PROVINCIAL HAPPENINGS

James Munro has been elected mayor of Chilliwack by acclamation.

Edmund Burke, the famous Canadian basso, will visit B. C. shortly.

$31,000 was the last pay-roll of the St. Eugene mine.

Northfield is today being visited by the Bishop of Columbia.

A. S. Goodeve, M. P., has returned to Ottawa.

Wireless is to be installed on the Vancouver fishing steamers Kingsway and Kingfisher.

The ledge has been struck on the Aurora mine at Moyie, and a large body of ore is being uncovered.

The annual meeting of the Nanaimo Athletic Club is scheduled for next Tuesday.

Harry Wright, M. P. P., was tendered a complimentary smoker at Nelson last Friday.

The engagement is announced at Rossland of Leslie Bruce and Miss Elma Baker, B. A.

The dry house of the Josie mine, West Kootenay, was burned to the ground last Saturday.

Edward C. Huycke, wanted for grand larceny in Seattle, has been arrested at Vancouver.

The management committee of the Vancouver public school board favors the teaching of Chinese, Japanese and Spanish in the schools.

"Dad" Turnbull, the veteran New Westminster lacrossist, has determined to quit the game with his recent manager.

Trail and Rossland lodges of the Knights of Pythias and Pythian Sisters joined last Saturday in an impressive installation of officers.

Vancouver's civic rulers are taking an option on eastend property for isolation hospital purposes.

Engineer H. M. Burwell, of Vancouver, recommends a tunnel for the safe carriage of the water main under the First Narrows, also joining the Capilano system to the reservoir.

E. A. Howard, a Great Northern official, now in Vancouver, announces that his company and the Canadian Northern will have joint terminals in the Mainland City.

The new Princeton coal is now on the market in the several Kootenay centres. It is described as "almost an anthracite," and sells at $8.50 a ton.

A comparative stranger named J. C. Watson made a desperate but unsuccessful attempt to commit suicide in Vancouver, Friday evening. Despondency induced by poor circumstances is believed to have been the actuating impulse.

J. W. Coburn, an authority on explosives at present visiting Nanaimo, has just returned from Japan where he has been engaged in the establishment of numerous powder plants for the government.

That one thousand men will be engaged on Canadian Northern works in the vicinity of New Westminster in the new future is the statement of Mayor Lee, of the Royal City, based on a recent conversation with Messrs. Mackenzie & Mann.

An intercollegiate debate between Columbian College and McGill University of Vancouver, is arranged for Saturday evening next in the Royal City, the judges being W. Norman Bole, K. C., F. C. Wade, K. C., and Principal Brough, of the Vancouver High School.

The Pacific Fish company's $300,000 plant in the north is now ready for operation and has begun fishing under the general management of R. H. Frisby, formerly general manager for Swift and company.

Reports of a most satisfactory character for the past year were dealt with by the British Columbia Land Surveyors' association, which has just closed its annual general meeting at Nelson. The newly elected officers are W. L. Drewry, president; W. S. Gore, vice-president; S. A. Roberts, secretary-treasurer. The next annual meeting will be held in Vancouver.

Dr. Spencer, secretary of the Local Option campaign in B. C., has given out in Vancouver the statistics compiled by his association as to the vote, the completed returns in his hands showing 1388 votes less than the 50 per cent. required for a victory. The doctor and his friends hope for an alteration of the result by the allowance of spoiled ballots, etc. The private check of the polls kept by the Local Option League give 46,950 as the vote for legislative candidates throughout the province, making the vote required for local option 23,475. The votes obtained numbered 22,087, leaving a balance of 1,388 wanted to meet the 50 per cent. condition.

That a large proportion of the dairy herds from which Vancouver derives its milk supply are infected with tuberculosis is the startling statement made by Dr. Underhill, medical health officer of the Terminal City, in his annual report. Dealing further with the question of milk supply, Dr. Underhill recommends that the keeping of cows within the city limits be not permitted, or if allowed, only in prescribed districts, under stringent regulations. The report states that only three Vancouver milk vendors are complying with the voluntary standard fixed by the Vancouver Medical Society. It is suggested that the government pass more stringent regulations governing the sale of milk, also giving cities and municipalities generally power to make their own laws in this regard.

Miss May Tully is revisiting her old home in Nanaimo.

Walter Clark has returned from his short vacation, and is again doing his provincial constable duties in Merritt.

J. F. L. Templeman, P. L. S., of Victoria, left Quesnel on Friday last en route to Fort George.

An old Parksville pioneer in the person of Nelson Parks passed away at Cumberland on Tuesday last at the age of 88 years.

Dr. P. D. MacSween, late of Chilliwack, has removed to New Westminster and has joined Drs. Holmes and Hacking of that city.

