

CAPITAL READY FOR B. C.'S CALL

CHEERY MESSAGE BROUGHT BY VISITOR TO ENGLAND

A. F. Griffiths Returns After Having Spent Seven Months in Great Britain

To have spent the greater part of seven months in Great Britain, to have during that period had opportunity of meeting some of the most prominent people, to have addressed a series of meetings, to have had conferred upon him the freedom of the city of London, to have been made a member of the Ancient and Honorable Needle-makers' Company, to have travelled across the Atlantic on the initial voyage of the palatial Canadian Northern liner Royal Edward, and to have on every and all occasions seized the opportunity of disseminating information about the wonderful province of British Columbia was the rare experience of Albert F. Griffiths, of this city, who, with Mrs. Griffiths, returned from Europe on Tuesday last and is quartered at the Empress hotel.

Mr. Griffiths was seen by a Times representative on Saturday and asked if he could not say something about his trip.

"Say something," said Mr. Griffiths, "why, I could talk to you for a week and I think every word would be interesting. And then he proceeded to unfold a cheery message to the people of this province—a message to the effect that it is commencing to dawn upon the financial men of Great Britain that British Columbia is the province in the whole of the Dominion, and that capital in any quantity is available for every legitimate enterprise, given that proposals are presented in proper form.

Mr. and Mrs. Griffiths left Victoria on October 20 and sailed for Europe after visiting some of the large centres on this continent. On arriving in England Mr. Griffiths' old home in London was visited, where some time was spent. Trips were made to Paris and points in Austria, but the major portion of the time was spent in and around London. Mr. Griffiths was of course a witness of the striking scenes during the great political campaign, and on one occasion, on January 7, he was asked to address, and did so, a political meeting on behalf of a Unionist candidate.

Mr. Griffiths, through his business connections, became a member of the Needle-makers' Company, and had the honor of being invited to the court dinner which was given at the company at Prince's restaurant; later he was granted the freedom of the city of London. He mentioned these incidents in the Times man merely to the purpose of indicating that he had unusual opportunities for meeting many prominent people, and he says that on it being learned that he was from Victoria he was besieged with inquiries as to the situation in B. C. and the outlook for the future.

On the point as to whether British capital would likely be invested in provincial enterprises, Mr. Griffiths said it was made clear to him that money in ample quantity is available. In support of this he mentioned the success which had attended some recent British Columbia enterprises. Later W. David, of Vancouver, had gone to London and raised without difficulty the sum of £200,000 for a pulp mill enterprise, known as Ocean Falls, Ltd., which will operate in the neighborhood of Bella Coola. The Canadian Northern line had secured over £2,000,000; the Fraser River Mills, £1,500,000; the B. C. Development Company, £100,000; and there were some others, which for the moment he could not recall.

As evidence that this is but a small part of the incidents while he was in England, he was travelling by train one day and had as fellow passenger a stranger. Finally they got into conversation when it developed that the stranger had received a letter from Equilmont. On another occasion, he was about making a purchase when the proprietor of the establishment complained of the state of affairs. He talked of the situation generally and it came out that the man he was talking to had put a good deal of money in the B. C. Electric Railway Company and was coming to live at Equilmont. Mr. Griffiths was talking with his sister one day, when she happened to mention "Kew," said Mr. Griffiths, "why, that's where they have the highest class of golf course. His sister expressed surprise that he should know this when she did not, and he then informed her that that particular golf course had come from Albert, British Columbia, and that it had been shipped to England in 1862 by Capt. Stamp. This pole is 150 feet high and in this connection Mr. Griffiths is about to suggest to the provincial government that British Columbia should procure and set up in London the highest flag pole in the world. He thinks it would prove an excellent advertisement.

