MORE ACCOMMODATION FOR PUBLIC SERVICE

Government Buildings Are Inadequate—Remarkable Development of Business

(From Thursday's Daily.)

That British Columbia has advanced by leaps and bounds since 1893, the year which saw the appropriation for the construction of the palatial parliament buildings across James Bay, is proven by the cry for more accommodation that may be heard coming from the majority of the public departments. The lack of space is so pronounced that the rush for basement room for the stowing away of the surplus of back papers, etc., which, a short time ago, was accepted as somewhat of a joke, has developed into a serious matter. It is stated by different officials that a race is taking place between the clerks of the various branches of civil service to obtain accommodation on the bottom floor, which, heretofore, has been left solely in the possession of the janitors, the engineers, and other members of the permanent staff of attendants.

The other day the Colonist mentioned the fact that the provincial museum building was too small to allow advantageous expansion; in other words to permit the augmentation of the present collection and, at the same time, provide for its display. Enquiry has elicited the information that the Government printing office is in much the same shape, and that, in the near future, it will be necessary to make some provision for more space for that growing and most important branch of the public service. A similar condition is found in the lands and works department, and also in respect to the provincial library. In fact, it is not an exaggeration to say, in fact, the opinion is expressed by officials and is believed to be acknowledged by members of the administration themselves, that the question of constructing another building will have to be faced at a comparatively early date.

In discussing this matter yesterday, one who has been in the employ of the government for many years, commented on the remarkable expansion of the public business of this province during the past fourteen years. He pointed out that when the present structure was first proposed the measure making provision for the necessary appropriation, while endorsed by the opposition, was criticized on the ground that the plans called for buildings much too large. That was the opinion then and little the members of the House thought that in a few years over a decade, the handsome structure for which they voted would be inadequate to give accommodation to the departments needed to carry on public affairs in a satisfactory manner.

SEWER PROBLEMS

Vancouver Board of Works Finds Money Short for Needed Work—Pipe Contract Awarded

Vancouver, April 29.—It was plainly stated at last night's session of the Board of Works that the schemes of sewerage on which the city is now entering were on such a scale as would demand the passage of another large money bylaw covering the field just as soon as the trunk sewers, on which the larger part of the present bylaw money is to be expended, are completed.

The fact was brought out in the Engineer's report in which recommendations for the trunk system in Kitsalano were made to the total of over $57,000. It was stated in connection that this estimate was some $3,500 in excess of the entire allotment from the $300,000 sewer bylaw to the Fairview district, and there would have to be some pruning on the actual work. Ald. Macmillan said that while he knew Kitsalano needed sewers badly, there were other portions of his district to which were also in a deplorable sanitary condition, and some funds should be kept in reserve for emergency cases.

The board opened the tenders for the supply of sewer pipe for the year. Three firms were in the field, Messrs. Evans, Coleman & Evans, representing the B. C. Pottery Co.; Morrison & Morrison, representing the Clayburn works, and Rennison & McDougall. The tender of Evans, Coleman & Evans was the lowest all round, and the tender was awarded to that firm. The accepted prices on the ordinary pipe per foot were as follows: 4-inch, 14 cents; 6-inch, 16½c; 8-inch, 23c; 10-inch, 35c; 12-inch, 46½c; 14-inch, 56½c; 16-inch, 66c; 18-inch, 86c; 20-inch, $1.15; 24-inch, $1.60.

DEATH AT CONVENT

Sister Mary Victor, For Forty Years Member of Order, Passes Away

Sister Mary Victor died at St. Anne's convent on Tuesday morning, after a very short illness. She was 69 years of age. The deceased sister was afflicted with asthma, and on Tuesday had a hemorrhage which resulted fatally. Sister Mary Victor had been a member of the sisterhood for some 43 years, and been a resident of the province for 36. She was for years and up till last year associated with the boys schools at Quamicham. She has also been engaged in missionary work in New Westminster and Kamloops, and had just returned from the latter place.

Accident Insurance Suit.

