HADDON HALL SAILS ON FRIDAY

REPAIRS HAVE BEEN MADE AT MONTE VIDEO

Few More Windjammers Likely to Carry European Cargo Here.

(From Wednesday's Daily.)

Cable advices to Robert Ward & Co. from Monte Video state that repairs to the British ship Haddon Hall, which put into the South American port damaged on June 9th, after being in collision with the German ship Alsterdamm, have been completed and the vessel will sail for Victoria on Friday, July 10th. Although no details of the injuries inflicted upon the Haddon Hall when the German ship struck her have been received, it is understood that the damage was mainly to the rigging, which has been made good in a very short time.

The Haddon Hall is one of the many, and may be one of the last, sailing ships which have been damaged on their way to British Columbian and Puget Sound waters while bringing out general cargo. Years ago, when there was a great deal of traffic by way of Cape Horn and when the competition of the steam freighter had not made such inroads into the trade, sailing vessels came at close intervals from the United Kingdom to San Francisco, Puget Sound and B. C., with general cargo. Now the steamship companies running direct lines to this coast, and notably the Holt companies, the Chargeurs-Reunis and Kosmos lines, have so far monopolized the business that the number of sailing vessels bringing general freight from U. K. and the continent each year can be counted on the fingers of one hand without exhausting the digits.

One of the reasons for this is the growing disinclination of shippers to entrust cargoes of a general character to the possibility of damage or delay common to "windjammers" at rates which are not far below those of the principal steamship lines, but the chief reason is the corresponding disinclination of the underwriters to insure sailing ship cargoes at high values or to accept a risk at the premiums which were commonly in force a few years ago.

Taking Victoria as an example, it is pointed out by local shipping men that about 80 per cent. of the sailing vessels that have left U. K. for Victoria within the last eight or ten years have met with accidents or adverse weather which has resulted variously in expensive delays and often damage to cargo. The Loudon Hill, which was recently at Vancouver, is one of the last four vessels to suffer in this way, the Haddon Hall being the latest. For some years the rate of insurance on cargoes has been steadily climbing from 1 3-4 per cent. to the present figure of 4 per cent, and there is a likelihood that the mishap to the Haddon Hall will cause another increase. Few sailing ships have been built within the last ten years, the fleet of "white wings" at the present day being mainly made up of old craft, and consequently underwriters are becoming less disposed to take risks on them, especially on those making voyages around the temptuous Cape Horn. The insurance rate on the China Mutual and Ocean S. S. Co.'s (A. Holt & Co.) vessels is 3-8 of 1 per cent. for outward cargoes and 3-4 of 1 per cent. for homeward cargoes, added to which the rates are far from high and rapid delivery of shipments in an undamaged condition is practically assured.

The ship Kynance is now on the way to Vancouver from Liverpool, which port she left on April 5th. She is a comparatively new vessel, but the underwriters were loath to insure her cargo at 4 per cent. Reviewing the situation above outlined, a prominent shipping man to-day said that he would not be surprised if the Haddon Hall and Kynance were the last vessels to come here with general cargo from Europe.

The Haddon Hall has 2,250 tons of general cargo, mostly coarse salt, from Liverpool for the Nanaimo herring curing plants. All her cargo is consigned to Robert Ward & Co.

IYO MARU BRINGS A FAIR-SIZED CARGO

Dr. Menzies, Missionary in China for Many Years, a Passenger.

After being delayed for a few hours off the strait, the N. Y. K. liner Iyo Maru, Capt. S. Ishikawa, reached quarantine at an early hour this morning and docked at 8 o'clock. The passage was characterized by fine weather except yesterday.

Signs that the boycott against the Japanese which is in progress at Hongkong, Canton and other Chinese ports, is being gradually worn down, can be found in the fact that the Iyo brought 4,200 tons, measurement, of freight including several large shipments from China. At the outer wharf 111 tons measurement, consigned to local and Vancouver houses, were landed.