During his stay in London he very frequently met J. H. Turner, agent-general for B. C., who is in excellent health and is doing fine work on behalf of the province. Mr. Turner was at Paddington when Mr. and Mrs. Griffiths left by special boat train for Bristol, where there was a great demonstration on the departure of the Royal Edward on her maiden voyage. The Lord Mayor of Bristol was present, and there was a graduation ceremony to see the vessel off. The Royal Edward proved herself a magnificent sea vessel. She is very speedy, on one occasion establishing a Canadian record, sailing off 480 knots in the 24 hours.

When the vessel arrived at Father Point, they found the town practically empty. This was the day when the earth was supposed to pass through the tail of the comet, and the entire population had gone to church to pray. The atmospheric conditions were rather peculiar, the air being filled with something which was neither mist nor fog, but no alarm was felt by the well-informed, though the action of the people residing there proved rather amusing.

On arrival at Quebec the Royal Edward was boarded by a party of about 50 newspaper men who had been invited by the Canadian Northern to make the run up the St. Lawrence. At luncheon there were many speeches. Mr. Griffiths and another named J. H. Turner, who was asked to speak, and they did so. In reference to this incident, Mr. Griffiths says it afforded him rare pleasure to be able to make a speech about British Columbia on an occasion when all talk seemed to be of points in Canada no further west than Winnipeg. He took advantage of his opportunity and gave his hearers some facts and figures respecting the immense natural wealth of this province which had the effect of making them "sit up and take notice."

Before dealing with British Columbia, however, he expressed the opinion that the placing of the Royal Edward in service on the Atlantic had a significance which had not been mentioned. He believed immediate effect would be the result of steamship companies would be compelled to build larger and faster vessels. This prediction has already been fulfilled, pointing out that Canada was so huge in area and resources that she could absorb without difficulty all the people who had been brought over from Britain for the next 500 years.

And then he told them of the area of British Columbia, of her immense forests, her fisheries, her great coal mines and her store of mineral wealth. All had to admit that Mr. Griffiths had conducted his address there was another part of Canada west of Winnipeg about which it would be desirable to keep well informed. He spoke of the future of Canada, as that future lies in the West.

As a result of Mr. Griffiths' propaganda work on behalf of this province he has the assurance that a number of powerful financial men will shortly visit British Columbia. He brings word that Frank T. Bullock, the celebrated writer, whom he had the pleasure of meeting on board the Royal Edward, intends visiting Victoria.

Mr. Griffiths' tale of his experiences and his impressions of how the people of Great Britain feel in respect to British Columbia has created a great interest and importance that it has been suggested that he be asked to address the Canadian Club at an early date. It is to be hoped that the suggestion may be acted upon.

WILL DEDICATE HIGH ALTAR

Vancouver, May 24.—St. Patrick's church, Mount Pleasant, has been fortunate in securing the gift of a handsome high altar, which will be blessed, dedicated and used for the first time on Sunday by the new archbishop, the Most Rev. Dr. MacNeil.

The altar, which has been presented by Mr. E. MacNeil, a member of the church, is a fine piece of wood at a cost of about \$500.

His Grace Archbishop MacNeil will dedicate the altar on Sunday, May 29, at 10 o'clock, celebrating low mass and preaching. The choir will be augmented by a number of city vocalists.

ELECTRICIAN SUCCEUMS TO HIS INJURIES

E. Male, Who Was Burned in Substation at Burnaby, Dies in Hospital

New Westminster, May 26.—R. Male, the operator who was injured at the British Columbia Electric railway substation at Burnaby early on Thursday morning, died at the Royal Columbian hospital at 10:30 Tuesday night. He has been lingering at the hospital ever since the accident, but it was thought that his life would be saved. The late Mr. Male had not been in this country long, coming from England a few months ago. He leaves a wife and one small son. The family were living near the power house in Burnaby.

