BIG WATER CARNIVAL.

Crews That Will Take Part in Events of the N.P.A.A.O. Regatta.

Prizes to Be Presented at a Grand Concert in the Theatre in the Evening.

Unfortunately no American crews will take part in this year's annual regatta of the N. P. A. A. O., to be held on Saturday on Esquimalt harbor, the exodus to Klondike and to Manila having depleted the ranks of the athletes of the Sound and Oregon cities. While the crews from across the line will certainly be missed, the regatta will be no less interesting, as in the senior fours, the big event of the day, the two Vancouver and one Victoria team will compete. The contest will be a keen one, the Vancouver Boating club having a very strong crew in E. Lloyd and W. A. Gilmour, formerly of the famous Winnipeg crew, and J. H. Senkler and H. O. Alexander. The J. B. A. A., who have won every senior four-oared race in which they have competed, have a stronger crew than ever in O'Sullivan, Scott, Jones and Widdowson. The only regret they have is that the whole Winnipeg crew did not come, so that they could have a test of speed with them. The Burrard club has likewise a good crew in the Russell brothers, Seymour and Watts. The Burrard club have also entered a crew in the junior fours, and both the Terminal City clubs will be represented in the singles.

The entries for the various events, with the exception of the ladies' race, for which entries will be received at the starting point, closed last evening. The programme and entries follow:

No. 1.—2 p. m.—Naval race, 12-oared cutters, 1½ miles and return; Imperieuse, admiral's flag; Sparrowhawk, black bird on white ground. Prize, $20.

No. 2.—2:20 p. m.—Lapstreak fours, 1 mile, straightaway—H. Hall (stroke), Chas. Bunting, 3; A. Davey, 2; F. R. Daniels, bow, navy blue; J. Bridgman, stroke; T. Culross, 3; R. Vaughan, 2; W. F. C. Pope, bow; white. Prizes, four silver medals.

No. 3.—2:35 p. m.—Naval race, 10-oared cutters, 1½ mile and return; Imperieuse, admiral's flag; Pheasant, yellow and black diagonal. Prize, $15.

No. 4.—2:45 p. m.—Single scull skiff, ¾ mile, straightaway. A. H. Finlaison, H. Hall, William Christopher, C. Geiger. Silver medal.

No. 5.—3 p. m.—Junior fours, N. P. A. A. O., 1½ miles, straightaway. Burrard Inlet Rowing club: C. H. Mellard, stroke; Vigo Larsen, 3; A. G. Boult, 2; J. H. Garden, bow; colors, dark blue and crimson. J. B. A. A.: G. H. Jesse, stroke; W. J. Mackay, 3; W. Laing, 2; W. Jesse, bow; navy blue and white. Silver challenge cup presented by the Hudson's Bay Co. and four gold medals.

No. 6.—3 p. m.—Schoolboys' race, ½-mile, straightaway—Coates brothers, Jenkinson brothers, Jackson and Leslie, Brooker and Thomas. Prize, two silver cups, presented by His Worship the Mayor and H. Dallas Helmcken, Q. C., M. P. P.

No. 7.—3:15 p. m.—Naval race, 5-oared whalers, 1½ miles and return: 2, Imperieuse, admiral's flag; 2, Icarus, blue flag with yellow diamond and red cross; 1, Pheasant, yellow and black diagonal; 1, Sparrowhawk, black bird on white ground. First prize, $10; second, $5.

No. 8.—3:30 p. m.—Ladies' race, with gentleman coxswain, ¼-mile, straightaway. Post entries. First prizes, Russian leather purses, with timepieces; 2nd prizes, presented by Messrs. Dean & Hiscocks and Mr. Wenger.

No. 9.—3:40 p. m.—Senior fours, 1½ miles, straightaway, Vancouver Boating club (scarlet and white): E. Lloyd, stroke; J. H. Senkler, 3; H. O. Alexander, 2; W. A. Gilmour, bow. Burrard Inlet Rowing club (dark blue and crimson): J. A. Russell, stroke; G. Seymour, 3; Thomas Watts, 2; F. R. McD. Russell, bow. J. B. A. A. (navy blue and white): D. O'Sullivan, stroke; W. J. Scott, 3; D. T. Jones, 2; F. S Widdowson, bow. Association challenge cup and four gold medals.

No. 10.—3:55 p. m.—Naval race, 6-oared galley, 1½ miles and return. 2, Imperieuse, admiral's flag. Prize, $12.

No. 11.—4:15 p. m.—Junior singles, N. P. A. A. O. Vancouver Boating club: H. O. Alexander, scarlet and white. Burrard Inlet Rowing club: Hugh Wilson, dark blue and crimson. J. B. A. A.: D. O'Sullivan, navy blue and white. Gold medal.

No. 12.—4:15 p. m.—Tandem canoe, ¼-mile, with turn. Arthur Gore, T. P. Patton (red and black); J. O. Pendray, L. York (white); J. C. McNeil, W. Adams (navy blue and white). Two silver medals.

