

MORE PUPILS FOR THE HIGH SCHOOL

LIST OF THOSE WHO PASSED RECENT TEST

Examiners Completed Their Labors on Saturday Night—Victoria Girl Beats the Province.

The board of examiners in connection with the recent high school examination completed their labors on Saturday night. The results are as follows:

Chilliwack Centre.
Total number candidates, 6; passed, 4.
Chilliwack—Number of candidates, 2; passed, 1. Amelia Short, 667.

Camp Slough—Number of candidates, 1; passed, 1. Edith H. Ryder, 624.
South Chilliwack—Number of candidates, 1; passed, 0.

Harrison River—Number of candidates, 2; passed, 2. Adele Weaver, 678; Edith M. Picken, 623.
Cranbrook Centre.
Total number candidates, 3; passed, 2.
Cranbrook—Number of candidates, 1; passed, 0.

Private study—Number of candidates, 2; passed, 2. Marshall Gordon, 626; Jessie Cameron, 550.
Cumberland Centre.
Total number candidates, 10; passed, 5.

Cumberland—Number of candidates, 6; passed, 3. William L. Grieve, 627; Laura L. Hall, 566; Jessie Frame, 576; John Cameron, 570; Dorothy Staples, 564.
Rural Schools.
Fairview—Number of candidates, 1; passed, 0.

Union Bay—Number of candidates, 2; passed, 0.
Grand Forks Centre.
Total number candidates, 10; passed, 9.
Grand Forks—Number of candidates, 10; passed, 9. Leslie A. Mannel, 677; Chester A. Smith, 657; William Hay, 656; Claude Smith, 639; Margaret Sprinks, 634; James P. Graham, 603; Ethel Curran, 569; George Trauweis, 567; Edna Curran, 559.

Kamloops Centre.
Total number candidates, 7; passed, 2.
Kamloops—Number of candidates, 4; passed, 1. William F. Shaw, 698.
Rural Schools.
Salmon Arm West—Number of candidates, 1; passed, 1. Vieta Kew, 554.

Private study—Number of candidates, 2; passed, 0.
Nanaimo Centre.
Total number candidates, 21; passed, 7.
Nanaimo Central—Number of candidates, 14; passed, 4. Joseph McKinnon, 591; Frank C. Morgan, 579; Annes V. Mills, 559; Lizzie Woodman, 550.

Rural Schools.
Cedar East—Number of candidates, 1; passed, 0.
Ladysmith—Number of candidates, 3; passed, 1. Bruce McKelvie, 606.

Nanaimo South—Number of candidates, 2; passed, 2. Ethel Madgass, 590; Elizabeth C. Williams, 577.
Wellington—Number of candidates, 1; passed, 0.
Nelson Centre.
Total number candidates, 4; passed, 2.

Kaslo—Number of candidates, 1; passed, 1. Ira M. Lindsay, 560.
Nakusp—Number of candidates, 2; passed, 1. Ella Thompson, 595.
St. Joseph's Convent—Number of candidates, 1; passed, 0.
New Westminster Centre.
Total number candidates, 27; passed, 18.

Boys Central—Number of candidates, 6; passed, 6. Geoffrey K. Barnett, 672; Harold L. Fletcher, 668; Nelson C. Kenny, 658; Garnet S. Corbett, 641; John J. Olin, 604; Ernest W. Hawkins, 567.
Girls' Central—Number of candidates, 7; passed, 6. Olive Allan Wilson, 686; Margaret McL. Wilson, 685; Fern Adelaide Minthorne, 625; Sophie C. Bliedau, 606; Evelyn W. Turnbull, 551; Julia S. Gifford, 550.

Seymour—Number of candidates, 2; passed, 2. Dennis Stott, 689; William T. House, 561.
Barnes—Number of candidates, 1; passed, 0.
Barnston Island—Number of candidates, 1; passed, 0.

Boundary Bay—Number of candidates, 1; passed, 0.
Cloverdale—Number of candidates, 1; passed, 1. Donald Huggard, 669.
Ladner—Number of candidates, 1; passed, 2. Percy Miller, 618; Maude Kirkland, 614.
Mount Lehman—Number of candidates, 1; passed, 0.