Montreal, April 29.—Mrs. Helen Mathewson, widow of the late Frank H. Mathewson, manager of the Canadian Bank of Commerce, in Montreal, has through attorneys brought suit to recover $12,000 from the Travellers' Insurance company. This is the amount of a policy which deceased held with that company, payment of which is now disputed by the company, on the ground that Mr. Mathewson's death was caused by heart failure and not by the effects of the runaway. Plaintiff's attorneys claim the heart trouble was due to excitement and strain from the runaway.

North Lanark Conservatives

Carleton Place, Ont., April 29.—Dr. Preston, M. P., was renominated for the legislature by North Lanark Conservatives

Not Exactly.

The New Brunswick Liberal convention called for this week has been abandoned and the St. John Sun says the party in the province is demoralized. Whatever the result of the late provincial elections was, it is plain it was not a Liberal success.—Montreal Gazette.

NEGOTIATIONS BETWEEN WARRING COMPANIES

May Result in Return to Higher Rate Between Here and Seattle

(From Thursday's Daily)

The report is current, although lacking confirmation, that negotiations are pending for the ending of the rate war between the Canadian Pacific Railway company's steamers Princess Beatrice and the Alaskan Steamship company's steamer Chippewa on the Victoria-eattle route. The prevailing fare is fifty cents each way. George L. Courtney, local agent of the C.P.R., is now in Seattle, and it is stated that his business there is in response to an invitation from Joshua Green, of the Alaska Steamship company, to discuss arrangements for ending the fight between the rival companies.

The cut was made by the Sound company in February when the steamer Rosalie, which was subsequently succeeded by the Whatcom, was placed in service. The C.P.R. did not meet the cut, maintaining a fare of $2 each way on the steamer Princess Royal and subsequently on the steamer Princess Beatrice. As travel increased with the approach of spring about mid-March the C.P.R. Steamship company one day announced a reduction to meet the rate made by the Sound company, and, as this reducation came when the company was preparing to place its steamer Chippewa on the route and reinstate the former fare, a fight began.

It is probable that when a re-arrangement is made the fare will be placed at $1.50, it being maintained that the former rate of $2 was excessive.

TUG MARION IS BEING REGISTERED

New Vessel Brought From Ketchikan to Be Added to Local Shipping Fleet

To-day another steamer will be added to the list of vessels registered at the port of Victoria. The tugboat Marion, which was purchased by Greer & Newton of this city from the Brown Alaska Company of Ketchikan, Alaska, an American vessel registered at Seattle, reached port yesterday from Ketchikan in command of Captain Scoular who, with a crew, was sent to bring the Marion here. Captain Scoular was formerly in command of the tugboat Cleva, and Fred Clark, his engineer, was with him on that vessel.

Soon after the arrival of the Marion yesterday Mr. W. P. Winsby, appraiser, went to value the latest addition to the Greer fleet of tugboats, and duty will be paid to-day on his valuation, the steamer then being registered as a British vessel of this port.

The Marion shows in her smokestack the mark of a missle hurled by the explosion of the barge Japan near Ketchikan last year, which killed one of the tug's crew. The Japan, loaded with explosives for the Brown-Hadley Company's mines, blew up about a year ago when being towed by the Marion. The tugboat had stopped and was preparing to shorten her line to see what was wrong on board the barge. One of the crew was standing on the house where the line was made fast to the mast when the Japan blew up with a roar, scattering debris. It was one of the headlights of the Japan that struck and killed the seaman and pierced the smokestack of the Marion. There are also some marks on the house, showing where the debris from the wrecked vessel struck.

How many lives were lost was never known. It was shown that there were fourteen men on board, and it was stated on seemingly good authority that a number of stowaways were on board, who had been brawling and drinking heavily just before starting.

ENGINES WERE LIFTED

Shock of Collision With Rock Caused Saratoga's Machinery to Raise Five Feet

During his examination before the U.S. steamboat inspectors at Seattle concerning the wreck of the steamer Saratoga of the Northwestern Steamship company, Chief Engineer W. H. Pearson said the vessel was going ahead at full speed when she piled up on the reef and everybody standing up was thrown down on the decks.