No. 13.—4:35 p. m.—Naval race, 1½ miles and return, all comers. 4, Imperieuse, admiral's flag. Prize, $15.

No. 14—5 p. m.—Senior singles, N. P. A. A. O., 1½ miles, straightaway. W. T. Scott (navy blue and white); and winner of junior singles, N. P. A. A. O. Gold medal.

No. 15.—Indian war canoe, 13 paddles, ½-mile and return; visiting clubs, (crimson and scarlet); J. B. A. A. (navy blue and white. Silver cup.

The Vancouver crews will come over on the Charmer this evening.

On Saturday evening there will be a grand concert at the Victoria theatre, when the prizes will be awarded to the successful oarsmen by His Honor the Lieutenant-Governor. A good programme has been arranged, and this together with the fact that the proceeds are to go to the Protestant Orphans' Home should draw a large attendance.

NEWS OF HAWAII.

Annexation Not Yet Accomplished—A Quiet Fourth—Troopships Entertained.

Annexation had not yet become an accomplished fact when the steamer Warrimoo sailed from Honolulu for this port on the 6th instant, although every day brought the ultimate destiny of the islands nearer. The expectation that annexation will soon be had, when the people will celebrate as they never have before, and the attention and hospitable effort given to the entertainment of the American soldiery by the Ohio and the City of Para, made it seem best that no special attempt be made at a general or public celebration of the Glorious Fourth, which in consequence passed off more quietly than the great American holiday ever has before. Everything in the islands now awaits the obliteration of the republic and the raising of the Stars and Stripes.

The royalist element has passed away, and the proximate arrival of the ex-Queen has created enthusiasm only as concerns a distinguished Hawaiian returning to her native land. The patriotic societies have of course taken steps toward a proper reception but the expressed desire of Liliuokalani that her coming shall be without ostentation or parade seems to lift a considerable weight from the shoulders of the faithful, and although some demonstration of respect will be arranged, it will undoubtedly be of the simplest description.

The great event of the past fortnight in the Hawaiian capital has been the calling of the troopships of the third Manila brigade ,the City of Para and the Ohio. Every courtesy was of course shown to the visiting soldiery, and the men in the blue and brown will carry with them to the tropics only the pleasantest memories of their stay. Coincident with the departure of the City of Para and the Ohio was the final sailing of the Brutus and the Monterey, these warships having been obliged to put back owing to a mishap to the boilers of the Brutus, and the repairs keeping both vessels in harbor until the evening of the 1st.

THE LABRADOR'S OPIUM.

Captain, Mate and Passenger Bound Over for Trial at Honolulu.

The British schooner Labrador opium smuggling case was concluded, as to the preliminary examination of defendants, before Judge Stanley as committing magistrate in the circuit court at Honolulu on June 27.

The court after hearing argument of counsel, rendered an oral decision committing John Haake, the captain, James Carter, the mate, and Albert Weinrich, the passenger, to the circuit court for trial at the next term, either regular or special. Bail was fixed at $2,500 for each defendant.

The Labrador was towed to Honolulu on June 30, and was partially under water. Her injuries are not very extensive. Some of her planks are chafed. It is intended that repairs shall be made as soon as possible.

AUSTRALIA NEWS.

Norwegian Bark Lost With All Hands—The Tick Plague in Western Australia.

Advices from Australia by the just arrived Warrimoo report the wreck of the bark Fido with the probable loss of all her crew. The vessel was on a voyage to Auckland from Newcastle in May last. In referring to the disaster an Australian paper says: "The boat which has been cast upon the beach near Stockton and the name board Fido are all that remain in evidence of the sufferings of the 12 sailors who composed the ship's company. The board found is believed to have been from the stern, and the letters "VED," a portion of the original port of registration Ivedstrom in Norway. Another board had been placed over this one when the vessel passed into the hands of the manager of the Kauri Timber company, Mr. Robert Walker, bearing the letters "Fido, Sydney." From the circumstances that the Norwegian board was let into the counter of the bark it is apprehended that the Fido broke up. The Fido was a Norwegian-built vessel of 536 tons register, built in 1896 at Arendal. She was recently purchased by a Sydney syndicate and put into the New Zealand trade in command of Captain Morison."

Mr. Hancock, the Queensland tick expert, who has been engaged by the government to make investigations in East Kimberly as to the existence of tick in that locality, reports that East Kimberly is hopelessly "ticked-up." The fever is at present in a sub-acute stage. The microbe organisms of Texas or tick fever are present in infested cattle.

A line of quarantine has been fixed on the coast near Maryboro, so as to prevent any cattle from the tick-infested areas travelling further south than that town. This will prevent Brisbane becoming a centre of infection.

The government of Western Australia have resolved to re-establish a labor bureau where men out of employment may register their names and addresses.

RAPID-FIRE GUNS.

What Distinguishes Them From the Slow-Fire Guns.

