Sleggett, of South Saanich.

The meeting was purely local and of more general provincial interest was discussed. The residents of the district, however, have been shipwrecked in the gross favoritism shown in the distribution of road patronage and the effect has been to largely increase the number of oppositionists in the riding. After the conclusion of the addresses the gathering adjourned to the supper room, where a splendid repast was provided by Mr. Chandler and the people of Colquhoun. The hospitality of the people was properly acknowledged in a vote of thanks, which was modestly responded to by Mr. Chandler. The meeting then resumed and upon the fifth ballot Mr. Yates was chosen, the vote being very close between the successful nominee and Mr. King, the nomination then being made unanimous.

AN AMOROUS CELESTIAL.

S. Chin Shing, a Vancouver Chinaman, is wandering about the city suffering from mental malady. He imagines that he is an Apollo and every lady who sees or hears of him is sure to be one of those whom Shing believes are struggling to haul him off to a registrar's office. He has made the Queen and the Princess of Wales. Shing imagines that the post office officials are withholding two notes from the Princess of Wales, in which she is proposing marriage to him, and he is in a bad way about it. A few days ago he applied to the police authorities, asking them to get the notes to him, and he is endeavoring to secure them through Mr. E. R. Paul, principal of the High school, who yesterday received a post card from the Chinaman on which was written: "I will please do yours know England Princess of Wales sent me two letters, tell me to go marry her. The Vancouver post office stop long time ago won't give her letters for me. I am glad you give

ELECTRICITY IS THE LIFE OF THE BLOOD

For Rheumatism, Open Rheumatic Sores, Neuralgia

AND ALL NERVOUS DISORDERS

Such as Migrain, Headaches, Neuralgia, Muscular Tremors, Incessible as well as Asthma, Cholera, Anemia, poor Circulation of the Blood, cold hands and feet, Hardness of Hearing, Catarrh, Stomach and Heart trouble, etc., etc., etc.

Full particulars free upon application.

WINTER'S GALVANIC-ELECTRIC

Health Chains of Stettin, Germany

are without an equal as a simple and positive cure. They are prescribed and recommended by the most eminent physicians of Europe, and used in some of the best hospitals of the world. Do not confound these thoroughly reliable electric appliances with any of the numerous belts, batteries, etc., that are offered for sale. No fraud or swindle, the names of physicians attesting their merits prove the efficacy of these chains. Price, \$6.00.

GERMAN ELECTRIC HEALTH CHAIN CO., 31 McGill College Avenue, Montreal.

Women Unjustly Treated

When Dealers Sell Them Common and Deceptive Dyes.

There are thousands of women who have heard of the great saving that can be effected by home dyeing when the Diamond Dyes are used, and have decided to experiment for themselves.

Many of these women, thoughtlessly, they simply ask for a package of dye of the needed color when buying. This request will allow the wary dealer to foist on the unsuspecting customer some imitation dye, which is not only inferior in coloring agents, but which they realize a large profit.

Dealers who do this kind of business are treating and serving their customers unjustly. The dealer knows well where the Diamond Dyes are necessary for his customer to achieve success in her new work.

The Diamond Dyes are the only dyes that reputable dealers handle and sell. The wise merchant keeps a full stock of Diamond Dyes, because the daily demand is so great for these guaranteed and world-famed coloring agents.

The woman who uses Diamond Dyes for her first dyeing operation will never use other makes. Bright, strong, clear, lasting and fashionable colors are obtained only from the Diamond Dyes.

Book of directions and card of 48 colors free to any address. Write to Wells & Richardson Co., Montreal, P.Q.

They make one feel as though life was worth living. Take one of Carter's Little Blue Pills after eating; it will relieve dyspepsia, aid digestion, give tone and vigor to the system.

IN GOD'S ACER.

Mrs. Captain Siewers's Funeral This Morning Largely Attended.

In the presence of a great number of sympathizing friends of the family, the remains of the late Mrs. Dora Siewers were this morning conveyed from her home, Port street, to St. Andrew's Cathedral, and subsequently to Ross Bay cemetery, where they were deposited in their last resting place. Many beautiful floral tributes marked the affection and esteem in which the deceased lady was held and the desire of the bereaved husband and children. Rev. Father Nicol conducted the impressive services of the church at the cathedral and Rev. Father Hoff officiated at the graveside.

Mrs. Siewers suffered from Bright's disease of the kidneys, and during her last illness, which continued for eight months, bore with great fortitude the ravages of that painful disease. Her great desire, repeated, was that she might be spared until her husband returned from his coast cruise. Her wish was gratified, and her last days were robbed of much of the anguish which would otherwise have attended them, by the presence at her bedside of Captain Siewers. Among the sewing fraternity the owner of the Dora Siewers is deservedly esteemed, as was evidenced by the large attendance of gentlemen connected with that industry, who by their presence at the graveside, paid their last tribute of respect to the departed.

THE SORE BE ON THE ARM, LEG, HEAD, FACE,

DR. CHASE'S OINTMENT WILL HEAL IT

ALL DEALERS. PRICE 50c. DR. CHASE, BATES & CO., TORONTO.

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From Tuesday's Daily.