The Japanese steerage passengers on the steamship numbered 102, of whom 19 landed here. C. Yada, Imperial Japanese consul at Vancouver, came over to meet the vessel and proceeded on her to the Sound. Mr. Ito, editor of a Japanese paper in Vancouver, met Mrs. Ito, who was a passenger from Yokohama.

The saloon passengers included Dr. and Mrs. J. Menzies and family. Dr. Menzies has spent 13 years in Central China under the auspices of the Central Presbyterian mission, and is home on one year's furlough. He is a native of Ontario, but has many relatives in this province, one brother residing at Vancouver and one at Pender island. Before proceeding east Dr. Menzies will visit Pender island and other places in British Columbia.

In conversation with a Times reporter Dr. Menzies said that China was in a very quiet state at the present time. The missionary movement was meeting with greater success from day to day and the outlook for the spread of the gospel in China was most hopeful.

Other passengers who landed here are: E. Fowler, Mrs. Allward, Rev. and Mrs. Stimson, who are on their way to Boston, Miss E. Barker, Miss J. Barker, Capt. J. J. Hudson, S. Niwa and K. Tabata.

Advices by the Iyo Maru show that the boycott against the Japanese in China, while still of large proportions, is gradually wearing down. At Canton the Chinese authorities are co-operating with representatives of the Japanese government in preventing the sale of "national disgrace" stationary and emblems and it is thought that commercial necessities will soon reduce the actual boycott by merchants to a minimum. The feelings aroused by the Tatsu Maru affair are still running high and the boycott, in a smaller way, is likely to continue indefinitely without, however, spreading from the southern China ports.

As an instance of the effect of the general shipping depression on the smaller Japanese steamship concerns it is interesting to note that the directors of the Nisshin Kisen Kaisha (Japan-China S. S. Co.) have announced that the concern cannot this year pay a dividend. The profit for the year was very narrow, amounting to Yen 1,232, although the prospect for the coming fall and winter are stated to be better.

OPERATOR MORSE GOES TO ESTEVAN STATION

Is Permanently Appointed to Post—Tees Has Many Passengers.

(From Wednesday's Daily.)

Among the passengers who sailed for the West Coast on the steamship Tees, Capt. Townsend, last night were Mr. and Mrs. A. H. Morse, who are going to Estevan, where Mr. Morse will take over a permanent position as operator at the Dominion radio-telegraph station.

Mr. Morse, who came to this coast in July last year as constructing engineer for the Dominion government while the stations were being erected in this province, is one of the most experienced telegraphists in Canada. He learned telegraphy in the school telegraphy, Moorfields, England, worked for several years in the central telegraph office in London, and for over twelve months operated a private wire to Manchester for the Courier from Fleet street.

When the South African war broke out Mr. Morse went to the front with the telegraph battalion of the Royal Engineers and served in Cape Colony, the Orange Free State, Natal and the Transvaal. In the spring of 1904 Mr. Morse went to northern Nigeria as inspector of telegraphs, but was invalided home, suffering from malarial poisoning the following year, and, upon recovering, came to Canada. He was appointed constructing engineer and later superintendent of the Dominion De Forrest Wireless Compay, holding the latter post until his engagement by the government.

The Tees carried a full load of passengers, including the following: Mrs. Morrison, Dr. Stirling, C. W. Bridgman, Gordon Halkett, J. Paul, S. McB. Smith, J. N. Parks, J. O. Donaker, J. Merryfield, T. Chambers, F. D. Burriss, D. McKinnon, J. D. Macdonald, Mrs. Hold, Mrs. Burns, Mrs. Drake, A. Morrison, M. Grather, T. Stern, A. Watson, J. L. Leeson, J. Flanagan, A. B. Ellis, T. Inson, G. A. Paterson, C. Wise, Dr. Kerr, Mrs. Bridgman, and Messrs. Jackson, Miers, Hirsch, Bowman and A. W. McCurdy.

The Tees will go as far as Kyuquot delivering barrels to the whaling station.

SPEED OF VESSELS IN VANCOUVER HARBOR

Marine Commission Discusses Important Matters Connected With Waterways.

