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THE PASSING

Joan Olive, Widow of the Late Hon, Robert Dunsmuir, Died Yesterday

FULL OF YEARS AND HONOR

The late Mrs. Dunsmuir was born in Ayrshire, Scotland, July 25, 1827. Her father was Alexander White, and her mother a daughter of Major Crookes of the British Army. She

The cause was heart failure.

Born in Sootland
The late Mrs. Dunsmuir was born in Ayrshire, Sootland, July 25, 1877, Her father was Alexander White, and the property of the purpose of the British Army. She married Robert Dunsmuir at Klimarnock in 1847. Mr. Dunsmuir was anative of Hurifford, Ayrshire, and was born in 1825. His father and grandfather were coal masters in that about the property of the manufacture of this union in Scotland, Eliza Hamilton Dunsmuir care out to Canada and the was a state of the same since. Until a few months ago she took a lively in July 1879, and Agnes Grookes Dunsmuir, care the same since. Until a few months ago she took a lively in July 1879, and Agnes Grookes Dunsmuir followed the load of her husband down the present Lieuters and the subshaled, arriving at the Wancouver on the Columbis River, where a son, the present Lieuters and Grown on the Columbis River, where a son, the present Lieuters and Grown of the Columbis River, where a son, the present Lieuters of the Lieuters of the Lieuters of the Columbis River, where a son, the present Lieuters of the Lieuters of the Columbis River, where a son, the present Lieuters of the Hudson's Bay Company, It was found that the coal measures at that Poilt were too broken, assessment of the Hudson's Bay Company, It was found that the coal measures at that Poilt were too broken, assessment of the Hudson's Bay Company, It was found that the coal measures at that Poilt were too broken, assessment of the Hudson's Bay Company, It was found that the coal measures at that Poilt were too broken, assessment of the Hudson's Bay Company, It was found that the coal measures at the work on that Topography to be the Wancouver Coal Company, In 1866 and the Wancouver Coal Company, I

ef Well-Known British Columbians' says:

"He was neither a politician nor a statesman, judged by the usual standard of what constitutes a success as such, but he was a very practical, hard-headed and level-headed legislator, who knew what he wanted and usually took the shortest road to its accomplishment. Personally there were many estimates of his character. He had in life many enemies and many ardent and admiring friends, a fact which denoted strong individuality in his make-up. Brusque and energetic in his manner, he was at the same time genial, kind-hearted and generous, and numerous are the acts of a benevolent character recorded of him in life."

Was Fitting Helpmate to Vancouver Island's Captain of Industry

Was Fitting Helpmate to Vancouver Island's Captain of Industry

(From Saturday's Dally)

Joan Olive Dunsmult, widow of the late Hon. Robert Dunsmult, hide yesterday morning at seven o'clock at her home. Craigdarroch, in this city in the sighty-second year of her age Mrs. Dunsmult had been in rather an enfeebled condition for several months, but her death was unexpected. On Thursday she was quite as well as she had been for some time past, and took her customary interest in everything. It was not until after midaight that her condition occasioned the slightest anxiety. A physician was summoned and remained with her until six o'clock, when he left, first edvising Mrs. Henry Croft, who had been with her mother all night, to lie down and take some rest, saying that he would call again about 10 o'clock to see how his patient was progressing. Mrs. Croft objected that it was too near morning to think of going to bed, and went to her room to make her morning to the province Mrs. Dunsmult adoled men. Nothing daunted Mrs. Dunsmult and was near. Death came very gently. The cause was heart failure.

Born in Soctland

The late Mrs. Dunsmulr was born in Ayrshire, Scotland, July 25, 1827, Her father was Alexander White, and the was fair in business and would was hear father was Alexander White, and was fair in business and would was hear father was fair in business and would was hear father was Alexander White, and was fair in business and would was hear father was Alexander White, and was fair in business and would was hear father was Alexander White, and was fair in business and would was hear father was Alexander White, and her was fair in business and would was hear father was Alexander White, and her was fair in business and would was fair in busine Character of Deceased

HUMBOLDT GOES TO ... **SEATTLE FOR REPAIRS** 

Left Yesterday Afternoon Under Her Own Steam-Salvage Work Praised .

