The Colonist.

FRIDAY, JULY 5TH, 1889.

UNION COLLIERIES.

The First Coal Shipment by the "San Mateo."

Over Half a Million Dollars Spent in Opening the Mines.

Brief History of the Discovery and Subsequent Development of the Property —An Immense District Abounding in Coal.

The fact that the collier San Mateo passed up a week ago to Union Bay, Comox, for the purpose of loading the first cargo of coal from the newly opened out mines, was proof that a large advance had been made in the coal mining industry on Vancouver Island. For about sixteen months past a very large amount of money has been expended in building shipping and freight wharves, a line of railway, in sinking shafts and running tunnels, in building and erecting machinery, and in erecting working buildings and houses for the miners, and yet the outside world have known as little about it as though nothing of an extraordinary character was taking place. Occasionally a rumor would float down from Union City that a wide seam had been struck, or contrary, that faults of a serious nature had been met with. But information of a reliable or extensive character was not furnished.

In order that the readers of THE COLONIST might become acquainted with the progress of the work at the Union collieries, a representative started for Comox on Wednesday morning last. The journey is slowly made. The Island railway train takes the passenger to Nanaimo in four hours, but a wait has to be made here until seven o'clock the following morning, when the fast and commodious (?) steamer Cariboo Fly starts on its voyage to Comox wharf, some sixty miles distant. Fuel and freight were taken on at Departure Bay, and at Englishman's River, French Creek, Qualicum, and other way stations, stops were made while a few letters, a hay rake or scythe, and a few hundred feet of lumber were lowered into the boats of the settlers waiting to receive them. Captain Bendrot is the perfection of good nature, but his temper was a little ruffled when, having steamed several miles out of his way to load a small parcel of lumber, he saw the consignees stupidly stand on shore until the steamer was forced to proceed, though some angry shrieks of the whistle may have conveyed to shore some impression of the annoyance felt on board the little steamer; and on the return trip it was only after shrieking the whistle, and, after passing, turning the steamer round and repeating the shrieks, that those on shore finally took to their boat and in safe and comparatively smooth water rowed out to the steamer for the freight that probably added about $3 to the revenue and $10 to the loss of the steamer. Denman Island was the only point where any quantity of freight offered, and here also a number of the settlers boarded the steamer for a trip to Comox village. The weather was cold and rainy, so that the beauties of Baynes Sound and the mountains on mainland and island could not be seen. Still the surroundings were most interesting, here and there along the wooded shores of the islands being bright squares of various of green with farm house and buildings, showing the homes of thrifty and prosperous settlers.

A half-hour's steam from Denman Island wharf, and at 2:30 the steamer is tied up to the substantial freight wharf

AT UNION BAY.

At the coal shipping wharf the San Mateo is lying, while from the cars above the coal from the new mines is being shot down through the coal shute, the loud rumble of the black diamonds as they rush down startling the hitherto quiet of the bay with unusual sound. It required a couple of hours to unload freight from the steamer and to transfer it and the passengers to the two flat cars which at present form the passenger and freight rolling stock of the railway running to the mines.

THE SAN MATEO.

A visit was paid to the collier, whose genial commander, Capt. Edward Colville, is a good specimen of the English navigator, although since coming to the Pacific coast he has become an American citizen. He was formerly a master in the service of the famous White Star line. He is ably seconded by his first officer, Mr. John Lewis. The San Mateo is an all-steel freight steamship built in Shields, Eng., in 1888, by J. Redhead & Co., designed for the East India trade. She made but one trip to Bombay, when she was purchased by the Southern Pacific Improvement Co. and brought to this coast, and has made several trips to Departure Bay. She is 340 feet in length, 40 feet beam and 25 feet depth of hold. Her tonnage is 2,291, and her carrying capacity 4,500 tons, three hundred being for fuel. Only ocular demonstration would lead the visitor to believe that her carrying capacity was so great, but she has taken her full cargo each time from Departure Bay. The collier San Pedro, which runs to Tacoma, is longer, broader and deeper, but she carries 1,000 tons less than the San Mateo. The latter being built of the finest steel accounts for the difference in carrying capacity. Her engines are triple expansion, 250 h. p., which can be worked up to 1200. She has an average speed of 9½ knots and makes the passage between Departure Bay and San Francisco in 90 hours. About two thousand tons of coal had been taken in up to Thursday evening last, and it was expected that the San Mateo would be able to leave on Friday next with the initial cargo of coal from Union Bay.

THE WHARVES,

and approach from the shore to the same, have been most substantially constructed. The loading wharf is 1300 feet long, width 49 feet, and the floor is 30 feet above high water mark. The trestle approach to the wharf is 2200 feet in length. Three tracks run the full length of the wharf. There are eight sets of triple shutes on either side, opening one above the other at the side of the wharf in order to accommodate the different stages of the tide—low, intermediate and full. An iron shute rests on rails above and below, and can be run with ease to any point on the wharf, doing away with the necessity of moving the ship when coal is to be discharged into another hatch. There is sufficient room to load two of the largest colliers afloat on either side of the wharf, and enough shutes to load into all hatches at one and the same time. There would still be accommodation left for a variety of smaller craft nearer shore. The bay is sheltered on all sides and there is never rough water or fierce winds to disturb the anchorage or interfere with the work of loading.