Vancouver, July 8.—The commission appointed by the department of marine to draw up regulations governing navigation in the harbor of the port of Vancouver, met at the rooms of the Shipmasters' Association yesterday and passed several regulations which will be submitted to Ottawa for approval.

The speed of steamboats was the first point dealt with, and the Shipmasters' Association asked for the speed to be regulated to six knots in the harbor, but eventually it was placed at seven knots in the harbor and twelve knots in the Narrows.

The towing of logs was discussed at length, for it was a difficult subject, as once in the Narrows the tows are practically in the grip of the tide. Eventually it was decided that no tug entering the Narrows from either end with a tow astern shall pass Brockton Point or Prospect Bluff within a quarter of a mile of the preceding tow. This regulation was adopted to prevent the obstruction which sometimes takes place when two tows enter at the same time, and block the fairway. A clause was also added that tows of logs shall carry a light at either end.

The commission was composed of Captain Gaudin, government agent; Captain Wilbur, Shipmasters' Association; Captain Etternbank, pilots; Captain Troup, steamship owners; Mr. R. H. Alexander and Mr. Gordon Legg, shippers; and Mr. J. D. Cox, Lloyd's.

—The jury empanelled to consider the causes of death of Robert Foster, the man who was found lying prostrate on a bed in his shack on Johnson street, Saturday, returned a verdict to the effect that death was due to heart disease aggravated by excessive drinking.

ARRANGEMENTS MADE FOR AMATEUR GALAS

Victoria Swimming Association Discussed Championship Contests Last Evening.

Arrangements were made at a meeting of the Victoria branch of the B. C. Amateur Swimming Association, held last evening at the Gorge for the several championship galas which are to be held this season. Ian St. Clair, president of the association, was in the chair, and representatives from the Y. M. C. A. and J. B. A. A. clubs were present and R. E. Crompton acted as secretary in the absence of A. J. Brace.

The constitution of the association was discussed and communications from Vancouver requested that this matter be decided upon before the first gala event. The association will be very strict in regard to the amateur standing of competitors, and only registered amateurs will be allowed to compete in the championships. The association will also take charge of all amateur galas and there will be no repetition of semi-professional galas.

The first aquatic meet to be held this season will be on August 1st when the Vancouver Island championships will be decided. There will be three championship events, as follows: 100 yards for Spencer cup; 440 yards for a perpetual trophy and gold medal; a squadron race, four men each team, each man swimming 50 yards, and a water polo game for the Island championship. The Spencer cup, held by Frank Crompton, Victoria Y. M. C. A., must be won twice before becoming the holder's property. There will also be four diving events, a stand dive, spring dive, high dive and fancy dive. The programme will also include fancy swimming and several funny races. The arrangements for the gala were left in the hands of a committee consisting of Ian St. Claim, chairman; A. J. Brace and G. S. Kiddie, Y. M. C. A., C. S. Cohen and J. Staden, J. B. A. A., and as all these gentlemen are well known in swimming circles the aquatic meet should be a noteworthy event.

The other galas will be the provincial championship at English Bay, Vancouver, August 8th; Victoria Inter-club gala for Victoria championships, Gorge park, August 15th, and August 22nd the Island half of the provincial championships.

The last gala will have the 50 yard, 100 yard and 880 yard B. C. championships as drawing events and will conclude with an Island vs. Mainland water polo game.

Besides these galas the Y. M. C. A. club is arranging for an exclusive Y. M. C. A. gala and a high and fancy diving exhibition.

Swimming clubs are rather scarce as yet, but the Secretaries of the B. C. Association: Victoria, A. J. Brace, care Y. M. C. A. or Vancouver, Stanley Warn, care Y. A. C., would be glad to help in the forming of new clubs or in the bringing out of individual swimmers.

DISARMING ITALIANS.

Hartland, N. B., July 8.—Sixty Italians, for construction work on the G. T. P., were disarmed while passing through here yesterday by G. T. P. Chief Constable Foster. Knives and revolvers were taken from them.

COMING COUNTRY OF THE YUKON

Haggart Creek is Centre of Attraction—Fine Run of Gold.