He escribed in detail the injury to the engines and machinery of the Saratoga caused by the impact. The engines, he said, were raised from their base full five inches and it was this fact, he thought, that caused the buckling of the ship's frame, or at least was largely responsible for the falling in of the bulkheads. He said that the rocks on which the Saratoga rested did not penetrate the ship's bottom, and that she was not making any water to speak of as a direct result of the collision. The weight of the engines in their disturbed position he considered to be more or less responsible for the buckling of the bulkheads.

MISSING RADIATORS

William George Eden, Sr., Charged With Pilfering From Mahon Block

Petty thieving is fairly common in any city, but when a man steals steam radiators bodily he shows a nerve out of the ordinary. This is the charge that William George Eden, Sr., will have to face in the police court in the morning. It appears that the radiators in the Mahon block, or some of them, turned up missing yesterday and the theft was duly reported to the police.

Later on the police located the missing hardware at Aaronson's second hand store, where they were informed that the vendor was Eden, who peddles second hand junk about the city. Last evening Eden was picked up on Government street by Detective Clavards and sent to the lock up.

Eden is the man who summoned his son the other day to the police court on a charge of assault. The younger man gave his father a very bad character on that occasion, but was bound over to keep the peace. The radiator matter will be investigated today.

BRICK MAKING PLANT WILL SOON START UP

Machinery Has Been Ordered By Wire and Some Already Shipped

(From Thursday's Daily.)

The brick making plant of the Victoria Brick Company, which was destroyed by fire the other day will be renewed with the least possible delay, and telegraphic orders have already been placed for the new machinery.

W. J. Smith, secretary of the company, was over from Vancouver yesterday in connection with the matter, and told a Colonist reporter that arrangements for the purchase of a new plant had been completed by J. P. Elford and himself.

"We expect that the plant will be running again in six weeks," he said. "Part of the new machinery has already been shipped, and the whole of it has been ordered by wire. We are getting a new brick machine from the Raymond Brick Co. of St. Paul, which will have a daily capacity of 45,000 brick. We have also ordered a new engine. The rest of the plant, such as pulleys, shafting and so forth, will be ordered locally.

"We are going to take no chance on another fire, and our new building will be nearly fire proof. It will be of heavy frame, with walls and roof of corrugated iron. The burning of the plant just at the time when orders are coming in for the season meant a heavy loss of work, but no time will be lost in getting to work again, and we hope to have everything running as usual in six weeks."

APPLICATION RECEIVED FOR INDIAN RESERVE

Natives of Naas River Want Land Grant—Government Will Investigate

An application has been presented the provincial government, through the local Indian office, for more reserve land in the northern section of British Columbia. Though the amount asked for, about 240 acres, is comparatively insignificant, it is not improbable that it will open up the whole question of Indian reserves in this province, it being the intention of the administration to institute investigation with the object of ascertaining whether the land now held by the natives is not more than sufficient for their needs.

It is pointed out that the original agreement entered into between British Columbia and the Dominion government provided for the laying aside of eight acres of land for each family of Indians. The distribution of property, in accordance with this understanding, was made in 1881 or thereabouts. Since then, although nothing definite is known, the native population of the province is believed to have decreased to a marked extent, so much so that were a census to be taken it would be found that the reserves now in possession of these people embrace a great deal more property than it was intended, by the original understanding, that they should have. It is this phase of the question that the provincial government propose investigating.

Old-timers who are acquainted with conditions as they existed at the time the allotment was made are of the opinion that the step mentioned will uncover many other irregularities. They state that the commissioners, to whom was given the power of placing the Indians on their reserves, were led into giving away considerably more land than the Indians were entitled to even at that time, when their numbers were much larger than at present. According to their account these officials, in their tour through British Columbia, on the work in question, were met at different points by the same natives and so were misled in doubling the family assignment of eight acres.

However, the special point at issue at the present time is whether another grant of 240 acres will be made in accordance with the demand of the Indian office of Victoria. This claim is based on the fact that in the re-arrangement of the international boundary line along the Alaskan border a reserve owned by the Naas River Indians, several hundred acres in extent, had been placed on the American side. The request was that this tribe should be given an area, of similar size, in lieu of that which they have lost.

