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THE FISHERIES CRUISER.

On the 14th of March a memorial, signed by representative citizens of Victoria, was sent to Sir Wilfrid Laurier asking that the cruiser designed for the protection of the fisheries of British Columbia be constructed within the province. The memorialists gave excellent reasons why the government should give earnest consideration to their request. They pointed out the disabilities under which shipbuilding is prosecuted with British yards, and set forth in convincing terms the necessity for the government giving every encouragement possible, and consistent with the interests of the people at large, to a young and struggling industry. The disparity in wages here compared with Great Britain was impressed upon the Premier and his colleagues, together with the fact that in any government contracts the fair wage clauses for the protection of workmen are rigidly enforced. The attention of the First Minister was also directed to the effect of the tariff upon the shipbuilding industry in the following memorandum: "A vessel built in Great Britain can be imported into this country free of duty on hull and machinery together with her entire outfit, while our local builders, in their competition are compelled to pay duty on the machinery (25 per cent) and on the material used in construction, except plates and angles, which is almost a prohibitive handicap to the success of the shipbuilding industry on this coast."

Previous to the presentation of this memorial there were rumors in circulation that it was the intention of the government, owing to past experience, to have the new cruiser built in Great Britain. We do not know that there was any substantial foundation for the stories in circulation. It is and has always been the policy of the present administration to lead every possible encouragement to Canadian industries. Large sums have been voted for the purpose of placing industries yet in their infancy, and for reasons which are apparent incapable of competing on level terms with established industries in other countries, upon a firm and permanent basis. Such being the case, it is hardly credible that a business of such importance to Canada at large and of special importance to British Columbia because of its potentialities in connection with kindred industries, such as the development of iron deposits and the eventual establishment of smelting works, would be overlooked by the government. But it even was the intention of the Marine and Fisheries Department to have the new cruiser built in a British yard, the prayer of the Victoria petitioners has had a good effect. It is not likely to be granted in its entirety, because no government could justify to Parliament the exclusion of shipbuilding yards in any part of Canada from competition for the contract. It is probable that tenders will be called for, limited to shipbuilding concerns within the country. Yet there are considerations which must be taken into account in awarding the contract, and they are considerations which will operate with a great deal of effect in favor of our provincial yards. If the ship were built in the east—upon the inland waters of the country, for example, where the most complete establishments are situated—the cost of delivering her in Victoria would amount to a not inconsiderable sum. That sum might very properly be deducted from the tenders of British Columbia firms submitting figures. Or there might reasonably be placed in the contract a provision calling for the delivery of the steamer in the port of Victoria. The fact that if the cruiser were built in British Columbia all the plans and specifications, moulds, etc., would remain here in possession of the builders should also be considered as factors affecting the cost of maintenance, as in case of accidents to propellers, or mishaps of any kind, repairs could be more speedily executed and with a great deal less cost to the country.

On the whole, it will be agreed that, as a result of the action of the memorialists, British Columbia has a most excellent chance of having the cruiser built in the province. She will be the largest steel ship of Canadian construction plying in these coast waters. The government has gone as far as any responsible government dare go in deciding to limit tenders exclusively to Canadian builders. If the yards of British Columbia are successful in securing the contract, as we believe they will be, the experience gained ought to prove of great value in enabling our builders to compete for the construction of commercial ships of all classes and in laying the foundations of an industry of large proportions.

CIRCUMSTANCES ALTER CASES.

