

Twice-a-Week Times

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SIR WM. VAN HORNE'S NIGHT-MARE.

Sir William Van Horne, when he first received the intimation of the proposed reciprocity agreement between the United States and Canada, was so overcome by patriotic emotion that he could not utter more than a few words about the "shameful thing." But Sir William, after time had somewhat soothed his feelings, gathered sufficient strength to give utterance to two columns of printed denunciation of the proposal. Space will not permit an enumeration of all the "classifiers," this millionaire capitalist, the foundations for whose fortune and knighthood were laid in Canada, foresees in reciprocity. Yet it is not difficult to gather from Sir William's direful forebodings that it is the spectre of one James J. Hill, a Canadian who made his millions in the United States in the same line of business as Sir William made his millions in Canada, that moves him to wrathful expressions. Now it may be well to bear in mind that Sir William Van Horne, while he denounces the idea of the common Canadian people being given larger opportunities of doing business in the United States, does not by any means practise what he preaches. He has taken a good deal of the money he made in Canada and invested it elsewhere—in any country which promised him handsome dividends. In this respect Sir William is in precisely the same position as another of his millionaire contemporaries, Sir Edmund Walker. The bankers of Canada, of whom Sir Edmund is not the least in point of importance, lent one hundred and thirty millions of dollars, all collected from the people of Canada in the regular course of business, upon the New York market last year. There was no disloyalty in that. But, if so, why should there be a suggestion of disloyalty in the ordinary people of Canada and of the United States doing business with one another in a smaller way, such as a mutually profitable exchange of the products of the soil? If promoting commercial intercourse between Canada and the United States amounts to disloyalty and betrays disaster, why did Sir William Van Horne countenance the construction of lines of railway across the border into the United States? Are we to be told that railways running from south to north tend to national disunity, while railways running from north to south make for national solidarity and security? Or is it that Sir William Van Horne thinks the people of Canada are so lacking in understanding that they cannot draw logical conclusion from certain palpable facts.

THE COMPANIES' ACT.

The Vancouver Board of Trade is still wrestling with the Companies' Act, which is one of the pet bills put through by Hon. W. J. Bowser, but which he has never yet had the hardihood to strictly enforce. The matter was at the general meeting of the board referred to the new council for action. One of the members of the Vancouver board contended that an appeal should be made to the Dominion Government in order to secure relief. Another member said he had failed to find a single man outside of the Attorney-General who had anything to say in favor of the Act. If it were enforced he believed the commerce of the province would be paralyzed.

During the sittings of the legislature, just as business was being closed for the year, Mr. Bowser challenged the opposition leader to give the names of any firms which had been prevented from doing business in this province through the operation of the Act. On the following day Mr. Bowser read the names of a number of very prominent British firms which had refused to register according to the new Act and withdrew their operations here. The result of this withdrawal is proving a great hardship to some individuals and a set-back to the province as a whole. Anything which tends to the restriction of trade is always found to be a handicap to the country. Mr. Bowser cares nothing for the country. His only desire is to push through certain schemes of his own, whether they be for the general benefit or not. The business men of Vancouver and Victoria are just as much opposed to the measure as ever, and will not be content with anything less than its repeal.

MAKING A TOOL OF CONSERVATIVE PARTY.

The Conservative party is at the present time being used as a tool by the big manufacturers of Ontario. Toronto is the centre from which the strings are being pulled, and the rest of the party is expected to dance to the tunes set. The people are to be

dancing while the owners of the machine, the manufacturers, take in the dollars. By means of the "free and independent voters" the manufacturers expect to be able to continue to extract the highest prices from the people of Canada.

Someone suggests that the manufacturers are not concerned in reciprocity, but that the farmers are the only ones who are interested. That is anything but the truth. The duties on implements and machinery are reduced, although they still remain fairly high. The manufacturers will lose that much. There is also an apprehension on their part that the British preference is to be increased, which means of course another lowering of duties. While they are intensely loyal, the manufacturers would very much dislike the people to gain anything by that loyalty while they were deprived of some of their pickings. Loyalty with them is simply something to be talked about, to be an excuse for shouting and waving the flag. They are as much averse to increasing the British preference as they are to improved trade relations with the United States. They also realize that if the people once feel the benefits which will be derived from a lowering of the duties, there will be a demand for further reductions in other lines, and that they will have to take their chances in competition with the rest of the world and be content with reasonable profits.