MANAGER HUMBLE HERE

Stewart Gordon Will Hand Over Keys of Office the First of the Month

R. M. Humble, who will succeed Mr. Stewart Gordon as manager of the Empress hotel, arrived from Vancouver yesterday, although he will not take over the management of the big hotel until May 1. He intends to spend the few days intervening in familiarizing himself with the conditions of his new work.

Mr. Humble was until recently secretary of the Vancouver club, a position he gave up to accept the managership of the Empress. He said yesterday it was quite too early to say if any changes would be made in the hotel, as he had first to familiarise himself with existing conditions.

Mr. Hayter Reed, who is in charge of the C. P. R. hotel system, has been unavoidably detained, and will be unable to be present when the change of managership takes place, but he has appointed H. W. Willis to act as his representative. Mr. Willis, was until recently manager of the Royal Alexandra hotel at Winnipeg, but has been promoted to the superintendency of the Western hotels of the C. P. R. Mr. Reed will visit Victoria towards the end of next month, when he will be accompanied by Mrs. Reed.

The R. M. S. Empress of China, which left here a day late, failed to make up any time when crossing the Pacific and reached Yokohama on Monday, 24 hours late. She will probably pick up some time on the way to Hongkong, and will arrive within her scheduled time. The steamer has two days grace allowed behind the scheduled time for landing the overseas mail at Hongkong.

PLANS FOR TRANQUILLE SANITARIUM PREPARED

Architect Recommends Building Embracing All Modern Ideas

(From Thursday's Daily.)

Plans for the construction of the main building of the Tranquille sanitarium are in the hands of Dr. Fagan, provincial health officer, and will be submitted to the executive of the Anti-Tuberculosis association in the course of a fortnight. They were prepared by Architect Dalton, of Dalton & Everley, Vancouver, the former having made a tour of the eastern states and Canada, visiting all the principal institutions of the kind, for the purpose of obtaining a comprehensive idea of the modern methods of providing accommodation for consumptives. In his drawings he has utilized this knowledge to advantage, it being the opinion of Dr. Fagan that the building which he recommends, while simple in design, contains all the comforts and convenience together with consideration for adequate ventilation that is to be found in the most up-to-date sanitariums of the continent.

The proposed structure has fifty-five apartments. It is two storeys in height. Along the lower one is a broad verandah. Off the upper floor there are a series of balconies, one being provided for every two bedrooms. This suggestion, it is pointed out, has one decided advantage over the ordinary method of extending one long verandah along both the upper and lower floors. The sun is permitted to reach the sleeping apartments and to keep them comfortably warm. In shape, the structure is triangular and through the centre runs one large continuous corridor. Dr. Fagan explains that this permits the admission of all the light and air consistent with the well-being of the patients. In fact, he thinks that life in such an institution would amount to the same thing as being in tents, with the difference that it would be possible to give inmates attention and to regulate he temperature in a way that, otherwise, could not be done.

Dr. Fagan estimates that the contemplated sanitarium will cost in the neighborhood of $30,000. He asserts that, in order to carry the scheme through, three things are necessary: First, money; second, money; third, more money. As stated it is his intention to lay the matter before the executive as soon as the details of the project are completed. After that an active campaign will be instituted for the securing of the necessary funds. He hopes that it will be possible to commence active work at an early date and that the sanitarium may be opened for the reception of patients sometime this summer.

MAY COUNTY COURT OPENS NEXT MONDAY

List of Cases Set Down For Trial and An Outline of the Facts

The May county court opens next Monday, and besides the usual number of judgment summonses there are seven cases set for trial before Judge Lampman. The list has been somewhat reduced by settlements out of court and postponements and it is possible that all the cases which remain on the list will not be tried. Following is the list as arranged so far:

Hurst vs. Courtney et al—A claim for $150 for wages arising out of a railroad tie contract on Sidney island. H. B. Robertson appears for the plaintiff and R. T. Elliott, K. C., for the defendant.