The freight wharf is 900 feet in length and 40 feet in width, with a single track running down to the warehouse, making it a simple matter to discharge freight from steamer to cars and vice versa. Water is conveyed to the ends of both wharves from the tank on shore by means of pipes. The piling and timber work of both wharves is of the strongest character. The piles of the coal wharf have been coated with anti-teredo preparation, and the freight wharf's chief supports have been sheathed in copper, the others painted.

THE COAL CARS

have been made from a pattern car imported from Pennsylvania, and are the largest now in use for carrying coal. They are 31 feet 6 inches in length over all, with a breadth of 8 feet and a depth of 4 feet 6 inches. They have a carrying capacity of twenty-five tons. The box is built with sloping ends and hopper bottom, and the coal is started running by releasing a lever. The cars are not yet sheathed with sheet iron, but will be as soon as the material arrives. It will then be possible to unload eight cars of 25 tons each in 30 minutes. The wood work is of Douglas fir, said to be equal to English oak for car-building purposes. A train of fifteen cars can arrive and finish discharging in one hour, the locomotive remaining for the purpose of moving the cars over the shutes. A less time would be occupied, of course, where coal was being loaded into two hatches at once.

THE RAILWAY LINE

is eleven miles in length as originally surveyed to the station, the first log cabin built at Union City, and known as "John Dick's cabin." The line is extended a third of a mile beyond this to the No. 1 slope, and a branch to what is known as the "22-inch seam," which is also being continued on to Coal Creek, where the original discovery of coal was made. A quarter-mile distant from Union Bay are two long sidings on either side of the main line. At this point it is intended to erect bunkers of a capacity of 4,000 tons, where coal will be stored in order to more quickly hasten the loading of the large colliers. The railway line from coast to mines passes through a growth of large timber, chiefly Douglas fir, cedar, with here and there a tall and stately white pine, reaching with graceful lines over 150 feet toward the blue sky above. The undergrowth is dense, the home of wild game, and while the cars dashed along occasionally a ruffed or willow grouse would walk quickly from where it had been feeding in the open to the shelter of the bushes. The few curves on the line are long and sweeping, the greater part of the road being in long stretches, rising in fairly easy grades from the coast to the mines, which are situated about 500 feet above sea level. There is a number of trestles along the route, one of them over a valley through which flows a mountain stream being several hundred feet in length, and of considerable height. All are strongly built. The roadway is nearly all well ballasted, there being large deposits of the finest kind of material for the purpose. Workmen are engaged in perfecting it, and when complete it will compare with any piece of railway work on the continent. The structures at Union Bay and the railway are another evidence of the enterprise and desire of the late Mr. Dunsmuir to have his works all on a substantial basis, and are also a credit to the hard-working and talented railway superintendent, Mr. Jos. Hunter, C. E.

UNION CITY.

A three-quarter hour's ride brought the little train to a stand-still at the primitive depot, and the passengers, a goodly number of whites and Chinese, alighted. On either side of the track for a considerable distance, and on one a narrow strip on the sloping hillside for nearly a mile, has been stripped of trees and brush, and the usual class of miners' houses erected. They are built on either side of the street, called after one of the officials—Clinton. The irregularly placed first log cabins are still occupied, and with the new frame houses there are altogether 75 residences for miners' occupation. Besides these, there are the company's blacksmith and repair shops, a goodly-sized saw-mill and car building shop, with houses for workmen, and the engine and fan-houses at the various mines. The new "city," which is a short space of time has been hewed out of the primeval forest, has so far been well built. The roads are good; an excellent water supply is brought by means of a flume from a mountain stream, and a large tank is being built to store water for domestic and fire purposes, and the water will be conveyed to all portions of the town. An abundance of good water also flows from the gravelly hills. On one of the new houses, painted in black on a rough piece of board, are the words "Presbyterian Church," while another house is utilized for the R. C. Church, so that the spiritual wants of the inhabitants are not neglected. As the company owns all the lands in the neighborhood, the usual "gin mill" has not so far been introduced. One important necessity in the community is not yet established—a school. There are about sixty school-going children in Union City, and their parents are naturally anxious that a school should be started at once. The total population of the place is between four and five hundred, with a prospect of it doubling in the course of the next few months. Two miles from the station is Puntledge Lake, into which flows Coal Creek, and out of which runs the Courtenay River, which empties into the Sound near Comox. The lake is nine miles long and is filled with trout anxious to make the acquaintance of anglers. From this lake, looking towards its head, can be seen

