

GRAVENETTE COATS

\$12, \$14, \$15.
... \$5.00, \$7.50, \$10.00
(make) 75c, \$1, \$1.50, \$2

"Hats! "Barrington"
only \$1.25, in brown, grey and
ford.

Wm. & Co.
attfitters, 68-70 Yates St.

PROCEEDS OF THE GAME.

Match Between Firemen and Cyclists
Contributes Substantial Sum to
Islander Fund.

The baseball match between the fire department and Century Bicycle club teams netted the Islander sufferers' relief fund the substantial amount of \$77. This game was played in the Caledonia grounds recently and was won by the firemen after an exciting struggle by a very close margin. Chief Watson has handed the city treasurer the net proceeds for the fund and the statement of receipts and expenditures. The receipts are: Tickets sold, \$76.25; cash at gates, \$9; total, \$85.25. The expenses: Printing tickets, \$3; balls purchased, \$3; incidentals, \$2.25; total, \$8.25. This leaves \$77, as before mentioned, in aid of the fund.

ACCIDENTALLY SHOT.

Bank Cassier Instantly Killed by a
Younger Brother.

Albert Lea, Minn., Oct. 14.—While hunting on Sunday afternoon, August Paulson, cashier of the First National bank, was accidentally shot by a younger brother. The top of his head was blown away, death resulting instantly.

BIRTHS.

COWLING—At Vancouver, on Oct. 8th, the wife of Geo. Cowling, of a son.
PIKE—At Nelson, on Oct. 8th, the wife of Ed. Pike, of a daughter.
DUCKS—At Nelson, on Oct. 8th, the wife of J. Ducks, of a daughter.
BRIDGEFORD—At Rossland, on Oct. 8th, the wife of M. D. Bridgeford, of a son.
WALSH—At Nelson, on Oct. 8th, the wife of William Walsh, of a son.
MOTT—At Kamloops, on Oct. 11th, the wife of W. Mott, of a son.
MAY—At Ashcroft, on Oct. 10th, the wife of L. McKay, of a son.
LOTHHEAD—At Revelstoke, on Oct. 9th, the wife of H. Lothhead, of a son.
DOYLE—At Vancouver, on Oct. 8th, the wife of J. Doyle, of a son.
WATKINS—At Vancouver, on Oct. 8th, the wife of J. Watkins, of a son.
LUDSON—At Vancouver, on Oct. 8th, the wife of J. Ludson, of a son.
OPE—At Vancouver, on Oct. 8th, the wife of J. Ope, of a son.
TEEL—At Vancouver, on Oct. 8th, the wife of J. Teel, of a son.
HARDY—At Vancouver, on Oct. 8th, the wife of J. Hardy, of a son.
ARKER—At Vancouver, on Oct. 8th, the wife of J. Arker, of a son.
OTRIF—At Vancouver, on Oct. 8th, the wife of J. Otrif, of a son.
LOANE—At Vancouver, on Oct. 10th, the wife of J. Loane, of a son.
LEEN—At Vancouver, on Oct. 10th, the wife of J. Leen, of a son.
ORRIS—At Vancouver, on Oct. 10th, the wife of J. Orris, of a son.

DIED.

LOANE—At Vancouver, on October 10th, Mary Ghent, daughter of Mr. and Mrs. O. Loane, aged 4 months.
ECOMB—At Vancouver, on Oct. 10th, Charles E. Ecomb, of Valdez Island.
LEEN—At the family residence, No. 10 Humboldt street, on the 10th inst., Annie, beloved wife of Frederick L. Leen, aged 36 years, a native of Minnesota, U. S. A.
ORRIS—On October 10th, Mary, wife of W. G. Orris, a native of Newcastle-under-Lyme, Eng., aged 51 years and 9 months.

A good looking
home and poor looking
ing horse is the
worst kind of a
loss.

**Eureka
Harness Oil**
not only makes the harness and the
horse look better, but makes the
harness softer and the horse's skin
drier to last twice as long
as if ordinarily used.
Made everywhere in case-all
states. Made by
NATIONAL
OIL CO.

**Give
Your
Horse a
Chance!**

E. R. Stewart & Co.
Wholesale Fruit and
Provision Merchants
40 YATES ST., VICTORIA.

GOLD DISCOVERED NEAR PORT HOPE

A STAMPEDE THITHER
FROM NOME DIGGINGS

Yakomers and Prospectors From North-
Eastern Alaska Arrive on Man-
nense En Route to Seattle.