Kappor Singh, an East Indian who died recently in New Westminster, was cremated at the Douglas street cemetery in that city on Tuesday.

The Merritt board of trade held a meeting last week to discuss incorporation. A public meeting to discuss the matter has been called for Thursday, January 27.

Robert Clark, of Nicola, left by Tuesday's train on a trip way back east in Grey country, where he will visit old friends for two or three months.

The wedding was at the Presbyterian mause in Kamloops by Rev. W. A. Wyllie of I. S. McLennan of Vancouver, and Miss J. L. Murray, of Pictou, Nova Scotia.

Miss Mary Lilyan O'Keefe, daughter of C. O'Keefe, a pioneer resident of the Okanagan, was united in the holy bonds of matrimony to Dr. Ferdinand P. Fisch of Portland, Ore.

Thirty days imprisonment was meted out to John McDonald by Police Magistrate Corbould of New Westminster for using insulting language to a lady in the postoffice.

The marriage of Miss Nettie Knapp to Thomas F. Lemmons was solemnized at the bride's home, Campbell Creek. The newly married couple will continue to reside at Campbell Creek.

The recent election in Vernon was a strenuous one. Mr. Husband, the mayor-elect by acclamation, has been asked to resign, unfair methods leading up to his obtaining the position by acclamation being charged.

J. M. Kellie, of Revelstoke, a former M. P. P. for that constituency, was united in marriage on Tuesday to Mrs. Margaret Adela Smith, the ceremony being performed by the Rev. S. S. Osterhout.

At the church of the Sacred Heart, Kamloops, on Tuesday morning, Rev. Father Thayer celebrated the nuptial mass and united in marriage Arthur S. Williamson and Miss Mary Wilcox, both of that city.

The Vancouver schoolboard has decided to award between forty and fifty scholarships to worthy students of the night school tenable the succeeding year in the higher classes of the same institution.

The people of Revelstoke take their municipal politics seriously. The Revelstoke Mail-Herald is out with the statement that ex-mayor Lindmark was shadowed prior to the election by ex-Constable Notley.

Three new pay-as-you-enter cars have been completed at the shops of the B. C. Electric railway and will be used in Vancouver. During the late year over 45 passenger cars were constructed, a score or more of flat cars and between 30 and 40 flat cars.

Father Roche, the Roman Catholic priest who has been appointed to the cure of the parish lying between the 150 Mile Post and Barkerville, has just made a tour of it.

Cariboo is to have its boosters club. A meeting was held in Ashcroft last week, when steps were taken by the local business men to bring the claims of that section of British Columbia before the investing public.

A Chinaman at Barkerville who had his feet frozen last fall in going from the steamer Nechacha to Fort George is dying because he refuses to have the injured members amputated. He wants to go whole to paradise.

A recount has been ordered in connection with Vancouver's $413,500 Parks Purchase bylaw. This failed of obtaining the requisite three-fifths majority, but its friends hope that a recount may reverse the verdict.

During the month of December, the Fort George Tribune received over 100 letters, asking either for information of Fort George district or enclosing the Tribune's price of subscription ($3 a year). In a week or two, the size of the Tribune will be increased by two to four pages, and it is just possible by the time it is six months old it will have more than one name on its payroll.

A report received from Agassiz stated that as a result of the success of the past year a number of farmers in that district are purposing going in for hopgrowing on an extensive scale this alone purpose putting in another 100 summer. The E. C. Cooper company acres in hop crops.

Reeve McRae has been re-elected at Agassiz by acclamation. Councilors John Duncan, Ward One, and Findlay Sinclair, Ward Five, were also elected by acclamation, George Nicholls, J. P., and R. Wilson will contest Ward Four; A. M. MacPherson and Wm. Green, Ward Three; Councillor Wm. Mackie and F. West, Ward Four.

Basil Gardom, formerly provincial police officer at Enderby, and now engaged in the real estate business at Vancouver, was up on a business trip last week. Mr. Gardom has recently put through a deal whereby H. W. Wright, of Enderby, has disposed of his hotel at that place to Mr. Coode, of Vancouver, the price being $26,000.

Alexander Speck, charged in New Westminster with a breach of the Trades License Amendment bylaw, which came into effect on the first of the year, admitted that he had not made a daily report to the chief of police of the second-hand goods bought by him. As this was the first case under the bylaw the magistrate assessed him the minimum fine, $1 and costs.

The new officers of the Chilliwack board of trade are as follows: President, H. J. Barber, re-elected; vice-president, H. H. Gervan; secretary-treasurer, H. T. Goodland; council, F. E. Lyle, J. H. Bowes, G. H. W. Ashwell, T. E. Caskey, D. C. McGillivray, R. J. McIntosh, J. F. Harrison and S. S. Carleton. The board of arbitration consists of W. A. Rose, D. R. McLennan, T. H. Jackson and E. T. Malcolm.

