

Entertainments were of Churches Evening.

Children of a number of churches had their usual night. Entertainment connection with the Methodist, Emmanuel, Presbyterian, Spring St. Baptist, and other churches. The activities were held at the Home yesterday.

Attendance at the last Sunday school, though lengthy, was kept the interest of the parents from the children. The children of the Epworth Methodist church were the guests of the evening. The Christmas tree, and the distribution of the many gifts, was the feature of the evening. The children of the Epworth Methodist church were the guests of the evening. The Christmas tree, and the distribution of the many gifts, was the feature of the evening.

The Spring Ridge church, which is a pretty decorated for the rendition of a large Christmas play, was the feature of the evening. The children of the Epworth Methodist church were the guests of the evening. The Christmas tree, and the distribution of the many gifts, was the feature of the evening.

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YEAR'S RECORD IN BUILDING CIRCLES

COMPLETE RETURNS TO DATE APPEAR BELOW

More Than Three Hundred and Fifty Thousand Dollars Was Expended—School and Fire Statistics.

The past year has witnessed extensive building activity in Victoria, representing an outlay which, according to the figures of the building circles, has exceeded \$350,000. A feature of this activity is the number of residences erected, an indication that the population is steadily increasing. Districts that were sparsely settled have been marked by numerous dwellings, while the number of vacant houses has been greatly reduced. Through the efforts of the Housing Association, Victoria has become a city of many eyes, and it is not too much to predict that next year will be characterized by still more extensive building operations.

Some time ago the Times published a list of the buildings completed and those in course of erection to date. Since then the number has greatly increased, swelling the total proportionately. The complete list to date is as follows:

Mrs. W. Allen, 2 story building on Douglas street, to be used as a stable and carriage house, \$4,000. Mr. W. P. Burton, 2 1/2 story frame building, with stone foundation, on Charles street, \$4,000. Mr. J. E. Byrne, 1 story frame cottage, facing Niagara street, \$1,400.

Bank of B. N. A., 1 story brick and stone building, facing Yates street; story 18 feet high, stone front with columns, gravel roof, cost, \$10,000. Mr. Brown, addition to building known as Cherrybank, facing Victoria Crescent, \$1,000.

E. C. Baker, 1 story school, brick foundation, \$750. B. C. Land & Investment Co., additional story of Balmoral hotel, cost, \$10,000.

Mrs. C. Brown, 1 1/2 story frame building, Dallas avenue, \$1,800. Challoner & Mitchell, Government street, alterations and additions to building, \$1,800; alterations to their store, \$4,500.

Mr. Cardew, 1 story frame building, corner of Oak Bay and Belcher streets, \$1,800. W. J. Clarke, 1 story brick building facing Government street, to be used as a blacksmith's shop, \$3,000.

Richard Collier, 1 story frame building, Beckley Farm, facing Dallas road, \$3,500. Mrs. Mabel Champion, 1 story frame cottage, corner of Niagara and Carr streets, \$1,000.

H. Cathcart, addition to dwelling, Johnson street, \$800. John Clegg, 1 1/2 story frame building, corner of Chambers and Pandora streets, stone foundation, \$3,000.

D. E. Campbell, large 1 1/2 story frame building, stone foundation, Linden avenue, \$3,000. Thos. Catterall, 2 story frame building, stone foundation, Pemberton road, \$2,500.

F. J. Cochenour, 1 1/2 story frame building, Frederick street, \$1,200. H. Catterall, 1 1/2 story house, Linden street, \$2,000.

Mr. Levenelle, 2 story frame building with brick foundation, between Government and Gorge road, \$2,500. J. Douglas, large bungalow, Fairfield road, \$3,000.

Mrs. Douglas, 1 story frame building on blocks 66 and 71, Fairfield estate, \$800. Mrs. Eleanor De Carteret, 2 story frame building, facing Oak Bay avenue, \$3,500.

Wm. Edie, 1 story frame building, Bank street, \$500. J. P. Elford, 2 story frame building, facing Elford street, \$2,000.

W. A. Franklin, 1 1/2 story frame building, on Superior street, \$1,000. Hon. W. Hanley, 1 story frame dwelling on Collins street, \$600.

Hop. Ed. Harrison, 1 story frame dwelling, Cadboro Bay road, stone foundation, \$4,000. Jones Heincken, 1 1/2 story frame dwelling on Quebec street, \$1,900.