Fifty-three roughly clad and haggard looking prospectors and miners, with little to show in the way of gold for the past few years, reached Victoria on the steamer Manneuse Sunday on their way to Seattle. They were landed here because the steamer being a British bottom, and the laws of navigation, clear from one American port to another, the steamer having called at Dutch Harbor on her way from Nome. The men come from the north of the Yukon, several being from the famed Koyukuk diggings, now so frequently referred to in the Seattle papers, while among others there were a few who had been prospecting all about the Yukon. One man claimed to have struck something extraordinary rich away to the north of Fairbanks, but his reports were not credited by fellow passengers. Probably the most interesting item of news which the miners bring from the Arctic circle is that of a small stampede to Port Hope, a place 250 miles to the north of Nome, which has been known only heretofore as a rendezvous for the whaling fleet. A few days prior to the sailing of the Manneuse a party arrived at Nome from this remote part of the earth and claimed to have made a large discovery in a stream flowing into the Arctic, and at a point near north than gold has previously been found. They had run short of provisions and having purchased a supply at Nome had chartered the small steamer Sadie with which to return to their homes, but on their way back they were met by a small party of men who had been prospecting in the same stream. The party had been prospecting in the same stream for some time, and had been successful in finding gold. The party had been prospecting in the same stream for some time, and had been successful in finding gold.

When the schooner Director made her appearance in port this morning those on the water front were of the impression that the forerunner of the Behring Sea fleet had at last arrived. Such, however, was not the case. The schooner had been to the Asiatic coast and had just completed a very fast trip from the Copper Islands. Captain Anderson reports that he made the run home in the remarkable time of 16 days. He hunted with a white crew, and the result of the season's work is represented in the 533 skins which the schooner has now aboard, plus 328 skins from home early in the year. The Director came into the Straits a couple of days ago, but, strange to say, fell in company with no others of the fleet. Throughout the whole cruise since the Director's return, his report coincides with that of other skippers already home. The Director was towed in by the tug Tyee, and has been taken to sealing headquarters in the upper harbor.

For the information of those who deny the fact that a meeting of the directors of the Sealers' Association had been held to discuss plans for the coming year, it might be stated that the gathering referred to sat in the office of Hall, Goepel & Co., Government street. It is true that the secretary was not present, but the minutes of what took place, the meeting having been hurriedly called, and altogether preliminary to the annual meeting. The advisability of sending a couple of vessels to Cape Horn was discussed, notwithstanding the assertions to the contrary. So was also the advisability of sending as many schooners away before Christmas as possible with white crews. The consideration of these matters is certainly important, even if action on them is not taken before the annual meeting, and it was because of the interest in the subject that the minutes of the meeting were published in this city that the Times published the exclusive news.

SHIPPING STATISTICS.

The following tables prepared by the customs authorities, show the tonnage interest to shipping men. The statistics refer to the year ending June 30th, 1901:

Coasting—Vessels Arrived.		
Vessel	Tonnage	Crew
Nakusp	1,009	371,838
Kaslo	1,125	265,237
Nelson	1,202	917,236
Nanaimo	1,202	917,236
New Westminster	1,202	917,236
Vancouver	1,202	917,236
Victoria	1,202	917,236

With treasure to the value of \$101,000 with 6,850 cases and 3,000 boxes on her return and with 74 passengers, the C.P.N. steamer Danube has arrived from the North. She came down from Vancouver last evening. A large portion of the salmon cargo was landed at Vancouver, while the rest of the passengers disembarked. On the trip down from Skagway bad weather was experienced and Capt. McLeod came in for the thanks of all the passengers, expressed in the following address, to which the 74 names were appended:

"We, the undersigned passengers, take great pleasure in testifying to the able and careful management of your ship during the extremely thick and foggy weather prevailing during our south-bound trip; also the courteous treatment of passengers by your subordinate officers and crew. Hoping that in the near future you will command a craft worthy of your ability."

Information comes from the North that Jacques Lavoie, three months in the Klondike, was recently killed by a cave-in.

SEALERS ON THE COAST.

