The Colonist.

FRIDAY, MAY 31ST, 1889.

## THE PROPOSED EXCHANGE.

Mr. Higgins has favored us with another letter on the land exchange question. We cannot see that he has thrown any new light on the subject. He continues to place his whole dependence on the Dominion Government. He has unbounded faith in the Minister of the Interior. Mr. Dewdney, in an off-hand speech, which contains internal evidence that he had not reflected much on the subject, and that his information was exceedingly limited, said that the difference between the laws of British Columbia and the mining regulations of the Dominion is a matter which could "be very easily rectified if thought necessary." And on this very indefinite and altogether non-committal statement Mr. Higgins builds whatever argument his letter contains. The Minister of the Interior does not say that an assimilation of the laws of this province with the mining regulations of the Dominion is necessary, nor does he promise that they will be assimilated; or, to use his own expression, "rectified."

It is well known that the Dominion has not shown itself very accommodating hitherto. This same claim to the precious metals is now only recognized by it on compulsion, after long delay and a tedious lawsuit. The decision of the Privy Council, instead of simplifying the administration of the railway belt, according to the admission of Mr. Dewdney, makes it more complicated. His words are, "The unfortunate claim of the local government has certainly placed the matter in a more unsatisfactory state than it was previously." This is certainly not encouraging to those who are waiting for some settlement by which the land in the railway belt can be administered so as to ensure the security of those who invest their capital in mining ventures. There has been a very long delay already, owing to the unwillingness of the Dominion Government to admit the claims of the province, and who is to say, if the belt be allowed to remain under two jurisdictions, how much longer the development of the mineral wealth it contains willl be retarded?

Mr. Higgins says that we are "disingenuous" in maintaining that he builds his whole argument on the forbearance and the desire to be accommodating of the Dominion Government. His letter of yesterday shows that instead of being disingenuous, we stated what was the plain and simple truth.

Our correspondent has applied the term "cullings" to the unoccupied land of the railway belt. This is, of course, ingenuous. By far the greater part of that immense tract is still unoccupied. No living man has any idea of the wealth that it contains. It may, for aught Mr. Higgins or any one else knows to the contrary, be the richest part of the province. It is in order that its capabilities may be soon discovered and that the wealth that it contains may be made available, that we are desirous to see it all under one jurisdiction, and that its administration shall be placed in the hands of those who know most about the province and who have the greatest interest in seeing all its resources speedily developed. If the experience of the past few years is any guide, if the land continues under the two jurisdictions, very little more will be known about its resources fifty years hence than is known to-day. Those only who have had practical experience in administering it have any idea of the difficulties and complications that are continually arising; and these can be removed immediately and forever by placing the land under the jurisdiction of the Provincial Government. Before our correspondent can again apply the word "cullings" to the land of the railway belt not yet taken up ingenuously, he must show that it has been examined by persons competent to judge of its value and rejected as worthless or of very little value. This he cannot do, and he will excuse us when we say that it is hardly patriotic in him to decry a very considerable portion of the land of the province in which he lives. A stranger after reading his letter would be led to conclude that the unoccupied lands of the railway belt are not worth even an examination for any purpose whatever. This is not the conclusion to be drawn from a perusal of Mr. Mara's speech. He does not suggest that those lands have been rejected and that they contain nothing worth searching for by the miner or the capitalist. On the contrary, he led his hearers to believe that there are in that belt minerals and metals other than gold and silver which are waiting to be developed.

Our correspondent's policy is to disparage the land in the railway belt and to magnify the value of the land for which it is proposed to be exchanged. He has just as little grounds for the high estimate which he puts on the land in the extreme north-east of the province as he has for the very low estimate which he places on the interest which the Dominion has in the railway belt. He produces no evidence of the goodness of the one, or of the badness of the other. We may remark here that the Dominion Government evidently has not the same opinion of the worthlessness of the belt or of the valuableness of the land in the north-east that Mr. Higgins holds. The Minister of the Interior heard Mr. Mara's proposal to exchange lands very coldly. He did not allow a single expression to escape him that would lead his hearers to conclude that the Dominion Government would entertain the proposition for an exchange favorably. If the belt is as worthless as our correspondent represents, and the north-east tract so very valuable they would be exceedingly stupid not to close with the local government's offer at once. And they would no doubt do so if their estimate of the relative value of the two tracts is the same as that of our correspondent. We do not think that it is "disingenuous" to say that it is quite probable that the department of the Interior is as well informed as to the nature and capabilities of both tracts as is the most favored of outsiders.