When the Dominion elections act now in force was passed it abolished one of the most oppressive and iniquitous measures ever designed to circumvent the true will of the people under a system of popular government. The Liberals of Victoria know this to be true, because they acquired their knowledge by practical experience. The old franchise act was so cumbersome that the lists were never up-to-date. Elections were often held upon voters' lists several years old, stuffed with names of dead and absentee voters. It was a matter of jest amongst Conservatives themselves, and Liberals knew to their cost that it was absolutely true, that the last occasion upon which Messrs. Prior and Earl secured a majority in this city, that majority was drawn from Ross Bay cemetery and other mortuary sources. One of the first acts of the Liberal government was to repeal that act and to substitute a measure based upon provincial acts and municipal lists. And it is a notable fact that the leaders of the Conservative party in Parliament at that time placed themselves upon record as inflexibly opposed to the Dominion surrendering its control of the franchise and of the voters' lists. Sir Wilfrid Laurier and other members of the government at the time disavowed any intention of surrendering control of the lists. The Manitoba Free Press has taken the trouble of consulting Hansard and of reviewing the speeches made when the subject was discussed in the House of Commons. Sir Wilfrid Laurier, says our Winnipeg contemporary, spoke at length on the second reading of the bill and also when the measure was being considered in committee. His main argument in favor of taking the Provincial franchises was that it was advisable that the people of each Province should determine the basis upon which the franchise should be granted for the election of members from that Province. He was much more concerned upon this point than upon the actual machinery for making the lists; but he, too, made it clear that he assumed that there was a permanent list, and that it would be made and revised annually by the Municipal Councils. He said (Hansard, page 2287): "If there be a system which is absolutely fair and inexpensive, just and equitable, it is the system whereby the preparation of the voters' lists is placed in the hands of local Councils." Sir Wilfrid Laurier went on to point out how the adoption of the municipal system of making lists was a guarantee that the lists would be complete and fair. This was the system which, he said, the Liberals proposed to revert to. "We propose," he said (Hansard, page 2288): "to come back to the custom of former times and use lists prepared by the Provincial Councils in Ontario and Quebec."

Mr. Fielding, who took part in the debate, pointed out (Hansard, page 2792) that in Nova Scotia the lists were made up by the municipalities. One can search the whole lengthy debate from beginning to end, and not find a single expression by any member indicating that the House had any conception of such a Provincial permanent list, as we now have in Manitoba, which is complied by agents of a government kept alive year after year by a revision, the extent and character of which is certainly under control by the government of the province, and is varied from year to year to suit the exigencies of the Conservative party. Both Mr. Fitzpatrick and Sir Wilfrid Laurier declared specifically that they did not propose that the Dominion should renounce its right to prepare and control its own lists if the necessity for doing this should arise. Sir Wilfrid Laurier said that the Dominion accepted the Provincial lists as a matter of convenience, without conceding that the Dominion were obliged to accept any lists which Provincial Legislatures might care to prepare. He said (Hansard, 1898, page 4016): "I am quite disposed, for my part, to accept the franchise prepared by the Legislature, whether Liberal or Conservative. But, if the day comes when a fraud is committed against this Parliament, when legislation of a hostile character is brought forward in the Legislature, then it will be always open for the Parliament to resume its own powers, and to enact a franchise law of its own."

Mr. Fitzpatrick also said (Hansard, page 3962): "It is idle for my hon. friend to assume, or to suppose that we assume, that the Provincial franchises existing to-day will continue for all time. I cannot follow the argument of hon. gentlemen on the other side who say that we dispossess ourselves of control over our franchise. We do not do anything of the sort; we simply adopt for the present the franchises of the Provinces. But if at any time the Provinces should do anything that we consider detrimental to the interests of the Dominion, we are entirely free, we do not tie our hands for all time, to make any change that we think proper. We do not dispossess ourselves of our control over the franchise."

Our Mr. Bower and Manitoba's counterpart of the hon. gentleman, Hon. Robert Rogers, have appealed to Mr. Borden against the proposed outrage. The fact is that the defence of the Ministers above quoted was the result of the opposition of Mr. Borden and other leaders of the Conservative party to the adoption of the provincial franchise and provincial lists. Here are Mr. Borden's observations: "Even if we do adopt the Provincial law, it

would suggest that we should not go beyond saying that the Provincial enactments as they exist at present, and the basis on which the voters' lists are now made up in the different Provinces, shall be the basis on which we shall proceed in the future. I do not see why we should pledge ourselves now to the wisdom of what any Provincial Legislature may pass in the future."

BRITONS AND CANADA.

