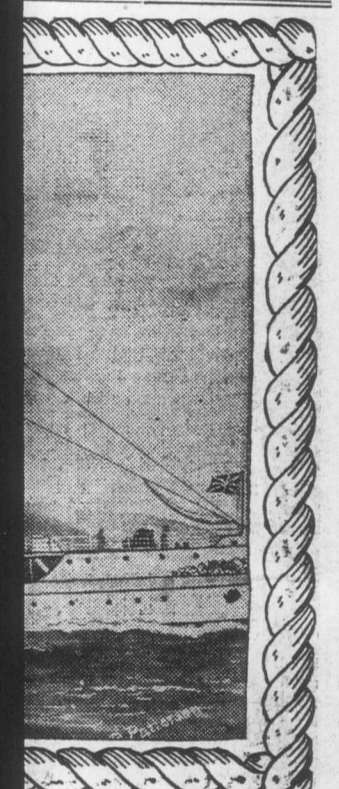


whalers figured. The story goes on one occasion when the gunner of the St. Lawrence had pinned the mammal down and, up beneath the vessel, the bomb and practically lifted the lean out of the water. This was related by a member of the an ordinary event in the day's and the eventuality that if the mury had struck the vessel when its way through the water at miles an hour and shattered herments, never for a moment to have been entertained, perhaps the most exciting experience recorded was one which the St. Lawrence during August when that vessel was off Kyquoot and sighted a mammoth sulphur and had given chase. The gunner with his customary accuracy, fired his quarry with a harpoon, and some untoward event, howe the bomb failed to explode and ale, driven frantic by the strange in its carcass, raced away, ng in its wake the little steamer, distance of 25 miles. There were its when the steamer tore h the water at a speed of nearly an hour. Ever and anon the would pause as if for breath, but as the engines were started up, the vessel again proceeded to get striking distance of the quarry suddenly, with a sweep of its in in some other direction, and ng the vessel round again, start op speed. For seven solid hours

Merry Game Went On. The waters were comparatively and the crew enjoyed the fun, the while what the end of



VERNMENT, IN VICTORIA

uld be. Towards evening, howe mammal seemed to get tired atics, and in an unguarded mollowed the hunters to creep measurable distance, when a of bombs, well directed, put an the chase, and incidentally to ur-bottom. It is difficult to say what the plans of the Pacific Whaling y will be with regard to the of Vancouver Island. The conat present permission from the a government to erect two othalong the coast, but the exact of these has not yet been deupon. As far as can be gatherever, the company will conoperate from Page's Lagoon sh time as the fact is fully esd that hunting can be carried successful manner in the iners. If the

Supply of Whales. Five out there, it is unlikely that station will be erected on the of Georgia. This is, however, emely improbable contingency, whalers Orion and St. Lawrence taking as many of the mamthey can comfortably handle, is every indication that huntbe carried on for many a long a satisfactory results, even in and waters. It is noteworthy ilar waters in other parts of d have never proved sufficient of whales to warrant their on. During the summer, in m the early spring, Sechart quot will be in full swing, and e company has already attain- tion unique in the annals of present indications are that e will enable it to surpass its dertful record which the enterd the abundance of mammals and coast have combined to

REGURS REUNIS LINE. way to Victoria at the present steamship Europe, the latest of the Chargeurs Reunis fleet, maintains a line to these waters hose vessels dockage arrange- being made at Esquimalt, steamship is of 2,533 tons net and is a modern vessel in every having a large cargo capacity fortable accommodation for a of passengers. steamships lines send their vesround the globe. But the Reunis Company has done years past, and is now build- new twin-screw passenger and izers—three on the Tyne and t. Nanarie — to develop its rvice.