Upper Sumas—Number of candidates, 1; passed, 0.
Port Moody—Number of candidates, 1; passed, 0.
Rural Schools.
Total number candidates, 3; passed, 1.

Revelstoke—Number of candidates, 1; passed, 1. Winnie McFurry, 688.
Salmon Arm—Number of candidates, 2; passed, 0.
Rossland Centre.
Total number candidates, 16; passed, 14.

Rossland Central—Number of candidates, 11; passed, 0. Harold Graham, 630; Christina Buchanan, 639; Harry
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THE ARRIVAL OF THE MINNESOTA

CAST ANCHOR IN THE STRAITS YESTERDAY

Was Visited by Number of Victorians—Largest Vessel That Ever Entered the Roads.

(From Friday's Daily.)
The monster liner Minnesota, the largest freighter in the world, the ship built by the Great Northern Railway Company for the trans-Pacific service, arrived off the quarantine station, Williams Head, last evening. Arrangements had been made by the local agent of the company, K. J. Burns, for prominent merchants and press representatives to visit her as she lay at anchor off this port, but owing to the storm last night it was deemed inadvisable to make the trip.

This morning, however, the steamer Otter, which had been secured for the purpose, made a trip to the huge vessel, carrying quite a number of Victorians who were anxious to inspect what must be regarded as the nearest approach to perfection in merchant marine architecture that has ever been seen on this coast.

The Otter was quite busy during the day in conveying to the ship the Chinese crew who had been detained at the outer docks for the past fortnight or so, waiting her arrival.

D. Farrell, of the Great Northern railway, arrived by the steamer Princess Beatrice yesterday afternoon to meet the liner. He was accompanied by Barney Baron and H. B. Wadsworth, managing men of Spokane; Stephen L. Coles, of the Railway and Marine News, Seattle; L. W. Macdowell, marine editor of the Seattle Times; and C. L. Hunt, marine editor of the Seattle Star.

The Minnesota was a big surprise to those people who have been expecting to see in her only a mammoth freight carrier. She is a great warehouse, true enough, so far as capacity for freight is concerned, having a gross tonnage of 20,718; but as a passenger ship, she reveals the fact that, as a passenger ship, the Minnesota is equal to anything that now sails in the Pacific between the Coast and China. In fact, generous allowance of space and modern conveniences for the first class passenger; in the manifold uses of electricity in all her departments and in her great size, she is the latest comer to the Pacific coast as an object lesson in shipbuilding. In every thing except speed she big Minnesota appears to be deserving of unstinted praise.

But she is not slow, her trial trip from Philadelphia to Norfolk on September 12th having shown a speed of 17.25 knots an hour.

In length the Minnesota measures 630 feet and her breadth is 73.6 feet. Her navigating bridge is 90 feet above the deck and 65 feet above the water. The mainmast is 110 feet high, the foremast the lower orlop, orlop, tween deck, main, upper, bridge and boat-decks. There are eighteen hatches and seventy-two cargo bays, one of these having a capacity for lifting a weight of forty-five tons. In her hold the Minnesota can carry 22,740 tons dead weight of freight and 10,000 tons of stowage.

Vastness is a characteristic of the steamer from end to end. Even the one huge smokestack is remarkable, for it is 100 feet in diameter and 160 feet in length, sixteen feet in diameter from side to side, and towers at least fifty feet above the boat-deck.