Colonist Company vs. Williams—A claim for $92.35 on an advertising contract. Elliott & Shandley for plaintiff; the defendant appearing in person.

Bell vs. Porteons—An action for $435.65, being the balance alleged to be due on the purchase of real esate. Defendant claims his instructions were exceeded by the agent and counterclaims for money already paid. Geo. Morphy for plaintiff and McPhillips & Heisterman for defendant.

Lund vs. Gosse—A claim for $47.74, being month's wages alleged to be due in lieu of notice. Moresby & O'Reilly for plaintiff and H. D. Helmcken, K. C., for defendant.

Packard Electric Company vs. Hutcheson Bros. Company—An action for $435.68 for electrical supplies delivered. The defendants deny the debt. H. B. Robertson for plaintiff and W. H. Langley for defendant.

Whitney et al vs. Welch et al—In this case the plaintiffs claim $250 damages for alleged misrepresentation on the strength of which they purchased the defendants' auditing and collecting business. The defendants state that all representations made were correct. Sydney Child appears for the plaintiffs and Moresby & O'Reilly for the defendants.

B. C. Marine Railway vs. Warburton Pike—An action for $325, being balance alleged to be due for repairing and lessing the pesler "Casca." The defendant disputes the claim on the ground that the work was not done for him but for the Casca Trading and Transportation Company, Ltd.; that no claim has ever been made against him in the matter; that the plaintiffs have in any event been paid what was owing to them. George Morphy for the plaintiff and W. H. Langley for defendant.

HIRED OWN TUG

Marine Department Paid Charter Money for Tugboat Owned by the Government

The investigation into the workings of the marine department at Ottawa brought out, among other things, that rent was being paid by the government on a beat bought from those who were receiving the charter money. An Ottawa dispatch says: "The tug Catherine C. was rented by the government for $12 a day, and the assistant superintendent of dredging recommended her purchase by the department for $4,000. This was authorized by an order-in-council in May, 1906, but the department delayed acquiring the title till about the end of the season, meanwhile continuing to pay rent until $1,440 was paid by the government, virtually for its own boat.

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CALEDONIA SOLD TO G. T. CONTRACTORS

Sternwheel River Steamer Purchased by Foley, Welch and Stewart to Carry Supplies

The Caledonia Trading Company, a Victoria concern in which Alex. McDermott of the Victoria & Vancouver Stevedoring Company and others are interested, has sold the sternwheel river steamer Caledonia which they bought a year ago from the Hudson's Bay Company to Foley, Welch & Stewart, contractors for the building of the first hundred miles of the Grand Trunk Pacific Railway Company, at an advance over the price paid to the Hudson's Bay Company for the steamer.

The Caledonia was one of the pioneer sternwheelers of the Skeena river trade and after the building of the steamer Mount Royal, the Hudson's Bay Company tied her up and hauled out the vessel at Fort Simpson where she lay for some years until purchased by the Caledonia Trading Company and taken to Prince Rupert. There the steamer was overhauled and operated on the lower Skeena from Prince Rupert to Kitselass canyon and Copper river.

During the winter the steamer has been used as a floating hotel at Prince Rupert. Owing to the lack of hotel accommodation her owners decided to moor the steamer at the northern port and convert her into a hotel, and they did a prosperous business.

The Caledonia was built at New Westminster and launched in February, 1891, being built for the Skeena river trade. She is 100 feet long, 24 feet six beam, and 11 feet depth of hold. Captain George Odin took the vessel north, being succeeded by Captain John H. Bonsar, a well known Skeena river master.

The sternwheel steamer Distributor, which is being built by Alex. Watson for the Grand Trunk Pacific Company is expected to have her machinery installed this week and will also be used in carrying supplies for the construction camps.

It is probable that arrangements will be made for the construction of still another vessel as soon as the Distributor is completed.