Dawson, June 26.—George Miller, one of the pioneers of Duncan and Hiatt creeks, one of the few who stuck to the upper Stewart through all kinds of adversity and finally won out, has been in the city for a few days for supplies, returning to Mayo on the Prospector last night. Since the strike on Haggart creek he believes more than ever that section to be the coming country of the Yukon.

For the past several years Mr. Miller has been on Hiatt creek, where he and his partners have done exceedingly well. Their open cut work has never yielded less than $20 to the shovel, and the winter drifting has done a great deal better. All of the old timers who have stuck to Hiatt have taken out a homestake, more than making up for the losses that were incurred on Duncan.

Haggart creek is now the centre of attraction and there is undoubtedly a fine run of gold being uncovered as a result of the recent strike. Jake Davis will clean up $15,000 for the season, judging from the way his dirt is running. The Abbott brothers own 3, 4, 5 and 6 above and are also in fine pay. Miller owns 1, 9 and 9a below. The latter is a fraction of 200 feet that was staked by Mrs. Miller who had a race for it last winter. Mr. and Mrs. Millet were on Hiatt when they were informed of the fraction. Miller hitched up his dogs and started cross country with others on the trail, but he beat all his competitors to it, and his wife located the claim.

Haggart is another creek staked in a manner most peculiar, a good deal like Duncan creek. From discovery up the numbers run consecutively, and the same is true below for a distance. About the same time stampeders began staking from discovery down, another party began locating from George Ortell's cabin up the creek, the cabin being about three miles above the mouth of the creek.

Both parties staked until they had all acquired a claim and there is still about a mile of ground, or was a few weeks ago, intervening between where the two parties left off. From the Ortell cabin to the mouth of the creek the ground is also still vacant.

Mr. Miller spent considerable time on Haggart recently, satisfying himself beyond all doubt as to the character of the pay. On the Abbott dump he took six pans that washed up $4.66, a $3 nugget being in one of the pans. Everyone along the creek is jubilant over the outlook, feeling that with time the upper Stewart will yet come into her own.

INTERESTING CONTESTS AT LOCAL COURTS

Marion Pitts and Meredith Gain Honors in Mixed Doubles.

(From Wednesday's Daily.)

There were a goodly number turned out this morning for the early tennis matches at Belcher street courts to watch the mixed double between Miss M. Pitts and Meredith and Miss Pitts and Kirkbride, who received 15 one game in six.

As an instance of the interest taken in the present tournament every man and woman of those in attendance announced that they would be present at 7 o'clock to-morrow morning to see the match between Kirkbride, owe 15, and Jephson, owe 15.

Mrs. Pitts was present and favored her elder daughter in the match. She evinced close interest in every stroke, praised Kirkbride's placing and cheered her daughter all the way. All the maternal encouragement, however, was not sufficient to cast the fortune of the morning in her favorites favor, but the champion daughter, who throughout the sets did not make a double fault, took the honor of victory home to the family, so satisfaction reigns.

In the first game a cross-hand stroke from Miss Pitts to Meredith's left raised the flag 1-0. In the second her sister smashed and doubled in fine style, but after a fine rally her partner landed in the net, but won on the second count. Two long line strokes brought up 40-15 and a pretty corner to Meredith made it game and one all. In the third two long line strokes from Marion Pitts helped the score to 40-15 and her partner cleaned up the odd one and the score registered 2-1. Miss Pitts started a swift low service in the fourth but failed on sending back the return and the game went a love game to the winners, 3-1. The fifth went the opposite way. Then Kirkbride made the most of the service advantage and the game rose to five deuces but was finally captured by Miss Marion Pitts and the score was 4-2. In the seventh the balance wavered. Marion Pitts astonished the onlookers with straight line play, Kirkbride put an easy toss into the net and the score was 5-2. The feature of the eighth and last of the set were the long lobs of Kirkbride and the hard fast returns of Meredith, who ponched on his partner and made a single of it till he won out and held the honors of the first set, 6-2.