Admitting that the tract in the northeast is quite as valuable as Mr. Higgins—though without adducing a particle of evidence—represents it to be, it may be worth while enquiring what it is worth to the province? As wilderness it is simply worth nothing, or less than nothing. The cost of administering it would be more than would be received for the land from the settlers. The provincial government would, we undertake to say, be out of pocket if it undertook to survey that land and make it fit for settlement. The tract being near the Dominion land in the Northwest Territories would have to be disposed of on the same terms or be left unoccupied. Much of it would have to be given away as homesteads and the balance would be sold at a very low price. It is only after the land is occupied that it is revenue-producing. If it were exchanged for the railway belt it would not go out of the jurisdiction of the province. So that when the lands were sold and settled by the Dominion they would be of as much value to the province as if they had been administered by the local government. This tract, then, which our correspondent represents as so fertile and in every respect so valuable, is really of no use to the province until after it is settled, and the chances are that it would be settled much sooner if administered by the Dominion Government than if it remained the property of the province. Our correspondent's lively imagination has converted it into a sort of paradise, and given it in its wilderness state a value which it does not possess.

What connection the exchange of lands has with the projected Western Central it is very difficult to see. The nearest point of that railway is more than one hundred miles from the tract, and by the charter of the Western Central its land subsidy is in a belt on both sides of it, measuring, if we recollect right, sixty-four miles wide. A glance at the map will convince our correspondent that there can be no connection whatever between the Western Central railway project and the proposal for an exchange of lands. The suggestion of a "plot" on his part is, therefore, perfectly gratuitous. The proposal to exchange lands was made before the Western Central was thought of, and it was approved by gentlemen who are strong supporters of the railway scheme. We do not see that there was any necessity for accusing both the Provincial Government and the Opposition of conspiring to injure the province in order to benefit the Canadian Pacific. There is, of course, not a tittle of evidence on which to ground such an assumption. Those who favored the proposal for an exchange of lands did so in order to get out of a very perplexing difficulty and one that retarded the progress of the province, and if Mr. Higgins has changed his mind with regard to that proposal, others have not, and we cannot see that there is either sense or justice in impugning their motives.

## THE BEHRING'S SEA DIFFICULTY.

Very few will be surprised to hear that British war ships are to be sent to Behring's sea to protect from outrage British subjects pursuing their lawful avocation on the high seas. If Canada is to be considered part of the British Empire, and if Canadians are to be regarded as British subjects, there was no other course left to pursue. It is an unpleasant necessity, but there can be no doubt that it is a necessity. Great Britain has never recognized the United States' claim to exclusive jurisdiction over the waters of Behring's sea. It is not a closed sea, and British statesmen refuse to regard it as such. It follows that it is the duty of the British Government to protect ships sailing under the British flag in Behring's sea as they do in every other sea which is part of the great highway of nations.

We are not a little surprised that the United States Government should force the British Government to pursue such a course. American publicists know that the claim of the United States to jurisdiction over that part of the Pacific Ocean cannot be sustained by an appeal to the law of nations. It has not allowed the question to be tested in its own Supreme Court. There can be no doubt that if the question were submitted to that court, it would decide against the claim. American publicists have done so already, and the most intelligent United States citizens now living look upon the claim as untenable. The strongest protest against it that we have seen was made by citizens of the United States. It is therefore greatly to be deplored that the Government of the Republic insists upon exercising a jurisdiction over waters, which are beyond the shadow of a doubt, outside the bounds of its own territory.

Such a pretension as it makes in Behring's Sea cannot but provoke resistance and lead to trouble with more than one nation. It falls to Great Britain's lot this year to protect its ships sailing on that sea. Next year it may be France's, and the year after some other nation's. For no nation except the very weakest will allow its citizens to be molested in what all over the world are regarded as the high seas.

It is sincerely to be hoped that the demonstrations that are now being made will not lead to anything more serious than a little loud and fierce talk by those who are pugnaciously inclined. The question of the rights of the United States in Behring's Sea is one which could be submitted to arbitration without loss of dignity or prestige to any of the parties concerned. The point involved is a question of law and usage, and could be settled equitably and permanently by a competent tribunal. It is to be hoped that wise counsels will prevail in the United States, and that the question will be settled in a just and rational way before angry feelings and national jealousies make a peaceable settlement difficult, if not impossible.