Negotiations are in progress for the sale of the Canadian Pacific Lumber company's model mill at Port Moody, Meredith & Irwin being the prospective purchasers.

A meeting is to be held at Vancouver Tuesday evening of all interested in "good roads, a government telephone and a military park for Vancouver."

C. S. H. Sherman, of the Vancouver Meteorological office, reports seeing Halley's comet on Friday evening, with the aid of a seven-inch telescope. This is said to be the first observation of the comet by man's eye on the Pacific coast.

The differences between Contractor Frank Clancy, of Seattle, and the Grand Trunk Pacific Railway company, form the text of a $15,000 damage action brought by Clancy against the railway company and now being heard in the supreme court, Vancouver, by Mr. Justice Gregory.

The engagement is announced of Lizie C. Fraser and Miss Florence Finley, the wedding taking place at Vancouver in February. Tomorrow morning at the Terminal City, the marriage will be solemnized of John Clyde Baker and Miss Flora Maude Brown.

The Vancouver police have captured one Tom Smith, alias William Paterson, alias Peter Vest, alias William Johnson, apparently in the act of burglary. He had his hands on the sill of an open window, and a loaded revolver, skeleton keys and a candle in his pocket.

The first rolling stock for the equipment of the 62-mile division of the British Columbia Electric Railway company's system which will operate between New Westminster and Chilliwack has arrived in Vancouver, from the car shops in St. Louis with which the order was placed last year. The shipment consists of two fully-equipped passenger cars and two cars designed to be used as trailers for the carriage of express and freight, it being the intention to use trains of several cars on the line according to traffic demands. The passenger cars are of the latest type as to equipment and design and are equipped with powerful motors for the purpose of giving good speed through sparsely settled districts.

A Mild Winter.

For two weeks Fort George has had comparatively mild weather with light flurries of snow. Weather prophets predicted a chinook on Thursday; but instead of a snow-melting wind from the south there came a frost-biting wind from the north and last night the temperature dropped to 32 below zero.

At Fort George.

William Kennedy of William Blair & Co.'s has been buying raw furs and will make a shipment to St. Louis by express on Monday. He pays as high $20 to $22 for lynx, $7 to $12 for fisher, $5 to $10 for martin, $3 to $6 for mink, and 25 cents for muskrat and weasel.

Father Hussen, of the Oblate order, who has spent thirty-five years in the Peace River district of British Columbia, in an interview at Quesnel, speaks of the district as the "land of promise." With railway development he states that it will become a great agricultural district. The Peace is navigable for over 1,000 miles and the district abounds in miners, coal, mica and gold being found in abundance.

Indian Pilgrims.

A number of the Indians of Fort George village are off on a pilgrimage to Stoney Creek, to meet the Catholic priest of the district, who will pay Stoney Creek a visit during the holidays. By trail, Stoney Creek is about 70 miles from Fort George, a three-days' tramp, and some of the pilgrims are well up in years.

Staking Ft. George Lands.

The chiefs of the two land-staking outfits that left Fort George late for part of last week have returned, H. F. Rutter, of Victoria, arriving two days ahead of W. H. Harrison, of Vancouver. Both parties staked land on Salmon river, distant some thirty miles from Fort George. They say the country has been burnt over, but that it looks good. The snow is from eighteen inches to three feet deep. Their parties are still in the field, and Mr. Harrison left here on Friday morning to rejoin his.

Sells Timber Lands.

In pursuance of its new policy of selling by auction timber lands within the railway belt, the Federal government, through it agent, Mr. James Leamy, yesterday held the first public sale in the history of British Columbia in New Westminster. The timber lands consister of 14,400 acres near the confluence of the Lillooet and Pitt rivers—situated a few miles north of the Canadian Pacific tracks where the latter cross the Pitt river. The timber went to Mr. J. C. Shields, representing the Independent Lumber Co., of Regina, a large concern which already is owner of a number of crown-granted timber areas in the Westminster district. The price paid was $24,000. This was reached after lively bidding, in which Mr. Shields and Mr. William Holden, of Vancouver, were the chief participants. The upset price was $5,770.

Court Allows Claim.