Canada is receiving all kinds of advertising in Great Britain at the present time—and not a little in the United States. The publicity our country is receiving in Great Britain is not all favorable, unfortunately, although the criticism does not appear to be doing any particular harm, judging by the immigration returns of steamship lines. The Times has lately received a number of clippings from British newspapers dealing with the experience of immigrants, and it is a somewhat remarkable fact that the ventures have turned out unfortunate appear to be confined exclusively to immigrants from the south of England. One F. Oldfield, writing to the Kentish Independent, "dumps into poetry" in epitomizing his opinions of Canada and Canadians. "This is my opinion, boys," he says:

"To the West, to the West, the land of the free.
Yes, free, without a doubt,
And if you haven't got a meal,
You're free to go without."
"Men," continues Mr. Oldfield, "there is a lot of talk in your district about Canada, telling you to emigrate, as there is a great advantage and great prospects. Yes, there are—to starve, the same as they are doing now in the towns of Montreal and Toronto, and I challenge any one to say different, as I have seen it." Contrast the assertions of Mr. Oldfield with the opinions of two correspondents of northern British journals, and say whether it is not true as it ever has been that the matter of success or failure in Canada depends to-day, as it ever has depended in all days and in all countries, upon personality. John Horne writes to the Catfirth Courier: "At the present time there are hundreds of men going idle in every town of any importance in Canada, mostly due to it being the winter time, and partly the men's own fault, and partly the men not being suitable for the kind of labor that can be obtained at this time of the year. But in mostly all the cases I see here, of men going around for want of work, are those who do not want to work, and who drink every cent they make; that's the class of men who feel this winter pretty hard on them. I have travelled a little around in this country myself, and have a fair idea of the way things are done, and I always could get a job in harder times than this winter. The Thursto people would not call it hard times if a man could get \$4 to \$5 a month, and his board. I see cases here of Scotchmen coming from the railroad with \$20 to \$30, and who just stay in town from three days to a week, and then they have not five cents to spend. Then they are broke and on the bum, as they call it in Canada. . . . This happens to 80 per cent of the laboring class, and although a man is not very bad in the old country, going around in Canada and getting with all classes under the sun, if he has not got a good 'Will power, he will get swamped before he knows where he is, for about six months in this country, if he was a bit rowdy in the old country, puts the finishing touches on him. But for a steady man who wants to work and stay at a job, and save his money, I think this is a very good country for him to come to. A good man will get a good job and good wages at almost any time in Canada, that's as far as the laboring class is concerned. But although this winter is a little bit slack, there are lots going 'idle and sending bad reports about the country, that could get work. I would recommend some of the young men leave Thursto this spring, for there will be a good summer in Canada if the spring opens up. But if a man is lazy, or sees difficulties always before him, or has any inclination of the loafer about him, let him stay right beside the old co-operative corner and enjoy the sea air and save himself a lot of trouble and hardships by not coming to Canada."

James Pennie, in the Fraserburgh Advertiser, offers this advice to his countrymen: "The main point of the whole matter lies in the fact that it gives the poor man and the small capitalist a better opportunity than elsewhere under the British flag to become independent and wealthy, if he is thrifty and industrious. The man who comes out here need not expect he is coming to a second edition of the heavenly city where bricks of gold can be picked up for the stooping. He will find competition keen in every line of work. It should be his first endeavor to acquire the ways of the people here, because the environment and condition of life are so different that the methods of the home land will not apply. The gold he gets will be earned by the same old fashion—by the sweat of the brow."

"The style of living is much superior here than at home, and, naturally, is more expensive. I suppose it is because money is more easily got here and the old adage is true that 'what comes easy goes easy.' Clothes are much dearer and not so good in quality, but the necessities of life are just as cheap. Luxuries are very much dearer, except tobacco, which is better and cheaper here."

"In conclusion I may say that, the

immigrant who comes to Canada and stays in Montreal, Toronto, or in any other part of eastern Canada makes a mistake. There he will find the conditions very little different from the Old Country. Western Canada is the land of opportunity so if you come West, come further West. Again, don't stay in Winnipeg. Every mechanic thinks he ought to find work in Winnipeg, but Winnipeg is a comparatively small city and the greater part of the time the labor market is glutted. Any small town is better than Winnipeg for a new arrival."

It is also worthy of note that one never reads a word of complaint from the thousands of American immigrants who come to Canada. For these people the conditions are similar to the circumstances with which they have been familiar all their lives. They find our climate and our customs congenial. They buckle too with a will, recking nothing of minor initial difficulties. They are welcome on account of the spirit of optimism, cheerfulness and confidence which enables them and inspires others to surmount difficulties and make light of the trials inseparable from pioneer life. The Englishman is just as likely to succeed as either the Scotsman or the American, but he carries wherever he goes his inherent right to grumble and to point out how much better "they do things at home." It is this characteristic, savoring of conscious superiority, which tends to make him, it would not be just to say unpopular in Canada; but certainly to render him less popular than his fellow-immigrants from other lands. With his national downrightness, he says what he thinks regardless of the fact that Canada is just now in a stage of development which renders her people somewhat sensitive and impatient of criticism—just as sensitive as the American people were half a century ago and less.