**Policemen Suffer.**

From rheumatism, dyspepsia, biliousness, kidney complaint and many other ills, in exactly the same manner as ordinary mortals, and Burdock Blood Bitters cures them quickly and permanently just as it always does in every case, from whatever cause arising. swf

**The Loan By-Laws.**

Through an unfortunate error in fixing the hours of polling from 10 a.m. to 4 p.m., instead of from 8 a.m. to 4 p.m., as provided under the new Municipalities Act, the Street Railway Guarantee By-Law and the $45,000 Loan By-Law will have to be again submitted to the ratepayers for their approval. Tuesday, June 11th, has been fixed upon as the day for voting.

From THE DAILY COLONIST May 28.

## LOCAL AND PROVINCIAL.

**Another Painted Residence.**

W. Ridgway-Wilson has completed the plans for a handsome residence for A. A. Green, Esq., at the corner of Belcher and Moss streets. The building will be one of the largest and handsomest in Victoria, and will be situated in a five-acre plot. Its cost will be in the neighborhood of $20,000.

**Handsome Silver Trowel.**

Pennock & Clayton have manufactured a very handsome solid silver trowel, beautifuly engraved, to be used in laying the corner stone of the new Methodist Church at Nanaimo to-day. The trowel bears the following inscription: "Presented to Samuel M. Robins, Esq., by the Trustees on the occasion of laying the corner stone of the Methodist Church, Nanaimo, B. C., May 28th, 1889."

**The Fraser River Buoys.**

The Columbian says the channel buoys are in bad shape again and require immediate attention. No. 9 buoy has not been in position for some months and is said to be stored in some warehouse. It should be in proper position. No. 10 buoy is below No. 8 and has drifted across the channel, where it will cause some steamboat to come to grief one of these days if not restored to its proper anchorage.

**The Albatross.**

The U.S. fisheries steamer Albatross, Commander Tanner, arrived from the Sound yesterday morning and anchored off the Outer Wharf. During the morning Commander Tanner, accompanied by Col. R. Stevens, U.S. Consul, called upon Rear Admiral Heneage on board the flagship at Esquimalt, where they were wall received. The Albatross is awaiting the orders of the U. S. Senatorial Commission on International trade relations.

**An Important Factor.**

The steamship Idaho, which plies between Portland, Victoria and the Sound ports, has included Port Angeles as one of her ports of call. Over one hundred excursionists from that ambitious town, arrived on the Idaho Friday morning and enjoyed the carnival most thoroughly. The calling of an ocean steamer at this port has proved an important factor and the effects are already being felt, in the way of increased business and prosperity.

**Funeral.**

The funeral of the late Mrs. Cecilia Isabella Drake, beloved wife of Mr. Wm. Tyrwhitt Drake, took place on Sunday afternoon from the family residence, Cook street. Many sympathizing friends were in attendance, and heaps of floral offerings covered the casket. Rev. Arthur Beanlands officiated both at Christ Church Cathedral and at the cemetery. The pall-bearers were Mr. C. E. Pooley, Q. C., Col. Prior, M. P., Mr. R. P. Rithet, Major Peters, Mr. D. M. Eberts and Capt. Benson.

**The O. R. & N. Co.'s Steamers.**

It is contemplated by the present management of the Oregon Railway & Navigation Company to repair their steamer Idaho and to send the steamer Mountain Queen around from the Columbia river and to put on a line of steamers via the islands to Vancouver, making close connection with the Oregon Railway & Navigation Seattle and Victoria boats. It is also the intention of the Oregon Railway & Navigation Company to construct a steamer to take the place of the ill-fated Alaskan. The new steamer will relieve the North Pacific and make her available for one of the routes.

**Six Days on a Raft.**

James McGarry, one of the victims of the Alaskan disaster, has arrived at Coos Bay, Oregon, having had a terrible time. For six days he was tossed about, on a raft 10x4 feet, exposed to the elements with nothing to shelter him, and with not a mouthful of food. As it was storming and raining nearly the whole time, he managed to catch a little rain water on a board to moisten his parched tongue, and this was the only refreshment he had until he was finally washed ashore, when he obtained a little clam soup from a Chinaman. It will be some time before he regains his health. His limbs are frightfully swollen and chafed from his enforced position on the raft. Nothing has yet been heard of the missing men who were in one of the boats, and it is now feared that they have found a watery grave.