Rapid-fire guns are just now much talked about, and most people have only a vague idea of what they are. Probably the general idea is based on the Gatling gun. People who take the Gatling gun as a type of "rapid-fire," suppose that all guns called by that name are merely machines for showering rifle balls. But this is a complete mistake. There are rapid-fire guns with a diameter of six inches that throw shells weighing 100 pounds. Mere size has nothing to do with the classification into rapid-fire and slow-firing guns. The engineering News explains the matter as follows:

The essential difference is in the method of loading. Instead of opening the breech and inserting the projectile and the powder separately, the latter in a bunting bag, ammunition for rapid-firing guns is now prepared as for small arms the ball ,powder and firing primer are united, the powder in a metalic case attach to the shot, and the primer in the centre of the base of this case. There are a number of types of rapid-fire guns, differing in the way this fixed ammunition is fed to the gun and fired. The six-pounder, 2.24 inch calibre, rapid-fire guns of the Hotchkiss, Driggs-Schroeder, Maxim, Nordenfeldt, and Sponsel types can discharge 100 shots in 4 minutes 26 seconds, 4 minutes 35½ seconds, 4 minutes 41 seconds, respectively, or twenty to twenty-five shots per minute, with accuracy of aim. Without attempt at accuracy of aim the rate can be increased to thirty to thirty-five shots per minute. With five-inch rapid-fire guns of fifty-pounders thirty-six shots have been fired in five minutes.

PROVINCIAL RIFLE MEETING.

Arrangements Complete for the Most Attractive in the Quarter Century of the Association's Existence.

The British Columbia Rifle Association celebrates its twenty-fifth year by offering for the prize meeting to be held this month the most attaractive prize list in its history. Besides the cups, medals, badges and other trophies, there is offered nearly $800 in cash prizes, and the crowning attraction of places on the team to represent the province at the Dominion meeting at Ottawa.

Arrangements are now about completed for the meeting, which will be held at the Central Park range between Vancouver and New Westminster. This meeting place was unanimously recommended by the competitors at Nanaimo last year, as the alternative in case the expected new range at Victoria was not ready. The firing will be as usual with the arm of the local militia—the Martini Henri. For many years there has been one match on the programme open to "any military rifle," but as the range is not quite safe for the Lee-Enfield, the all-comers' match has like all the rest been restricted to the Martini.

Major Bennett of Vancouver has kindly accepted the post of range officer. Sergeant-Major Mulcahy of Victoria will as usual have the supervision of the marking, which as well as the register keeping will be done by members of the militia of the locality where the shooting takes place.

The matches open on the 21st and combine three days. Unexpected delay occurred in carrying out repairs to the range, but orders were received from Ottawa yesterday to have the work performed at once, and it is expected that it can be completed quickly enough to make postponement of the meeting unnecessary.

Prince Ahmed Eeif Eddin's recent murderous attack on his brother-in-law, Fuad Pasha, at the Cairo Khedival club, has led to a lawsuit. The club demands damages from the Prince for the harm done to the club's reputation by the row.

Prince Hohenlohe ,the Imperial chancellor of Germany, although nearly 80

THE VISITING EDITORS

With Their Wives and Families the Minnesotans See the Sights of the City.

A Visit Paid to the Dockyard and Flagship at Esquimalt—List of Visitors.

The members of the Minnesota Press association spent a busy day yesterday, and although they were unable to see all the sights in such a short time, will leave this morning with very pleasant recollections of their visit to Victoria. The hour at which they arrived yesterday morning prevented the reception committee, composed of the mayor and aldermen, members of the board of trade and representatives of the local papers from meeting them at the steamer, but Mayor Redfern and Ald. Williams were at the hotel bright and early in the morning to accord a welcome and extend to them the freedom of the city. No engagements were made for the party in the morning, but the street cars were placed at their disposal, and they visited different parts of the city, the Parliament buildings, Beacon Hill park and Oak Bay drawing the largest crowds.

Accompanying the pressmen were Will. White, the Dominion government representative, and Messrs. Coyle and Calder, of the C. P. R. They leave this morning for Seattle, where they will spend a day before again boarding the special train to return to their homes, as they came, over the C. P. R. On the way west the party were received by the citizens at all the stations, and receptions are awaiting them on the return trip.

One of the leading members of the party is Mr. H. P. Hall. Here is what at least one of the young ladies think of him:

There's only one Hall in this crowd for me,
Only one Hall in this crowd for me,
Only one Hall has our sympathy.
He's not so very pretty,
But very, very witty,
There's only one Hall in this crowd for me.

Only one Hall can run a crowd like he,
Only one Hall full of good cheer,
He's not so very small,
But he's always full of gall,
There's only one Hall in this crowd for me.

Only one Hall can sing "Our Girl" for me;
H. P. Hall has our sympathy.
Hall! Hall! Hall! Hall!
There's only one Hall in this WORLD for me.