In the second two smashes a line play and a fault from the elder sister registered game one to Marion Pitts and her partner. Two went the other way from the good tennis of the lady. In the third Meredith's net play was the principal feature in bringing the games to 40-love and one more stroke made the game. In the next two games Kirkbride's partner played classy tennis and he also helped the game along with careful placing and his fancy corner stroke. They won both games and drew level. The seventh and the eighth went one each and still the score was level. In the ninth two double faults by Meredith and some nice spot picking by Kirkbride brought the game with the ladies assistance to four deuces. Two advantages to Miss Pitts gave them a lead of one game on the set, 5-4. The following game Kirkbride missed the favorite spot and the score went to 15-40. A fast service from Kirkbride and a return in the net on the next by Meredith and the sides were level on the points. A stroke each to Miss Pitts and Kirkbride and the heart of Mrs. Pitts was glad for her eldest daughter was now level with the younger on sets. The third and final was commenced after the lady champion had forbidden her partner to even look where the lemonade was kept, and she took the service. The first game went point for point to two deuces when with a pretty piece of play Marion Pitts decoyed Kirkbride from his half and then placed the ball neatly where his feet had trod. The last stroke with a smash by the same lady and 1-0 was registered. In the second the losers won but one stroke. In the third the score went to deuce twice and was noticeable for smashing and for tossing. All four players played hard and Miss Pitts struggled strenuously to avert defeat. Her partner however was beaten by the lady on the other side of the net and the score was 3-1 in favor of Marion Pitts and Meredith. The fifth went to the same side, but in the sixth and the seventh Miss Pitts and Kirkbride earned the games by their splendid combination and good placing. The same players won the next game and the onlookers were watching for one of the closest matches of the tournament with the score at 4-all. Marion Pitts and Meredith did things in the last two games and won them with ease and the match 6-2, 4-6, 6-4.

This evening at 5:30 one of the finest matches of the day will be played when B. P. Schwengers meets Pooley in the singles. There will be one of the largest sized crowds on hand to witness the contest.

This afternoon's matches are:

2 p. m.

No. 1 Court—Ladies' doubles: Mrs. Genge and Miss Gillespie vs. Mrs. Crow-Baker and Miss Pooley.

No. 2 Court—Ladies' doubles: Mrs. Burton and Mrs. Langley vs. Miss Holmes and Miss Leonholm.

3 p. m.

No. 1 Court—Men's singles: W. Todd, rec. 3-6, vs. C. French, owe 5-6.

No. 2 Court—Men's doubles: Arbuckle and Pitts, rec. 15-3, vs. Rome and Drake, rec. 15-3.

4:30 p. m.

No. 1 Court—Mixed doubles: Miss V. Pooley and McDougall vs. Mrs. Burton and E. Trench.

No. 2 Court—Mixed doubles: Mrs. Heald and Williams vs. Miss Holmes and Dewdney.

No. 3 Court—Men's doubles: W. Todd and E. Todd vs. A. H. Pigott and T. R. Futcher.

5:30 p. m.

No. 1 Court—Men's singles: B. P. Schwengers vs. R. H. Pooley.

No. 3 Court—Men's singles: P. W. Keefer vs. A. D'Arcy.

R. M. S. Empress of Japan, which left Hongkong on Saturday, has 138 Chinese passengers for this port.

AN EARLY WORKER AT PRINCE RUPERT

One of the First Surveyors Gives Interesting Talk.

One of the first men to enlist for service in the initial topographical and hydrographical surveys for the Grand Trunk Pacific on Kaien Island, William Wilson, now prospectively of Queen Charlotte Islands, is in the city.

For many years he sailed along the east coast of Africa and has seen a spat or two with Arab dhows. Later he was employed in the coasting trade between Great Britain and Australia.

"There is some very fine timber up in the Prince Rupert country. On ledges and hill sides rising out of the forest to an elevation of six to eight hundred feet I saw fine park-like plateaux—majestic spruces with scarcely any underbrush, as the thick blueberry scrub which grows so luxuriantly on the lower levels is almost entirely absent at the higher elevation.

"From a sportsman's point of view, the Kaien Island district is a perfect paradise. The water fowl almost blacken the sky as they rise from the lakes and sloughs. There are large herds of deer in the country, but the wolves harass them incessently."

