

# YUCATAN HAS BEEN FLOATED

Vessel Wrecked at Mud Bay,  
Alaska, Raised by Salvors of  
the Steamer Santa Cruz—

The steamer Yucatan, which sunk in the eighth station at Mud Bay, Alaska, some 100 miles from the coast, was being towed by the tug *Itasca*, was floated on Sunday afternoon by the salvage steamer Santa Rosa, and taken to Sitka, where temporary repairs will be effected. Capt. J. L. Logan, salvage officer of the United States Coast Guard, will be remembered as having been sent to Victoria to superintend repairs to the *Itasca* after she was damaged by collision with Kellef Bluff. She has been in the service of the coast guard since the wreck of the raising the Yucatan. The Yucatan is badly damaged.

The saving of the Yucatan is regarded as one of the most important tasks that has been undertaken in that line along the Pacific coast in recent years. The *Itasca* was in the water which she prevailed practically all the time. The ice was the chief cause of the wreck. The *Itasca* was back for weeks, while the flood did great damage to the hull of the Yucatan.

work has been going on for some months, and on Saturday the salvage crew of the Santa Cruz tested the pumps which were borrowed from the British Columbia Salvage Company, and found that the water coming into the hull could be handled satisfactorily, repairs having been completed under water to such an extent that the vessel could be raised and taken to

By the end of last week the salvors working from the wrecking steamer Santa Cruz had

the cement which had been placed over the other holes in the bottom hardened so that the inflow of water was small enough to be overcome by the battery of ten-inch pumps comprised in the Santa Cruz's equipment. The pumps were operated by a special boiler transferred from the Santa Cruz to the deck of the wreck, and with the advent of low water the water in the hull of the Yucatan was pumped out, and as the tide rose the pumps continued to keep the vessel clear of water, she floated off the rocky beach.

# RAPID DEVELOPMENT OF MOTOR VEHICLES

interesting review of revolution in Traffic Given in Paper Read Before Automobile Club in England

Automobile Club this week Sir John R. A. Macdonald gave a lecture on "The Automobile and the Prospects 1900-1910, and After."

Sir John, after beginning his remarks with a review of the start and growth of the industry, said that the 4,000-mile tour in April, 1900, in which he and one of the 60 cars which he had bought for the purpose, had left London for the district of the North Sea coast.

He then discussed the gradual development of automobiles, and the steps by which he described the evolution of the motor car, as it was then called, from the early days of the horse-drawn carriage, to the new mode of transit.

Turning to more enlightened views, he said that there were many, even among the most enthusiastic motorists, who had fully realized that the automobile was not the last three years and who knew with what powerful weapons they were armed.

In years preceding 1903 he took time from time to time of private life to devote to the study of the automobile, and he said that the machine driven with the driver's feet in 1903 it had become useless waste of money and space.

It was a somewhat extraordinary

all vehicles in one computation occurred exactly at the time when the power vehicle in its steady advance had

rsed vehicle. Three tests were made over three days in one week in May of last year. Of 5,121 vehicles observed in the first, 2,563 were power and 2,558 horse driven. In the second test the numbers were respectively 1,995 and 996, and in the third, of 2,679 vehicles there was a motor majority of 11. The results of further tests on February 18 and 19 and March 23 of this year were still more surprising. On the first

On the second test the proportion was: Motor vehicles, 2,259; horse vehicles, 1,045. On the third test the

Further comparisons made to test the progress of the supersession of theansom cab showed that on April 9, 1938, the taxi-cabs numbered 160 and

proportion was 179 to 57, and on February 21, 1910, the hansoms were outnumbered by 298 to 29, or more than

ven commercial vehicles had been very small up to the present—in a test March 23, 1910, only eight motor cars were counted, as against 171 horse vehicles—it would be seen what enormous preponderance there must be of passenger motor carriages. Such are some of the wonders which time has brought about on English roads and streets. Ten years had seen 150-horsepower vehicles put into daily use on the highway. Of the 450,000 horses left in London houses in 1900 only 100,000 remained, and there was a fall-

It costs \$1.00 a day to feed a work-horse at Fort George—and \$1.50 to