If anyone doubts that the manufacturers are behind the present movement they have only to read the Eastern newspapers. There they will see that the manufacturers and those connected with all the big interests are the ones who are engineering the agitation against reciprocity. They will see that large sums of money are being spent in advertising and advancing protectionist and monopolistic interests. Even the Manitoba Free Press a few days ago had a full page advertisement which has been running through practically all the big Eastern journals giving fallacious reasons against confirming the reciprocal agreement.

Seeing that they have with them a group of men who are willing to put up the money, the Conservatives are making a great fuss. The big machine has been set in motion with the idea of influencing the people. They bring forward specious arguments in regard to loyalty, imperialism, and every other cry that the Conservative politician has from time immemorial used for his own purposes, all with a view to humbugging the people. Some people like to be humbugged. Some people like to be preyed upon by those better off than themselves. Many people have not sense enough to see when they are being fooled. The great mass of the people, however, are wise, and they are able to see the fallacy of the arguments presented.

THE STAGE.

At the meeting presided over by Dean Doull and addressed by Edward Terry, the actor, yesterday afternoon, the value of the drama was emphasized, and especially its value from a moral and educative point of view. It was shown that the legitimate drama was closely connected with the church in its aims and objects. It was also shown that when the religious and moral life of the people was at its highest point the drama also attained its most elevating character.

We have before spoken of the value of the stage as an educator. We have tried to show that the appeal of the actor to the average man is very strong, rivaling in some respects that of the church, and often influencing people whom the church does not touch. The keen interest taken everywhere in high class plays is an evidence that the higher exponents of the drama are appreciated, and that, while people look for amusement to the theatre, they also look to the same place for intellectual development, food for thought, and high class art.

There are still a good many people who do not attend theatrical performances, as they esteem them either a sinful waste of time or absolutely degrading. Many of these people have never attended the performance of a high class play. They judge from hearsay. If they have been to the theatre, the chances are it was to a cheap "show" of the third grade. Many people who would look upon taking the family to the theatre as something not to be thought of will slip into the vaudeville or moving picture establishments and sit in a corner during a spare hour.

The man or woman who is always looking for that which is low, debasing or bestial will find it almost anywhere. They certainly will not find it any more at a first-class theatrical play than they will at a church concert or young people's society. There are times when a person is deluded into going to hear something which he or she would prefer not to have attended, and there are plays which are certainly of a degrading tone. A reformation will not be secured, however, by staying away from the theatre altogether, but rather by patronizing that which is best and giving the cold shoulder to that which is not up to the standard. If it is made worth while to produce the very best, that is what we shall see most of. A judicious

combination of pressure by public opinion and official regulation should in a short time eliminate altogether that which is vulgar or suggestive and replace it with pure humor, elevating life studies and high art.

CANADIAN SENTIMENT AND RECIPROCITY.

We have heard a great deal about the opinions of nineteen protesting Liberals of Toronto on the reciprocity issue. Also, a considerable amount of space has been given in the Canadian press to the views of British Tories, who deeply desire to have taxes transferred from land to food, respecting the effect of free trade with the United States upon the loyalty of the Canadian people. But need sound economic doctrine be expected to issue from either of those polluted sources? The real trend of popular opinion on the subject must be sought in other directions.

And in other quarters it will not be sought in vain. After all, the masses of the people of Canada are not trembling in their boots lest abolition or reductions of duties on a number of the products entering this country from the United States, products of daily consumption, should have the effect of undermining their loyalty to the British Empire. The people know better.

They are not to be deterred from accepting a proposal which will have the effect of making life more tolerable by the cries of selfish interests that thereby be assailed. The "interests" have all but exhausted themselves and their ammunition in their flag-waving frenzy. The agriculturists are preparing to give their views organized and concrete form. This class has not been inactive, but it has not been shouting quite so vociferously as those having a more offensive and more responsive organization. In fact, the public opinion of the country has been expressing itself in a desultory way from one end of Canada to the other, not altogether in what the Liberal press has to say, but in the views of Conservative newspapers outside of Toronto. The two Conservative organs of Ottawa and the Conservative Standard represent a very large class of newspapers which have been forced by the public opinion of the constituencies they serve to express in emphatic terms their disapproval of the course pursued by the opposition at Ottawa on the reciprocity issue. In almost every number the Kingston Standard prints something like the following:

"Canada is not a nation of paupers. We do not want English money unless we can give a good return in interest for it; nor are we selling our loyalty for money. The whole basis of the argument against reciprocity is that we are purchasable. Such misrepresentation of Canadian sentiment is degrading to those who use it and insulting to those against whom it is used."