S. Joyce, 1 1/2 story dwelling, \$900. E. Kent, brick building on Fort street, \$4,000. H. J. Knott, 1 story frame cottage on corner of Seventh street and King's road, Hillside Farm, cost \$1,000; 2 1/2 story frame building on Chatham street, between Cook and Chambers, \$3,000.

Mr. Kermode, 1 1/2 story building, Henry street, \$1,800. Mrs. Lim Long Shee, 2 story brick building, Cormorant street, \$4,000.

Miss Levenue, 1 story addition to kitchen on building on Michigan street. Mrs. M. H. Lamb, 2 story frame building, lot 9 of Darle's subdivision, Stone foundation, \$2,500.

G. L. Powers, 1 story frame dwelling, Humboldt street, \$600. Royal Bank of Canada, brick vault in Five Sisters block, \$400.

Captain Radin, three frame buildings, Johnson street, \$4,500. W. Rockett, 1 story house, Pandora avenue and George street, \$800; building 1 1/2 story on same lot, \$1,200.

Royal Jubilee hospital, addition to Home for Aged and Infirm Women, between Collinson and McClure streets, \$1,200. Mr. Ralph, 1 story frame building, Clarence street, \$1,200.

D. H. Ross & Co., brick and stone warehouse, Government street, \$3,000. Mr. Reda, 1 1/2 story brick building, John street, \$2,500.

H. Siebenbaum, 2 story brick and stone building on Government street, \$3,000. St. Joseph's hospital, large frame barn facing Collinson street, \$500.

S. T. Styles, 2 story frame dwelling on Richards street, \$1,500. John Sheppard, 2 story frame dwelling, with stone foundation, Rae street, \$2,500.

D. Spencer, 4 story and basement, between Government and Broad streets, \$40,000. A. E. Shore, 1 story frame cottage, Superior street, \$1,200.

Mrs. M. R. Smith, 1 1/2 story frame building, corner Dallas and Niagara streets, \$2,000. W. P. H. Townsland, small frame building, facing William street, \$500.

Mrs. Tuck, 1 story frame building, addition to Roccella, Churchway, \$700. Thos. Tubman, 2 story frame building on lot facing Linden avenue, \$2,100.

Todd & Son, alterations to building corner Douglas and Pandora streets (more room upstairs), \$500. Mrs. Jane Talbot, 2 story frame building, corner of Pandora and Cook streets, \$2,000.

Union Club, 2 story addition on north end, \$3,000; also 3 story brick building with slate roof, Douglas street, \$4,500.

Victoria West Athletic Association, frame building with galleries, corner of Edwards and Catherine streets, \$1,000. Joel Willard, 1 story frame building, facing old Esquimalt road, \$900.

W. T. Williams, 1 1/2 story frame dwelling, corner of Linden avenue and Belcher street, \$2,000. Mrs. Whiteley, 1 story frame building, Yates street, \$1,500.

O. Weiler, 2 story frame building on Carr estate property, facing Park, \$3,500. F. Mills, 1 story frame building, brick foundation, Chatham street, \$1,400.

Mrs. F. B. Wilson, 2 story frame building, corner of Linden avenue and Belcher street, \$2,000. Mrs. Johnson, two 1 story frame buildings, Johnson street, \$800 each, \$1,600.

Mrs. W. H. Woods, frame building, Henry street, \$1,200. R. Tate, building on Oswego street, \$1,500.

Go and Francis Brown, 1 story frame building on Fort street, \$3,000. J. W. Butler, 2 story frame building on Beachy street, \$1,800.

Wm. H. Berridge, 1 story frame building, Fairfield Farm, facing Cornwall street, \$1,000. Wm. Boddy, 1 1/2 story brick house on old Esquimalt road and Walker street, Victoria West, \$1,500.

P. P. Balminton, frame house, corner Government and Henry streets, \$2,500. G. S. Carr, 1 story frame building on Carr and Battery streets, \$1,000.

F. J. Cochenour, 2 story frame dwelling, Frederick street, \$1,800. Mrs. W. Godson, 2 story frame dwelling on Humboldt street, \$1,800.

J. M. Gidley, 1 story building, Mary street, Victoria West, \$1,200. Wm. Hart, 1 story frame dwelling, Catherine street, Victoria West, \$1,200.