A full list of the members of the party follows:

S. A. Langum, Preston Times, president.
E. J. Huntington, Windom Reporter, vice-president.
W. J. Munro, Morris Sun, vice-president.
Joseph Leicht, Westlicher Herold, vice-president.
C. S. Mitchell, Alexandria Post-News, executive committee.
C. C. Whitney, Marshall News-Messenger, executive committee.
H. P. Hall, St. Paul Trade Journal, executive committee.
Carlos Avery and wife, Leader, Hutchinson.
Miss M. S. Anderson and mother, Journal, Minneapolis.
Mrs. C. A. Birch, ex-editor, Willmar, hearty cheer in return from the men on L. D. Bissell, Empire, St. Paul.
John Blanchard and Miss Eva Blanchard, Times, Minneapolis.
Miss Mattie Brown, Polk County Journal, Crookston.
John Branitjen and wife and Mrs. C. C. Webster, Typographical Advertiser, Minneapolis.
A. C. Buch and wife, Enterprise, Arlington.
F. W. Bergmeier and wife, Volkszeitung, St. Paul.
C. Berghius, Chippewa County Herald, Clara City.
J. S. Bolton and Miss Mary Bolton, Gleaner, Plainview.
H. M. Basford and Miss Evangeline Miller, Register, Austin.
C. A. Bennett and wife, Journal, Granite Falls.
C. D. Belden and wife and Miss Nettie Belden, Transcript, Austin.
Miss Florence G. Brown, Trade Journal, St. Paul.
C. D. Berryhill and wife, Review, St. Paul.
Miss Dora M. Child, Waseca County Herald, Waseca.
F. Campbell, Post-News, Alexandria.
R. W. Clifford, People's Gazette, St. Paul.
James Cogswell, Iron News, Two Harbors.
Nell Currie and daughter, Pioneer, Currie.
Mrs. Fanny Case and Mr. F. W. Case, Reporter, Marshall.
F. S. Clay and Miss Zelda Clay, Independent, Hutchison.
T. A. Cashman, Trumpet, Tracy.
L. P. Covell and Edwin Covell, Republican, Atwater.
E. C. Downing, Maclester Echo, St. Paul.
W. R. Estes and wife, Messenger, Madelia.
H. J. Essler and wife, Herald, St. Peter.
W. R. Eton and wife, and Mrs. W. C. Masterman, Gazette, Stillwater.
W. A. Foland, Times, Benson.
Walter F. Fifield, Clearing House Quarterly, Minneapolis.
C. C. Graham, Radical, Waseca.
O. E. Hagen and wife, Fram, Crookston.
E. C. Huntington and wife, Reporter, Windom.
J. D. Harradon, Western Guard, Madison.
H. C. Hotaling and wife, Blue Earth County Enterprise, Mapleton.
E. Holdale, ex-editor, Madison.
W. R. Hodges, Herald, Sleepy Eye.
W. W. Holmes and wife, Times, Billingham.
H. E. Hoard and daughter, Leader, Montevideo.
H. Hawley and wife, Advance, Worthington.
H. P. Hall, Trade Journal, St. Paul.
George A. Iselin, Isanti County Press, Cambridge.
H. E. Ives, Spectator, St. Hillaire.
James R. Jerrard, Journal-Press, St Cloud.
M. Johnson, Advocate, Henning.
W. W. James and wife, Telegram, Breckenridge.
A. P. Kirsch, New Era and Kitson County Record, St. Vincent.
A. L. King, Young People's Companion Minneapolis.
G. N. Lamphere and wife and Miss Gertrude Lamphere, News, Moorhead.
Joseph Licht, wife and daughter, Westlincher Herold, Winona.
D. C. Lighthorn and wife, Index, Ada.
Clint C. Luce, Enterprise, Albert Lea.
M. J. Luby, Ariel, Minneapolis.
S. A. Langum, Times, Preston.
W. J. Munro, wife and son, Sun, Morris.
W. B. Mitchell and daughters, ex-editor, St. Cloud.
Leslie Mathews, wife and sister, Review, Litchfield.
F. L. Meachum, News, Plainview.
J. T. Mullen and wife, ex-editor, Litchfield.
J. S. McGovern and wife, Banner, Kerkhoven.
John P. Mattson and wife, Sheaf, Warren.
Frank J. Meyst, Kellogg's Record, Minneapolis.
W. G. McMurchy, Globe, St. Paul.
A. L. May and wife, American Press Association, St. Paul.
L. H. McKinstry and wife, Republican, Faribault.
Miss Bell N. Maxwell, Republican, Fulda.
David R. McInnis, Herald, Winona.
C. S. Mitchell and wife, Post-News, Alexandria.
H. C. Miller, Free Press, St. Peter.
E. A. Nelson and wife and Miss Charlotte Nelson, News, Hallock.
J. C. Norby and wife, Norman County Herald, Ada.
Ray B. Osborn, Red River Valley News, Glyndon.
Will O'Brien and wife, Journal, Eden Valley.
W. A. Potter and wife, Type Founder, St. Paul.
David Phillips and wife, Tribune, Mazeppa.
Ed. A. Paradis and wife, Midway News, St. Paul.
H. I. Peterson and Miss Florence Peterson, Independent, Litchfield.
G. N. Peterson, Register, Glenco.
James Ruane and wife, Gazette, Slayton.
O. J. Rea and wife, Herald, Tracy.
David Ramaley, Jr., and Miss Sarah K. Ramaley, A. O. U. W. Guide, St. Paul.
E. H. C. Richardson, Clearing House Quarterly, Minneapolis.
C. S. Shurman and wife, Times, West St. Paul.
A. J. Schaller and wife, Democrat, Hastings.
Mrs. Albert Scheffer, Volkzeitung, St. Paul.
A. J. Stone and wife, Democrat, Wabasha.
W. A. Simoton and Mrs. J. H. Simoton, Herald, Sauk Centre.
O. W. Stanton and wife, Press, Appleton.
Mrs. T. H. Smith and daughter, American Land and Title Register, St. Paul.
Swan J. Turnbull and wife and Miss Lillian Turnbull, Svenska Amerikanska Posten, Minneapolis.
H. M. Temple and wife, American Land and Title Register, St. Paul.
S. Trebby and wife, Democrat, Little Falls.
Newton Trenham, Citizen, Alexandria.
C. B. Taylor and wife, ex-editor, Marshall.
Irving Todd, Jr., Gazette, Hastings.
C. A. Violet and wife, Swift County Monitor, Benson.
J. A. Vye, Farm Student Review, St. Paul.
F. N. Van Duzee, Pioneer Press, St. Paul.
C. E. Vassaly, Herald, Little Falls.
John C. Wise and daughters, Daily and Weekly Review, Mankato.
Mrs. H. M. Wheelock and Miss Bertha Frost, Wheelock's Weekly, Fergus Falls.
R. F. Wright, Republican, Winona.
C. W. Wagner, Saturday Review, Litchfield.
F. W. Wieland and wife and Miss Carrie Wieland, Dispatch, Brainerd.
C. C. Whitney, News Messenger, Marshall.
J. Wicherski and wife, New Ulm Review, New Ulm, Minn.