(From Saturday's Daily)
The steamer Humboldt, which was salved by the steamers Salvor and Maude of the B. C. Salvage company, Maude of the B. C. Salvage company, was temporarily repaired at Esquimalt yesterday and proceeded at 5 p. m. yesterday under her own steam to Seattle for repairs. Cement and canvas patches were made by the B. C. Salvage company over the sore spots of the injured hull. The forefoot has been entirely broken away and the forward part of the hull is badly damaged. Max Kalish, manager of the Humboldt Steamship company, said yesterday that he considered the work done by the B. C. Salvage company as excellent and stated that he had made an arrangement with them regarding the salvage services which was considered satisfactory. The loss will fall mostly on the steamship company which carries the bulk of its will fall mostly on the steamship company which carries the bulk of its own insurance. The Humboldt was floated on Wednesday evening and brought to Cordova bay where the steamer Santa Cruz of the Puget Sound Salvage company was brought alongside and took the perishables from the damaged steamer. Much of the other cargo which had been lightered into the steamer Maude was again loaded on the steamer yesterday.

day.

The utility of wireless telegraphic communication was utilised in many ways in connection with the stranding of the steamer. The B. C. Saling of the steamer. The B. C. Salvage company's steamer Salvor is equipped with apparatus and when bound to the scene of the stranding was enabled to make arrangements which would have cost many hours after the salvage steamer reached the scene. The operators on the Salvor and Humboldt were in communication for some time. The salvors enquired what depth of water there was along-side what landing they were to make. side, what landing they were to make, and other things, the answers greatly facilitating the work.

UNDER SCHOOL PLAN

Board May Consider the Advis-

Shall the system of school banking inaugurated a little over two years ago in the city schools be discontinued? This is a question which the school board will be called upon to consider in a short time, urged thereto by the fact that within the past year the interest which scholars and parents first took in the scheme has abated to such an extent that since the beginning of the year but \$625.37 has been deposited by the pupils from the eight public schools—exclusive of the high school—at which there is an attendance of 2,700 in round numbers, an average of \$78.18 per school and 23 cents per pupil.

pth.

But perhaps the factor which has brought the matter to the attention of the board more than anything else has been the expressed opinion of the principals of the various schools that for the amount of work involved and the trouble given to the city teachers the scheme is hardly worth while from either the standpoint of education or thrift. It is expected that in a short time a meeting of the principals will be held, when the desirability of continuing the system will be discussed.

The system as it now prevails in the local public schools was inaugurated about two years ago, when Mr. Mac-Kenzle, the then manager of the Bank of B. N. A. took up the idea with the school board. The system was explained to the teachers and the pupils

deposits with the teachers diminished until in one school—the North Ward—out of an enrollment of 129—but \$2.15 has been deposited since the beginning of the year, according to figures recently furnished by the bank to the board. These show that in the past uine months the amounts deposited by the various schools was as follows: South Park, \$116.55; Beys' Central, \$270.91; Girls' Central, \$102; Spring Ridge, \$69; Victoria West, \$65; Nonth Ward, \$2.15. The Hillside and Rock Bay schools are not reported.

While the various teachers readily appreciate the importance and value of the scheme of school banking from the educational standpoint, they claim that infless some simpler means of conducting it is introduced the trouble involved in keeping track of the various accounts and the time involved in doing so is too great, and interfers with the regular work of the teachers. Under the present system the greater part of Monday morning was lost in collecting and checking the amounts, though latterly, since the interest shown by the pupils has decreased, the same complaint is not made.

NEW PRINCESS

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Made Good Record in Trials Heavily Weig For the Run

Trials Heavily Weig For the Run

EXPECTED TO DO B

TRAMWAY PASSENGER TRAFFIC IS GROWING

Returns for Nine Months Show Increase of Twenty-Five

Passenger traffic on the local lines of the B. C. Electric Company for September showed a substantial increase over that for the corresponding month a year ago. Last month a total of 404,436 passengers were carried, an increase of 63,979 over September, 1907. For the first nine months of the present year the total number of passengers carried has been 3,605,354, compared with 2,812,711 for the same time last year.

While in last month's returns the fair traffic is 'included, the total is considerably less than the previous month. This is accounted for by the fact that while business is exceptionally heavy during the fair week it shows a falling off in the usual summer traffic which by the time the fair arrives has naturally dropped owing to the lateness of the season.