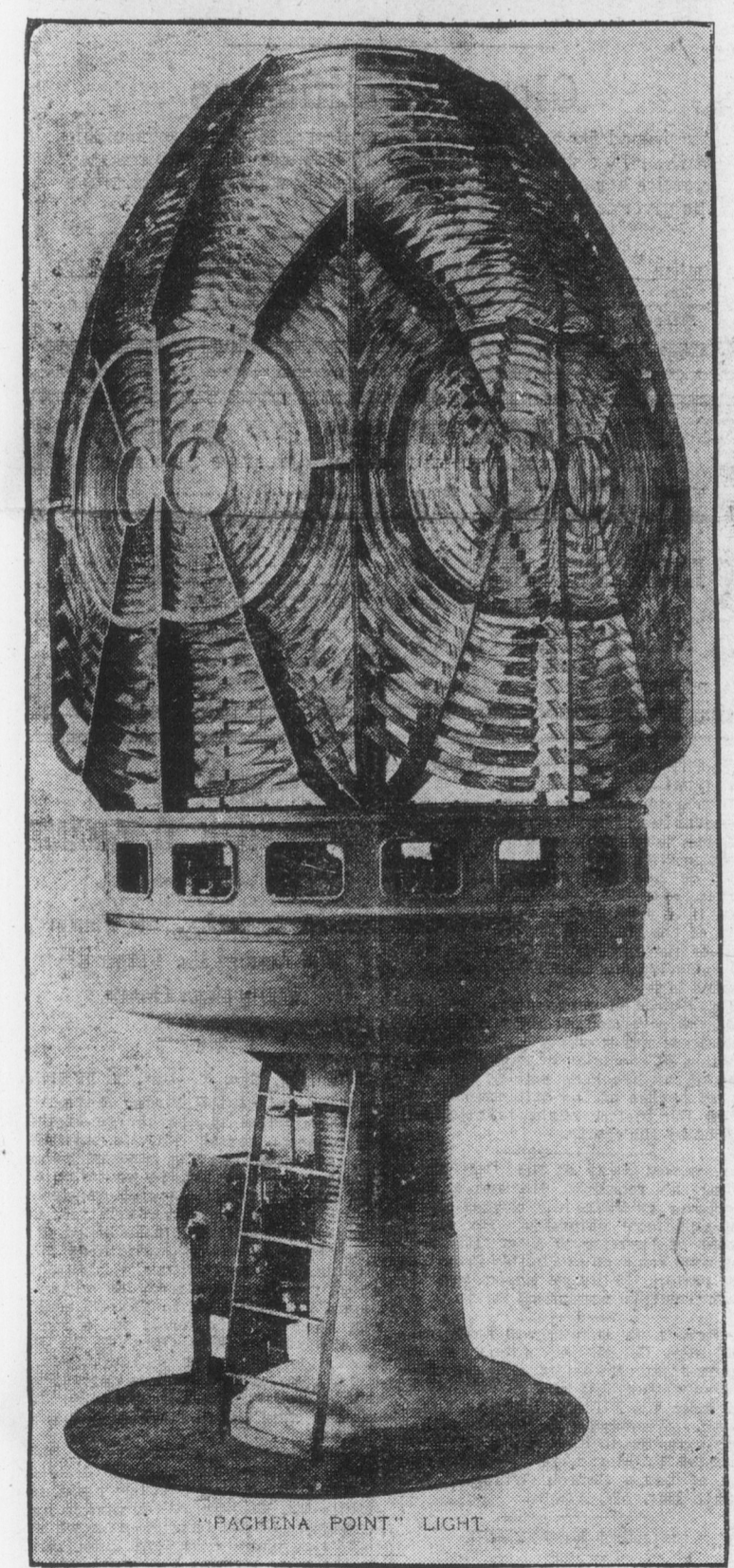
## AID TO NAVIGATION ON THIS COAST.

Dominion Government Has Made a Splendid Record in Furnishing Means to Assist Navigators in These Waters

The year which now draws near to conclusion has been a remarkable one in the department of marine and fisheries, inasmuch as it has seen the establishing of many aids to navigation and extensive development of the Dominion government's comprehensive scheme for making the intricacies of British Columbia's waterways as easy of approach and passage as any of the kind in the world. Evidence of what has been achieved in recent years on this coast is so plentiful that, when Hon. Tarte visited the city in the fall of 1907, just after the Laurier government came into power, a long list of aids to navigation was submitted by the board of trade with a request that they be granted that list was as follows:

**Lights.**

1. Stone lighthouse and steam fog horn on Brothie Ledge, light to be fitted with a red sector over Trial Island.
2. Stone beacon and electric light on Fiddle reef.
3. Light and fog alarm on the Sisters.
4. Light and fog alarm at entrance to Narrows, Vancouver harbor.
5. Light and fog alarm on Egg Island.
6. Light and fog alarm on Ivory Island.
7. Light on Bari Island, Clayoquot sound.
8. Light and fog alarm on Cape Mudge.
9. Light on Pointer Island, Lama passage.