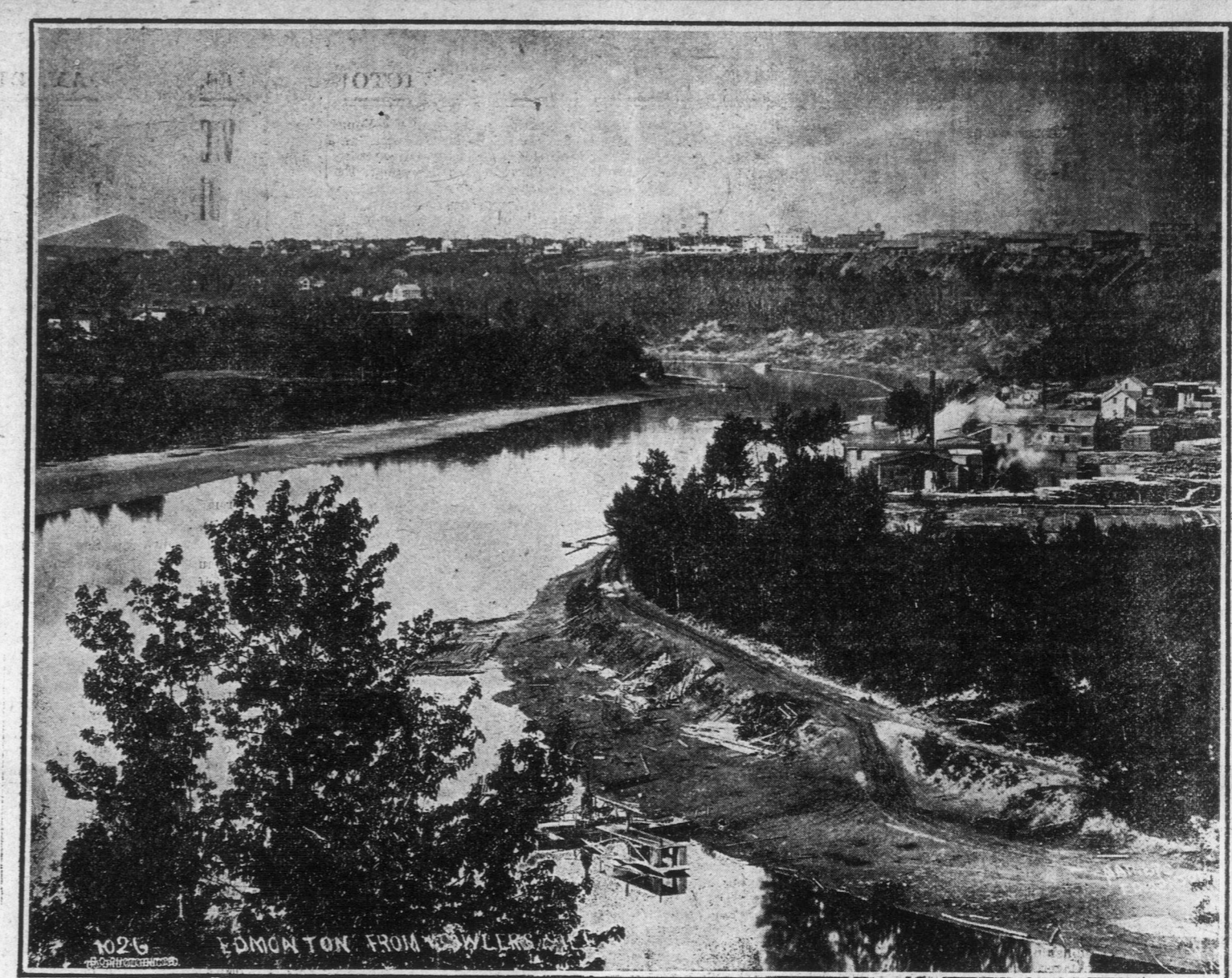
Electricity plays a great part in the handling of the vessel. She is steered by electricity, her side and mast lights are electric, the whistles are operated by this agent, elevators and coal conveyers are operated by electricity, and in the spacious galley even broilers and hot-water pans are run by the electric light. Electric instead of steam heaters are in the staterooms. Twenty-two miles of wire are used in the intricate telephone system on the steamer with phones in every room, all in touch with a central station. There are on board ninety-nine dynamos and motors, and the room containing them looks like the power-house of a big manufacturing plant ashore. A Clayton fumigating and disinfecting plant, provides protection in all parts of the vessel against fire, foul air and vermin.

As a floating hotel she has no equal on the Pacific, and the burden of fifteen miles of freight cars can be stowed away in her holds.

She is said to have cost more than \$2,000,000, and she looks like the price, when carrying the sixteen dead weight, the Minnesota draws thirty-eight feet of water. She has accommodations for 250 first class passengers, 98 intermediate passengers and 1,224 steerage or 1,224 troops.