A section of the Conservative party in Vancouver favors Sir Hibbert Tupper as the candidate of the whole party at the next Dominion general election. Sir Hibbert is willing. But he says he is in the hands of his friends and his leader. His accommodating disposition is probably dictated by something he found out during his late visit to Pictou, N. S. But in respect of a Vancouver nomination the spectre of one R. F. Green and the shadow of Premier McBride throw a damper over party enthusiasm. Sir Hibbert and Mr. George Gowen have never been forgiven for exposing Mr. Green, stalwart Conservative and strength of the McBride government, in his peculiar relations with another light of Toryism, Sir Adolphe Caron. A house divided against itself cannot stand. There cannot be two leaders in British Columbia. Premier McBride is not likely to yield precedence to Sir Hibbert Tupper, with all his knightly regalia and unique connections.

The Vancouver News-Advertiser, jolly old wag, gravely says the Trade and Commerce Department of the Dominion government has not been as useful under the present administration as it promised to be under the old. Of course not. The former head of the department was Hon. W. B. Ives, who distinguished himself to such an extent as a member of the government that few Canadians remember his name. In the meantime the trade which was stagnant in Mr. Ives's time has grown faster than the trade of any country in the world.

The Colonist, with its usual modesty, claims it was the only newspaper in Canada which accepted the "all-red" route seriously. Is our contemporary sure that the "all-red" is not already established and that it was not financed and established by the unaided efforts of the Colonist despite the opposition of the public men and the newspapers of the British Empire and of the whole of the world? The editorial imaginative powers must be waning.

Yes, Mr. Winston Spencer Churchill is a great man. His one weakness lies in his forgetfulness of the ancient admonition: "Thou shalt stand up before the hoary head and honor the grey hairs of the old man." The nominated Secretary for War displays altogether too great contempt for the counsel of his seniors. It is a characteristic inherited from the maternal side of the present Churchill house, and it is not becoming.

Neither the national song of Mr. Dowler nor the National Anthem of Great Britain has any merits from a musical or a literary point of view in the estimation of an unquestioned authority upon everything in the heavens above and in the earth beneath. How would it do to issue an Imperial commission to this inspired one to prepare a real national song and an "unconquitable" national anthem?

It is as we suspected. Neither A.M. John Macmillan of Vancouver nor Mr. Gordon Grant of the same place is satisfied that the right man has arisen to deal with the Oriental question. If modesty did not stand in the way either of these two patriotic gentlemen could point a finger at the man of destiny the very first time.

Prime Minister Asquith will assuredly discover that the most difficult problem he has to deal with is Winston Spencer Churchill, M. P., etc.

The Canadian-Australian liner Mar-ama goes to Connox to-day from Vancouver to bunker.

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HIGH PRESSURE
SYSTEM PLANSREASONS GIVEN FOR
VOTING FOR BY-LAWElectric Light Superintendent
Expressed Scheme People
Asked to Endorse.

(From Thursday's Daily.)