In the county court suit of the Manufacturers' Realization company at Vancouver, against Robert M. Moore & Co., Judge Grant has given a written judgment for the plaintiffs on their claim. The defendants' counter claim of $876 is dismissed with costs. The defendants induced the plaintiffs to install in their store a gasoline lighting system, claiming that it would be better, safer and cheaper than electric light. A contract was entered into and the light installed, when the plaintiffs found that the light was not as good as the electric light and the board of underwriters raised the insurance rate. Thereupon the plaintiffs refused to pay for the plant and asked the defendants to take it out. During the installation of the system the defendants procured some goods from the plaintiffs and it was for the price of these goods the plaintiffs brought action, when the defendants counter-claimed for the amount due them for the lighting system. The main contention of the defendants was that the agent who carried on the negotiations with the plaintiff had no power to give any guarantee as to the quality of the light or on the question of increased fire risk, but Judge Grant held that as the defendants allowed their agent to make all the arrangements with the plaintiffs they were bound by the representations he had made. Mr. W. Hart-McHarg appeared for the plaintiffs and Mr. C. M. O'Brian for the defendants.

Cruelty to Animals.

Frank Hogan, a driver for the Pony Express company, Friday, in the Vancouver police court, was fined $2.50 for cruelty to a horse he was sent from the barns with on the morning of January 6. Inspector Fengally, of the Humane society, met the outfit about noon and noticing the horse limping badly made an examination which showed a wound on the left hind hock which was evidently of several days standing. Hogan was ordered to return to the barn. In court this morning the inspector stated that the society has been having a great deal of trouble with the Pony Express Co., on account of the condition of its horses. Several horses which the company owned have been destroyed on orders of the society. The company gave notice that Hogan's case would be appealed.

Vancouver Bylaws.

On Thursday the ratepayers of Vancouver carried nine bylaws, involving the borrowing of $1,232,900. One of these provides for the expenditure of $282,900 on grounds and buildings for public schools, and another for school board offices to cost $42,000. Bridge and street expenditure account for the others, except one of $85,000 for preparing grounds and erecting buildings at Hastings park for the exhibition. The proposal to buy land for park purposes at Kitsilano and on Westminster avenue failed to get the necessary majority. The plebiscite questions were all answered in the affirmative, as follows: Eight hour day for city employees, with nine hours' pay; exchange of old hospital property for court house site; competing telephone system; purchase of waterfront on False creek by the city; exchange portion of tideflats for riparian rights of railway owners.

More Joy Riding.

The speeding of street cars in the early morning hours has been the cause of complaint to the Vancouver police lately as several people, particularly drivers of rigs who are compelled to go to work early, have had narrow escapes from collision. A constable's attention was drawn Thursday to a wagon being driven on the sidewalk on Hastings street west of Westminster avenue. Then a street car shot past. The driver had adopted the only means of escape from the car by turning his team onto the walk. In doing so he narrowly missed crashing through some show widows. It is stated that motormen, figuring that there will be few people about when they make first start out in the morning, let their cars out to the speed limits and pass over street crossings without sounding the gong as a warning. The British Columbia Electric Railway Co. is to be advised of the circumstances.

Opium Dealers Fined.

Lee Wo and Wong Wing, Chinese who, it is alleged, were keepers of an opium joint at 551 Carrall street, Vancouver, where five white men were captured one night last week by a squad of detectives in a raid, were yesterday sentenced by Acting Police Magistrate South to six months' imprisonment. Charles E. Allen and Charles Ohren were sentenced to serve two months. This sentence was imposed on the advice of physicians, as it was determined the men were such confirmed smokers that breaking them off too suddenly for a long term from the use of the drug might affect their brains. It would be also dangerous to allow them their freedom at this stage, as both are considered to be so far gone with the drug's influence that they would go to any ends to obtain it again.

This case was worked up by Chinese detectives in the employ of the Chinese Reform league, which is making a hard fight to stamp out opium importation and use.

Nechaco Lands.

George Ovasko, whose place is about six miles west of Fort George on the south bank of the Nechaco river, can be classed as a practical farmer, for he makes his living by working his land. He is doing things, and this is his third winter here. He says the springs are late, and this year the Nechaco froze over on December 3rd, a month earlier than last year. He has made a success of growing potatoes, carrots, turnips, and cabbage. This year he had 10 and 11-pound heads of cabbage on new ground from plants that were small when set out and that needed water when it could only be got by carrying it from the river. Potatoes yielded big returns. From a measured tenth of an acre, the yield was at the rate of 600 bushels to the acre. Mr. Ovasko does not claim this as the yield but one of his neighbors couches for the figures. He says he has tried to grow onions, but hadn't succeeded very well. He is of the opinion that the soil of his place is too clayey for onions.

John Vickborg, a Swede who could not remember when he worked last, in the Vancouver police court was sentenced to three months at hard labor by Acting Magistrate South. Vickborg had $6.70 when he was arrested, but no lawyer.

E. R. Miller, a colored man charged with vagrancy and allowing his wife to be an inmate of an improper sort of house, had a lawyer and also $50. The possession of money, as contended by Mr. J. E. Bird, counsel employed by the colored man, secured Miller his freedom, as he could not be classed a vagrant so long as he had money to pay his way. Acting Magistrate South took Mr. Bird's view and dismissed the case.