The exact facts of the accident which resulted in the death of Mr. Male are not known. On Thursday morning people living near the power house heard an explosion. The first man on the scene, a watchman, found the roof of the building in flames and Male lying unconscious in front of his machine. When the watchman entered Male revived sufficiently to instruct him how to shut off the power and to tell him to telephone for the doctor. Dr. Rothwell was summoned and after attending to the injured man had him removed to the hospital, where he has been since. His feet and arms were burnt and he had received a tremendous shock, which weakened his heart action.

Male could not give a clear account of the accident which resulted finally in his death. He had been taking some observations on the machine in front of him and evidently some part of his body or clothing had touched a live wire. The powerful current must have passed through his body and on into the ground. In the cement foundation at the back of the station there is a burnt hole where the current went through the hard concrete.

Male was the chief operator and was only on night duty temporarily in the absence of a man who was off on sick leave.

GAME PROTECTION.

Purle, May 25.—The Fernie Game Protective Association held a meeting for the purpose of electing officers and the transaction of general business. J. B. Turner occupied the chair and W. Herchmer acted as secretary. The result of the election was as follows: President, H. W. Herchmer; vice-president, J. B. Turner; secretary, treasurer, N. E. Lewis; executive committee, G. G. Moffatt, E. F. Ambrey, G. G. Henderson, A. Klauer, R. Reading, F. Bean and G. Thomas. The game wardens, J. B. Turner and N. E. Lewis, are to be ex-officio members of the executive committee. Game warden Lewis gave a very interesting account of the conditions in the district and made several suggestions for the better protection of game. He advanced the imposition of a gun tax and also considered it necessary that a fisheries inspector be appointed for Fernie and Cranbrook and these matters will be taken up immediately with the proper authorities.

BUMPER FRUIT CROP IN LOCAL ORCHARDS

W. E. Scott, Says It Will Be Three or Four Times More Than Ever Before

The local fruit crop will be a bumper one this year in all lines, according to W. E. Scott, deputy minister of agriculture. The amount of fruit produced throughout the province will be three or four times as much as ever grown before, and it will tax the growers to take care of it properly. Locally, every line of fruit will be very plentiful.

The great difficulty, according to Mr. Scott, is going to be in the matter of labor. The fruit-grower needs a large number of men for a short time, and there is difficulty in getting paying exorbitant prices. If the labor is not forthcoming just at the proper moment the crop is lost and the only chance the fruit-grower has to make money is gone. It is difficult to tell just how the matter will work out, but it is certain that labor will be very scarce.

The matter of marketing has been pretty well arranged by the Horticultural Board, who sent a delegate through the Northwest to look into market conditions and who has kept the different local associations posted as to the conditions. There will, Mr. Scott thinks, be no difficulty in the matter of distribution if the crop can be gathered at the right time.

The executive of the B. C. Fruit-growers' Association have made arrangements for giving the growers supplies at practically wholesale rates. This will be a great advantage to them and will aid in the formation of the B. C. association.

MISSIONARY HAS NARROW ESCAPE

Canoe Wrecked by Wheel of the Steamer Hazelton on Skeena River

The Big Canyon Weekly, published at Kitseas, tells of Rev. Mr. Price's narrow escape from drowning at Kitseas. The Weekly says:

On her down trip from Hazelton the steamer Port Simpson called at Kitseas to put off and take on mail. The down-river mail sack was brought aboard by Mr. Price, missionary at that place. The steamer was in a hurry as it was Captain Jackman's desire to reach Kitseas by night, so Mr. Price attended to the signing up for the mail quickly and made a dash for shore. In his hurry he grabbed the sack he had just brought aboard, and left the sack behind that he should have taken ashore. He discovered his mistake shortly after landing, and as the steamer was by this time out in the stream and turning, he and an Indian got in a canoe to catch the steamer and exchange sacks.

By the time he reached the steamer she was half turned and backing, and the canoe ran in to the wheel. The Indian grabbed the side of the steamer, fell back in hand, but the canoe with Mr. Price in it, hit the wheel, which smashed and upset it. Mr. Price and a part of the canoe was thrown some distance from the wheel out into mid-stream. The only thing that saved him was that he was left by straddling the remainder of the canoe.