AN IMMENSE GLACIER,

the blue eternal ice, glittering with a myriad colors in the sunlight. The Chinese quarter is at a convenient distance from the white miners' houses, and exhibits the usual characteristics of the race. Their street and buildings are irregular, but it has been scarcely possible in so short a time to give the latter a dilapidated appearance. The olfactory nerves of the passer by are disturbed by the well-known odors. Their thrift is evidenced by the neatly kept patches of ground containing luxuriant vegetables. When the townsite is cleared of stumps and it is possible to cultivate the ground generally, Union City will merge from its present new state into a most attractive place. Its situation is pleasant and healthful, and the surroundings are most charming. As it is, a work has been accomplished in the clearing and building line that would make an early Vancouverite green with envy.

THE MINES.

Before giving a description of the various coal digging operations it will be interesting to relate the history of the mines up to the time of their purchase by the late Mr. Dunsmuir. The coal croppings of the Union mine were originally discovered by a Comox Indian, who was hunting beaver among the numerous beaver dams on Courtenay river and Coal Creek. This was in 1869. The Indian told Sam Harroway, who was then working at Wellington. Harroway visited the croppings, saw that it indicated a ten-foot vein and returned to Wellington. He there induced a syndicate, composed of seven miners and Capt. Clarke, J. Lenevue, A. J. Horne and another, to return with him. They spent $11,000 on the property and secured a crown grant of 1,100 acres. Harroway could not put up his share of expenses, and in the end did not benefit a cent from the sale of the property, eight years ago for $33,000. Needless to add that poor Lo! the pioneer discoverer, died without receiving a dividend. A piece of coal taken from the croppings on Coal Creek, was awarded first place at the Centennial exhibition of 1876 for Canadian coal. Nova Scotia and Wellington coal were also at the exhibition.

The Perseverance mine, purchased last year for $70,000, and now being prospected, was first located by an old man in the employ of the late Dr. Ash, in 1869. The latter located 10,000 acres in the name of the Beaufort Company, and spent enough money to claim 1000. The Government refused to grant the claim, and Mr. Morris Moss then purchased it, brought suit and won it. He associated with him Victoria's present mayor, Mr. John Grant, and the Messrs. R. and G. Wingate, of Tacoma. They located the 1,000 acres near the water and sent up Mr. John Dick to examine it. He reported the location worthless and explored and advised the taking up of the present Perseverance claim, and his report was acted upon. The locators held the property until last year, when it was sold to the Union Collieries Co., and shortly afterwards the work of opening up the present property began.

THE FIRST WORK.

It was in February, 1888, that Mr. Joseph Hunter, C. E., Mr. Pinder, C. E., and Mr. John Dick visited the mines. They tramped it in from Union Bay and camped at the entrance of one of the present adits. The railway line was then located to where Dick's log cabin now stands. On the 12th March six miners, with Sam Davis in charge, commenced prospecting in Nos. 1 and 2 adits. Work was discontinued on these in October and resumed again at the beginning of June. The adits are in a couple of hundred yards, and are shipping coal.

The next place prospected was where the croppings occurred on Coal Creek. The seam pitched too rapidly and work was stopped when the tunnel was in 19 feet. The coal was over four feet in thickness.

SLOPE NO. 1.

Work was then begun at what has since been the chief mine—Slope No. 1. The slope is now in about 1,600 feet, at this point the distance from the surface being 350 feet. There are a number of "levels" branching off from the slope—Nos. 1 and 2 south, and Nos. 1 and 2 north. No. 2 south is 750 feet in from the slope. The press representative in company with Overman Dick, made a tour of the slope and various levels and cross-cuts off the latter where the miners were taking down coal. The slope and levels are not all of a regulation height, owing to the desire to open the mine out as quickly as possible, and a quarter of the trip was made in stooping posture, an unpleasant experience to the novice, appreciated after the journey. The coal is somewhat over four feet thick on the average, frequently becoming five and six and seven, and occasionally less than four, and faults have also been met with. However, owners and miners are perfectly satisfied with the outlook and are confident that the seam will thicken as the work progresses. Only a limited number of miners could be worked in Slope No. 1 until the fan was in position, and as a consequence but 150 tons per day were sent out. However, the fan was started a few days ago, and it is possible to double the output as soon as miners can be procured. This will be constantly increased as the slope and levels are advanced, and it is hoped that long before the close of the year 1,000 tons per day will be sent to daylight. The hoisting engines are also in position. These are about 80 horse-power, or, by American reckoning, 150. They were manufactured by the Albion Iron Works of this city, and when tested gave every proof of good work. The engine driving the fan was made by W. Hamilton, of Peterboro, Ont., represented by F. G. Strickland, Westminster, and gives the highest satisfaction. The air is pumped from the mine by means of fan and upcast shaft.

THE ADITS.