Many Conservatives in different parts of the country, some of them former members of Parliament, a few of them members of the executive of Conservative associations, and many of them confessing they have never cast Liberal votes in their lives, give expression to such views as the following volunteered by Stephen Taylor, a member of the executive of the Conservative Association of Durham County, Ontario: "I've been a Tory all my life, and you know what that means. I find it awfully hard to go to the polls and mark my ballot for a Grit. But I'll tell you this: I find it equally hard to mark my ballot for a man who votes against this measure. I don't know what our representative will do. I believe he's a free trader at heart, but perhaps he will swallow Mr. Borden's attitude. I'm convinced that if the agreement were the issue this riding would elect a Liberal, though its record is Conservative."

CANADA'S TURN.

The full significance of Sir Wilfrid Laurier's prophetic announcement that "the twentieth century belongs to Canada" is only now beginning to dawn upon the minds of the masses of the people of this country. The progress and development of the United States during the nineteenth century constituted one of the wonders of the world. We are sometimes told that this marvellous thing was accomplished by the adoption of a policy of protection. The truth is that a nation so splendidly endowed with natural resources and possessing the half of a virgin continent could not but go ahead under any economic or fiscal system. Furthermore, any new country starting upon a career under a republican form of government was bound to attract to its shores multitudes of people from other nations in which the bounds of political and individual freedom were circumscribed by long tradition and practice. The limit of the capacity of the United States for absorbing and assimilating population has not yet been reached by any means; but a new understanding of the system of government which prevails in Canada and of the status of the Canadian people in their relations with the Mother Country has permeated the minds of

A petition is being circulated in the British House of Commons urging upon Premier Asquith the advisability of forming an Imperial Advisory Council, an imperial federation seems much more practical at present than free trade within the Empire, with a tariff wall against all outsiders. The latter proposal is becoming obsolete. The Empire cannot become rich and powerful without having the freest possible trade relations with the whole world.

There is one explanation of the failure of the United States senate to pass the reciprocity agreements, and only one. The Republican senators who have just stepped aside by reason of their defeat last November were the agents of those enjoying special privileges, agents of the class who get the best of their fellow men through the high tariff laws framed and enacted for that purpose. The same interests in the States are opposed to reciprocity as are opposing it in Canada. The big Conservative politicians in Canada have all got the tag of the Manufacturers' Association on them.

the American people and of all other peoples seeking opportunities for improving their condition in life. Hence the significance of the prophetic prediction of the Prime Minister that "the twentieth century belongs to Canada" and the connection therewith of the application of President Taft for closer trade relations with us.

There is little doubt that the reciprocity agreement will be ratified at Ottawa and Washington. There is just as little doubt as to what the business effect of the agreement will be. For the natural products of this country a market which is growing at the rate of two millions a year. The result cannot but be a tremendous impulse to our chief industries of agriculture, mining and fishing. The influences which brought about such a tremendous growth in the population of the United States during the nineteenth century will have a corresponding effect upon the fortunes of Canada in the twentieth century. There is no section of Canada that will not feel the quickening effect of access to a market of such great powers of consumption. Nor shall we as an outcome of this agreement be deprived of the British nor of any other market. We are convinced that if the issue were considered purely on its merits, instead of being confounded and confused by interested parties having purely selfish purposes to serve, there is not an individual in Canada who would not hold up both hands enthusiastically in favor of it.

But we are told in a lame attempt at criticism of Sir Wilfrid Laurier's speech in defence of reciprocity, that all we gain might have been accomplished by simply waiting, as the United States is bound by the necessities of consumers to abolish the duties on certain products. We are not so sure of that. The American Senate is a capricious legislative body. It has more than once had a tendency to publish opinion, and it is always slow in moving in the direction of reform, particularly when reform is against the inclinations of the plutocrats who control its actions. Besides, the interests of the consumers of this country are surely worthy of some consideration. With the adoption of the agreement taxation upon food to the amount of not less than two and a half millions of dollars will be remitted. Is that not in the interests of the people, upon whom the cost of living is now imposing a heavy burden?

From whatever aspect the question may be regarded, the policy of the government ought to be heartily endorsed. Sir Wilfrid Laurier has made many important speeches in the course of his long public career, but none of such tremendous national portent as that delivered yesterday in the House of Commons. It is being eagerly read to-day by the statesmen and people of all the leading powers of the world.

A number of British firms are preparing to open factories or establish branch houses in Canada. Canadian securities have been advancing in value, and yet some journals say that reciprocity trade in natural products will injure British connection, ruin trade with that country, and prevent British capital coming here.