HAWAII'S CABLE.

Contract Let for One From California to Honolulu and Thence to Japan.

The government of Honolulu according to advices received by the Miowera, which arrived last evening, have entered into a contract with the Scrymser company for the laying of a cable from San Diego, Cal., to Honolulu, and thence to Japan, the latter section of the line being exclusive. Actual work must be commenced six months from the time of the signing of the contract. There is a clause in the contract which practically provides that the United States can cancel the contract if it does not suit them.

GUNBOATS OF SHALLOW DRAUGHT.

Gunboats for service on the Nile have been built at the celebrated Yarrow yards in Great Britain. They are propelled by a screw propeller which turns in a sort of tunnel near the stern of the boat. The screw is set so high that only half of it is under water. But as the boat moves, water is drawn up into the cavity so that the screw is completely immersed once the boat is in motion.

POINTS FOR TRAVELLERS.

The following is printed for the benefit of the large number of commercial men at present visiting Victoria, looking for orders:

New York, Nov. 7, 1894.

Mr. Ernstein, Columbus, Ohio.

Dear Sir,—Ve hat receivded your letter von de 13th, mit exbenze agount und round list. Vat ve vant is orders. Ve hat liberty maps in New York von vich to make up round lists, also big families to make exbenzes. Mr. Ernstein, ve find in your exbenze agount $2.50 for billiards, blease don't puy any more billiards for us—Vat ve vant is orders—Also ve do see $7.50 for a horse and buggy. Ve is a horse, and vat did you do mit de buggy? De rest von your exbenze agount is nix but schleebers—Vy is it you don't ride more by day-times?

Ve send you to-day by frade two boxes zigars, one costed $1.40, de oder 90 cents. You can schmoke de $1.40 box, give de oders on your customers. Ve did sended you also samples of a necktie vat costed us $7.00 a gross, sell dem for $7.25 a dozen, if you can't get $7.25 dake $2.25, vat ve vant is orders. Dey is a novelty as ve hat dem in stock two years und aint sold none.

My bruder Louie says you should schtop in Hambuldon, Ohio. His gousin Max Blum lives dere. Louie says vat you should sell Blum a good bill. Dry him on dose $7.25 neckties first. Git him on dose $7.25 neckties first. Git good prices—Is is Louie's gousin. Sell him mostly for gash. Tell him ve vant orders. Also Louie says vat you can leave Columbus at 11:40 in de night, und git by Hambuldon at 3:35 in de morning—Louie says do this, und you vont need for schleebers, you schpend too much for schleebers, ve don't need schleebers—Vat ve vant is orders.

Don't date any more bills ahead, as de days are longer in summer than in winter. Louie says don't show Max Blum his gousin, any of de good sellers. Und remember Mr. Ernstein, vit us oder you do business, oder you don't do nothing at all, vat ve vant is orders.

Yours druly,

PINKSKY & CO.

Keep de exbenzes down.

FROM SOUTH SEAS.