Albert Forrest was arrested on a charge of vagrancy and was sentenced to five days because he had been drinking. The trial of the vagrancy charge failed, the magistrate himself looking up the prisoner's statements regarding where he had worked and finding his former proprietors had given him a good character. "You have been drinking," said the court, "and I will give you five days to get it out of your system."

NEW YORK, Jan. 15.—Matuda Wong, the Chinaman who shot and killed Chinese Vice Consul Lock Wing here in July last, was sentenced to serve not less than twenty years in Sing Sing prison. Wong pleaded guilty recently to a charge of second degree murder.

An award of $3,183 has been made to the Honolulu steamer A. J. Cummins for her share in the assistance rendered to the Manchuria, of the Pacific Mail Company, together with the cable steamer Restorer, now at Esquimalt, when the Pacific Mail liner was ashore off the Hawaiian islands three years ago.

FIGHT CAN BE HELD IN 'FRISCO

Formal Assurance to This Effect Given Promoters Yesterday

SAN FRANCISCO, Jan. 15.—Official assurance was given to Jack Gleason today that he can hold the Jeffries-Johnson fight in this city on July 4th. Supervisor John L. Herget, formerly "Young Mitchell," the fighter, who is chairman of the police committee, before which the applications for fight permits are heard, stated that he believed Gleason to be sincere in his attitude of independence held toward Tex Rickard, and, this being the fact, he would give the local promoter his support.

This virtually means that Gleason's application for a 45-round permit will be granted.

James W. Coffroth will again be allowed to conduct prize fights in this city, after being denied that privilege for the past three years.

At a meeting of the police committee of the board of supervisors held late today the Shasta Club, of which Coffroth is the controlling spirit, has granted a permit to hold a limited round fight in San Francisco during the month of February. The January permit was granted to the Broadway Club, represented by James Griffen.

After the reform administration succeeded the Ruef-Schmitz regime, Coffroth was denied further permits and was compelled to conduct his fights at Colma, over the line in San Mateo county.

MAITAI WILL RELIEVE AORANGI

Will Arrive Here in March, Relieving the Steamer Aorangi One Trip New Zealand's Plans.

The steamer Miowera, under another name and overhauled, but still the old Miowera, is to come from Australia, leaving on February 14th, in place of the Aorangi, according to advices received by the Moana. The New Zealand Shipping company, which holds its interest with the Union Steamship company, in the Canadian-Australia, has determined to place the Maitai which name is a Maori word meaning 'hard as iron' in the service, pending arrangement for another vessel. The Miowera will be no improvement upon the Aorangi.

New Zealand is continuing the effort to have Auckland made a port of call of the Canadian-Australian liners and failing a direct service to have a connecting line to Suva making close connections with the steamers running between Sydney, via Brisbane and Victoria. The matter was taken up in the New Zealand House of Commons shortly prior to the sailing of the Moana from Sydney, when Sir Joseph Ward said:

"There is a weekly service, via Suez, of thirty-five days from Wellington to London, and thirty-nine days from London to Wellington. To maintain a close connection the Union Company and the Huddart-Parker Company are subsidized to the extent of £15,000 a year, in addition to other charges to Sydney amounting to £7,600 a year. About £5,000 of the £15,000 might be charged to the Australian service proper. In other words, if we had not a through service via Suez at a cost of £15,000 we would be paying about £5,000 a year for the conveyance of mail matter between here and Sydney, so that the Suez service is costing about £10,000 for the alteration of a day to enable a connection to be made. That means that the cost of the Suez service is £17,600 a year. From that total postages amounting to £14,000 have to be deducted, leaving a net cost of £3,600 per annum. In addition to the Suez service, occasional use is made of the four-weekly Vancouver steamers. The time occupied in transit is too long to make this service of much use except for Canadian and American mails. The cost of that service to New Zealand, including the Fiji connection, is estimated at £4,490, and postages amount to £3,076, leaving a net cost of £1,414. There is also a five-weekly service to San Francisco, formed as far as Tahiti by the Union Company's steamers and thence by the steamers of the Oceanic Company. This service costs £3,500 a year, in addition to which the Industries and Commerce Department pay a similar sum. Postages amount to £2,500, leaving a net cost of £1,000. It seems quite positive that the amount of postage received will very rapidly increase. Negotiations are going on with a view to making Auckland the port of call for the Vancouver steamers."