Horace Johnson, 1 1/2 story frame building on old Esquimalt road, Victoria West, \$2,000. Beryl Levenue, 1 story dwelling on old Esquimalt road, \$1,500.

Mrs. Morry, 1 1/2 story building on Second street, \$1,500. Alex. Stewart, additions to show-room, 1 story, frame, corner Yates and Blanchard streets, \$250.

Mrs. Sutton, three 1 1/2 story frame buildings, Beckley Farm (\$1,800 each), \$5,400. Wm. H. Townsland, frame building, William street, Victoria West, \$800.

Thos. Tubman, 1 1/2 story frame building on Bellot street, \$1,800. Trustees of the First Congregational church, new edifice, corner of Blanchard and Pandora streets, \$9,000.

Victoria & Sidney Railway Company one engine shed on Hillside extension, \$1,000. In addition to the above, alterations and additions have been carried on generally throughout the city aggregating \$75,000.

Besides this reference should be made to the new Government House which is nearing completion, and the new High school, which was finished this year. Both these, however, were commenced last year, and were published in that list.

SCHOOL RETURNS. Attendance For All the Months, With Exception of December.

The school returns for the month of December have not yet been compiled. The following constitutes the actual enrollment and the actual average of pupils in the city schools for the preceding months of the year:

Month	Actual Enrollment	Actual Average
January	2,726	2,420.75
February	2,726	2,420.75
March	2,726	2,420.75
April	2,726	2,420.75
May	2,726	2,420.75
June	2,726	2,420.75
July	2,726	2,420.75
August	2,726	2,420.75
September	2,726	2,420.75
October	2,726	2,420.75
November	2,726	2,420.75

A SPLENDID RECORD. The Lightest in Sixteen Years is the Showing of the Fire Department.

The immunity of Victoria from fires during the past year has been little short of a miracle, considering the large number of alarms received (nearly a hundred), and the fact that a large percentage of these fires were really of a dangerous character. The total loss for

the year was \$5,790, with 97 alarms. This, of course, does not include the Mt. Baker hotel fire, which was outside the department's jurisdiction, nor the fire on Admiral's road. Needless to say the brigade acquitted itself most creditably in both these blazes. In this connection it should be pointed out that the fire department is not legally bound to go to fires outside the city limits. It is necessary and lawful duty is to protect the city, and consequently those configurations which occurred outside the boundaries of Victoria are not to be included in this list.

This year's loss is the smallest in 16 years, or since the paid department was inaugurated. The year 1889 comes next with \$8,560, and a total of 34 alarms. The showing is certainly a very gratifying one so far, and although outbreaks are always liable to occur, it is to be hoped that the fire fiend will remain in obscurity until at least to-morrow.

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HAWK FLEW ABOARD AT THE MERIDIAN

STRANGE CAPTURE OF LAND BIRD AT SEA

Arrival of the Glenogle From Orient—Plans Out For a New Steamer.

A chicken hawk away out on the meridian of the broad Pacific, hundreds of miles from land of any description, is something that the ordinary trans-Pacific liner does not meet, probably once in a century. Such a bird, however, alighted in the rearing rigging of the steamship Glenogle as she was last crossing the meridian en route to Victoria. When the ship arrived this morning it was the prize of all the crew. Attracted while the ship was undisturbed, but sat on its perch until night, when the Fourth officer climbed up to the foremast and made it prisoner. Shortly before the bird made its appearance on the ship, the Glenogle had passed the meridian on her way to the Orient, and it is presumed that the bird was carried seaward on the ship, flying from one to the other as the vessels began to get wider apart.

On the outward passage of the ship a somewhat similar incident occurred. Just as the steamer was at a point near the Aleutian Islands a large hawk, which is still in the possession of Purser Wilhelm. It was very wild when first caught, but has since become so tame that it will eat out of the purser's hand. The Glenogle brought 31 Chinese and 3 Japs for Victoria. She also brought 200 tons for this city and 2,400 tons for point beyond. There was one saloon passenger whose arrival is mentioned elsewhere in this paper.

This is the Glenogle. Her charter will expire when she reaches Hongkong, and from there she will probably go to England.

On the voyage here officers report exciting stormy weather. Three days out of the harbor the ship was in the teeth of a heavy gale and was encountered, but the ship rode out all without accident.