Wilson himself was the witness of one of those forest tragedies, of which a hunter finds himself a spectator but on rare occasions. Rising early one morning to go down to a lake, by which the party were encamped, for a wash, he had just reached the edge of the forest when a young buck, which had been assuaging its thirst in the cool water, raised its antlered head and gazed straight at him. Wilson waited a minute to see what the creature would do, and as it didn't move he stepped forward. The deer became instantly alarmed and started in for the shore on an angle from the intruder.

"The animal had scarcely gained the bank," said Wilson, "when a big timber wolf sprang out from a thicket and launching itself upon the buck's flank broke its back with one savage blow. The attack came with the suddenness of lightning. Had the deer once got upon firm ground, the wolf would never have caught it.

"I felt, in a measure, responsible for the tragedy, as I had no doubt frightened the deer right into the wolf's jaws. I took after the wolf, but he soon made off, without the carcass, however, which made quite an enjoyable change for the boys.

"During the summer when I was with the hydrographical survey, we used to have great sport with the salmon. They literally packed themselves into the small creeks and afforded much amusement to the men who were not accustomed to seeing this.

"The halibut banks tributary to Prince Rupert are probably the finest in the world. Their possibilities have not yet been dreamed of."

Mr. Wilson spoke very highly of the way the Grand Trunk survey parties were equipped. The company, said he, spared no expense for the welfare and comfort of its men. Among the provisions were such luxuries as canned Niagara peaches and St. Charles' condensed cream.

"I have been in nearly all the great harbors of the world," observed Mr. Wilson, "and I think that of Prince Rupert stands second to none."

WIRELESS EQUIPMENT FOR NOME STEAMERS

Yucatan and Victoria to Be Fitted as Result of Recent Trouble.

(From Wednesday's Daily.)

The United Wireless Telegraph Company have received a contract from the Alaska Steamship Company for the installation of wireless telegraph apparatus on the steamships Victoria and Yucatan, says a Seattle exchange. This commission is a direct outcome of the recent misadventures of the first Nome fleet from Seattle, the vessels of which were out of touch with the world in the ice floes of Bering sea. If any one of them had been equipped with wireless the minds of the relatives of the four thousand passengers and crews could have been set at rest, for practically the whole time the ships were in the ice they were within easy distance of communication with the government wireless station at Nome.

The Alaska Steamship Company received telegraphic inquiry from all parts of the country, the telephones were constantly engaged in answering relatives and friends of the passengers living in Seattle and hundreds of people daily made personal calls at the company's office. As day by day passed and the officials were compelled to repeat that no word had been received some of the scenes enacted in the steamship company's office were heart-rendering and the officials were many times charged with concealing a disaster.

To prevent a recurrence of such experiences the officials of the company decided to install, at once, wireless instruments on two of their vessels, and the equipment will be added to the other steamships as soon as practicable. The Victoria, when she gets back into commission after having repaired the damages sustained while striving to force a passage through the ice fields, will continue on the Nome run. With the wireless apparatus she ought to be in communication with the Canadian government stations along the west coast of Vancouver island for a long distance north, just how far will have to be determined by actual experience. Once in Bering sea she will be in touch with the United States signal corps station at Nome.

To complete the chain of communication an effort will be made to have the United States government establish a station at Dutch harbor as additional vessels on the route are fitted out with wireless, or the United Wireless Company may itself install a station there, as it is already doing at Valdez.

The steamship Yucatan is due to sail for Valdez on Friday next, and the wireless company has contracted to have the equipment installed on her in time to be of service on this voyage. With the apparatus on the Yucatan a fair service will be made on the Valdez route, as the vessels of the Alaska Coast Company are already using the system on the same run.

BOLT OF DEATH.

Rome, N. Y., July 8.—John Alexander, aged 45, a resident of Canosta, was struck by lightning at New London yesterday afternoon and instantly killed. He was a steersman on a canal boat that was passing through the village, when a terrific electric storm came up and a bolt of lightning struck Alexander on the top of the head.