At No. 2 adit about fifty tons per day are being taken out. This will also shortly be doubled. The adits are kept pure by means of furnaces and chimnies at the mouths of the hot air shafts. The seam here is four feet thick, three being of coal, the remaining foot divided into two layers of rock separating the coal into three distinct layers. The coal, however, is of fine quality, and is readily mined. The entrance to the shaft for about fifty feet has been set fire to by forest fires, the coal and rock being consumed to a crumbling mass. No. 2 adit is sixty feet higher than No. 1, and the coal is sent to the trestle where it is pushed to a shute over the track by means of what Mr. Crocker called when there an "economical railway." There are three lines of rails, half a mile down the valley from No. 1 stope, half way up, these widening into a double track. The cars are lowered by means of a hoist, two loaded cars at top and two empty cars at bottom being attached to the cable. The cable runs on a roller; at the precise point the descending and ascending cars take their respective tracks and the journey is accomplished with safety. Remarking on the cleverness of the scheme, Manager Little smiled and informed the pressman that that simple device was in use before the utilization of steam. Across the valley, which was evidently churned out of the mountain at some remote period by a mighty river, a tunnel run into the hill found the same seam of coal that was being worked on the opposite side.

BLACKSMITH COAL.

The "22-inch seam," which was the only one worked by the original company, has proved to be an excellent blacksmithing coal, the first that has so far been discovered on the coast. It is not the equal of the Cumberland, but blacksmiths at Westminster and at the mine state that with it they can weld iron and steel as readily as required. The tunnel is in 600 feet. The coal is not being worked, but will be as soon as shipping facilities are provided at that point. A shaft has been sunk near this seam, 45 feet in depth, for prospecting purposes, and a tunnel run 400 feet. The steam was struck 4½ feet thick.

OTHER WORK.

Besides the work chronicled above, two prospecting parties are out, one on Coal Creek and the other at Puntledge Lake. Three-foot seems have been struck on the latter, and thirty feet above an 18-inch seam. On Coal Creek, at the head of Allen Lake, a four-foot seam has been located and a tunnel run in 200 feet. Above Allen Lake still another three-foot seam has been discovered. In fact the whole surrounding country seems to be one vast coal bed, and development will only prove that there is an inexhaustable area of the finest bituminous coal on the continent. The coal is said to be from 15 to 20 per cent better steaming coal than the Wellington, weighs more per cubic foot (82½ pounds), though it does not ignite so rapidly. However, it burns longer.

THE EXPENDITURE.

Up to 1st June over half a million dollars had been expended in opening up the property and providing shipping facilities. The wage-roll for May was over $22,000. In order to increase the output to over 2,000 tons daily will require an additional expenditure for development work, and a quadrupling of the amount of the pay-roll. The population will increase correspondingly until there are several thousand people gathered around the mines. This accomplished will necessitate quicker communication. In fact it is understood that the management have in contemplation the placing on of a larger and faster steamer than the Isabel. Whether the railway will be continued to Comox will depend upon the prosperity of the mines, and it would appear that this is a foregone conclusion.

A telephone line will soon be completed to Union City from Wellington station. When in operation it will be possible to speak to the office at Union from Victoria, a distance of over 140 miles.

The locomotives employed hauling coal are Baldwins of 27 and 37 tons respectively, provided with Westinghouse air brakes. They are models of their kind.

THE STAFF.

At the recent meeting of the Union Co., Mr. James Dunsmuir was appointed president, and the whole work is under his direction. His long experience at the Wellington mines and his natural ability enable him to fill this important office with general satisfaction.

Mr. Fred. Little, the superintendent of the collieries, has had the management of all work since the beginning, and has met with the success in his arduous duties that was fully expected of him by his late and present employers. A stupendous amount of work has been accomplished within the past sixteen months, principally within the past year.

Mr. John Dick, one of the earliest pioneers of the Island, is overman of No. 1 Slope. Mr. Sam Davis, also well-known as one of the best coal miners in the province, and who had a narrow escape at last year's Wellington explosion, has charge of the outside work. Mr. E. W. Clinton satisfactorily fills the positions of storekeeper, timekeeper and postmaster. Mr. Thomas Russell is overman in Nos. 1 and 2 adits.

Although THE COLONIST representative's time was limited, through the courtesy of the company's official staff he was enabled to visit all the important points. The train was taken at 7 o'clock Friday morning, and about 9 o'clock the return trip by steamer was commenced. The rain poured, the winds blew, and almost all passengers communed sadly with the deep. Nanaimo was reached in the afternoon.

DOMINION DAY.

And How It Was Celebrated in Victoria.

A Series of Picnics, from the Grand Affair Held by St. George's Society to the Small Family Outing.

Victoria was almost deserted on Dominion Day. Even Beacon Hill, on every other holiday the scene of gaiety and merriment, had scarcely a solitary visitor. The streets at midday were as empty and quiet as they usually are at midnight. Everyone had forsaken the city, or at least almost everyone.