MILL OWNERS DID NOT USE CABLE

Trade Agent at Sydney Calls Attention to Mill Manager's Lack of Business Method

"Judging from inquiries and information to hand there is increased demand for timber in New Zealand, but prices in the United States and Canada seem to have fallen very much, and some recent shipments have been very far below the quotations of the agents of Canadian mills," says J. S. Larke, Canadian trade agent at Sydney, in his last report. He adds One representative of British Columbia mills writes:

"I have had a large number of inquiries for timber and several good orders went forward by the last Vancouver mail. There is no doubt in my mind that this timber business is coming to stay as the New Zealand timbers are getting worked out and local millers are rather anxious to preserve the standing timber they have got, as they expect that a greater scarcity will bring much higher prices in the future, and, I think, they are quite right. In the far south, Oregon pine as yet has not had much chance, as there is a plentitude of white pine, which is considered equally good, but Wellington and Christchurch will buy largely, in the future. I have given this business very much attention, but some of the millers are rather careless. To give you an idea, some time ago I telegraphed to Vancouver to quote for laths. I received no answer, and consequently this business did not come off. By mail I received the cool reply that the mill had not answered because at the time they were not prepared to ship a million lath. Now, just think of it, not deeming it necessary to answer by cable under such circumstances."

"I have frequently called attention to the importance of replying promptly to inquiries of this nature. If they are made by cable, a cable should be sent, even if business cannot be entertained at the moment. The failure to do so creates a feeling against a dilatory correspondence that would very much interfere with the prospects of business in the future."

CHOKED BY TOBACCO

Chew Stuck in Mate's Throat and He Choked and Fell From Schooner Mindora

The schooner Mindora, 107 days from Newcastle, which had been offered for reinsurance at 5 per cent. owing to her long trip, arrived at Astoria on Tuesday and her master reports a tempestuous passage. The chief officer of the Mindora was lost. His death was a most peculiar one. While leaning over the side of the vessel he bit off a large chew of tobacco and, in some way, it lodged in his throat and, in attempting to cough it up he fell overboard. There were several witnesses to the incident and, as the weather was pleasant at the time, his body was quickly recovered, when it was found that he had died of strangulation with the piece of tobacco still in his aesophagus. He was buried at sea.

STRUCK RIPPLE ROCK

Cottage City Had Exciting Mishap in Seymour Narrows When Bound North

When the steamer Cottage City was bound north on Sunday she struck Riffle rock in Seymour Narrows, on which several vessels have struck, and on which a United States war craft was wrecked some years ago.

The accident occurred one week ago Sunday at 3 o'clock in the afternoon just after the Cottage City had entered the Narrows. The tide being low and a strong ebb flowing, Captain Jensen ordered full steam ahead in order to make it against the strong current. Whether it was the action of the tide which threw her out of her course, or miscalculation as to the amount of water covering the big rock in the centre of the channel there, is not known, but no sooner had she entered the Narrows than there was a shock, a loud grating noise, and the Cottage City began piling up on the rocks. As her momentum ceased, she listed heavily to starboard, until the frightened passengers thought the big ship would topple over.

As the list increased, the strain on her false keel, which had apparently become wedged in the rocks, caused it to give way, allowing her to slide down the rock on her side into deep water, where she luckily righted herself.

The wildest excitement prevailed amongst the passengers, who rushed for life-preservers; but it was all over in a few minutes, and there was no signs of the ship taking water, the officers quickly quieted their fears. As far as could be learned, there was no damage to the boat, except the loss of her false keel, which will necessitate her going into drydock when she returns to Seattle.

ALPENA SAVED CHARTER

Schooner Taken By Tug Lorne to Chemainus to Load Lumber for Sydney

The tug Lorne returned yesterday from Chemainus after towing the schooner Alpena to the mill port from Port Townsend. The schooner's charter expires today and the Lorne was sent to Port Townsend to meet the tug Richard Holyoke which was bringing the Alpena from Winslow where she had been repairing. The Lorne met the Holyoke and her tow off the Sound port and took hold immediately, reaching Chemainus yesterday morning. The Alpena will load a cargo of lumber at Chemainus for Sydney.