News was received from the West Coast by the steamer Queen City, which returned early on Sunday morning, that the schoopers Florence M. Smith, Capt. H. Balcan, and Ainoka, Capt. A. McDougal, are on the coast. The latter was sighted sailing into Alouette, and is said to have 335 skins. The former has a catch of 640 skins, the highest reported for the Behring Sea season. She left the sea on the 24th of last month, and was declared for four days.

HAZELTON WAITING ON PARTY.

Information comes from the North by the steamer Boscowitz, which returned this morning, to the effect that the tele-

trouled breadth of 13 feet and with a hold five feet nine inches in depth. Their cabins will be finished in the best of wood, East Indian teak being planned for the construction of all housework aft. This wood will of course have to be imported for the purpose, but will probably be the only material that will have to be procured outside this city in the construction of the powerful little vessels. The cabins will be furnished in the most elegant manner and will be entered from the deck through sliding doors. Fore and aft compound engines will be installed in both and Scotch marine boilers, capable of testing 240 pounds to the square inch, will be provided. This power will give the vessels great speed. The hulls will be steel of the very finest quality and they will be sheathed forward with teak. On deck brass and galvanized metal will be used for finishing purposes. Derricks will be erected forward for the lifting of big weights, and in nine months all is to be complete and the launches ready for service at the expiration of this time. They will be turned over to the navy at Esquimalt. The construction of the vessels will of course be carefully supervised and care will be taken by the contracting firm to make

and rates have been cut to an almost ridiculous extent. Meanwhile the farmers of the Islands are enjoying and profiting by the fruits of cheap transportation, and only hope that the rivalry will continue at least until they have marketed all their produce. That the strong competition between the different companies will last there seems now but little doubt, for the Thistle, which has recently been added to the service in conjunction with the City of Nanaimo, is the tramp vessel of the Dunsmuir fleet, and it is said can be well spared for the missionary work she has been assigned. Fortunately, trade with the Islands, now that the travel has been stimulated by the many hunters going to and from, and the result of the harvest, is at its best, and all three steamers are doing a fair share of business. To illustrate, however, the extent to which the fight has already been carried, it might be stated that the fares to North Saanich on the Thistle have been reduced to 15 cents single or 25 cents return passage, to Salt Spring Island, 50 cents single and 75 cents return, and from Nanaimo to all island ports and North Saanich 50 cents single and 75 cents return. R. & Co. Company further announce that on completion of the new

wharf at Sidney the same rates will be put into effect as those applying to North Saanich. The freight rates between Victoria and North Saanich are quoted at the remarkable figures of 27 cents a ton and between Victoria and all island ports be 115 feet long and are intended for the Stewart river.

THE ROYAL VISIT—PARLIAMENT BUILDINGS ILLUMINATED.

Photo by Langley.

proximately worth \$340,000. This valuable cargo has been consigned by W. A. Ward, of Vancouver, to a large Liverpool firm, and it all goes well, will reach England not so very much after the shipments via the transcontinental and Atlantic lines.

FAVOR ENGLISH BOTTOMS.

A Montreal dispatch says: "Plans are being prepared for the new steamship which the directors of the Canadian Pacific railway were authorized at the annual meeting recently to acquire and build. The company is desirous of securing the securing of British bottoms, and it is quite possible the vessels will be built on the other side. The plans for the new Empress line are still in a crude shape, and there is nothing definite settled regarding her tonnage or speed, beyond the fact that she will be much superior to the present liners. Eventually it is the intention of the company to replace all the Pacific steamers with larger and faster ones."

HAZELTON WAITING ON PARTY.

Information comes from the North by the steamer Boscowitz, which returned this morning, to the effect that the tele-

trouled breadth of 13 feet and with a hold five feet nine inches in depth. Their cabins will be finished in the best of wood, East Indian teak being planned for the construction of all housework aft. This wood will of course have to be imported for the purpose, but will probably be the only material that will have to be procured outside this city in the construction of the powerful little vessels. The cabins will be furnished in the most elegant manner and will be entered from the deck through sliding doors. Fore and aft compound engines will be installed in both and Scotch marine boilers, capable of testing 240 pounds to the square inch, will be provided. This power will give the vessels great speed. The hulls will be steel of the very finest quality and they will be sheathed forward with teak. On deck brass and galvanized metal will be used for finishing purposes. Derricks will be erected forward for the lifting of big weights, and in nine months all is to be complete and the launches ready for service at the expiration of this time. They will be turned over to the navy at Esquimalt. The construction of the vessels will of course be carefully supervised and care will be taken by the contracting firm to make

