

## GREENLAND

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## Dedication of New Organ

Large Congregation Takes Part  
In Impressive Service at  
St. Saviour's.

Venerable Archdeacon Scriven  
Consecrates the Recently  
Installed Pipe Organ.

The new pipe organ, built for St. Saviour's church, Victoria West, by Albert Pease, of the Stoke Newington Organ Works, assisted by Rev. W. D. Barber, rector, of St. Saviour's church, Rev. J. H. S. Sweet, of St. James' church, Rev. Mr. Grundy, of St. Mark's church, and Rev. Mr. Bourne, of St. Charles, was installed on the 10th inst. The pretty Victoria West church was crowded to the doors, so large was the congregation which attended to take part in the dedication of the splendid organ, an illustration of which appeared in the Colonist yesterday.

The church was prettily decorated for the harvest services, which were held in conjunction with the dedication services, and over the chancel and on every window and every vantage point, fruits and the yield of the field were displayed. The altar was decorated with the dedication of the splendid organ, an illustration of which appeared in the Colonist yesterday.

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## PROGRESSIVE JAPAN. What is Being Done in Steel Making and Naval Construction.

From Engineering.  
Fabled being shipbuilders received from Japan, we learn that Mr. Wada, the director of the Imperial Steel works, at Wakatsuki, is about to inaugurate the Imperial hotel, Tokyo, the members of the Japanese government and the representatives of the foreign powers in Japan and several others who had assisted, either directly or indirectly, in founding the works, for the services rendered to the Japanese government. The works were commenced in April, 1894, and in February of this year they made a record of having produced 100,000 tons of steel in the year. The works are now producing 100,000 tons of steel in the year. The works are now producing 100,000 tons of steel in the year.

The regular quarterly meeting of the British Columbia Board of Trade was held in the board room yesterday afternoon at 3 o'clock. G. L. McQuade, president, occupied the chair and others present were Messrs. K. C. H. Lugin, R. E. Gosnell, Linday Crease, J. McL. Brown, A. L. Belyea, Shallock, Mitchell, Andrews, Mann, Seabrook, Patterson, McCandless, Robertson, Christie, Barle, Erskine.  
The president explained that since the last regular meeting the council of the board had had some communications with the C. P. N. Co. regarding the northern service and the Victoria-Vancouver steamer service. On 20th September a letter was sent to the Canadian Pacific Navigation Co. requesting that passengers from the north by the steamer Hating be brought on to Victoria for the steamer service. Sir Thomas replied that this matter would be disposed of by the Canadian Pacific shareholders' meeting on the 2nd of this month. In August a letter was sent to Sir Thomas G. Shaughnessy, asking what steps are being taken for improving the harbor and the wharves. Sir Thomas replied that this matter would be disposed of by the Canadian Pacific shareholders' meeting on the 2nd of this month.

In further answer to the council's communication of August 8 the following letter was received from the secretary of the C. P. N. Co.:

Dear Sir:—In the absence of Captain Troup your communication of the 8th inst. has been received.

At the commencement of the season it was definitely stated, and I imagine clearly understood, that the steamer Hating, which was refitted at great expense, should make Victoria her home port, and that the steamer Hating should be the only steamer to call at Victoria.

The unfortunate loss of the Hating necessitated the placing of the Amur on the route. It is now to be docked here, being repaired by Victoria workers.

That the Hating should be the only steamer to call at Victoria was owing to the fact that the Hating port to Japan for the remainder of the season.

Respecting the movements of the Hating for the balance of the season, I may say that the Hating will be the only steamer to call at Victoria for the remainder of the season.

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## Victoria, B.C. Board of Trade

Victoria's Commercial Council  
Determines On Making  
Change of Name.

Lively Debate on Transportation  
Matters Proposal to Boy-  
cott C.P.R.

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## of a better service for the West Coast trade.

Mr. Brown would be pleased to lay the matters before the management of the C. P. N. Co. and to state the fact that the B. & N. railway was carrying out their agreement with the merchants of Victoria, who had brought about the improvement of the West Coast service although it was being run at an actual loss of \$225 per month. He would give the ferry matter his personal attention and do everything possible to have the cause removed.

Answering a question of Mr. Barle, Mr. Brown said the B. & N. company run the Ladysmith ferry one trip one way.

Mr. Kery spoke rather tauntingly of the very other day service furnished by the Ladysmith ferry, which, he said, was a disgrace to the city. He was surprised with due humility. He was surprised to hear any one take the position that the C. P. N. served any particular point on the system only in proportion to the actual profit only in proportion to the actual profit.

Mr. M. M. Johnson complained of the delay in delivery of the mails and argued that the B. & N. might establish a fast mail service.

Mr. Barle asked Mr. Brown why the C. P. N. trains were so often late in arriving at Victoria. Mr. Brown replied that the C. P. N. system and the slow trains were late. He would say why the matters discussed before the management and do all he could, personally, to have the matter improved.

Mr. McCandless, by objecting to the C. P. N. which, he alleged, was trying to kill Victoria for the benefit of Vancouver. He had no quarrel with the C. P. N. but he was against the discrimination against Victoria, and he would favor a combination of the merchants against the company until it could be brought to a sense of its duty to this city.

The meeting then adjourned.

Labels on Mugs.  
Barber's Witty Way of Keeping His Customers' Shaving Sets.

From Philadelphia Record.  
The proprietor of a down town barber shop in Philadelphia, has a very original way of keeping his customers' shaving sets.

On entering the shop one is confronted by a large display of shaving sets, and the proprietor, who is a very original man, has a very original way of keeping his customers' shaving sets.

There are no names or initials on the shaving sets, and the proprietor, who is a very original man, has a very original way of keeping his customers' shaving sets.

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