It seems to be the general opinion that the United States Senate will pass the reciprocity agreement, and there is no doubt at all in regard to what the Dominion parliament will do in the matter. It may be looked upon as an assured fact that the reciprocal arrangements will be added to the statute books of each country.

There is no doubt of the fact that the majority of the people of the United States for many years labored under the obsession that the manifest destiny of Canada would lead to annexation. If that opinion prevailed now would the United States Senate not have hastened to ratify the reciprocity agreement? The action of the Senate is therefore the best answer to loyalist on this side of the line who proclaim their belief that the object of the agreement is to bring about annexation.

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ENGLISH MAJOR

INQUIRES ABOUT US

Retails a Variety of "Wants" That Vancouver Island Can Well Supply

The arm of the law is notoriously long but it is a questionable proposition if it is as long as the reach of advertisement. The reach of the extraordinary linear capacity of advertisement has just been furnished by one of the clients of the Victoria branch of the Vancouver Island Development League. He has written the facilities of the island, not for one particular branch of activity, but for practically every sphere of human operation. It does not fulfil all the requirements he may, probably favor some other parts of the map with his presence.

One of the potential Canadian is Major W. Scheraga, and he resides in that famous old English constituency of Chamberley, Surrey. This is what he says: "I am one of a party who propose to take up farming in Vancouver Island, and we would be most grateful for such particulars as would enable us to make the best location. I may quote my case as being typical of others. I have a wife and two children. I am 44 years of age, and am neither used to nor capable of much hard manual labor. I have \$500 income and a capital of \$1,500. I would like to say that we want to make money by our venture, but an absolutely healthy locality is the first consideration. We should like some sport, shooting, fishing, boating, etc., and we should prefer to be by the sea, but health is the first consideration, and money comes next—amusements must come last."

Everyone will agree that the perquisites thus demanded in one particular line are usually to be found scattered over a wide area, and yet in the same breath it will be acknowledged that Vancouver Island is just the one place in the English-speaking world to-day where all the desiderata will find fulfillment.

Needless to say the necessary information has been forwarded and it is a certainty that within a very short time Vancouver Island will be the home of this inquirer as well as the home of the party to which he refers.

OBITUARY RECORD

The death occurred yesterday of Sue Wahl, a well-known Chinese merchant of this city, at his residence, 542 Piquet street. The deceased was 42 years of age and was a native of Canton. The remains are being embalmed by the B. C. Funeral Home, and will be in all probability be forwarded on the next steamer to China for burial.

The remains of the late John Muir, who died at his residence, 1412 Piquet street, were forwarded last night by the Hanna Undertaking Company to Kamloops for burial. The parents accompanied the remains.

The funeral of the late Mrs. Gertrude Goodman, who died yesterday afternoon at 2:30 o'clock from the Hanna Undertaking parlors, where the Rev. William Drach conducted services. Numerous friends of the deceased were in attendance and many floral wreaths were presented. The pallbearers were: O. Johnson, B. Bergman, O. Stenlund, S. Johnson, T. R. Anderson and T. Sivertz.

DEEP SEA CHARTERS.

Frieda Malm and Wilhelmine and Steamship Skipton Castle Secure Carriage.

Seattle, March 9.—Three important deep sea charters announced by Hind, Polnh & Co., are the sailing vessels Frieda Malm and Wilhelmine and the British steamship Skipton Castle. At 42 shillings the Frieda Malm has been engaged from Puget Sound or Columbia River to Capetown or Delagoa Bay. The Wilhelmine, outfitting ports, has been taken at 60 shillings from Puget Sound or Portland to London. The Skipton Castle will carry a cargo of wheat from Portland to St. Vincent for orders. She has been fixed at 27 shillings 6 pence for the voyage.

The Skipton Castle arrived Saturday at San Francisco from Antwerp after a passage via San Pedro occupying 75 days. She has on board 2,000 tons of general merchandise consigned to Ballou, Guthrie & Co. She is a fine vessel and is in command of Capt. J. Craven. Grain and lumber freights from Pacific coast ports at union rates are quoted as follows: Humboldt Bay to Sydney, 25 shillings; steamships, 1 shilling 3 pence less; to Melbourne or Adelaide, 37 shillings 6 pence; steamships, 1 shilling 3 pence less; to Fremantle, 40 shillings; to Callao, 40 shillings; to a direct nitrate port, 45 shillings; to 47 shillings 6 pence. From Columbia river, Willamette river, Puget Sound, or British Columbia to Sydney, 38 shillings 3 pence to 35 shillings; steamships, 1 shilling 3 pence less; to Melbourne or Adelaide, 38 shillings to 37 shillings 6 pence; steamships, 1 shilling 3 pence less; to Fremantle, 37 shillings 6 pence; to Callao, 37 shillings 6 pence; to Valparaiso for orders, 47 shillings 6 pence; to South African ports, Capetown and Delagoa Bay, range 57 shillings 6 pence; to direct port in the United Kingdom, 57 shillings 6 pence to 60 shillings; to Cork for orders, 62 shillings 6 pence.