and rates have been cut to an almost ridiculous extent. Meanwhile the farmers of the Islands are enjoying and profiting by the fruits of cheap transportation, and only hope that the rivalry will continue at least until they have marketed all their produce. That the strong competition between the different companies will last there seems now but little doubt, for the Thistle, which has recently been added to the service in conjunction with the City of Nanaimo, is the tramp vessel of the Dunsmuir fleet, and it is said can be well spared for the missionary work she has been assigned. Fortunately, trade with the Islands, now that the travel has been stimulated by the many hunters going to and from, and the result of the harvest, is at its best, and all three steamers are doing a fair share of business. To illustrate, however, the extent to which the fight has already been carried, it might be stated that the fares to North Saanich on the Thistle have been reduced to 15 cents single or 25 cents return passage, to Salt Spring Island, 50 cents single and 75 cents return, and from Nanaimo to all island ports and North Saanich 50 cents single and 75 cents return. R. & Co. Company further announce that on completion of the new

wharf at Sidney the same rates will be put into effect as those applying to North Saanich. The freight rates between Victoria and North Saanich are quoted at the remarkable figures of 27 cents a ton and between Victoria and all island ports be 115 feet long and are intended for the Stewart river.

THE ROYAL VISIT—PARLIAMENT BUILDINGS ILLUMINATED.

Photo by Langley.

proximately worth \$340,000. This valuable cargo has been consigned by W. A. Ward, of Vancouver, to a large Liverpool firm, and it all goes well, will reach England not so very much after the shipments via the transcontinental and Atlantic lines.

FAVOR ENGLISH BOTTOMS.

A Montreal dispatch says: "Plans are being prepared for the new steamship which the directors of the Canadian Pacific railway were authorized at the annual meeting recently to acquire and build. The company is desirous of securing the securing of British bottoms, and it is quite possible the vessels will be built on the other side. The plans for the new Empress line are still in a crude shape, and there is nothing definite settled regarding her tonnage or speed, beyond the fact that she will be much superior to the present liners. Eventually it is the intention of the company to replace all the Pacific steamers with larger and faster ones."

HAZELTON WAITING ON PARTY.

Information comes from the North by the steamer Boscowitz, which returned this morning, to the effect that the tele-

trouled breadth of 13 feet and with a hold five feet nine inches in depth. Their cabins will be finished in the best of wood, East Indian teak being planned for the construction of all housework aft. This wood will of course have to be imported for the purpose, but will probably be the only material that will have to be procured outside this city in the construction of the powerful little vessels. The cabins will be furnished in the most elegant manner and will be entered from the deck through sliding doors. Fore and aft compound engines will be installed in both and Scotch marine boilers, capable of testing 240 pounds to the square inch, will be provided. This power will give the vessels great speed. The hulls will be steel of the very finest quality and they will be sheathed forward with teak. On deck brass and galvanized metal will be used for finishing purposes. Derricks will be erected forward for the lifting of big weights, and in nine months all is to be complete and the launches ready for service at the expiration of this time. They will be turned over to the navy at Esquimalt. The construction of the vessels will of course be carefully supervised and care will be taken by the contracting firm to make

and rates have been cut to an almost ridiculous extent. Meanwhile the farmers of the Islands are enjoying and profiting by the fruits of cheap transportation, and only hope that the rivalry will continue at least until they have marketed all their produce. That the strong competition between the different companies will last there seems now but little doubt, for the Thistle, which has recently been added to the service in conjunction with the City of Nanaimo, is the tramp vessel of the Dunsmuir fleet, and it is said can be well spared for the missionary work she has been assigned. Fortunately, trade with the Islands, now that the travel has been stimulated by the many hunters going to and from, and the result of the harvest, is at its best, and all three steamers are doing a fair share of business. To illustrate, however, the extent to which the fight has already been carried, it might be stated that the fares to North Saanich on the Thistle have been reduced to 15 cents single or 25 cents return passage, to Salt Spring Island, 50 cents single and 75 cents return, and from Nanaimo to all island ports and North Saanich 50 cents single and 75 cents return. R. & Co. Company further announce that on completion of the new

wharf at Sidney the same rates will be put into effect as those applying to North Saanich. The freight rates between Victoria and North Saanich are quoted at the remarkable figures of 27 cents a ton and between Victoria and all island ports be 115 feet long and are intended for the Stewart river.