At this time Captain Jackman looked through the window of the pilot house and noticed the missionary had just been seen land on shore but a few minutes before, going down stream on the bottom of shattered canoe. He at once stopped the steamer, got the small boat out and accomplished the rescue in the nick of time.

MEMORIAL SERVICES AT PRINCE RUPERT

All Churches in City Represented—Newly Elected Mayor and Aldermen Attend

Prince Rupert, May 26.—As representative a body of British subjects as could be gathered anywhere in the British dominions, was that which congregated at the Empress theatre to take part in memorial services on the day of the funeral of King Edward. Every seat was occupied, and as many as could crowd in stood during the whole programme at the rear and in the aisles. All the churches of the city were represented: Right Rev. H. Du Vernet and Rev. T. C. Des Barres of the Episcopalian; Rev. C. F. Connor of the Methodist and Rev. Father E. M. Bunoz of the Roman Catholic, all took part in the exercises. The newly elected mayor and aldermen occupied the front row of seats as official representatives of the city of Prince Rupert.

The programme was simple but impressive. It was opened by "Lead Kindly Light." This was given by the choir. Miss Froud, organist of the Presbyterian church, accompanied Rev. T. C. Des Barres read the opening verses of the burial service. The fifteenth Psalm was next read, verse by verse alternately by the minister and the people. Rev. A. M. Ross delivered an extempore prayer for those bereaved by the death of the British monarch, which was followed by the anthem, "Come Unto Me." The lesson for the day was read by C. F. Connor and the congregation sang "Nearer My God to Thee." There were two memorial addresses, one by Bishop Du Vernet and the other by Father Bunoz.

Bishop Du Vernet pronounced the benediction. Miss Froud played the "Dead March in Saul" on the organ, the assembly standing with bowed heads during the recital, and the singing of the National Anthem closed the services.

ROYAL EDWARD MADE RECORD

AVERAGE SPEED OF OVER EIGHTEEN KNOTS

D. D. Mann Says His Company Will Have Fleet of Steamers on the Pacific

With the arrival of the steamship Royal Edward at Montreal a day or two ago a new link was forged between Canada and Great Britain, a new transatlantic passenger service was inaugurated, and a high mark was reached for sumptuousness of travel over the St. Lawrence route.

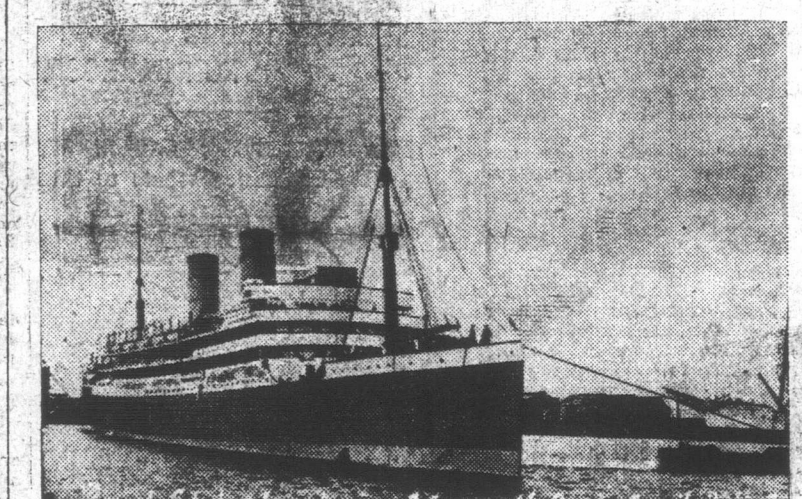
The former Mediterranean boat with an average speed of slightly over eighteen knots an hour, made the journey from port to port in seven days. She met with adverse weather, but in spite of conditions, created a record for one day's travel, making 480 miles in 24 hours.