SUPERINTEND CONSTRUCTION.

(Special to the Times.)

Toronto, March 9.—Walter Tuxford, secretary to third vice-president D. B. Hanna of the Ontario Northern Railway, last night for Victoria to superintend the construction of the Victoria and Barkley Sound line of the Canadian Northern Railway.

The annual meeting of the Natural History Society will be held on Monday evening, March 20.

RUMOR OF DEATH

OF DIAZ DENIED

(Continued from page 1.)

will be able to take care of herself. There is no reason for the United States to interfere and such statements circulated injure business. The revolution has not assumed serious proportions.

Reported in Critical Condition.

Galveston, Texas, March 9.—Private authentic advice received here to-day state President Diaz of Mexico is still alive, but that his condition is critical. His heart is very weak. It is asserted, and he is being kept alive hourly by the use of stimulants. His death is expected at any time.

Germany's Attitude.

Berlin, March 9.—That Germany will not rely upon the United States to protect her interests in Mexico was officially announced this afternoon by the imperial foreign office. A statement issued declared that if the situation developed so as to endanger Germany's interests, Germany will herself take protective measures.

London Views.

London, March 9.—Commenting on the situation on the Mexican-American frontier, the Standard says to-day: "Diaz is Mexico's savior, but the lawless element does not want salvation. The object of the United States is to prevent a recrudescence of the old spirit, an exhibition of violence and a baneful reaction when the reins drop from the dictator's hands."

Navy Reserve in Readiness.

San Francisco, Cal., March 9.—The San Francisco division of the California navy reserve is in readiness for auxiliary duty with the Pacific fleet in Mexican waters, according to Captain A. B. Adams of the fifth division. The local division numbers 250 officers and men. Conditions prevail at San Diego and Los Angeles, where the first and second divisions are on practically a war footing.

Sail for San Diego.

Los Angeles, Cal., March 9.—Under orders to proceed to San Diego and await specific instructions, the cruisers California, Pennsylvania, and South Dakota sailed out of San Pedro harbor at daylight to-day.

Recruiting for Guards.

Denver, Colo., March 9.—Acting under rush orders from Washington, officers of the Colorado National Guard were busy to-day recruiting their regiments to a war footing.

Ready to Sail.

New York, March 9.—The cruisers Tennessee, North Carolina and Montana are expected to sail at daybreak to-morrow for Guantanamo. Five thousand men, including 2,000 riflemen, were placed aboard and the same number of new navy recruits. Forty thousand rounds of ammunition were part of the consignment.

Equipment for Soldiers.

Sacramento, Cal., March 9.—Equipment for 5,000 men for use by company, has been made ready at the United States arsenal at Benicia, according to Adjutant-General Forbes. The equipment is in individual outfit and is intended solely for new troops. Each outfit comprises uniform, blankets, cartridge belt, gun and ammunition.

The National Guard already is on a war footing with the exception of a few companies that have not khaki uniforms as yet. The arsenal will supply this deficiency within a few days.

TIDE TABLE.