For the nine months the increase was 693,143 or about 25 per cent, a showing which indicates the growth of population in the city and the general use which residents here make of the tramway service.

tramway service.

The figures for each month of the present year to date, compared with the same month last year, are given Month— 1906.
January ... 326,200
February 318,110
March 337,933
April 365,715
May 439,924
June 425,639
July 449,776
August 438,121
September 404,435

Total (9 mos.) ... 3,505,854 2,812,711

INFLUENCE OF MANUAL TRAINING ON YOUTH

How Parents Regard Results of Education Given in Local Schools

Of the excellent exhibits made at the recent fair by the school children of the city that of the manual training department was probably the one which called forth most favorable comment. The excellence of the work done by the pupils was a surprise to many of the visitors to the fair, and many expressed their satisfaction at the exhibit to F. Waddington, manual instructor, under whose direction the exhibit was arranged. Mr. Wadding (From Saturday's Daily) The Child and some mode, for the control of the con

Made Good Record in Speed Trials Heavily Weighted

EXPECTED TO DO BETTER

Mariners Consider New C.P.R. Liner Has Big Margin of

The performance of the steamer Princess Charlotte in making a mean speed of twenty knots an hour with a good margin during her six hours' speed run on the trials held on the Clyde, is received with a great deal of satisfaction by local shipping men. The steamer Princess Victoria, when her trials were held off the Tyne, made 18½ knots an hour on her speed trial and weighted as she was, it was considered that she would have a considered that she would have a considerable margin of speed. The steamer carried 750 tons dead weight when she made that run and the new liner built by the Fairfield Shipbuilding and Engineering company, carried a similar weight when she made the fast run on Thursday. Running light under the conditions which pickall on fast run on Thursday. Running light under the conditions which prevail on the Victoria-Vancouver-Seattle route it is considered that the steamer will easily make better than the fast time made on her trial and she will be by far the fastest steamer in the waters of this continent. It is confidently expected that the steamer will reach at least 23 knots an hour in spurts. The Princess Victoria has made as high at 22.9 knots an agar and the new vessel is considered much faster. Of the world's fastest small passenger steamers the new Ben-my-Chree of the Liverpool-Isle of Man service, is at the head of the list with a speed of 25.34 knots an hour, and the steamer Princess Elisabeth, the fast Belgian turbine steamer on the Dover-Ostend route has a speed record of 24 knots an hour. Among the fastest sieamers in United States waters are the steamers Princess Victoria of the C.P.R., and the steamer City of Cleveland, a new fast passenger steamer built for the trade on the Great Lakes. It is the extra knots which prove the most expensive in fast steamers of the type of the Princess Charlotte. The cost of speed on the Atlantic has been worked out on the performance of the Cunard liner Lusitania by Mr. Thomas Bell, of the famous Clyde firm which built her, Messrs, John Brown & Co., Ltd. This cost is due more to the great power required for the speed than to any lack of efficiency in the turbine machinery, as the coal consumption per horse power per hour is as low as 1.43 pounds. It is found that the coal for the voyage of 3,100 nautical miles would be only 2,980 tons were the speed 15% knots, or 3,670 tons for 21 knots, but 25 knots requires 5.396 tons. An important factor again is the large quatity of hot water used for passenger purposes—in baths, hand-basins, galleys, etc. This increases the coal comsumption at 25-knot speed to 5,490 tons. The consumption for full speed works out to 11 pounds per 100 nautical miles per ton of displacement.

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he has finished his inspection of that locality will proceed to Vancouver and the lower Fraser valley, where he will spend, a couple of weeks in making a close examination of the orchards upon the Indian reservations. He states that these orchards are at the present time quite free from insect pests much improvement being visible in consequence of the work which has been done during the past couple of years. Mr. Wilson, of Vancouver, has local charge of this department, and occasionally instructs the Indians in the best methods of spraying, these lectures being genuinely appreciated. The spraying pumps and material are not only provided by the Dominion government, but the cost of its transportation to the orchards is defrayed. The Indians, however, do the actual spraying work. Dr. Fletcher, who has visited this province rather frequently in the performance of his duties, will as soon as this visit has been com-

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