Probably the one by-law out of the four that are to be submitted to the ratepayers a week from to-day that is giving the people of Victoria most thought is the measure providing for the raising of \$70,000 for the installation of salt water high pressure system of fire protection. For many reasons this by-law is not as well understood by many as are the others, while some people in the outlying districts ask why they should be taxed to pay for a fire protection system which will, in their opinion, benefit only a small portion of the city. The object lesson afforded by last summer's fire is also beginning to fade from the memory of some people. The proposal to establish the system grew out of the raising of their rates after last year's fire. Following this Robert Howe, C. E., municipal expert of the Dominion Writers' Association, visited Victoria and reported in favor of an extensive salt water high pressure system as an auxiliary to the fresh water domestic system in fighting fires. The council were of the opinion that the scheme outlined by Mr. Howe was too ambitious for a city of Victoria's size, and adopted a plan which they considered more in keeping with local conditions. Discussing the proposal of a salt water high pressure system, Mr. Hutchinson, superintendent of the electric light works, who was entrusted by the council with arranging the details, said that there were several misconceptions regarding the proposed work. For example, the complaint, that the installation of such would not benefit the city as a whole was without ground. In the first place, if the system were installed, the placing of hydrants at short intervals would render unnecessary such great lengths of hose. This was a saving in many ways. In the first place the shorter the hose length the less loss of pressure there would be. What this meant would be seen, when he said that at a delivery of 188 gallons per minute from a two and a half inch hose the loss in pressure was 10 pounds per 100 feet. The life of hose was only about seven years, so that six or seven supplies of hose would be worn out during the life of cast iron pipes. It is therefore as cheap, if cheaper to lay water pipes than to use long stretches of hose. In addition it would take three fire engines to do the work of one high pressure pump such as it was proposed to install. The cost of these engines would be at least \$30,000 and they would not be nearly as satisfactory. In the first place they would not be assured of an adequate supply of water, while a high pressure system, using salt water, would have an unlimited supply to draw from. Then too a stationary plant would be much more reliable in the matter of getting out of order than portable engines.

The plant would be available at all times of the day or night because there were two men at the lighting station every night and one in the day time. The cost of keeping the plant in readiness would therefore be very small, while the addition of three more fire engines would mean a large increase in the number of men engaged on the brigade.

At present Seattle was partially protected by salt water, and Tacoma and

sure sufficiently strong to flood buildings, as is often necessary in the case of a big fire in the business section of the city, could not be put on the fresh water domestic supply because the ordinary house plumbing would not stand it. To put in a plumbing that would do so would be very much more expensive than the work now being done to stand an ordinary pressure, and even then for many reasons would be highly objectionable.

The plans for the system which it was proposed to install were, complete, he thought, as conditions called for. The pumping station would be located on the waterfront beside the electric lighting station, and would contain two sets of pumps, one to be operated electrically and the other by steam from the lighting station boilers. The electricity for the former would be supplied by the B. C. Electric Company, but in order to guard against the shutting off of the power, as some of the feed wires came through the district it was proposed to protect, provision was made for another pump to be operated by steam. In this way the salt water system would be available, no matter what happened. These pumps would be exact duplicates, and would pump direct into the harbor, so that the supply would be unlimited. The capacity of each would be 4,000,000 gallons in 24 hours, or 2,600 gallons per minute. The pressure at the pumps would be 150 lbs. to the square inch, and the hydrant 100 lbs. at maximum supply. This would be sufficient for all fire fighting purposes, no matter how large the conflagration.

From the pumping station mains would be run to protect the whole centre of the city from the water front to beyond Blanchard street between Chatham street and the Empress hotel. Pipes would be laid along Store, Wharf, Government, Douglas and Blanchard streets, the ends being connected by mains along Herald street, on the north and Broughton and Kene streets on the south. A branch would be run to Humboldt street to give protection to the Empress hotel, while another would be run along Broad street to Fort. It was proposed to lay the mains on Broughton and Kene streets rather than on Fort on account of the last being paved and it was desired to interfere with paved streets as little as possible. In this connection it was also desirable that, if pipes were to be laid in certain of these streets, the by-laws for the paving of which have already passed, it was advisable that this should be done before the work was started.

From a fire-fighting standpoint a high pressure system had many advantages. One of these that came to the mind of hydrants at short intervals would render unnecessary such great lengths of hose. This was a saving in many ways. In the first place the shorter the hose length the less loss of pressure there would be. What this meant would be seen, when he said that at a delivery of 188 gallons per minute from a two and a half inch hose the loss in pressure was 10 pounds per 100 feet. The life of hose was only about seven years, so that six or seven supplies of hose would be worn out during the life of cast iron pipes. It is therefore as cheap, if cheaper to lay water pipes than to use long stretches of hose. In addition it would take three fire engines to do the work of one high pressure pump such as it was proposed to install. The cost of these engines would be at least \$30,000 and they would not be nearly as satisfactory. In the first place they would not be assured of an adequate supply of water, while a high pressure system, using salt water, would have an unlimited supply to draw from. Then too a stationary plant would be much more reliable in the matter of getting out of order than portable engines.

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Oakland were installing systems. Of the Canadian cities, Toronto and Winnipeg already had high pressure systems.