The big grey and white ocean liner was met at King Edward Pier by the first and second vice-presidents of the Canadian Northern line, Messrs. D. D. Mann and D. B. Hanna. She was sent off from the other side by Mr. William Mackenzie, president of the company. There were also at the dock Major G. W. Stephens, president of the Montreal Harbor Commission; P. W. Cowie, chief engineer of the board, and representative shipping men. On board the steamship was Ald. Twigg, who holds a position similar to that of Major Stephens on the board of the company. The English authority on ports will be taken over the Montreal and other eastern works in connection with shipping and will then come west.

It is the intention of the port of Bristol, represented by Ald. Twigg, to induce, if possible, other shipping concerns trading to Canada to make Bristol their English terminal, special inducements of improved accommodation and low rates, being offered.

Frank T. Bullock, the writer of the Royal Edward's initial voyage to Canada, is making a suggestion, touching on the present agitation for a dry dock on the St. Lawrence. The vast and successful career of the Royal Edward, the wreck near Creston of part of a C. P. R. train, and the narrow escape from death of a brakeman, and a drowning accident in the Kootenay river at Fort Hill P. O., B. C., are reported.

L. A. Streeter, a rancher near the Dorr lumber camp on the Great Northern railway, west of Fernie, is in jail accused of having killed Louis Riley, a lumberman, in a drunken spree. Streeter is alleged to have struck Riley as the latter was coming



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den increase in the size of vessels trading to river ports, he said, and the sureness of further increases, and for adequate dry docks. It would be a good idea, he said, to have specially constructed docks added as St. Lawrence locks were increased.

In a speech before press representatives D. D. Mann said the plans of the Canadian Northern called for three docks—one on the Atlantic, one on the Great Lakes and another on the Pacific. These would not materialize until the Canadian Northern transcontinental was finished. It was early to inaugurate the Atlantic service, he said, but the running of a steamship company could not be learned by railway men in a day.

The general note of comment from passengers was that the new St. Lawrence boat embodied comfort, speed and steadiness.

TIMBER COMMISSION TO HOLD A SITTING

Loggers and Pulp Interests to Present Further Evidence on Monday Next

A supplementary sitting is to be held here on Monday and Tuesday next by the Timber and Forestry Commission, consisting of Fred J. Fulton, K. C., late chief commissioner of lands; A. C. Flumerfelt and A. S. Goodeve, M. P. The sitting is being held for the purpose of hearing the evidence from the logging and pulp industries. The sitting will be held in the Oak Room, at the Parliament Buildings.

The commissioners, since they concluded their sittings last fall, have been making extensive and careful investigation into conservation and forestry problems generally in eastern Canada, the eastern States, and in Europe, and as soon as the sitting next week is concluded they will enter upon the preparation of their final report, to be presented to the legislature next session.

Locked up by mistake in a tobacconist's shop in Cleithrope road, Grimsby, Eng., a terrier, during his frenzied attempts to get out knocked the receiver off the telephone, with the result that the exchange operator heard the animal barking, and was able to alarm its master.

READY-MADE FRUIT FARMS IN KOOTENAY

C. P. R. Has Force at Work Clearing Land and Planting Trees

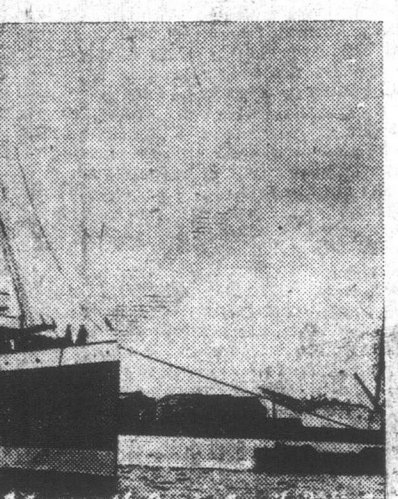
Moyle, May 26.—The Canadian Pacific railway will shortly be turning out "ready-made" fruit farms in Kootenay. Some months ago this company acquired two large tracts of land specially adapted for sub-division into orchard sites. Since that date a good force of men has been employed on both blocks, clearing, stumping and planting trees. Both the tracts are in East Kootenay, one being located at Yakk and the other at Curson Junction, west of here. It is the intention of the railway company to dispose of its holdings in 10 and 20-acre blocks to bona fide settlers in the near future. This will make it possible for immigrants and others to purchase cleared, planted and cultivated land at a comparatively little higher price than is now paid for wild land. The project so far as the company is concerned has for its object the encouraging of new settlers rather than a profit-seeking enterprise. The proposal will probably result in the introducing of many new settlers to this district.