Early in the morning the exodus of the picnickers commenced. The Vancouver contingent of Victorians, numbering in all over 1200 at a safe estimate, had already taken their departure. Dozens of private picnicking parties, each having chosen their own favorite resting place for the day, departed for them while the morning was yet cool; some going to Goldstream, and more to the many pleasant places for a day's outing to be found along the line of the E. & N. Railway. The Gorge, Craigflower and Sailor Bay had each its favorites, while picnicking parties were to be seen on either side of the Arm, from the Point Ellice bridge up.

THE CHURCH PICNICS.

The Pandora Street Methodist Church, the George Road Church, Calvary Baptist Church and the First Presbyterian Church all held their annual picnics on Dominion Day. The congregations of the first three churches, accompanied by the children from the Protestant Orphans' Home, went to Colwood, selecting their picnicking ground about a mile above the spot chosen by the members of St. George's Society and their friends. The members and friends of the Presbyterian church camped at Florence Lake, a spot perhaps not quite so well known to picnickers, but rich in natural beauty, and provided with all required conveniences. The four church picnics were delightful affairs—a happy reunion of friends. No one who attended either one of them had other than a good time.

ST. GEORGE'S SOCIETY PICNIC.

Commencing at 8:30 and until 2 o'clock in the afternoon, trains left the E. & N. railway depot every hour; each train loaded down with the Sons of St. George and their many friends, all bound for Colwood. A more delightful spot for a picnic could not well be imagined, and the more than one thousand visitors who accompanied the St. George's Society decided that it was just the best place that could be found. Amusements were provided for all who wished to take part—and there were many;—while others preferred strolling in the cool shade of the trees, or lying on the bright green sward, to enjoy the music of the band. Hammocks, swings, and dozens of other contrivances to give the little ones pleasure were provided and duly enjoyed. Haynes' excellent band of eleven pieces, came up by train at 2 o'clock, and until 11 o'clock was kept busy providing music for the dancers, who found the day and evening none too warm for enjoying themselves on the floor.

During the afternoon the following splendid programme of races and games was disposed of; Messrs. Geo. Fairbrother, C. E. Redfern, M. W. T. Drake, J. Braden, W. Harrison, and J. Dewsnap having charge of everything:

Running race, for boys under 15, 200 yards. For sons of members of the Society only—1, Braden; 2, Hepworth.

Three-legged race, 100 yards—1, Whittaker and Carlow; 2, Gilligan and Chadworth.

Running race, soldiers and sailors—1, Corp. Brimstone, "C" Battery; R. C. A.

Hop, step and jump—H. Fisher, 40 feet 4 inches; 2, A. Shaw, 38 feet.

Running race for men; 300 yards—1, H. Fisher; 2, H. McDowell.

Running race for men over 45; 100 yards. Members only—1, A. Shaw; 2, W. Gordon.

Tug of war—Citizens v. Albion Iron Works. Won by citizens.

Running long jump—1, H. Fisher, (17 feet 8 inches); 2, A. Shaw, (16 feet).

Running high jump—1, Corp. Brimstone, (4 feet 9 inches); 2, A. Elliott, (4 feet 8 inches).

Sack race—1, Colwell.

Running race, 200 yards—1, W. Thomas; 2, Humber.

Running race, for girls under 16—Kate Wale.

Running race, for girls under 12—1, A. Wale; 2, M. Goodwin.

Running race, for boys under 12—1, T. Johnston; 2, Armstrong.

Baseball Match—Thistles v. Jubilees—Won by the Thistles by a score of 5 to 4.

Nothing was forgotten by the committee who arranged for the picnic. Games and sports, for old and young, were provided in abundance; while refreshments, light or substantial, could be had for just what they would cost in the city.

At 6 o'clock the trains bearing the happy, and yet weary picnickers homeward, commenced leaving the grounds hourly, and by eleven o'clock the spot that had been the scene of the afternoon's enjoyment was completely deserted.

MUSIC AT HOME.

At noon, Haynes' Band, composed of 11 good musicians, gave a very pleasant concert at Campbell's corner, before leaving for Colwood Plains. The treat was not enjoyed by more than 50 people, for the reason that the street was almost deserted. The Independents' Colored Band also came out in the evening, and serenaded their friends. The Salvation Army took a holiday, and went on a picnic of their own.

Cadboro Bay Apricots.

Mr. Benj. Evans, supreme court messenger, has one of the most attractive and fertile ranches on the Island. It is situated on Cadboro Bay, sheltered from the colder winds and having a magnificent stretch of water and mountain scenery. On a clear day Mt. Baker and Mt. Tacoma are both in full vision. Besides attending to his court duties to the general satisfaction of the judges, Mr. Evans finds time to cultivate his fields. His fruit is always the first to ripen and is of the finest quality, as many in the legal way can testify, not forgetting some young ladies at Donald. Yesterday Mr. Evans left at this office half a dozen ripe apricots of a particularly fine flavor. Apricots ripe on Dominion Day near Victoria will be a statement scarcely credited by southern and eastern friends, but such is the fact, and Mr. Evans has the honor of being their grower.