Among the Oriental news which the Glenogle brings is a report which comes from Hongkong to the effect that the freebooters have entirely occupied half the province of Kwang-si and that Gen. Mah has been killed. The situation is considered serious.

A memorial has been submitted for the institution of a lottery in China for the purpose of obtaining funds for the payment of the indemnity. Imperial approval has been obtained and the inquiry will be made into the scheme.

A Pekin dispatch, under date of December 10th, says a proposal has been made for the construction of a railway between Seachuen and Hanton, but Prince Ching refused to give permission on the ground that Englishmen would raise objection.

After lengthy consultations between the Japanese and Russian governments, the Japanese privileges in Saghalien Island, writes the Hakodate correspondent of the Japan Gazette, have been granted to Japan for one year more. Taking advantage of the recent visit to Japan of M. Vedenaki, Russian state superintendent general, the Japanese government is said to have conferred with him in this connection, and is now going to send him to St. Petersburg as Japanese minister in St. Petersburg to ask the Russian government to grant Japan the perpetual right to participate in the Saghalien Island, and it is expected moreover that the Russian government will give Japanese fishers there special protection.

WYFIELD'S FINE RUN. The steamer Wyfield, plying between San Francisco and British Columbia, has distinguished herself by making the run to Victoria in sixty-five hours, or an average of eleven and one-quarter knots an hour, says the San Francisco Chronicle. The ship was without pretensions as a collier, but without reflects credit upon Chief Engineer J. W. Welton and his crew, as well as upon Captain A. Matson and all on board. The steamer, the French barque Max is due at San Francisco on or about January 2nd, the day on which the Matutilla is to sail is the cause of the superstitious story associated with the steamer.

PLANS FOR NEW VESSEL. R. F. Stephens, the well known ship-builder of this city, is at work on the plans for a new passenger and freight steamer to be built next spring for the Page Sound steamship company. The vessel is to be 360 feet long, and will be larger than the Charnier. The names of those who contemplate the construction of the steamer, Mr. Stephens will not divulge, nor is it known for what service the steamer is intended. Mr. Stephens has lately been working on a new pleasure launch, which in point of design, speed and appointment will have few equals in this port.

ANOTHER ORIENTAL LINER. Steamer Iyo Maru arrived here Tuesday, making the fourth Oriental liner in port since midnight. Among her passengers were Mr. Ohmura, a Japanese railway engineer, who will inspect various systems throughout Canada and the United States; Dr. Gunness, a missionary from China, and James A. Kelly, a miner from Singapore. She also brought one Jap and twenty-one Russians to Victoria, and sixty-one Japs and one Russian for Seattle.

The Riojun Maru sailed for the Orient this afternoon.

With the arrival of the steamship Matutilla from San Francisco on Sunday next a new quarantine regulation will go into effect. In view of the alarming conditions of Panama, the health officer of the city, superintendent of British Columbia quarantine, has communicated with the management, recommending

that further precautions be taken to guard against the introduction into this province of infectious disease. In a general notice which has just been issued to all collectors and masters of vessels, he says:

Information, believed to be well founded, has reached the public health department to the effect that bubonic plague in San Francisco is assuming a more serious aspect and that cases of the pneumonic, as well as several cases of the bubonic, type of the disease have recently occurred. Moreover, it is stated that the bacillus of the disease has been found in rats that have died recently within that city.

These developments in the history of the disease in San Francisco greatly increase the danger of its introduction on board vessels, have been directed, therefore, to communicate with the owners or agents of the various steamers plying between San Francisco and Canadian ports, earnestly recommending the use at San Francisco of fumigants upon their mooring lines and the withdrawal at night of all gang planks except one guarded one, so as to prevent coming on board of rats at the port of departure.

The department expects that similar precautions will be taken at ports of arrival in British Columbia, so as to prevent the introduction of the disease into this province; and instructions are hereby given that masters of vessels order the carrying out of these directions, and custom officers are hereby enjoined to see that the vessels from San Francisco remain alongside any wharf whereon they are on duty.

RECORD RUNS CONTRASTED. The Kobe Chronicle says, apropos of the fast run of the San Francisco liner Korea, across the Pacific, that "from the statistics given below of the comparative day's runs of the Empress of Japan and the Korea, it will be seen that although it is correct to say that the Korea holds the record for the run between Yokohama and San Francisco, the blue ribbon of the Pacific is apparently still held by the Empress of Japan."