R. M. S. Warrimoo Makes Port After An Uneventful Voyage From Australasia.

Prompt on schedule time the Canadian Australian steamship Warrimoo reached Victoria from the South last night, having left Sydney N.S.W., on June 15, Wellington, N.Z., June 23; Suva, Fiji, June 25, and Honolulu on the 6th inst. The voyage was without notable incident. The weather encountered was on the whole fine and the only sail sighted was that of the American ship Eclipse, of San Francisco, which was passed in latitude 42 north, longitude 136 west, at 7 p.m. on the 11th inst., steering to the northward. The ship brings 180 tons of cargo made up as follows: 440 cases fruit, 1,079 cases pressed meats, 15 cases pressed rabbits, 10 cases beef, 103 cases oranges, 87 crates pines, 30 cases coffee, 363 empty kegs, 140 bales hemp, 29 cases eucalyptus oil, 50 cases palm seeds, 75 bales skins and 15 cases sundries.

The Warrimoo brought over seventy passengers, among them being Mr. McRae, proprietor of the Finance Times, London who with his wife is touring the world; F. S. Clark, a mining expert, who is here for the purpose of introducing the New Zealand system of gold dredging in Canada; Hon. E. W. Parker, agent in New Zealand of the well known firm of Shaw, Saville & Co., and Mr. Tripp a Victoria architect, who has spent the last few years in New Zealand. When the Warrimoo left Honolulu the news had not reached there of Hawaii's annexation to the United States.

The Spanish gunner got himself within the barn, shut the door, and bolted it.

Putting his rifle to his shoulder, he took careful aim, and shutting his eyes, fired.

"Ha!" he said, "who said I could not hit the side of a barn?"

But when he went to look for the mark of the bullet he found he had fired through a knot hole.—Indianapolis Journal.

He— You say you like a manly man. What is your idea of a manly man?

She— Well, for instance, one who doesn't stay, and stay and stay just because he knows any girl isn't strong enough to throw him out.—Chicago News.

He—There are two periods in a man's life when he never understands a woman.

"Indeed! And when are they?"

"Before he is married and afterwards."—Life.

THE CITY'S BRIDGES.

Rock Bay and James Bay Structures Will Soon Need to Be Renewed.

People Must Decide and That Soon What Is Best to Be Done.

Although there are a number of very important civic problems that the people of Victoria have to face just at present the excitement of the provincial elections caused them to be temporarily lost sight of. Now, however, the ratepayers and indeed every person who has the good of the city at heart must feel that Victorians must be up and grappling with the best means of advancing the progress of the city. There is a great deal of food for reflection in the report of the city engineer, dated June 17 last. This report reads:

"Gentlemen,—I have the honor to submit the following report relative to the condition of the Rock Bay and James Bay bridges: Rock Bay bridge has recently been overhauled and repaired, the amount expended being $185. This bridge, I consider, will be good for ordinary traffic, under the provisions of existing by-laws regulating the same, for about eight or nine months longer, by the expiration of which time some other means of communication with Victoria West should be provided.

"James Bay bridge was thoroughly repaired last year. The only repair work necessary to be done this year, up to the present time, consisted in renewing the planking which was done early in the season. I do not consider that it will be safe to depend upon using this bridge for a greater length of time than the life of the present flooring, which will probably be about ten or twelve months.

I would respectfully suggest that the by-law respecting the speed of vehicles crossing the bridges be rigidly enforced."

Here, then is the situation which the people have to face. The Rock Bay bridge, according to the city engineer, has a life of only eight or nine months and the James Bay bridge can only be depended upon for ten or twelve months. What are the people going to do about it?

To get an idea of the public feeling on the subject a number of people were interviewed yesterday—haphazard just as they were met, with the exception of the Mayor, who was called upon in his office. Walking along Government street the first catchy person met with came gives a sort of average sample of ratepayer—just as the mining sharp picks a piece of ore here and there off the heap so as to get a fair average for assay.

Ald. Humphrey was the first man met and he had some information to give. As to the Rock Bay bridge he said he was going to make a strong effort to carry out the idea already broached in the council of doing away altogether with the present Rock Bay bridge and instead running a short bridge across to the end of Bay street from Work street, so as to make the approach from Government street. This pile bridge can be built for $2,400 and besides doing away with the present costly Rock Bay structure can be gradually turned into a roadway by filling in with earth until at least a solid way is made. He did not think there was quite so much hurry about the James Bay bridge, but he wanted to see a retaining wall put up there and a permanent way made across. Permission also should be got at once from the Dominion government to allow the roadway to be widened twelve feet to the east so as to make the roadway uniform with Government street. To meet the cost of this permanent way there would be money available next April if the people desired to utilize it that way. The whole of the $112,500 old waterworks bonds would be paid off in April and this would set free at least $12,000 which was now being paid yearly for sinking fund accumulations. Consequently at the much more favorable rate of interest at which the city can now borrow there could be quite a sum borrowed for the permanent way without increasing the taxes and more than they are at present. Just what style of bridge or causeway was most desirable Ald. Humphrey was not prepared to say, but he advocated having the matter looked into thoroughly as soon as possible, so that preparations could be made in time before the present bridge survives its usefulness. Reverting to the Rock Bay bridge. Ald. Humphrey remarked that there was now correspondence going on with the tramway company to see whether the company desired to bear part of the expense of the new bridge or wanted to keep the old one and maintain it at their own expense.