From the DAILY COLONIST, July 3.

LOCAL AND PROVINCIAL.

Inland Revenue Collections

At Victoria, B. C., for the month ending June 30, 1889:

Tobacco	$1,099 60
Cigars	1,270 50
Spirits	5,516 42
Malt	1,625 33
Total	$9,516 96

Kamloops on a Tour.

The members of the Kamloops Baseball Club, who defeated the Amities at Vancouver, arrived by the Islander last night, and left this morning for Port Townsend, where they play to-morrow. On Friday they will return to Victoria, and on Saturday afternoon will play a return match with the Amities.

Gold From Similkameen.

A prospector named C. C. Sand was in Seattle on Saturday, exhibiting specimens of gold and silver ore taken from three mines owned by him in the Similkameen mining region in British Columbia. The ore he exhibited had been assayed, and ran from $7.50 to $300 in gold per ton, and from $8 to $12 in silver.

A Fistic Encounter.

Owing to some misunderstanding between Capt. O'Brien and one of the hands on the steamer Premier at Vancouver, on Monday, the former "fired" the delinquent ashore bodily and then gave the man a thorough pummelling. The man's face presented a decidedly striking picture when the captain had finished with him.

A New Hospital.

Messrs. Clowe & Maclure, architects of Victoria and New Westminster, have prepared plans, which have been accepted, for a new hospital which the people of New Westminster will erect at a cost of over $10,000. This speaks well both for the Royal City, which pays for the building, and for the architects whose plans have been accepted.

They Got Three Months.

Hon. Mr. Justice Crease, sitting in the Speedy Trials Court yesterday, sentenced Joe Howard, the would-be slogger, and his companion, Ireland, to three months each at hard labor. Howard and Ireland, is will be remembered, pleaded guilty to the larceny of a trunk and its contents from the cabin of a man named Johnston, on Chatham street.

An Old Proverb Illustrated.

A party of three recreationists at Foul Bay on Dominion Day, who were busily engaged in digging clams on a rise some distance from shore, did not observe the tide creeping in, and it was quite a depth when discovered. The lady of the party was carried ashore, while the two gentlemen waded through the treacherous sea in their boots. Time and tide, etc.

The Town of Steves.

W. H. Steves, of Lulu Island, has laid out a portion of his ranche in town lots, and has placed his business in the hands of Bourchier & Higgins. A railway line connecting with Vancouver and Westminster will soon be built from this point. It is fully expected that the little village now clustered at Steves, with the addition of railway terminal facilities, etc., will soon grow into a thriving business centre.

Kamloops vs. Amities.

Manager Baker has succeeded in inducing the Kamloops Baseball Club to play a return game here on Saturday, in the Caledonian grounds. This will give Victorians an opportunity to see the greatest aggregation of ball tossers ever brought together in British Columbia. Pitcher March is a regular whirlwind; his catcher, Watson, can handle his delivery to perfection, and his support in the field is away above the average.

Victoria Public Library.

For the month ending June 30th, 905 books have been borrowed at the public library, classified as follows: Borrowed by ladies, 325, of which 238 were novels and 87 miscellaneous works; borrowed by gentlemen, 580, of which 280 were novels and 300 miscellaneous works. Highest number borrowed in one day, 62; lowest, 22. Forty volumes have been added to the library in June, presented by Messrs. Ashcroft, Fletcher, Cohen and Shakespeare.

Estate of Walter Swain.

The Post-Intelligencer says: "Samuel A. Hoyt has petitioned the probate court to appoint him administrator of the estate of Walter Swain, engineer of the Alaskan, who went down with that ship off Cape Blanco about six weeks ago. He left quite an estate, consisting of land in King, Kitsap, Jefferson and Clallam counties. His mother, one brother and two sisters live in Massachusetts, a sister, Mrs. Emma F. Wise, at Victoria, and a brother at Yokohama, Japan, but he left no kin in Washington so far as is known."

Another Kootenay Paper.

"The Kootenay Star" is the title of a four-page weekly paper started at Revelstoke and published by H. McCutcheon. It is well gotten up; has a large amount of interesting mining news and is neatly printed. The growing importance of Revelstoke as a central mining town and the head of navigation on the Columbia, has induced the venture, and all interested in mining progress in the Kootenay should accord the Star a hearty support.

Arrival of the Boscowitz.

The steamer Boscowitz arrived from Skeena river and way ports yesterday afternoon. The run of salmon is yet light, the sockeyes not having put in an appearance. Four hundred cases arrived from the B. A. P. Co., Skeena, consigned to J. Engelhardt. A number of white fishermen returned from the north, Indians being so plentiful that there was no work for them. A large number of Indians also arrived down to fish in the Fraser. A baby bear was a deck passenger and was purchased by George Vienna.