THE ROYAL VISIT—PARLIAMENT BUILDINGS ILLUMINATED.

Photo by Langley.

proximately worth \$340,000. This valuable cargo has been consigned by W. A. Ward, of Vancouver, to a large Liverpool firm, and it all goes well, will reach England not so very much after the shipments via the transcontinental and Atlantic lines.

FAVOR ENGLISH BOTTOMS.

A Montreal dispatch says: "Plans are being prepared for the new steamship which the directors of the Canadian Pacific railway were authorized at the annual meeting recently to acquire and build. The company is desirous of securing the securing of British bottoms, and it is quite possible the vessels will be built on the other side. The plans for the new Empress line are still in a crude shape, and there is nothing definite settled regarding her tonnage or speed, beyond the fact that she will be much superior to the present liners. Eventually it is the intention of the company to replace all the Pacific steamers with larger and faster ones."

HAZELTON WAITING ON PARTY.

Information comes from the North by the steamer Boscowitz, which returned this morning, to the effect that the tele-

trouled breadth of 13 feet and with a hold five feet nine inches in depth. Their cabins will be finished in the best of wood, East Indian teak being planned for the construction of all housework aft. This wood will of course have to be imported for the purpose, but will probably be the only material that will have to be procured outside this city in the construction of the powerful little vessels. The cabins will be furnished in the most elegant manner and will be entered from the deck through sliding doors. Fore and aft compound engines will be installed in both and Scotch marine boilers, capable of testing 240 pounds to the square inch, will be provided. This power will give the vessels great speed. The hulls will be steel of the very finest quality and they will be sheathed forward with teak. On deck brass and galvanized metal will be used for finishing purposes. Derricks will be erected forward for the lifting of big weights, and in nine months all is to be complete and the launches ready for service at the expiration of this time. They will be turned over to the navy at Esquimalt. The construction of the vessels will of course be carefully supervised and care will be taken by the contracting firm to make

and rates have been cut to an almost ridiculous extent. Meanwhile the farmers of the Islands are enjoying and profiting by the fruits of cheap transportation, and only hope that the rivalry will continue at least until they have marketed all their produce. That the strong competition between the different companies will last there seems now but little doubt, for the Thistle, which has recently been added to the service in conjunction with the City of Nanaimo, is the tramp vessel of the Dunsmuir fleet, and it is said can be well spared for the missionary work she has been assigned. Fortunately, trade with the Islands, now that the travel has been stimulated by the many hunters going to and from, and the result of the harvest, is at its best, and all three steamers are doing a fair share of business. To illustrate, however, the extent to which the fight has already been carried, it might be stated that the fares to North Saanich on the Thistle have been reduced to 15 cents single or 25 cents return passage, to Salt Spring Island, 50 cents single and 75 cents return, and from Nanaimo to all island ports and North Saanich 50 cents single and 75 cents return. R. & Co. Company further announce that on completion of the new

wharf at Sidney the same rates will be put into effect as those applying to North Saanich. The freight rates between Victoria and North Saanich are quoted at the remarkable figures of 27 cents a ton and between Victoria and all island ports be 115 feet long and are intended for the Stewart river.

THE ROYAL VISIT—PARLIAMENT BUILDINGS ILLUMINATED.

Photo by Langley.

proximately worth \$340,000. This valuable cargo has been consigned by W. A. Ward, of Vancouver, to a large Liverpool firm, and it all goes well, will reach England not so very much after the shipments via the transcontinental and Atlantic lines.

FAVOR ENGLISH BOTTOMS.

A Montreal dispatch says: "Plans are being prepared for the new steamship which the directors of the Canadian Pacific railway were authorized at the annual meeting recently to acquire and build. The company is desirous of securing the securing of British bottoms, and it is quite possible the vessels will be built on the other side. The plans for the new Empress line are still in a crude shape, and there is nothing definite settled regarding her tonnage or speed, beyond the fact that she will be much superior to the present liners. Eventually it is the intention of the company to replace all the Pacific steamers with larger and faster ones."

HAZELTON WAITING ON PARTY.