Sir Joseph Ward added that he had communicated with the Prime Minister of Canada some time ago, and he had replied that he was favorable to the proposal. He had also communicated with the Australian Government, and expected to hear of its decision shortly. If such arrangements could be made it would be very satisfactory as there was little doubt that in any new contract with the Union Company it would be possible to arrange for an accelerated service, reaching London in from thirty to thirty-one days. He was hopeful of securing a close connection at Fiji with the Vancouver steamers, but the cost appeared excessive. He had seen the managing director of the Union Company with regard to the two steamer services between Auckland and Fiji, but it was apparent that the cost would be excessive. The extra cost of a steamer connecting between Fiji and Auckland would be £12,000 a year additional. An attempt had been made to again establish a line between Auckland and San Francisco, but there was no subsidy granted by the American Government to steamers not on the United States register. The subsidy required would be from £30,000 to £100,000, which was prohibitive. He knew that at the old rates on which the former line ran there was no hope of the Americans or anyone else taking up this service, the loss having been so great, unless there was a subsidy of the amount named. It was almost certain that the United States Congress would soon pass the Shipping Subsidy Bill, and if it passed there was reason to believe that the Oceanic Mail Company or some other company would run a line from San Francisco to Sydney via Auckland. He thought, therefore, that the time was approaching when there would be a steamer service running again between Auckland and San Francisco. A great deal depended on what the United States Government did. It was intended to maintain the five-weekly service to Tahiti. As long as the Mariposa continued to run between there and San Francisco, it was their business to provide facilities for sending letters direct to the United States. The delay at Tahiti with the inward mail was because the Mariposa had to be four days off Papeete. He proposed to obviate this by arranging for the Auckland-Tahiti service being five-weekly instead of fourweekly. This would obviate the delay in the inward mail, and the Wellington-Tahiti steamer would be timed to reach Tahiti just before the Mariposa sailed for San Francisco. The outward mail would thus go from Wellington, and the inward mail would naturally make Auckland the first port of call. If such an arrangement could be made, and he was negotiating with the Union Steamship Company about services to Tahiti, it was proposed to divide the subsidy between the Wellington and Auckland services, giving £4,000 a year to each. This would only be a temporary service, as it was to be hoped that they would have a through service via Honolulu, with fast and up-to-date steamers running. From information as to what America was likely to do, the prospects were distinctly encouraging that before long the country would again have the benefit of the fastest service possible to the Old Country, via America. The amount of estimated postages by the various services: San Francisco via Tahiti, £13,452, Vancouver £3,076, Suez £13,823, total £19,351. Against this the cost of the Suez service, £15,000 for the Union Company and £7,600 for the Huddart-Parker Company, and the cost of the Fiji services, £4,490, made a total cost of between £26,000 and £27,000.

CANNERS BUILD POWER TENDER

Hinton Electric Company Equips Many Vessels With Engines During Past Week

The Hinton Electric company has had a busy week installing engines in new power boats of various types and sizes. One of the largest power boats being equipped with a Union engine by the company is a cannery tug being constructed on the Fraser river by Findlay, Durham and Brodie for use in connection with the company's canneries on the Skeena river.

A. H. Aldridge, of South Pender island, has just had a fine cruising launch built by the Hinton company equipped with a 15 horsepower Union engine. The vessel, which is 33 feet long by 8 feet beam, is to be used in towing and carrying produce from the owner's premises at South Pender to Victoria.

A two-cylinder Union engine was installed in the launch of Hon. James Dunsmuir, for use in connection with his yacht Dolaura, and several other engines have been equipped. A number of small launches have been constructed by the Hinton company at their yards on the upper harbor for local sale. A pamphlet has been prepared for general distribution giving particulars of these.

CAPT. CUTLER TO COMMAND TUG LORNE

Wellington Has Been Tied Up Indefinitely and Well Known Master Goes to Tug.

Captain M. Cutler has been given command of the tug Lorne, of the Puget Sound Tugboat company, and assumed his duties yesterday. Captain Cutler, who was in command of the Lorne some years ago, has of late been master of the steamer Wellington of R. Dunsmuir and Sons, which was recently tied up indefinitely by her owners. Captain Cutler is well and favorably known to the shipping community.

LOW PRICE FOR EVERETT G. GRIGGS

Brought $27,500, Less Than a Third of Cost to the Former Owners

The price realized for the six-masted barkentine Everett G. Griggs, of Victoria, B.C., which has been sold to Capt. E. R. Sterling, of the ship W. F. Babcock, and a group of Seattle men, was $27,500, a low one when it is considered that in addition to the $16,000 paid by the former owners the sum of $71,000 was paid for the rigging of the vessel at Tacoma. Capt. Sterling, who will take the place of Capt. Delano in command of the Everett G. Griggs, is well known here. He is at present master of the ship W. F. Babcock, loading lumber at Port Ludlow for Cape Town, South Africa. He was formerly owner of the Great Admiral and was aboard that vessel when she was lost off the Washington coast several years ago under circumstances somewhat similar to the wreck of the schooner Susie M. Plummer last month. The Great Admiral was pounded by seas and sprang a leak. In her waterlogged condition the vessel was overwhelmed by the seas, but Capt. Sterling stood by her until one giant wave carried away the cabin, bearing the shipmaster and several of the crew with it. They were picked up by a passing vessel some days later, but the derelict Great Admiral was never sighted again and is believed to have drifted into one of the bays in Queen Charlotte island, for the Indians there last year were reported to have discovered a dismantled hulk full of lumber, with which the tribesmen were building houses for themselves.