HUDSON'S BAY SALES

The Land Sold for the First Quarter of This Year Shows a Big Falling Off

The sales of farm lands by the Hudson's Bay company for the quarter year ended March 31st, amounted, approximately, to 1,100 acres for £3,500, as compared with 12,700 acres for £32,600, and sales of town lots to £15,800, as compared with £51,100 for the corresponding period of 1907. The receipts are £60,300, as against £86,800 in 1907. The sales of farm lands for the 12 months to March 31st are 21,100 acres for £4,900, and town lots were sold for £15,600, as compared with sales of farm land of 140,000 acres for £281,400, and totwn lots for £52,600 in the corresponding period ended March 1907.

The total receipts for the twelve months ended March 31st, amount to £336,100, as compared with £328,700 for the twelve months ended March 31st, 1907.

BULLENS GET CONTRACT TO REPAIR AGAPANTHUS

Esquimalt Firm's Tender Accepted Yesterday—New Rudder Stock Will Be Cast

The contract for the repairs to the British steamer Agapanthus, Captain Davies, which is in the dry dock at Esquimalt, was yesterday awarded to the British Columbia Marine Railway company of Esquimalt. The greater part of the work to be done on the big freighter is the casting of a new rudder stock to replace that broken. How the rudder stock, which, on examination at Nanaimo, was found badly cracked, came to be broken, is not clear to the officers of the steamer, who cannot recall any bumping or shock which would result in cracking hte casting.

The Agapanthus was here a year ago and went from here to Portland, from where she carried a cargo of wheat to Rennie's mill at Junk Bay, Hongkong. From there she went to Newcastle, N. S. W., and with coal proceeded to Singapore, thence to Calcutta and Bombay, and from there home with gunnies. After discharging, the Agapanthus proceeded across the Atlantic to Norfolk and carried a cargo of coal for the Atlantic squadron of battleships, which was discharged at Magdalena bay.

When the Agapanthus arrived the warships were in need of coal and some of them were coaled from the steamer.

LONSDALE'S FAST TRIP

Reached Mazatlan From Victoria in Less Than Eight Days—Georgia Has Full Cargo

The steamer Lonsdale of the Canadian-Mexican line made a very fast trip from this port to Mazatlan, according to advices received by J. H. Greer, manager of the company. The Lonsdale reached the Mexican port in 7 days 22 hours. This is the best time made by the steamers of this line.

The steamer Georgia, which has been loading coal at Ladysmith, leaves today for Vancouver, and will proceed from there to the Fraser river to load further shipments of lumber. The Canadian-Mexican liner will have a full cargo of general freight. She will sail on May 6.

WIDOW OF STEAMSHIP MAN CONTINUES LINE

Mrs. Richard A. Alley Will Personally Manage Service Inaugurated by Her Late Husband

Mrs. Richard A. Alley has decided to continue the operation of the line of steamers her late husband had, under charter operated between Vancouver and Victoria and New Zealand, and subsidized by the Dominion government. Mrs. Alley having been for the last two years a prominent figure in Seattle society, the decision has been received with no little interest and surprise. Mrs. Alley is as accomplished in social arts as she appears to be clever in details of steamship business. The death a few weeks ago of Richard A. Alley, one of the well known steamship men of Puget Sound, brought up the question of the disposition of the line of steamships operated by him between Vancouver and New Zealand for some years. Subsidized by the government, Alley for some years carried English mails and earned general commendation for the class of steamships and service used on the route. It was thought by many the only thing possible would be the sale of the contract for the steamship. Great was the surprise of Mrs. Alley's friends therefore, when this week she made the announcement that the business would be maintained as heretofore under the same name and beneath her personal directions. She is firm in her decision to continue and build up the business of her late husband. The Alley Company, of which Mrs. A. A. Alley is now head, has the steamers Indravella and Den of Ruthven under charter. During 1907 the ships chartered, the Pondo and Bucentaur, made many trips to New Zealand, covering 61,900 miles and carrying a total of 19,613 tons of freight. The subsidy paid for this work in 1907 was $364,976.

A Telegraph Creek dispatch says that the Dominion government has just completed the work of removing several boulders from the channel of the Stikine river at Buck's bar, which heretofore endangered steamers navigating those waters. A further grant has also been promised to extend the improvements which will facilitate steamboat operations on the Stikine.