Death of John Kriemler.

News was received yesterday of the death of Mr. John Kriemler, at Freiburg, Baden, Germany. Deceased was a former resident of this city, and was well known to all old Victorians. He came to this city in 1862, and soon after entered into partnership with the late Mr. Joseph Spratt in the iron works on Store street. After a few years his interest in the iron works was disposed of and he leased the Strawberry Vale farm at the head of Victoria Arm. About nine years ago he left Victoria for Central America, where he opened a store and became very rich through speculating in coffee. He left Guatemala about five years ago for his native land, where he resided up to the time of his death. While in Victoria the late Mr. Kriemler served a term as chief of the volunteer fire department, and won the esteem of all the members for his management of the old brigade. He leaves a wife, two children and hosts of friends to mourn his death.

Art Exhibition.

One of the principal attractions at Vancouver during the celebration, was the exhibition of the Vancouver Art Association's loan collections. Many choice paintings, both in oil and water colors, as well as handsome pieces of fancy work, adorned the walls. One of the finest oil paintings noticed was a scene in the Rocky Mountains, from the brush of L. R. O'Brien, President of the Canadian Art Association. Amongst provincial artists, Mr. S. Maclure, had a number of beautiful water color sketches on view, which are equally as noteworthy as the former pictures by this artist. J. Bamford, also of Victoria, was well represented by some very clever paintings. There was on exhibition a magnificent piece of tapestry, the property of Mrs. Cook, which is said to be over three hundred and fifty years old. The association has made a most creditable beginning, which is largely due to the energy displayed by Mrs. Wm. Webster, who has been the principal worker in the movement, and to whom the thanks of the public are due for the successful launching of the association.

Visitors to Vancouver.

It is estimated that upwards of 600 residents of Victoria will visit Vancouver to-day to witness the great celebration, and to see how our baseball, lacrosse, bicycle, hose and battery boys acquit themselves. In order to accommodate all who wished to go over to the Terminal City, the Princess Louise made a special trip leaving the city dock at midnight. The Islander left at 1 o'clock this morning.

VANCOUVER'S CELEBRATION

A Great Day's Sport at the Terminal City.

Victoria Captures the Rifle, Cricket and Lacrosse Matches.

The James Bays Have a Walkover in the Baseball Match—Professional Baseball —The Hose Contest a Farce.

Vancouver did herself proud on Monday both by her method of celebrating the 22nd anniversary of confederation, and her hospitable treatment of the thousands of visitors who were present. It is estimated that including those from Victoria, Nanaimo, Westminster, and points in the interior, fully five thousand strangers invaded the terminal city to participate in the celebration. Extensive preparations had been made for the accommodation of the visitors, and when the Islander and Princess Louise arrived from Victoria, and the Yosemite from Nanaimo, the excursionists on board these steamers were met at the wharves by committees, and the comfort of the invited guests carefully looked after. All the hotels, restaurants and private houses were taxed to their utmost to accommodate the large crowd, but somehow all were housed and fed, and no complaint was heard from anyone of lack of attention.

The streets were gaily decorated with evergreen and flags of all nations, and a very pretty sight, and what must have proved quite a treat to the mainlanders, was Her Majesty's fleet, lying off the city front, and decked out with a multitude of flags. While the warships were the chief objects of interest on the water, the militia formed one of the main features on the land, and the serviceable appearance of the Victoria brigades of Garrison Artillery drew forth many and warm commendations. With their leggings and haversacks, and overcoats completely rolled, the men looked more like regulars than volunteers, and in fact, were mistaken by not a few for the members of "C" Battery. The men of Westminster battery (Capt. Mowat) also looked well and received several compliments upon their soldierly appearance. The three batteries from Victoria, and Westminster battery, were under the command of Lieut. Col. Prior with Major Nicholles second in command.

The great feature of the forenoon was the procession, which formed in the following order:

Chief and Officers of Police.
C Battery Band—13 Pieces.
Garrison Artillery—139 Strong.
Second Regiment—50 Strong.
Hyack Fire Brigade from New Westminster, with Hose Reel—32 Strong.
Victoria Fire Brigade—18 Strong.
No. 1 Engine.
No. 2 Engine.
Hook and Ladder Truck.
Band of Hope.
Westminster Fife and Drum Band.
Carriages with Visitors, Aldermen and Citizens.
Triumphal Car.
St. George's Society—16 Strong.
(Preceded by the Union Jack.)
St. Andrew's Society—Strong.
Foresters—22 Strong.
Swiftsure Band—17 Pieces.
Knights of Pythias—Strong.
(Preceded by Banner.)
Terminal and St. James Baseball Clubs—18 Strong.
Confectioner's Float.
Typographical Union—30 Strong.
Cabinetmakers and Carpenters—115 Strong.
Cabinetmakers' Float—2.
Plasterers—13 Strong.
Vancouver City Band—16 Pieces.
Real Estate Float.
Longshoremen—63 Strong.
Foundry Float with Engine and Boiler.
Tecumseh Ice Company Wagon.