"PACHENA POINT" LIGHT

10. Light on north entrance to Main passage.
  11. Light on Sawyer Island.
  12. Light on Bernie Island, Port Simpson.
  13. Light on Jessie, Departure bay.
  14. Light on Gordon group, New Channel.
  15. The Sand Head lighthouse discontinued and a lightship established off the entrance to the Fraser river, fitted with a steam foghorn.
  16. Light on Pulteney point.
  17. Light on east end of Cormorant Island.
  18. Light on Leonard Island, Clayoquot Island.
  19. Light on Helmecken Island.
  20. Two leading lights on Yellow Island to show Fairway between Maple Spit and Reef Bluff. The present revolving light changed to a small fixed light.
- Aids to Navigation.**
1. Iron buoy on Rosedale reef, Race Rocks.
  2. Spar buoy on Johnson reef.
  3. Iron buoy on West reef, Sidney south spit.
  4. Iron buoy on Turnbull reef, Moresby channel.
  5. Iron buoy on Entrance Point reef, Sansum narrows, spar buoy discontinued.
  6. Iron buoy on reef off Shoal Islands.
  7. Iron buoy on Stammer reef.
  8. Spar buoy on rock, Whaleton bay, Cortes Islands.
  9. Spar buoy on rock, Hemming bay, Thurlow Island.
  10. Iron buoy on Walbarp, rock, Fitzhugh sound.
  11. Iron buoy on Dall Patch, spar buoy discontinued.
  12. Two small iron buoys, Metlahatlah harbor, spar buoy discontinued.
  13. Small iron buoy on reef, south of island at entrance to Deception pass, Clayoquot sound.
  14. Small iron buoy on end of north-easterly spit, Stubbs Island, Clayoquot sound.

papers published in the United States and Alaska have showered congratulations upon the Dominion government and expressed appreciation in no small measure. In the more important harbors of northern British Columbia, many new aids have been established, and the whole of the existing ones overhauled.

The D. G. S. Quadra, Capt. Hackett, has accomplished a considerable amount of work and, in addition to this steamship, the department has employed a fleet of four steamships to facilitate its work, namely, the Maude and the tug William Joffe, owned by the B. C. Salvage Company, the Cascade, owned by Leeming Brothers and the Fern, of this port.

Among the light-houses now under construction is one at Pachena point on which there is being established one of the finest lights at present manufactured. An idea of this light may be obtained from a glance at the accompanying illustration. The lantern was manufactured by Chance Brothers, Birmingham, England, and will be, when completely installed, the most expensive and most serviceable light on the Pacific coast.

As an indication of the extensive work completed, or begun, during the last twelve months, the following compilation will be of interest. It was compiled at the Ottawa office of the department and briefly reviews the latest works undertaken.

**Quatino sound, Kyquoot sound, Ragged Islands, near Lund, Plover point, Mosquito harbor—31-days Wigham lamps established last winter.**

**Trial Island—Lighthouse and fog alarm built last year.**

**Lucy Island—Lighthouse established on January 1st, 1907.**

**Estevan point—Land cleared and lighthouse erection in progress, fog alarm in May.**

**Pachena point—Lighthouse and fog alarm construction in progress.**

**Cape Beale—Lighthouse tower rebuilt and diaphone fog alarm under construction.**

**Small diaphone fog alarms are now in process of installation at Balenas Islands light station, where the lighthouse is also to be moved to a higher location and a keeper's dwelling provided; Ivory Island, Yellow Island; Sisters light station.**

A new keeper's dwelling has been built at Portier Pass light station. It is contemplated next year to build a new tower at Carmanah to receive a third order illuminating apparatus, and to establish a diaphone fog alarm at Prospect Point light station.

**Scarlett Point light has been improved by changing it from fixed red to white with a red sector.**

**Sandhead's bell buoy was replaced by a gas buoy last winter and this has since been replaced by a combined gas, whistling and bell buoy.**

**Sechart light, on Whale rock, carried away in the autumn of 1906, has been replaced.**

**Shoal Point and Middle Rock beacon lights in Victoria harbor have been strengthened and made electric.**

**Kelp bar bell buoy has been replaced by a gas and bell buoy.**

**Danger Reef Wigham light, in Stewart channel, has been replaced by a gas light.**

**Gas lighted beacons have been established at the following places: Dodd narrows, in May, 1907; West Rocks, Howerswell channel, in May, 1907; Green-ton Island, Chatham sound, in May, 1907; Watson rock, in June, 1907; Pointers rocks, in June, 1907; Maud Island, Seymour narrows, in July, 1907; Zero rock, Rivers inlet, in August, 1907; Sarah Island, in August, 1907; Morning reef.**

A gas buoy was established on El-linor rock, Prince Rupert, in May, 1907.

The old beacons on Kelp reef, in Harlo strait, and on Gabriola reefs have been surmounted by gas lights.

A bell buoy was established on Spanish bank in August, 1907.

A combined gas, whistling and bell buoy was established on Swifsure bank in August, 1907.

The whistling buoy at Port San Juan was replaced by a combined gas and whistling buoy in September, 1907, and a similar improvement made in Vancouver Rock buoy.

A gas and whistling buoy was established in the south entrance to Everquot in October.

A whistling buoy in the entrance to Hoquist and a bell buoy replaces the Fairway gas buoy in Portier pass.

A good road has been built from Banfield Creek to Pachena, and is being extended to Carmanah.

Lookout stations were established last winter on the West Coast, and shelter sheds provided.

Five winter stations have been established on the coast as aids to navigation.