Victoria, March, 1911.			
Date.	Time at Victoria, H.M.	Time at H.M.	Time at H.M.
1.....	4:38.7	9:28.4	14:34.2
2.....	4:51.7	10:20.6	15:44.7
3.....	5:02.9	11:14.4	16:58.4
4.....	5:14.1	12:07.6	18:15.4
5.....	5:26.3	13:00.2	19:35.6
6.....	5:38.5	13:52.2	20:58.6
7.....	5:50.7	14:43.6	22:24.2
8.....	6:02.9	15:34.4	23:52.2
9.....	6:15.1	16:24.6	25:22.4
10.....	6:27.3	17:14.2	26:54.6
11.....	6:39.5	18:03.2	28:28.8
12.....	6:51.7	18:51.6	29:05.4
13.....	7:03.9	19:39.4	29:44.4
14.....	7:16.1	20:26.6	30:25.6
15.....	7:28.3	21:13.2	31:08.8
16.....	7:40.5	22:00.2	31:54.2
17.....	7:52.7	22:46.6	32:41.6
18.....	8:04.9	23:32.4	33:30.8
19.....	8:17.1	24:17.6	34:21.6
20.....	8:29.3	25:02.2	35:13.8
21.....	8:41.5	25:46.2	36:07.2
22.....	8:53.7	26:29.6	37:01.6
23.....	9:05.9	27:12.4	37:56.8
24.....	9:18.1	27:54.6	38:52.8
25.....	9:30.3	28:36.2	39:49.4
26.....	9:42.5	29:17.2	40:46.6
27.....	9:54.7	29:57.6	41:44.2
28.....	10:06.9	30:37.4	42:42.2
29.....	10:19.1	31:16.6	43:40.4
30.....	10:31.3	31:55.2	44:38.8
31.....	10:43.5	32:33.2	45:37.2

CHICAGO GRAIN MARKET.

Chicago, March 9.			
Open High Low Close			
Wheat—			
May.....	90 1/2	90 3/4	89 3/4
July.....	88 1/2	88 3/4	87 3/4
Sept.....	87 1/2	87 3/4	86 3/4
Corn—			
May.....	45 1/2	45 3/4	44 3/4
July.....	44 1/2	44 3/4	43 3/4
Sept.....	43 1/2	43 3/4	42 3/4
Oats—			
May.....	30 1/2	30 3/4	29 3/4
July.....	29 1/2	29 3/4	28 3/4
Sept.....	28 1/2	28 3/4	27 3/4
Barley—			
May.....	17 1/2	17 3/4	16 3/4
July.....	16 1/2	16 3/4	15 3/4
Sept.....	15 1/2	15 3/4	14 3/4
Short Ribs—			
May.....	9 1/2	9 3/4	9 1/4
July.....	9 1/2	9 3/4	9 1/4
Sept.....	9 1/2	9 3/4	9 1/4

—The annual meeting of the Natural History Society will be held on Monday evening, March 20.

BUCKET DREDGE

HERE FOR DUTY

ARRIVES AT ESQUIMALT

AFTER UNEVENTFUL TRIP

Following Overhauling Will Proceed to Vancouver to Commence Dredging

Quaint, unique and a somewhat cumbersome looking craft, the new bucket dredge, built in Glasgow for use in the Narrows at Vancouver, whose only name is a number, No. 508, arrived at Esquimalt late last night, completing her 15,000 mile voyage from the Clyde in 112 days. As the vessel stopped at San Francisco she did not have to call at the William Head quarantine station and proceeded to the naval harbor, where she dropped anchor. Within a few days she will be hauled out to have some repairs and alterations made, before leaving to commence work in dredging away the sand banks in the Terminal City harbor.

Yesterday afternoon the dredge passed in Toot's Cove, a five-day run from San Francisco, where the vessel arrived on Friday last to replenish her bunkers. Captain Rodick states that although the craft has the reputation of being a slow steamer, very little rough weather was encountered. From the Clyde to the Straits of Magellan, while heavy seas and gales were experienced part of the time, still the weather on the whole was very fine. As the vessel was poking her nose into the Straits she, however, ran into a stiff gale blowing from the west at a terrific pace. The dredge was battered about fiercely in the storm but gradually forced her way through it.

When rounding Cape Pillar into the Pacific after weathering the tremendous blow in the Straits the craft was again assailed by heavy winds and seas and although proceeding at full speed her headway was slow. She however rode out the gale without any damage being done to her many fittings on deck. Up to San Francisco the weather was favorable, but after leaving the Golden Gate on the last stretch of the journey she received a good buffeting. In the head northwesterly winds, which stirred up nasty seas, she was tossed about badly. Through out the long voyage, where weather was taken as it came, the sea-going dredger has come through without any damage at all.

Captain Rodick, who has had command of the vessel, with his crew of twenty-two men, make a specialty of delivering these vessels, which are built by William Simmonds & Co., Glasgow, to various parts of the world. He has won special prizes for the type to South Africa, China and India but the trip just completed is the longest of the kind that he has ever undertaken.

When in operation, the dredger's hull, a full description of which was given in yesterday afternoon's issue, resembles two prongs of a fork, forming two compartments, the engine room aft to the bow. The great crank with its buckets drops down through the opening like a centreboard in a Whitehall boat. The dredger has a displacement of 1,200 tons of mud an hour. During the trip from the Old Land she has averaged about six and a half knots an hour.