The ship has a double bottom practically the entire length; that is, there is a water-tight steel deck laid six feet from the bottom extending from stem to stern and from side to side. Thus if the outer shell of plating should be punctured, the water going on a redoubt, the water could not pass the inner bottom. Also there are numerous steel bulkheads extending from the bottom up to the main deck the entire width of the ship, and one extending from stem to stern along the centre of the ship, which subdivides the hull into almost innumerable separate water-tight compartments. She has five steel decks above the inner bottom.

The first cabin passengers have accommodations in a large deck-house amidships, and the saloons and staterooms are furnished most comfortably, and every convenience is provided to make the five-day trip across the Pacific a pleasant one. The large dining saloon, finished in mahogany, with a seating capacity for two hundred passengers, is at the forward end of the deck-house, and is the dining room lighted by lanterns on three sides. A most complete



VIEW OF EDMONTON FROM STRATHCONA.

AN AWFUL DISCOVERY

Iron Found in a Life Preserver Taken to a Tradesman for Repair.

A startling discovery was made Saturday morning by a local tradesman when engaged in repairing a life preserver, one that had been in service on a local steamer. The exterior of the preserver had been pretty well worn out, and the tradesman on opening it found the contents to consist of a remarkable composition of some kind of wood pressed together. But more startling than this was the finding of a piece of iron several inches long, but in presumably for the purpose of increasing the weight to the standard required by law. Not a piece of wood, it is said, was found in the whole preserver. The contents were shown to a number of shipping men of Saturday and created the greatest indignation. At the hour of going to press it could not be learned to what vessel the boy belonged, but the discovery is one that should undoubtedly be investigated by the authorities. Possibly the matter will be drawn to the attention of the Board of Trade, and unless shipping men are apathetic the incident this morning will lead to a rigid inspection of the equipment of all vessels. The boy, it is true, was an old one, but the fact that it belonged to a local steamer is sufficient to arouse the greatest interest in the matter.

GREETINGS TO THE PEOPLE

Premier McBride Sends Messages to the Toronto Globe.

In response to the invitation of the Toronto Globe, sent to the various provincial premiers, Hon. R. McBride Friday evening wired the following to the great Canadian daily:

—Mr. Justice Irving, of the Supreme court of British Columbia, has undergone an operation for appendicitis. The operation took place in the Jubilee hospital on Wednesday, and the patient is doing remarkably well.

THE PAUL JONES

United States Torpedo Boat Destroyer Arrives at Esquimalt.

The United States torpedo boat destroyer Paul Jones entered Esquimalt harbor and dropped anchor this morning. She arrived from the Sound, where she belongs to Uncle Sam's North Pacific fleet, which has its headquarters at Bremerton. The Paul Jones is a vessel of the usual four-funnelled type. It bears a historic name, the name of a courageous fighter, whatever else might be said of him. Paul Jones (original name, John Paul) was a Scotsman who forsook his country and led an eventful career in the service of France and the United States government, being particularly active during the war between Great Britain and her American colonies. His principal achievement was the capture of the British warships Serapis and Countess of Scarborough, off Flamborough Head. Jones was on the Bon Homme Richard, his other vessels being the Alliance and Pallias. It is alleged that the captain of the Pallias, a Frenchman, did not render the assistance that was expected of him, but on the contrary fired a few broadsides into the other ships of Jones's squadron.

Pond's Extract

The Old Family Doctor
CURES—Burns, scalds, bruises, cuts, sprains, wounds, lameness, soreness, neuralgia, rheumatism, sunburn, itching skin.
STOPS—Nose bleed, toothache, ear-ache, itching itches, hemorrhages, and all pains.
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Im Water Proof, and my dad, he knows

What's good for boys. So when it snows, Put on your GRANBY RUBB'S he'll say

They'll keep your feet—dry all the day.

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Large Bottles \$1.00. Medium Size 50c. Small or Trial Size 25c.
Endorsed by all who have tried it.

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BORN.
On Dec. 19th, the wife of a daughter.

MARRIED.
On the 21st inst., at Victoria, New Westminster, J. Sippell, E. A. B. Slaughter of Victoria, to Miss F. of Vancouver.

DIED.
On Dec. 24th, Mrs. aged 48 years.

On Dec. 23rd, Mrs. aged 38 years.

On Dec. 23rd, Mrs. aged 71 years.

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