RANCHER IN JAIL ACCUSED OF MURDER

Tragedy Near Fernie—Young Man Loses His Life in the Kootenay River

Nelson, May 26.—A tragedy near Fernie, the wreck near Creston of part of a C. P. R. train, and the narrow escape from death of a brakeman, and a drowning accident in the Kootenay river at Fort Hill P. O., B. C., are reported.

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out of his shack, rendering him unconscious. He was later found dead near Creston on the C. P. R., a cow, causing a part of the train to leave the rails and the caboose to go over a 100-foot embankment. Frank Hargrave, brakeman, sitting on the cupola of the caboose, was saved from what seemed certain death by being caught by the telegraph wires. The caboose left the rails. He was thrown fifty feet in an opposite direction and seriously injured. He was taken to the hospital at Cranbrook and will recover.

Word reached here of the drowning at Port Hill of Frank Furniss, deceased, with a number of other young men, went in swimming in the Kootenay river at Port Hill. Separated from the rest of the party he got into a swift current and was lost; the body not having been located. He was about 35 years of age and unmarried. He was employed in the lumber camps.

BEAVERS CAUSE FLOOD.

Merritt, May 26.—A report comes from the Otter Flat that the beavers in that section have entirely dammed up the river, with the consequence that hundreds of acres of good farming land are being flooded and the government road is under water so that it is impossible to travel over the public highway. It was understood, however, that aid is being given and the ranchers in that section are longing for the time when the law permits them to kill these destructive quadrupeds.

FLANNEL DANCE WAS ENJOYABLE AFFAIR

Successful Ball Given by Foul Bay Tennis Club Last Night in A. O. U. W. Hall

About 70 couples attended the flannel dance given by the Foul Bay Tennis Club at the A. O. U. W. hall last night. The hall was voted a success by all those present, and they were sorry that the last dance was announced. It was one of the social events of the season. The music, furnished by Miss Thain's orchestra, was all that could be desired.

The committee which made all arrangements for the dance consisted of the following: F. M. J. White, J. M. Lawson, W. Williams, H. G. Dalby, B. Shaw and E. Sanford. These gentlemen deserve great credit for the masterly manner in which they arranged things.

G. T. P. READY FOR TRAFFIC END OF 1912

William Wainwright Talks of the Progress Being Made on the Transcontinental

William Wainwright, vice-president of the Grand Trunk Pacific, announced in Montreal last week that the "round the mountain" line of the Grand Trunk Pacific railway was to be undertaken immediately, and very likely completed from St. Laurent to the harbor front at Montreal by the end of 1912.

Mr. Wainwright also spoke of the progress and possibilities of the Grand Trunk Pacific for, since the third vice-president went over so much of the new line some months ago he is particularly interested in its construction from point to point.

He says that the McArthur contract will undoubtedly be finished by mid-summer from Superior Junction to the foot of the Rockies. He passed over 120 miles of the railway east of Winnipeg last year, and found the roadbed in excellent one, and of course, the completion to Superior Junction means that the Great Lakes will be linked up with the great plain sections, as the hundred miles from Port Arthur to the northward to the main line have already been completed.