The British Columbians interested in the company which has just disposed of the Everett G. Griggs are Alex. McDermott and Capt. F. W. Amesbury o fthe Victoria and Vancouver Stevedoring company. The Seattle and Tacoma capitalists interested in the Griggs include Charles E. Peabody, president of the Alaska Steamship company; Joshua Green, president of the Puget Sound Navigation company; Frank E. Burns, manager of the Alaska Steamship company; John Ty Hefferman, Everett G. Griggs, Walter Oakes, Capt. J. S. Gibson and others. Charles E. Peabody and Capt. J. S. Gibson acted as managing owners.

Her History

The Everett G. Griggs came to Victoria dismasted and in distress. She was the German bark Columbia, and when bound from Kobe to Royal Roads was caught in a heavy gale and Capt. Schwarting was engaging in setting bottle-messages attached to kites adrift in the hope that they would drift ashore—thinking there was no hope from escaping shipwreck and destruction on the Vancouver Island coast—when the Norwegian steamer Norman Isles, outbound from Victoria with lumber piled high on her turret deck, sighted the distressed vessel and towed her to Victoria, thereby earning $9,000 in salvage money. The Columbia lay at Esquimalt for some months and in 1905 was sold, being bought in by Alex. McDermott and associates for $16,000. The Columbia was rechristened the Lord Wolseley, and was taken to Tacoma and re-rigged as a six-masted schooner, the unique rig—the only one of its kind—created much interest. Seventeen hands work the vessel whereas 32 were formerly required. But while operating expenses had been cut, the world-wide period of depression in the shipping business which still holds as to sail craft, was being ushered in and the reduced freight counter balanced any saving in expenses. The steam craft, hard put to it for cargoes, edged into the trades, which had prior to that been the particular province of the windjammers. While the Griggs lost no money for her new owners while in commission, her surplus earnings were not available for dividends. The vessel has been for sale for over a year.

NEW SERVICE TO GULF ISLANDS

A. R. Bittancourt Builds Launch to Run From Victoria to Settlements in Gulf of Georgia

A transportation service between Victoria, Vancouver and the Gulf islands has been established by A. R. Bittancourt, of Ganges harbor, with the launch Winimac, recently constructed here. While the steamship line has conducted a fairly good service, it has been impossible for them to cover a great deal of territory except in a meagre way, and for a long time this poorly-covered section has looked forward to the time when some man with sufficient capital would be interested in establishing a service which would give the settlers access to the markets as well as an easy way of securing supplies.

Mr. Bittancourt has had built a strong sea-going cruiser, 52 feet long by 12 feet beam, equipped by the Hinton Electric Co. with a 35 h. p. 3-cylinder Union engine. The boat has a speed of 13 miles per hour and is so arranged as to have a large carrying capacity both for the agricultural produce of the islands and mercantile supplies from Victoria on the return trip. The boat in addition to making such towns as Sidney, Chemainus, Ladysmith, Nanaimo and several other of the smaller towns, will also be able to make stops at private docks to take on garden truck, small fruits, etc. This will be an unusual boon to the farmers of these sections, because heretofore it has been necessary for them to haul their produce many miles to transportation. This big saving in expense and time is being appreciated by the settlers. It is also of advantage to Victoria as the wholesale and retail interests will have their markets extended, as Mr. Bittancourt's plans include among other things that of buying for his patrons located on the islands.

The decision of a Chicago judge against the ten-hour law for women has aroused opposition all over the country. The Chicago Federation of Labor has decided to appeal to the churches to aid in arousing public opinion in favor of legislation limiting the hours of working women. A splendid decision was handed down by the United States Supreme Court in the Oregon appeal case. Like the Illinois case, the question of limiting working hours for women to ten was before the court. The highest tribunal in the land declared that the welfare of society demanded such laws, and that future generations were concerned in the protection of women.

Thomas Vanlear, district president of the Machinists' union, says that a strike vote taken by the machinists of the northwest showed 97 per cent of the men to be in favor of obeying instructions from the railway department of the American Federation of Labor, should that department decide on extending the switchmen's strike.

Fresh Fruits of Choicest Quality

CRANBERRIES, per lb.	15¢
RHUBARB, per bunch	20¢
APPLES, Jonathan, 3 lbs. for	25¢
ORANGES, Navels, per doz. 40c and	25¢
BANANAS, per dozen	35¢
PINEAPPLES, each	35¢

The Family Cash Grocery

Cor. Yates and Douglas Sts. Phone 312.