Mr. Joshua Davies was met a moment or two afterwards and asked what his opinion was. He strongly favored a permanent way over James Bay, with a stone retaining wall and the filling up of the flats. The outer side of the wall should have steps leading down to the water and should be used as a general landing place for boats. This would give not only a nice appearance but be useful as well.

A. C. Flumerfelt had rather more elaborate views of the question. If he had his way he would put a permanent way across James Bay, he would expropriate all the property on the water side of Humboldt street, fill in the flats, turn them into a park and make a drive around them. Then Victoria would have a water front appearance that would be attractive to the eye and commensurate with the position of the chief city of the province. He commended the idea of the short bridge from Work to Bay street to replace the present Rock Bay bridge.

Mr. B. Williams came along about this time and he was very much in favor of a retaining wall and filling up the James Bay mud flats. If the people on the shores of the bay claimed water rights, well, there could easily be a small canal constructed, while the rest of the flats could be filled in.

The Mayor favored the short bridge at Work street and Bay street in place of the present structure. For the James Bay bridge he believed that the Sorby scheme provided very well, and thought that the bill would go through at the next session of parliament. A causeway across James Bay was a part of that scheme. Should this fail, then other steps should be taken to give Victoria a permanent roadway across James Bay.

F. J. Claxton wants a retaining wall across James Bay and the flats filled in instead of the present old wooden structures.

D. R. Ker thought that not a moment should be lost in perfecting a plan for a permanent roadway over James Bay and that it should be built without obstructing the passage of vehicles, for otherwise it would be a great inconvenience to traffic between the city and the outer wharf.

W. H. Bone was greatly impressed with the necessity for a permanent way across James Bay, both because such a thing was necessary for the traffic of the city and also because the unsightly old bridge now was an eyesore. It paid, he was convinced, to have the city looking neat and thrifty, for it was a good advertisement and really meant money for the city by attracting people here.

R. B. McMicking, the last man spoken to, said that he believed Mr. Sorby's scheme would be the proper thing for the city. He, like all the others, commended the move to have the present Rock Bay bridge done away with and a short one built between Bay and Work streets.

These views, as already has been stated, were procured from men met at random on the streets, and no doubt represent the feeling of a large number of people.

THE CITY CHARTER.

To the Editor:—Your reference in this morning's Colonist re the city charter, should receive the consideration of the ratepayers of this city. My experience as a member of the city council has led me to come to the same conclusion as your correspondent that no matter how desirous a member or a majority of the members of the board may be to carry out what they consider to be the best interest of the city; the first thing they are brought face to face with, is the fact that to do or not to do is vested in the hands of one of the members of the council; His Worship the Mayor. Now, sir, I will submit as members of the council we are sent there to carry out the wishes of the ratepayers. The question at the present time is the Mayor carrying out the wishes of the ratepayers, and is it in the best interest of the city. As a member of the council I say: No. The Mayor and city engineer have informed the council and ratepayers that the filter beds are finished and prepared to do their work. The receiver is all ready with the exception of concreting the sides. The most essential feature in the concrete is from the standpoint of cleanness to my mind if the receiver will not do its work without the concrete it will not do it with. I don't think there is anyone but will admit the receiver should be treated in some way to keep the water clean. But the council has not got the funds at its disposal; then I say let us do the next best thing—use some of the revenue of the city and put the works in order. I think by doing that means if the filters will do their work and the receiver holds water it will create confidence in the minds of the ratepayers, and I think there will be no trouble to get the funds to finish the receiver. But, Mr. Editor, what we want is the ratepayers to interest themselves and if necessary have a meeting and pass a resolution supporting the Mayor or the majority of the aldermen.

ED. BRAGG.

REGATTA AND CONCERT.

Arrangements Completed Last Evening for the Acquatic Event of the Year.

Final arrangements were made last evening for the annual regatta of the North Pacific Association of Amateur Oarsmen, which is to be held on Esquimalt harbor to-morrow afternoon. A good mile and a half course has been buoyed from Magazine island to a point off the navy coal wharf. The big races will be straightaway, the others being with a turn, so that the spectators will have a good view of all. The committee will have a reception barge moored off the coal wharf and the City of Nanaimo will carry excursionists down and anchor at a point from where her passengers can best see the races. For those going by land the street railway company will run a triple service.

All the events have been filled, several entries for the ladies' race, which entries will be received at the starting point, have already been handed to Secretary Dallain. By consent of the J. B. A. A. and Burrard club the Vancouver Rowing club will be allowed to enter a crew for the junior fours, although the time for receiving entries has passed and in all probability a crew will come down tonight. The conditions respecting the winning of the Hudson's Bay Company's cup, the trophy for this event, were decided upon last evening. The cup must be won twice in succession to become the property of any club, or three times if not in succession.