Next year, 1911, was the time mentioned in the contract for the completion of the road from Montreal to the Pacific ocean, but Mr. Wainwright says, the labor conditions and hostility in certain quarters to the employment of Asiatic labor, have most likely made it impossible to live up to the letter of that agreement. However, Mr. Wainwright says that he does not see at the present time any obstacle in the way of completing the Grand Trunk Pacific from the harbor of Prince Rupert to tidewater at the head of the Bay of Fundy by the end of 1912.

There would be, he added, one-fourth of one per cent. grade on a transcontinental railway from ocean to ocean, except a few miles in the mountains, where there was a one per cent. grade, and even there it was not worse than the Grand Trunk between Montreal and Toronto. It was claimed, he said, at the time the contract was being discussed in the House of Commons that the Grand Trunk Pacific would build a road across the continent with as favorable grade as the old Grand Trunk between the cities of Montreal and Toronto; but he declares with some pride that the railway has a great deal more than vindicated such a claim.

Of course, continued Mr. Wainwright, the road is costing a great deal of money, but the amount of work it will be able to haul will more than pay for the heavy expenditure during the construction period.

A cargo of rails for the Prince Rupert and other roads will reach the Pacific terminus some time next month, and be followed soon after by a second, consequently a very large stretch will be laid with steel along the Skeena during the present year.

CIVIC IMPROVEMENTS DISCUSSED AT KASLO

Proposal to Lay Cement Sidewalk at Cost of \$20,000—Water Works Question

Kaslo, May 26.—A public meeting was held here for the purpose of discussing city improvements.

The mayor opened the meeting by placing before the public an outline of what he considered necessary for permanent benefit. Cement sidewalks, he was certain, should be laid. The city clerk was then asked to read the report of D. Mackay, city engineer for Nelson, which without doubt was most thoroughly figured out. The total cost was \$20,000.

Ald. Walsh was then called on but he did not come prepared to talk but to listen to the different suggestions from those whom he served.

Ald. Kane did not consider it the right time to put in cement plank walks were quite good enough while there were other things to his mind more important, especially the waterworks.

Ald. Gregoryward a similar opinion and considered that good plank sidewalks were good enough, and reminded his hearers that before long the main waterworks would require several thousand dollars spent on them.

W. E. Quicke, manager Rambler mines, next spoke, and he said the suggested improvements were none too much for Kaslo to take up. He said that the whole expense of the cement sidewalk in front of his own property.

E. E. Chishman, gold commissioner, considered the council were half-hearted in their scheme and suggested that they put before the ratepayers a by-law to borrow \$50,000, not \$25,000, and he was sure it would pass.

A. J. Cash then made the suggestion that the mayor appoint a committee from the ratepayers to go through into the matter and report to the council.

The mayor said he was pleased to see that had come forward, and moved the meeting adjourn.

SEEK DIRECT SERVICE.

Ladner, May 26.—The question regarding the route of the proposed B. C. Electric railway was again taken up at the last meeting of the Delta board of trade, and a delegation composed of Messrs. T. E. Ladner, D. McKee and S. W. Platts were interviewed by the Vancouver board of trade to secure their co-operation in the matter. Two routes have been under consideration by the Ladner board of trade, one giving direct communication to Vancouver across Woodward's slough and Lulu Island and the other route being on North Park street to cost \$4,200; to R. F. M. J. White, J. M. Lawson, W. Williams, H. G. Dalby, B. Shaw and E. Sanford. These gentlemen deserve great credit for the masterly manner in which they arranged things.

BIG STEAMERS COMING HERE

BESSIE DOLLAR IS BRINGING SULPHUR

Manuka From Australia, and Two Liners From Orient Bringing Passengers and Freight

(From Saturday's Daily.)

Next week is likely to be a big one in the shipping line. Steamer Bessie Dollar is due to arrive here on Monday with 400 tons of sulphur from Japan. She had a full cargo for the coast but most of it was discharged at San Francisco. She will pass up to the mines for coal before leaving. This steamer was the first to dock at the Chemical Company's new wharf several months ago. She is one of the Dollar fleet of tramp steamers.