St. George's School for Girls

A BOARDING AND DAY SCHOOL
1157 Rockland Avenue.

Easter term opens Tuesday, January 11th. Boarders return Monday, January 10th, 1910. Principal: Mrs. Suttie. (At home Friday.)

LIVE STOCK FOR SALE

FOR SALE—Yearling Jersey bulls, registered, from 3-year-old cows, giving over 5,000 lbs. of milk in the year, average test 5.5. These are prize-winning bulls. Prices very reasonable. A. H. Menzies & Son, Pender Island, B. C.

RUR

TRAINING AND SPRAYING OF TREES

By James Simpson, 1519 Blanchard Victoria.

In the issue of the Colonist of Ja 1910, there is an article on training ar ing of fruit trees by W. J. L. Hamil Spring Island, and I should like to wr words about the advice he there gi growers.

In passing, I may say that I ha read Mr. Hamilton's papers with mu ure, though sometimes, as in this case not agree with him. Firstly, then, a training of fruit trees in the vase have seen in Scotland forty years system thoroughly thrashed out in and also thoroughly practiced, and qu with the value of an open tree and exposure of the shoots to sun and there is no use whatever for galvani or galvanized eyes screwed into the the tree, as the whole thing can be e much better done by the knife alon year-old trees only should be planted, should be headed down to 18 inches ground, and the first branch should 9 to 12 inches from the ground. Tr good paying and easily managed cro be planted 12 feet apart and never al get more than 10 feet high, as they easily pruned, dressed, thinned and g

Spraying I find since coming her an unmixed evil. Today I pruned three-year-old trees, the skin of wh been reddened, burned and hardened sprays in common use, and thus thei and vigorous growth set back for ye their utility spoiled.

Tomorrow I go to prune and dres orchard on the Victoria Arm. Last same orchard was sprayed under an superintendance of a government offi the spray was not much more than d another and a higher government offic around and said it had not been half do proprietor then told him to see tha rightly done, and so it was done the time; but as the trees are very bad n greenfly eggs, oyster scale, woolly ap nesting caterpillars, the trees had b only things to suffer.

The truth of the matter is th spraying mania is mostly a fraud. See sults on fruit, extracted and printed Colonist of December 31, 1908, from cellent paper, Horticulture. The sta therein are amazing, and, in my opin directly traceable to spraying with del compounds, such as arsenic, arsenites, bisulphide of carbon, carbolic acid, co corrosive sublimate, hydrocyanic ga phuric acid, kerosene, lime, lye wash, phur, all of which are detrimental to pl and all of the above are in the gove rule book to apply to plants. Surely t ple who advised the government to iss things were old chemists and not practi ticulturists, as the merest tyro with any edge of structural botany whatever; a tenderness of the epidermis of plants certainly never recommend the applica such wicked destroyers of vegetation.

What is wanted is something to soo strengthen the plant, and at the same t the insect which troubles the grower, a has been found and is well known to n Victoria, the results being quite man the size and beauty of the fruit.

AMATEUR'S GRAPE VINE

The canes in the cool vinery are no for the pruning knife, as most of the will have fallen, and those remaining further useful function to perform. the time to regulate their area. That p of some sort is indispensable, no plant stronger proof than the vine. If lef year or two the annual growth beco tangled mass, and if any bunches are pr the grapes are about the size of peas. annual pruning is necessary to ke growth within bounds and concentrate and fruit-bearing force into the grapes selves. Amateurs either grow their gra the lateral form or single rod each year, can may extend over the roof of the house. In either case it is necessary to back last year's growths to a couple o eyes, excepting where a new piece is for filling up a gap, when it is just short point or two. From the two eyes or bu new growths will appear in spring ear later, according to the warmth of the and if they are robust they will produ bunches of grapes that are expected. I they will show no fruit.

Few things are more simple than the pruning, although many fail over it. A knife and confidence are the chief qu tions. The cut should be clean and n near the bud and at a sharp angle of a 45 degrees.

Cleaning and Painting

After the pruning is completed, the tion of rubbing off the loose, stringy b undertaken, leaving the stem a rich color; it is then painted all over, partic at the joints, with some such material a hurst Compound, a sort of soapy glue, s boxes at the seed shops, Abol, or other tised wash. These will kill red spide other pests that may be hybernating the loose bark. If the rafters are dirty also should be washed, or, better still, pa filling up all holes with putty. If the pr is done during the next few weeks, wh canes are thoroughly dormant, there likelihood of the cuts "bleeding" than the work is left until later. Amateurs complain that all the bunches come o upper growths, leaving the bottom bra