The whole scheme, he thought, would work out satisfactory if the ratepayers saw fit to vote the money to carry it through and would give Victoria as good a measure of fire protection as would be required for many years to come at least.

EYES ARE TURNED TO
DOMINION OF CANADAW. Dodd of British Welcome
League is in the
City.

(From Thursday's Daily.)

W. Dodd, of Bristol, England, and also of Toronto, a former director of the Toronto British Welcome League, is in town on one of his periodical visits.

Speaking of the work of the league of which he is still a member, Mr. Dodd says that they did a very useful piece of work throughout the winter in looking after those who were unemployed and placing those who came out. The society was sorely needed during the past winter on account of so many people being out of work. Mr. Dodd thinks too many people come to this country who are unfitted for the life here. They come from the towns and expect to remain in the towns here. They can only do certain kinds of work and are not able to adapt themselves to conditions as they are here.

Since his last visit to this city eight or nine months ago, Mr. Dodd has visited many parts of England and he finds that the people talk of nothing but Canada. It is looked upon as the land of the future, and there is going to be a great move in this direction. So much is this so that people in the Old Country are trying to take steps to check the movement.

ANNUAL MEETING OF
CAPITAL GUN CLUBOfficers Were Elected Last
Night—Plans for
Year.

(From Thursday's Daily.)

The Capital Gun Club held its annual general meeting last night in Pichon & Lenfesty's store. The principal business taken up was the election of officers, the hearing of reports, and making plans for the coming season.

The following officers were chosen: President, L. B. Leavell; vice-president, H. B. Young; secretary-treasurer, W. N. Leavell; captain, F. W. Stevenson.

The secretary's report showed the club to be in a good financial condition, there being a cash balance on hand of \$275.

It was decided to purchase three gold medals of equal value to be competed for by members of the club. In three separate classes. This will give every member a chance to win. There are two or three men in the club that are in a class by themselves and the other shooters will not be expected to compete against them.

The opening shoot will be held as early as possible in May on the club grounds at the Willows. A committee was also appointed to arrange for a big contest on the 24th in connection with the Empire Day celebration. It was shown that there is now a club membership of 72 in good standing, and eight new members were added last night as follows: John C. Ross, S. Turpel, M. Lohbrunner, G. Phillips, D. Lewis, E. Phillips, D. B. McGonnan and A. C. Fletcher.

BATTLED

GIANT

WHALES ORIGINALLY
EXCITING

Bad Weather
tions at the
Station

(From Thursday's Daily.)
A desperate end steam-whaler Orpheus-bottom whaler miles off the Sechart day. The little disposed of two buoyed them to le hunting when the sighted. The thick but the cal he had time to take pick up the others foggy for the station, so chase. The sulphur ca from the Orion, a half a mile, and the whaler dived. Could strike him, of the harpoon in the whale diver. The Orpheus was so rapid hawse-holes had water. When the surface the Orion the slack rope rusted for a mo and then shot at towing the stea. Meanwhile the ing thicker and more anxious. The whale tore on and then the en in the hope that which this gave tire the big gun known to the we whom they were were tried until fight continued fog being then so could not be seen. The Orpheus to the line and manoeuvred con the fight came. The Orpheus was leaving out and the Orion, was disappointed, set other whales. The Orpheus was, dis- steered into the ter one of the ne ever waged by the Orpheus. The Ena, Can back this morning from Kyuquot a for trans-shipped steam to 70 tons, a run from St. ant, to the out over nine hours. tionally speed, it knots an hour. Bad weather w coast and from week until Sun- raged at Kyuquot whaler, St. Law the Narrows Gun- whales had been. The Ena left an to yesterday since the open catches are mu taken by the Or the correspond better weather. Four hundred quantity of barr of the steamer. The Ena line wharf to facilitate and materials. While the Ena Gun wharf, Thomas P. B. village endeavor Indian hunters. Ena left, with canoe. It was last. So despo schooner's mat to get men the carefully to violating station. The Princess again for some business offering. The Ena is at it is P. R. company of caulking her the builders, who re since her has, so far, co of \$1,000 and a mile about smaller jobs. A curious mil builders is not pilot house w the steering. Ena's anchovy for the coast quarters here, therefore, alim.

WIVES TR

The railway a decreed that travelling toge pay half-price.

Get
Blac
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flavor.