### AN IMPORTANT PORT

The growing importance of Victoria as a port, as well as in the nature of a cosmopolitan city, is strongly emphasized by the returns for the year furnished by Dr. G. L. Mills, Dominion medical inspector and immigration agent. Even to those who take a lively interest in shipping matters it may come as a surprise for them to learn that an average of 80 steamships a month from foreign ports were examined by the immigration agent from January 1st until November 30th, and that an average of 8,000 passengers a month landed in Victoria during the same period.

From the 1st of April to the end of October 56,379 passengers debarked from steamships arriving from foreign ports out of a total number of 92,966 carried on these vessels.

As showing the large amount of work done by the immigration officials during the eleven months preceding November 30th, the following tables will be of interest:

Month	No. of ships	Total Passengers	Debarred Here
Jan. ....	75	No record	No record
Feb. ....	70	No record	No record
March ....	79	No record	No record
April ....	75	8,046	3,751
May ....	83	31,564	7,232
June ....	81	35,717	7,845
July ....	92	26,178	14,900
Aug. ....	81	14,557	9,400
Sept. ....	78	13,023	8,142
Oct. ....	84	9,982	5,691
Nov. ....	75	No record	No record
Totals ....	874	92,408	56,379

Where "no record" appears the returns were not available.

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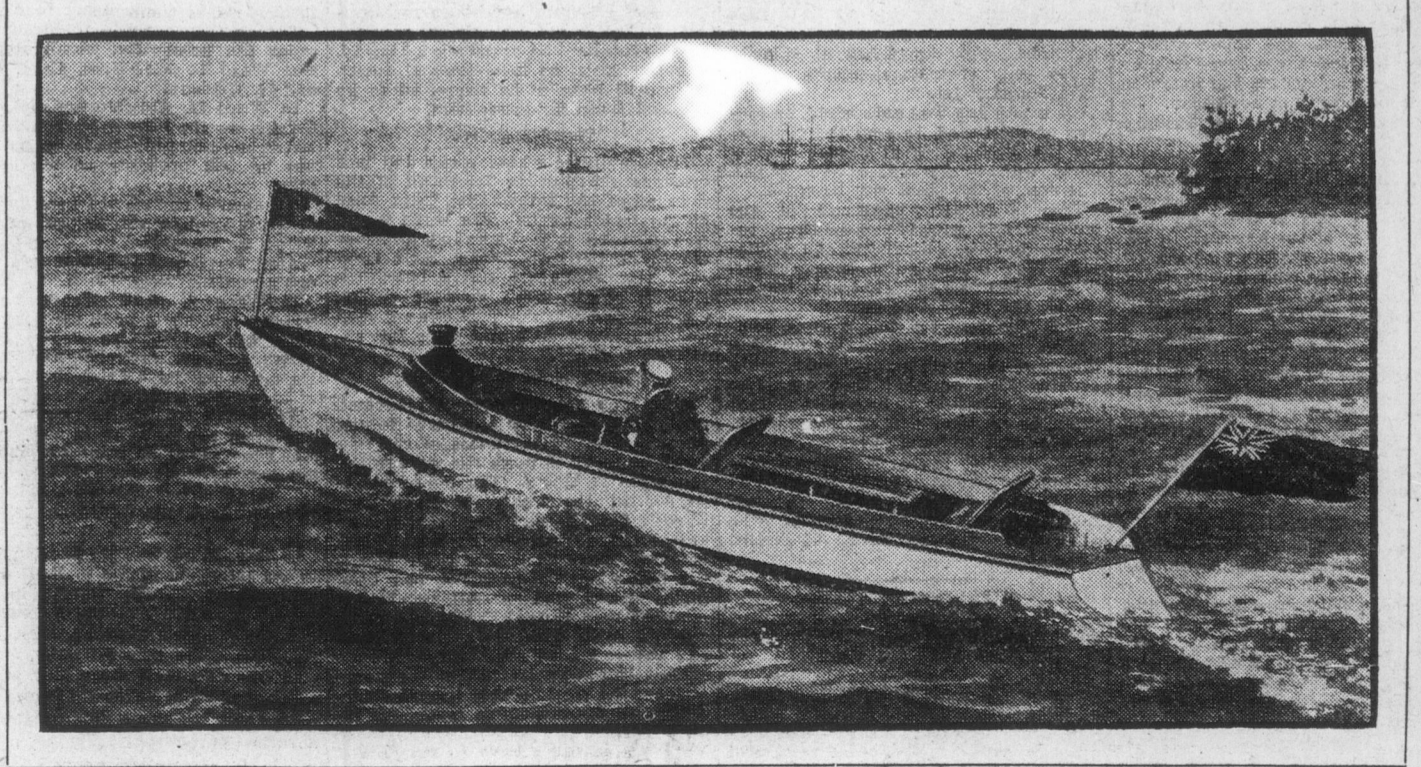
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