On Wednesday the steamer Manuka is expected to arrive. A cable has been received by the local office stating that she left Honolulu on the 25th inst., and is due to arrive here June 1. She has a large number of passengers for this port. Among them will probably be Tommy Burns, the ex-champion heavyweight of the world who went down before Jack Johnson in Australia. It is very probable that he will be going to San Francisco to see the big fight in that city in July.

On Thursday of next week the River Clyde, a vessel under charter by Andrew Weir & Co., to take the place of the Susevic in the Bank line, should be here to discharge cargo. She has between four and five thousand tons of cargo, of which nearly two thousand is for B. C. ports. She will call here first, then proceed to Vancouver and later to Puget Sound.

On Saturday next the Empress of India should be here, bringing His Royal Highness the Gaekwar of Baroda and suite. This steamer has a quantity of freight, including silk.

IN CHAMBERS.

In Chambers on Friday before Mr. Justice Gregory an application was made in the case of Heatherington vs. Humphreys for leave to reply. An order was made, plaintiff to pay costs of adjournment. P. M. Mann appeared for the plaintiff and Thornton Fell for the defence.

Judgment was reserved in the case of Eastern Townships vs. Vaughan, an application regarding taxation of costs. The wills of G. Brewster and John Clayton were admitted to probate. Letters of administration were granted in the case of the estate of T. H. Towers, deceased.

Alterations and improvements are being made to the Yates street and Victoria West fire halls in order to accommodate the new apparatus which has recently been installed at those outside stations. About \$1,000 will be expended on each hall.

J. Edwards, of the staff employed by H. Heilwell, expert accountant, Vancouver, is at work in the city treasurer's department at the city hall. It is not known whether Mr. Heilwell will be able to take part personally in the work of introducing a new "system" of book-keeping for the corporation of Victoria.

By an inadvertent transposition of the names of the members of the concert, John Thomas, the composer of the "Minstrel's Adieu," was given as the name of the harpist. This was D. Green, late solo flutist and harpist of the Royal Artillery band, Woolwich, late addition to the musical strength of Victoria.

At a meeting of the executive council of the Victoria branch of the Canadian Manufacturers' Association, which holds its annual convention there this summer.

The public works department has been holding an investigation into the work on the new land registry office at New Westminster, and as a result the brick work contractor, Charles Allen, will have to tear down all the work in the walls. F. C. Gamble, chief engineer, has decided that the brick used were of unsatisfactory quality.

About 9 o'clock Thursday evening a young man riding a bicycle had a narrow escape from death at the corner of Government and Pignard streets, being run down by an automobile driven by a well-known citizen. The victim of the accident was pretty badly shaken up and his wheel broken, but he decided not to prosecute on the understanding that the owner of the auto would pay for the repairs to the bicycle.

The tea and entertainment to be given by the ladies of the First Presbyterian church at the Aged Women's Home on Tuesday afternoon, 31st inst., promises to be most enjoyable. Miss J. G. Brown has charge of the programme. An abundance of ice cream, tea and accompanying dainties will be sold at reasonable prices. No admission will be charged.

The funeral of the late Zoe Hurst, infant daughter of Mr. and Mrs. Hurst, took place on Friday at 4:30 o'clock from the residence of Ald. McKee, 1306 Yates street, where services were conducted by Rev. A. E. Roberts, who also officiated at the graveside. There were a number of friends present and many floral offerings covered the little casket.

Building permits have been issued to William Baylis for a store and dwelling on Fairfield road to cost \$3,200; to E. B. Jones for a store and dwelling on North Park street to cost \$4,200; to R. F. M. J. White for a house on Montreal street to cost \$1,700; and the city for additions to the Yates street fire hall to cost \$1,850 and the Victoria West fire hall to cost \$1,140.