FUNERAL YESTERDAY.

The funeral of the late Louis Marboeuf took place this morning from the family residence, 465 Quebec street, to Ross Bay cemetery, and was largely attended by old-timers and friends generally. At St. Andrew's cathedral, whence the cortege proceeded from the house, a solemn high mass was conducted by Rev. Father Fisser, the remainder of the service being taken by Rev. Father Van Nevel. There was an unusually large number of floral offerings. The pall-bearers were as follows: T. Geiger, sr., H. H. Hobbis, C. Muriset, C. Pichon, C. Lombard and E. Pferdner.

AMOUNT OF PIPE IS MUCH EXAGGERATED

Papers Give Victoria Credit for Placing Immense Order in Old Country.

"Nottingham, Wednesday night.—An order has just been received by the Stanton Iron Co., of Nottinghamshire, from the council of Victoria, British Columbia, for the delivery of 300,000 tons of iron piping for water, gas and other important public works. The reason given for placing the order in England is that prices here are much lower than either in the States or Canada.

"A special inspector has arrived to superintend the execution of the order."

The above dispatch which is taken from the London Daily News of a recent date has also appeared in more or less the same form in other Old Country papers, as well as being cabled to Canada and printed in the East, will probably be read with surprise as well as interest by members of the city council, the water commissioner, the purchasing agent and many others, for this amount of piping would be sufficient to supply this portion of waterworks systems for most, if not all, the cities on the Pacific Coast. The amount of pipe actually purchased by the city from the Stanton Iron Company for the new waterworks distribution system is 2,665 tons, and half of it has now been seven weeks on the way here, and the remainder has also been shipped for some time.

The contract for this pipe was let to the Stanton Company by the city council on March 18th, following the receipt of tenders from various parts of Canada, the Old Country and the United States, their figures being below all the others, and also $7 per ton under Mr. Adams' estimates. At the following meeting of the council James Freel was appointed to go over to the Old Country to inspect the casting of the pipes. Since then the city has placed the order for the pipe for the high pressure system with the same firm, and Mr. Freel has remained over to inspect it.

The 2,665 tons of pipe purchased by the city includes 112,500 feet, or over 21 miles, of mains, so that it is only a question of arithmetic to figure out the amount of piping that 300,000 tons would represent. It would be upwards of 3,000 miles, certainly more than several large cities would require.

About half the order was shipped from the Old Country on the Blue Funnel liner Oanfa, and will arrive here in August, or about a month ahead of the required date of delivery. The balance will arrive in September. The Oanfa is one of the largest vessels running into Victoria, her capacity being 10,000 tons, but it would require at least thirty vessels like her to bring in 300,000 tons of piping or of anything else for that matter. The cost of that amount of pipe would be between ten and fifteen million dollars. Evidently someone has blundered.

FIR TREES ATTACKED BY CATERPILLAR PEST

Salt Spring Island Forests Are Visited by Destructive Insect.

There is a pest of some kind doing fearful damage to the fir trees on the west side of Salt Spring Island and the adjacent shore of Vancouver Island from Crofton to Cowichan Bay. In some places the trees are almost as brown as though a fire had run through the place. The pest is evidently something in the nature of the forest tent caterpillar.

Capt. Sears, of the Iroquois, has investigated the matter. He says: I went on shore at Burgoyne Bay to-day and cut a branch from a tree that was affected and found upon examining it that the young larvae apparently feed upon the needles of the fir and pine trees, and transform to the pupa state enclosed in a small white web that they spin around themselves near where they feed on the branch. They evidently differ from the tent caterpillar as each apparently spins a separate cocoon. I also found on the branch I secured what I presume was an adult moth. This was of a brownish color with several round yellow spots on the wings; black head and about one-half inch in length with wings folded. The trees on Mt. Baynes and Mt. Bruce locally called the Musgrave and Maxwell mountains respectively, were slightly affected last season which was attributed by many at the time to the extreme drouth. I am confident now that this pest was what did the damage as the trees look the same this year except that the damage is a thousand fold increased.