Information comes from the North by the steamer Boscowitz, which returned this morning, to the effect that the tele-

FIRST OF SEASON WON BY VICTORIA

NAVY RUGBY PLAYERS
MADE FINE STRUGGLE

Score Was Ten Points or Two Goals to
Nil—Navy Won Association
Game.

The first Rugby game of the season was won by the Victorians against the Navy in the Caledonia grounds on Saturday afternoon. There was a fair attendance and some very excellent playing was witnessed.

This match was exceptionally interesting for several reasons. In the first place in the personnel of the Victoria team were some new players, and there was no little mental speculation as to the manner in which they would acquit themselves. The query which presented itself was: Would Capt. Gillespie's aggregation maintain the supremacy established in the past, or would their first effort be doomed to defeat at the hands of the Navy?

The game undoubtedly established the relative merits of the two teams. Although the great matters through an unfortunate injury sustained several days previously was unable to finish, it is extremely doubtful if they would have won anyway, although they put up a gallant fight. It was quite obvious, however, that both teams were not thoroughly in playing trim, as the passing was at times very inaccurate and there was considerable lack of judgment. Due allowance should of course be made for the first game of the season, which after all is merely preliminary to the struggles which will bring out the best that is in the men.

The game started punctually, and in the first half the ball was kept in the Navy 25 the greater part of the time. Goward, the Victoria full back, had several opportunities, but the storm center was in the blue and white territory. Matters were unable to get throughly equalled, if not surpassed, by Schwengers, for Victoria, who played with great judgment and virility. There were scrums galore and it was from one of these that A. Gillespie secured the sphere and started like a cyclone for the enemy's line. The new captain is a heady and strong player, but he is somewhat handicapped for speed. Anyway, David, the Navy back, successfully tackled him and ruined this chance. On several occasions the Navy were compelled to touch behind their own line. Scholefield and Schwengers giving them lots of trouble. Eventually Scholefield got the ball and dashed past the Navy backs like a meteor, scoring a very well judged touch. This spirit was one of the features of the day and showed what a determination to emerge from the Navy to get the ball and dashed past the Navy backs like a meteor, scoring a very well judged touch. This spirit was one of the features of the day and showed what a determination to emerge from the Navy to get the ball and dashed past the Navy backs like a meteor, scoring a very well judged touch.

This gave the Victorians a score advantage of five points, which the Navy made a determined effort to neutralize. Victoria certainly had a narrow squeak, and Cornwall just managed to save their scalp by touching the ball, or half time might have left them five to five. Matters were unable to resume when the whistle blew, and a tower of strength was removed from the Navy forces. Nevertheless, the blue and white worked with redoubled energy and some of the best playing of the game took place in the second half. Lieke, Brown, and several other strapping Navy men struggled like Trojans, but their efforts were neutralized by the more rapid and harmonious play of the Victoria forwards and backs. It was here that the Navy took the initiative and kept the local men on the defensive. Their three-quarters were never more formidable, while their halves and forwards played cleverly. Watson and Le Fanu were brought to earth by A. Gillespie and Cornwall and the latter relieved the pressure by dashing about. Some good combination follow, which resulted in the Navy being transferred to K. Scholefield, who made a run similar to that in the first half and touched squarely behind goal. Goward scored a try, and Victoria were victors by ten points to nil.

Notes.

The match was a remarkably clean one and everybody minded his own business. It is eminently refreshing to see two groups of stalwart men in the throes of a hard and fast struggle without one indication of loss of temper. It reflects credit on the players and redounds to the glory of the game.

Scholefield was the bright particular star on Saturday. This might have been the case even had he not by two magnificent runs secured a couple of touches. He was well assisted by the Gillespie, Cornwall, Schwengers, Goward, Cullin and others.

The navy have a fine team, and with practice will make a fine team for honors. Their lack of judgment in passing on Saturday was a fatal deficiency and will probably be remedied on their next appearance on the field.

Monro, for Victoria, was unfortunate enough to receive an injury which retired him. He collided with Dinwiddie, the Navy back.

LACROSSE.

SATURDAY'S MATCH
Montreal, Oct. 12.—A railway journey of 3,000 miles with only two days for recuperation proved too big a handicap for the Y. M. C. A. team, of Vancouver, when they met the Shamrocks in the contest for the Minto cup this afternoon.