**A. Leonard Meyer Arrested.**

The steamship Mexico arrived at San Francisco from Victoria yesterday, and immediately upon her arrival, A. Leonard Meyer, who was on board, was arrested. The despatch announcing his arrest states that Meyer is charged with absconding with $5,800 belonging to the Express company. Meyer claims that he left Phœnix to celebrate Queen Victoria's birthday at Victoria, the place of his birth, and that having seen the despatch stating that he had absconded, he had started homeward again. Meyer claims that his shortage will not amount to more than $2,800. He states that what first got him into trouble was losing or having stolen from him an express package containing $2,300 about a year ago. He borrowed money from his friends to make the loss good, and then from the express company to pay his friends.

**Columbia River Salmon Fisheries.**

The Oregonian says: "The take of salmon all along the river continues to be very poor, and fishermen are rather discouraged. Fish Commissioner Reed says the traps are doing better than the seines, but are only taking from five to twenty a night, while the gill nets are only taking from none to four or five. Some of the cannery men say this is the last season they will use gill nets, and the prospect is that next season the shores of the river will be lined with traps for many miles up. If the gill nets are done away with, and the channel left open, it will give some of the fish a chance to get up the river. A letter from the Cascades states that three wheels there which last year were catching three tons of salmon daily, are now not averaging more than forty pounds each per day. Of course, this is a very unusual season, the spring coming so early and there being no food in the river to speak of; but it looks as if the salmon were disappearing despite the hatchery. If they are not exterminated it will be no fault of the cannery men."

**Bolton's Lectures.**

The Fresno City Daily Republican speaking of Mr. C. E. Bolton, the celebrated lecturer, who is to be at the theatre Tuesday evening, says: "Never before have our people been so well entertained and never have they seen anything to compare with the magnificent pictures, in color and every detail true to life and nature. Mr. Bolton certainly felt highly complimented by his audience, and he was in excellent spirits and good voice. The pathetic story of the "Four Napoleons" was told by transporting his audience, by the aid of his beautiful and realistic pictures, to France. First was shown the bloody background of the French revolution. Next the audience visited Corsica, the birthplace of Napoleon. They listened to the thrilling story of his early life; his victories at Toulon, over the wild mobs of Paris; in Egypt, and lastly his marriage to and divorce from the lovely Josephine. Great as was the wrong, the divorce was a grand tragedy. Napoleon's escape and Waterloo followed, and then the audience saw Napoleon during his lonely exile of twenty years at Helena, and stood by his tomb in Paris. Among the prettiest of the pictures shown were those of the "mother of triple woes" and her son, Napoleon IV. The latter's visit to Zululand, his tragic death and the burial at Chislehurst, the white cross which Queen Victoria gave to mark the spot where lies buried the last hope of the Napoleonic dynasty, all these scenes and more were shown, in a manner that held the audience spell-bound.

**Back From Alaska.**

The steamer Islander, in command of Capt. John Irving, arrived at the outer wharf at 2:30 o'clock this morning from Alaska, via Vancouver. The trip is the fastest on record. The Islander brought down Capt. Carroll as a passenger, as well as the Webb party. The millionaire tourists will spend a day or two in Victoria seeing the sights before returning east by way of California. The trip just made by the Islander proves her the fastest steamer plying in the Northern Pacific waters.

**Steamship Idaho's Movements.**

The steamship Idaho, plying between Portland and Puget Sound points, will strike her regular schedule, leaving Portland at 10 p.m. June 3rd, and thereafter regularly every twelve days. She left on Sunday night for Seattle via Port Angeles and Townsend with returning excursionists, and left Seattle yesterday for Naniamo, Vancouver, New Westminster, etc. Her route hereafter will be as follows: Portland to Victoria; thence to Nanaimo, Vancouver, New Westminster, Roche Harbor, Whatcom, Sehome, Seattle, Port Townsend, Port Angeles; thence to Portland. The time from Portland to Victoria will be about thirty-two hours, making it quite practicable for our merchants to ship fruit and other perishable freights, arriving here in good condition, as all such freights will be carried on the upper deck, giving it access to free air, which will keep it in prime condition. The Idaho will discharge and receive freight at Turner, Beeton & Co.'s dock instead of landing at the outer wharf.

It is expected by the management of the O. R. & N. Co. to place another steamer on the route as soon as the traffic will justify. A regular printed schedule, giving sailing dates and arrivals will be placed in shippers' hands in few days.

## LITTLE LOCALS.

"Standing room only" on the Louise last night to Vancouver.