According to the following statistics, showing ten days' eastward run of the Korea and ten days' westward run of the Empress of Japan, there seems no doubt that the C. P. R. steamer is entitled to the honor. The Empress boat made the run recorded in 1891, when she had been eight years in service. In that year she left Vancouver on the 20th of June, and arrived in Yokohama on July 7th, at 1:35 p. m. The figures for the Korea are those of her maiden run to San Francisco from Yokohama. For comparison's sake we place them together as follows:

Days	Empress Japan, Korea	Korea
1st	396	397
2nd	415	414
3rd	415	414
4th	421	422
5th	441	444
6th	433	431
7th	435	422
8th	429	429
9th	417	414
10th	415	392
Total	4,213	4,159

STEAMER DISAPPEARS.

There were a smaller number of arrivals on the Queen City when she reached Victoria Tuesday night than usually come from the coast on that steamer, a fact probably due to the holidays.

The steamer brings news that the prospect, named Ferguson, who is reported missing, has arrived at Kuyoung on Quinsno after a stormy passage in his little sloop. At Port San Juan anxiety was felt over the disappearance of the vessel, which had been reported missing in the harbor, and had mysteriously vanished during a heavy squall on Monday. The vessel had no one on board, and therefore must have been struck out to sea. The vessel had been used during the season just past for the towing of logs in the district, having been brought from Alberni for the purpose. The vessel is estimated to be worth probably a thousand dollars.

The Queen City will sail for the West Coast to-morrow evening.

SUPERSTITIOUS TALE. A superstitious story regarding the sailing of the steamer Matutilla is now going the rounds in the Sound papers. One year ago on the morning of January 2nd the steamship Walla Walla was run down and sunk by the French barque Max and a number of lives were lost. On the fatal trip the Walla Walla was on her arrival on the Sound to be laid up for awhile to have new boilers put in and the steamship Senator was to take her place. The French barque Max is due at San Francisco on or about January 2nd, the day on which the Matutilla is to sail is the cause of the superstitious story associated with the steamer.

STORMY VOYAGES. Passengers who arrived on the steamer Iyo Maru Tuesday told of stormy passages which a number of the outbound craft experienced in reaching Japan. In the same bad weather which the Empress of Japan encountered on her last trip across when she carried the Crown Prince of Siam as a passenger, the United States warship Oregon had a narrow escape from foundering. She was bound from San Francisco to Yokohama, and arrived on the 13th with all her boats missing. They were smashed on the voyage, and nothing left on deck that was movable. One man was lost on the passage, and for a time it was feared that the big warship would never reach port. The Shinsato Maru, from this port, also had a trying experience, while the Gaelic reported on arrival that she passed through 17 distinct storms.

SHIPMASTER'S DEATH. Captain Stephen P. Raymond died in Port Angeles last Wednesday and was buried on Saturday under the auspices of the Masonic order. Capt. Raymond was born at Eastport, Me., in 1839, was raised in Nova Scotia, and went to sea at the early age of thirteen years. During his early career he sailed on various vessels out of Maine and Massachusetts ports. In 1850 he was mate of a vessel that was wrecked in the Caribbean sea while carrying ralls for the Isthmus of Panama railroad. In 1851 he was mate of a vessel that was wrecked in the Caribbean sea while carrying ralls for the Isthmus of Panama railroad. In 1851 he was mate of a vessel that was wrecked in the Caribbean sea while carrying ralls for the Isthmus of Panama railroad.

THE MINES OF VANCOUVER ISLAND. American products to the value of \$600,000, chiefly from the states of Texas and Washington, constituted the cargo of the Riojun Maru, of the Nippon Yusen Kaisha line, which sailed for the Orient yesterday. The Riojun's freight is consigned to sixteen principal ports of Japan, China, Siberia, Korea, and India, as follows: Yokohama, Kobe, Shanghai, Hongkong, Osaka, Port Arthur, Tientsin, Kinkiang, Moho, Colombo, Tokyo, Hankow, Cheung, Manila, Moji and Singapore. Her principal articles of shipment were: Machinery, firearms, castings, bicycles, wood pulp, Manila board, photographic supplies, leather, cotton, flour, shewing, dental appliances, tin, furniture, stationery, pianos, lead and silver.