A feature in the procession was the firemen in their neat uniforms, teams from Victoria, Westminster and Seattle being present with their hose reels. The hose reel of the Seattle boys had seen service, being a relic of the great fire, and the boys were applauded again and again as they passed along through the streets. Arriving at the city hall the procession ended, but before being dismissed Col. Prior addressed the garrison brigade. He said he was pleased to have had an opportunity to parade with the Westminster battery. This was the first time they had done so and he was pleased to be able to say that the Westminster battery made a most creditable turn-out. He hoped, he said, that another occasion would soon occur when they could meet again. He then called for three cheers for the Westminster battery. These were given in hearty style, and followed by three for the Colonel. The brigade was then dismissed.

THE REGATTA.

At 12 o'clock the men-of-war in port fired a salute, and the mountains reverberated the cannonading and the echoes of this peace bombardment awoke the denizens of their recesses to a new sense of danger. This is, of course, speculative in a sense, but fourteen guns as strong a probability as nearly everything else taught in philosophy. After the smoke had cleared a seven-pounder on the ship Geo. Thompson gave the signal for the commencement of the regatta, and five minutes after the yachts entered in the first-class sailing race crossed the line, and favored by a fresh southwesterly breeze, started for the Moodyville buoy. The entries were:

The Hebe, Capt. Moffat; color, red and white; 29 ft. 2 in. over all; 25 ft. 3 in. on the water line.

Laura, J. Insley, red flag, 23 ft. 3½ in.; 23 ft. 3 in.

Scud (Victoria), Capt. Harmon, blue flag; 24 ft., 22 ft. 2½ in.

Viola, Capt. Walker, blue with red centre; 17 ft. 5 in., 16 ft. 7 in.

Ada, Supt. Roycroft, blue with red border and white diamond.

The course was 10 miles from the City wharf to a buoy at Moodyville, thence to a point off Coal Harbor, thence back to Moodyville and Coal Harbor, finishing at the City wharf, passing to port of all buoys. The time limit was three hours, but by an unfortunate mistake the leading boat, followed by all others, when turning at the buoy No. 2, instead of going directly to buoy No. 1, sailed around to the port of the flagship and thus lost valuable time, and thus preventing the race being finished within the limit by nine minutes, and no race was awarded. The official time taken of the race was as follows:

	TIME.	CORRECTED TIME.
Hebe	3.22.30	3.19.19
Laura	3.32.40	3.26.15
Ada	3.35.22	3.31.57
Scud did not finish.		
Viola	3.43.44	3.39.19

The other races were well contested, but the course was of such a nature that an imperfect view of each event could be obtained from shore. Vancouver oarsmen and some men-of-war's men were the chief competitors.

THE RIFLE MATCH.

The rifle match between teams from Victoria, Vancouver and New Westminster was shot during the day at the range, which is situated across the inlet and at a short distance from Moodyville. The trophy was a challenge cup, presented by Mayor Oppenheimer, which is a very elaborate piece of plate. The visiting teams were "taken care of" by the Vancouver gentlemen in a most open-handed way, and all express great pleasure at their handsome treatment. The highest individual score was made by Gunner C. W. Newbury, of No. 2 battery (Victoria), who is a comparative new man in the field of marksmanship. Appended is the score:

VICTORIA.

	200.	500.	600.	
Gr. E. W. Newbury	34	24	30—	88
Corp. Winsby	31	36	28—	95
Sgt. Newbury	30	28	24—	82
Master Gr. Cornish	31	28	22—	81
Gr. Beckwith	29	31	21—	81
Corp. E. Fleming	29	27	24—	80
Br. H. Fleming	30	23	21—	74
Gr. A. Langley	26	28	10—	64
	—	—	—	
Grand Total				635

VANCOUVER.

H. A. Brocklesby	28	32	27—	87
W. H. Forrest	29	28	27—	84
Dr. Bell Irving	28	28	27—	83
J. A. Grant	34	23	23—	80
H. Stewart	34	28	15—	77
H. Collins	32	20	23—	75
C. E. Tisdall	30	24	21—	75
D. McKay	25	28	18—	69
	—	—	—	
Grand Total				630

NEW WESTMINSTER.

H. C. Chamberlain	29	33	25—	88
A. Jackson	28	30	21—	79
W. McColl	27	26	25—	78
W. Proud	30	26	22—	78
J. C. Chamberlain	21	30	24—	75
J. Wilson	28	23	24—	75
T. J. Trapp	29	26	19—	74
A. F. Cotton	31	20	21—	72
	—	—	—	
Grand Total				619

Both officers and men of the volunteers