HOUSE MAY BE HOLOCAUST

TWO HUNDRED SHUT UP IN FLAMING BUILDING

Benzine Explosion Causes Fearful Fire in Buda Pesth Premises.

Buda Pest, July 8.—A serious fire broke out here to-day as a result of a benezine explosion on the premises of a chemical manufacturer, and the flames have spread so rapidly that it is feared that many of the two hundred persons employed by the concern will be burned to death.

Four persons already have been killed by jumping from windows. Unsuccessful attempts were made to catch them in nets as they came down.

SATISFIED WITH PROVINCE.

Capt. McSpadden, of Vancouver, Has Been on Tour of Inspection.

Capt. George McSpadden, the popular Vancouver alderman, is in the city to-day enjoying himself with his wife and children. The captain is, so it is said, a strong possibility for the mayorality chair next year in the progressive city on the Mainland, but he is not doing much talking these days on that subject.

"The present mayor is a very good man, and I'd like to see him in office for another year," said Capt. McSpadden. "And yet," he added, thoughtfully, "it's just about time an Irishman was mayor of Vancouver again."

The captain, who by the way, is a graduate of the Royal Military College at Kingston, has been down in Seattle and Tacoma, and while down in the American cities has been seizing up the way the civic authorities do things there.

"For a large city," said he to a Times reporter to-day, "Seattle's a wonderfully clean place. They keep their streets, as every one must have observed, in excellent condition, and the cemetery, why it's a veritable flower garden, all abloom with roses and sweet scented flowers. Its a study that cemetery." Tacoma also impressed him. "Every time I visit that beautiful little city, the better I like it," he said, "and yet there's no place like home after all, especially little Vancouver," he added. "We're going ahead there, I tell you. I've pretty well sized up the American cities to the south of us, and I think the possibilities for development in Vancouver are even better than on the other side."

Capt. McSpadden lived in Toronto for fourteen years, and he has still a great deal of love for that city. "But British Columbia is the place," said he enthusiastically. "Just watch us grow."

—The new police uniforms are apparently likely to be popular with visitors from the other side of the line. The members had not been on duty an hour in them before Constable Carlow was held up at the corner of Government and Johnson streets by two women visitors and a companion. The women insisted on having their picture taken standing beside the constable, who, however, demurred until Sergt. Redgraves came to his assistance. The two women were then photographed standing between the two officers, their companion operating the camera. Constable Carlow's only regret is that he did not have his new helmet to make the uniform complete.

—An eight-year-old boy named Wm. Graham, son of Wm. Graham, of the Government printing office, caused a commotion around the city last evening by reporting that his brother had been drowned in the inner harbor, as a result of slipping off a log on which he was drifting. Constables McLennan, Carlow and Foster were detailed to drag the water for the body, and later Sergt. Redgraves and Detective Clayards assisted. After the search had been in progress for some time word reached the officers that the supposed drowned boy was safe and well at home. Then the alleged witness of the disaster changed his story as to the identity of the victim, but still insisted that a boy had lost his life. No body has been found, however, nor has any boy been reported missing to the police, and in addition the log from which the boy was supposed to have slipped was found tied up at the bank.

REGIMENT WORKING WITH TWELVE-POUNDER

No. 1 Company Put in Drill Last Evening on it.

(From Wednesday's Daily.)

Major Curry had No. 1 company of the Fifth regiment out last night in the drill hall practising the loading, sighting and range-finding drill with the twelve-pounder, which has just been put in position in the drill hall for the attaining of greater efficiency by the local corps.

This new piece of ordnance has a range of 12,000 yards and is particularly suited for the defence of a navalyard or harbor.

It is intended to break a torpedo attack and is designed for very rapid sighting and firing. No less than fifteen rounds a minute can be discharged by an efficient squad. It is equipped with a quick moving breech and pistol-grip trigger.

Careful training is required and the placing of the gun in the drill hall affords the opportunity of doing this. The company will practice hereafter twice a week, on Monday and Friday evenings. On the 2nd of August they will take the gun to camp, when practice with loaded shells at stationary and moving targets will take place.