The Vancouver team made an impressive appearance when they appeared on the field. Their side made the Shamrocks look like intermediates, and in the preliminary practice the men from the West showed speed.

When referee McKerrow blew his whistle the teams lined up as follows:

Shamrocks.
Quinn Goal G. Matheson
Ledy Point L. York
Hayes Cover Point A. Allan
Finlayson First Defence J. Reynolds
Howard Second Defence M. Barr
Smith Third Defence E. Burns
Currie Centre W. Chase
Robinson Third Home McCulloch
Dade Second Home Marshall
Henry First Home Herman
Brennan Outside Home McNaughton
P. Brennan Inside Home G. Murray
Field Captains—Shamrocks, T. O'Connell;
Y. M. C. A., Wickens. Umpires, L. Rubenstein, C. C. Porteous. Referee, Clary McKerrow, Montreal.

The first game lasted three minutes. Brennan scoring for Shamrocks after a sharp piece of team play, in which Dade and Henry assisted.

In the second game the visitors' defence put up a fine exhibition, but the home appeared weak. Howard was ordered off, and the Y. M. C. A. made a nice attack on Shamrocks' goal, but Quinn was on hand at a critical moment and repelled Howard came back on the field, and then Currie and Burns collided, with the result that both had to go off for a few minutes.

Then Shamrocks once more got the visitors on the defence, in a series of quick short passes, mystifying them. Robinson scored on a side shot for the Shamrocks in 16 mins. 10 secs.

The third game witnessed some pretty work by Barr. There was a mix-up right in front of the visitors' goal, and it looked as if a fight was on. J. Brennan got the ball and scooped it into the visitors' net. Time, 5 minutes.

Ends were changed, and the travelling strain under which the visitors have labored became apparent in this game. They began playing a blocking game, and Shamrocks, with a score of three to nothing in their favor, let up, so that the game became decidedly monotonous. Reynolds was sent off for tripping Currie, and had only got on again when he got into a mix-up with Robinson, and with the latter went to the fence again. They were followed by J. Brennan, who fouled York. With one man to the good, the Y. M. C. A. became aggressive once more, but they could not score. A good position for a shot on result Robinson and Allan went to the fence. The Shamrock combination again took J. Jack Brennan scoring for Shamrocks in 31 mins. 1 sec.

Twenty-five minutes remained to play, and the visitors made a desperate attempt to avoid whitewash. Matheson's work in goal was brilliant, until South finally scored on a long shot after 8 minutes of play. It was rapidly growing dark, the visitors were completely done, and the timekeeper's whistle fine plays which by all concerned.

ASSOCIATION FOOTBALL.

NAVY V. COLUMBIAS.

The first game of the season took place at Beacon Hill on Saturday, when the Navy met and defeated the Columbia team by six goals to nil.

The weather was perfect and the ground in fair condition when the game was kicked off. The Navy went away with a much ed off. Hart returned the leather to the Columbia front line. For a few moments the Navy goal was in great danger, but the clever play of the Columbia saved it from downfall. Hereabouts, however, the Navy outside right gained possession of the ball, and after a clever dribble centred and a few seconds later the ball was through the Columbia goal for the first time. From this on the Navy had the best of the play, although the Columbia front rank did their utmost to register a goal, the strong back division of the Navy kept all their efforts. The sailors romped around the Columbia's backs and on the score up to six goals before the final whistle blew.

From start to finish the game belonged to the Navy, and they certainly deserve the victory they gained. No fault could be found with Marshall's playing, but the trouble lay in the backs. They were weak and their kicking wild. The forwards played a fairly good game, and if they had avoided fancy playing and shot when the critical moment came, the result might have been different. It would be well to mention any particular player from the Navy for conspicuous play, as they all worked like Trojans from the kick off.

FIELD PRACTICE SATURDAY.

On Saturday afternoon last the Junior Boys' Brigade football team held their first field practice of the season. The attendance was large and a first-class game took place. There is a lot of good material in the Brigade, and the officials are confident of being able to pick a first-class team. After the practice (handicaps and ages of those on the field were taken with a view to picking the team).

BASKETBALL.

A GAME FOR SATURDAY.

Victoria and Ladysmith are arranging a basketball match to be played on Saturday afternoon next at the Oak Bay grounds. The receipts of the game will be devoted to the relief of the widow of one of the miners who lost his life in the Extension accident.

THE TRIF.