When the warmth of spring releases the waters of the Yukon, its tributaries and waters contiguous, from the grip of the frost the traveler will be able to go to and fro with much more rapidity and comfort than he could in the past. One company that will make a strong bid for the patronage of the Klondike voyagers, the Canadian Development company, are now building two more lake and river vessels to make the link of travel in their loop from Victoria and return complete. By the beginning of July this company will be able to take passengers from Wrangell by ocean steamer up the Skitine by river steamer thence to Teslin lake by pack train, and down Lake Teslin, the Hootalinqua and the Yukon by the launches now being built here, and the river steamer will be ready to start on its run to Dawson City. From Dawson city the traveler can continue down the Yukon on the company's upper Yukon steamers to St. Michaels, and thence, making the loop complete, by ocean steamer back to Victoria, or vice versa by making the journey to St. Michaels and up the river. The two steel launches being built here for use on Teslin Lake and the Hootalinqua, one of which is now about completed, are shaped almost like torpedo boats. They are 70 feet long, 8 feet beam and 4 feet 6 inches deep. They will have double engines each of 70 horse power, with twin screws, and be capable of making about 15 knots an hour. The two launches which are being built at Shesha Marine shops under the supervision of Mr. Watson of the Liquid Fuel Engine company of Cowes, Isle of Wight, will be taken

to pieces and shipped north to St. Michaels, being taken by the Yukon steamer there and up the Hootalinqua to Teslin lake. They will burn wood, coal or liquid fuel. The launches are to be used mostly for towing each other, and two freight scows. They will, however, be able to accommodate about 25 passengers. The Canadian Development company will dispatch two of their river steamers to the lower Yukon about the beginning of next week in low of the steamer Tordenskjold. The steamers to be sent up are the Columbian and the Canadian, the latter being still unfinished. A squad of shipwrights will be sent up to complete the construction.

When the steamer Amant, flying the newly-created flag of the K. T. T. & M. Co., sailed from Porter's wharf at noon today bound for Skagway and other Alaskan ports, all her decks were crowded with passengers and her hold filled with four-footed passengers from stem to stern. The majority of the passengers were for the Great Mining and Trading company's pack train on the Glenora-Teslin trail. Among other passengers were Hon. E. Dewdney, bound to Glenora to look after the interests of his company at that point. A number of passengers for the Yukon coast were also taken on board at Vancouver.

The big iron sailing ship Lord Ripon, whose pretty model attracted so much admiration among mariners as she lay here a short time ago discharging general cargo, has been towed to the town or Falmouth from Tacoma in a few days with a cargo of Washington wheat, valued at \$143,529.90, and amounting to 150,738 bushels. The ship will race homeward with the British ship Combebank. Much money has been wagered on the race. The two British ships are getting very good rates on this trip, as shippers would not trust the precious cargoes to an American vessel. For this reason the Spaniards might intercept her in the Atlantic.

It is high time that the ship's company of the steamer Cleveland began a search for the Jonah on board of her, for she is ever in trouble. Since her disastrous experience on the West Coast she has had a number of accidents and trying incidents, and now comes the news that she has been in collision at San Francisco. The steamer is working out her charter on the Chinese coast, being engaged in freighting.

There was a rumor along the waterfront this morning that the two magnificent steamers Tartar and Athenian which, owing to the decline in Alaskan trade, were being sold at auction, had been placed on the Hongkong-Australia run. The local agents of the C.P.N. steamer line, however, are working out their charter on the Chinese coast, being engaged in freighting.

A fleet of a dozen river steamers will shortly leave the Sound for the upper Yukon, escorted by the tug Resolute and the steamer Tordenskjold. The twelve steamers are the Pilgrim, Tacoma, J. P. Light, Alary B. Gray, St. Michael, F. C. Gash, Victoria, Seattle, J. R. Campbell, Old City, Western Star, and Robert Kerr. They will follow the usual pack route, and will be accompanied by the tug Cook's inlet, and along the coast into the Behring sea.

Steamer Tees arrived at Union yesterday from the north and is expected here this evening. She is under charter to the steamer George W. Elder, now on her way to Portland, has on board the Hon. C. J. Fox, who is expected to be the customs collector for the Yukon. The steamer was built by the body of Klondike Graham, who was drowned at the Klondike. She has about 60 passengers.

Steamer Centennial, which has been running from the Sound to Alaska lately, will soon be flying the Stars and Stripes under the command of Mr. J. St. John. The steamer is expected to be in the Sound by May 21st, transferring her from the Danish to the American flag. She is to be used to transport mail and passengers to Manna, hence her change of colors.

According to reports coming from the Sound the Washington mills have received an order for 40,000 feet of decking from a ship-building firm of Hamburg, Germany. The lumber is to be delivered towards the end of the year.

On her next trip north the steamer Queen will open the excursion season with a visit to Glacier Bay, and thereafter during the season that vessel and the Cottage City will enter that Arm of Alaska's inland waters regularly upon each northern voyage.

The sailing of the steamer Cottage City for Alaskan ports has been delayed until to-morrow evening, when she will sail, calling at the usual mail ports.

A cable from Hongkong announces the arrival at that port on March 31st of the R. M. S. Empress of China.

The torpedo destroyer