The senior crews of the Vancouver and Burrard clubs, the junior crew of the Burrard club, and the Terminal City oarsmen, who have entered for the other events, came over on the Charmer last evening and are at the Hotel Victoria. They go to Esquimalt to-day to take a spin over the course.

His Honor the Lieutenant-Governor and Mrs. McInnes, and Admiral Palliser and the officers of H. M. S. ships have accepted invitations to attend the concert in the Victoria theatre on Saturday evening, when the prizes won at the regatta will be presented. After the concert the visiting oarsmen, the members of the committees and those taking part in the concert will be banqueted at the Hotel Victoria.

The annual meeting of the N. P. A. A. O. will be held at the Hotel Victoria at 10 on Saturday morning.

INFORMATION IN A NUTSHELL.

The American navy has practically all been built since 1883.

The state of Texas is about 75,000 square miles larger in area than Spain.

More than 75 per cent. of the trade of Europe is with British possessions.

In Berlin nearly all the repairs of the principal streets are carried on at night.

It is proposed to introduce bats and toads into New Zealand to combat insect pests.

A recent shipment to Dawson City included a fire engine, furniture for a bank, pianos and organs.

In the United States there are no less than 13 different varieties of the Presbyterian Church family.

The entire collection of coins and medals in the British Museum consists of nearly 250,000 specimens.

Mr. Gladstone's library contains no fewer than 35,000 volumes, of which 15,000 are still at Hawarden Castle.

Artisans' dwellings, containing 6,000 tenements, have been erected in London within the last few years.

A movement is on foot for the erection in London of a permanent Armenian memoriam to Mr. Gladstone.

American forests have produced during the past six years 824,000,000,000 feet of lumber, valued at $25,000,000,000.

Under the laws of China the man who loses his temper in a discussion is sent to jail for five days to cool down.

The deputy governor of Victoria describes the writings of Bret Harte and Mark Twain as so much "Yankee trash."

Gray horses are the longest lived and cream colored ones are the most delicate, being unable to stand very warm weather.

According to the new city directory, Chicago now has a population of 1,893,000. This is an increase of 65,000 over the figures for 1897.

Wife—By the way, Clive, I had a letter from my banker while you were away. He said I had overdrawn my account.

Husband—Yes, dear; and what did you do?

Wife—I told him not to be so rude again, and I sent him a check for the amount!—Punch.

THE LOWER MAINLAND

Contractor Holt Reports Progress on Railway to Boundary—Gold on Seymour Creek.

Klondike Advertising Committee Report—Facilities for Reaching the Fraser Valley.

(From Our Own Correspondent.)

Vancouver, July 13.—A gang of burglars are operating in Vancouver. They have been robbing houses in daylight when families were away.

T. G. Holt, of the firm of Mackenzie & Mann, is here. He says the Robson-Penticton road is being pushed forward rapidly and mining in the Boundary country is reviving very much in consequence.

Wm. McGinnis has discovered ore on Seymour creek, a few miles from Vancouver, running $4.67 a ton in gold.

A number of speedy horses arrived by the steamer Charmer this morning. They are entered for the Hastings races which take place Thursday, Friday and Saturday of this week.

The Klondike advertising committee have presented their report to the citizens. They collected $8,074.70 and have a credit balance of $126.96. The list of expenditures is interesting. Vancouver's Seattle agency established for the purpose of inducing persons arriving at Seattle to come to Vancouver and outfit, cost $1500. Pamphlets, photographs, postage, train canvasser, etc., cost $1,600, and the secretary's salary was $750. The committee has disbanded. It was composed of active responsible citizens who did great work for Vancouver during the Klondike rush. The members of the committee were Messrs. W. F. Kent, Wm. Braid, Wm. Godfrey, C. E. Tisdall, F. C. Cotton, F. Buscombe, F. Cockburn, W. H. Ker, S. Oppenheimer, G. W. Phipps, E. J. McFeley, J. Bell, Mr. McLagan T. H. Baker and J. I. Johnson.

The Shaw company are presenting remarkably good plays well acted at the Vancouver opera house at cheap prices. The company have their own band and orchestra. Vancouver theatre goers, however, are not patronizing the Shaw company as they deserve.

Mr. Dumoulin, of the Bank of Montreal here, has been removed to the New Denver branch ,and Mr. Taylor, of Rossland, takes Mr. Dumoulin's place.

Mrs. Annie Ichie and another Japanese named Ota are to appear for trial at the Vancouver assizes for attempted arson. The preliminary hearing took place before Magistrate Pearson at Steveston. The accusation arose out of the result of some family quarrel in which the accused took part.

At the board of trade meeting last night the difficulty of making shipping connections with Chilliwack and other places on the Fraser river was discussed. A boat plying up the river from Vancouver is much needed. It is probable from the discussion which ensued regarding a road from Pitt Meadows to Vancouver that the board will appeal to the government for such a highway.

HAWAIIAN ISLANDS.