Ground was broken yesterday for the new brick block at the corner of Yates and Broad streets.

The semi-annual examination of candidates for admission to the High School will commence on Friday.

The alterations and improvements to Mr. T. Shotbolt's building, on Johnson street, were commenced yesterday.

The winner of the swimming race and the greasy pole contest on Friday was the son of Dominion Police Officer Lewis.

The City Council held a special meeting last evening for the purpose of disposing of certain municipal by-laws.

The crazy Chinaman who has been boarding at the city lock-up for the past week will be sent back to China by his friends.

The sealing schooner Minnie left for Behring's sea on Sunday. Captain Jacobsen's wife was a passenger by the vessel.

A Raymond excursion party, twenty strong, was in town for the celebration. Another Raymond party arrived last night and are at the Clarence.

Rev. Mr. Toms, formerly Presbyterian missionary to New Zealand, delivered an interesting lecture in the school room of the Pandora-street Church last evening.

A detachment of blue jackets from H. M. S. Swiftsure marched in from Esquimalt yesterday and took back the field guns and Nordenfeldts used in the sham battle.

Mr. Savannah, of the Hastings Art Studio, secured two fine photographs of the sham battle on Saturday. Even the flash of the guns can be seen through the rising smoke.

"Bill," remarked one of the men loading up the dust and refuse at Drake, Jackson & Helmcken's building, "the reason why this stuff is so heavy is because there is so much law in it."

Chief Mate Robert Turnbull, who was stabbed in a fight on the C. P. N. Co's dock a few days ago, is still confined to his bed at the Royal Hospital, very weak, but almost certain to recover.

A Spaniard named Frank Rogers, alias Maluga, who was convicted of a disgusting offence at Westminster, has been sentenced by Mr. Justice McCreight to fifteen years in the penitentiary.

The large-hearted blue jacket was at the regatta on Friday. A couple of them took charge of the blind man's outfit and gave an amusing performance, collecting quite a sum for the unfortunate.

A London despatch announces an unusually long list of Queen's Birthday honors, but no single Canadian is named in it. This fact is the subject of some comment, especially in view of the rumors recently current.

A patient of the city hospital at Vancouver was by mistake arrested and kept in the lock-up at that place on Saturday. The unfortunate man, who was on crutches, was mistaken for a tramp who was "working" the city on false pretences.

Sir Leonard Tilley has telegraphed from Winnipeg accepting the proposed reception at Vancouver by New Brunswickers. An invitation is to be extended to Hon. Mr. Justice Gray, an old colleague and personal friend of Sir Leonard, to be present at the presentation of the address.

An 11-year-old girl has been committed to the insane asylum at Steilacoom, W. T. She has been an idiot for eight years, and has a mania for setting fire to everything she can. Her last effort in this direction was trying to burn her baby sister, whose clothing was in flames when rescued.

Mons. E. Escalet wishes to thank the public for their very liberal patronage during the recent celebration. Considering the short time the restaurant has been established, the rush to the Delmonico was surprising, and shows clearly that the public appreciate the efforts made by Mons. Escalet to please all.

The red, white and blue Rob Roy, which contested in the Peterboro canoe race at the regatta, was built by the owner in his spare time. He is an architect and engineer, and his turnout does him great credit, and shows that he is a thoroughly practical as well as a theoretical man; but on the 24th he had no show against boats half the weight and containing two good practised hands in each as he pulled his alone. The Rob Roy was only launched four days before, and was built as a sea boat for sailing.

## IN THE SUPREME COURT OF B.C.

In chambers, Chief Justice, April 12.

McLachlan vs. Palmer.

Ejectment. Monthly tenant. Right of landlord to defend.

The defendant is monthly tenant under Eliza Robbins who is the registered owner of the land in dispute. The plaintiff claims the land and has commenced this action to eject the defendant.

This was an application on the part of the defendant to have Eliza Robins made a defendant in substitution for Palmer, and on the part of Eliza Robins for leave to defend as landlord of defendant.

Application granted with leave to the plaintiff to deliver an amended statement of claim.

J. D. Helmcken for plaintiff.

Thornton Fell for defendant and Eliza Robins.

**Mist on Earth.**

As morning sun, with strong and vivid ray, Drives from the earth the sullen mists away, So B. B. B., in strength and power grand, Doth rout disease and stay death's heavy hand, swf

## SPORTS AND PASTIMES.

THE SAILING RACE.

"Positively the last performance" included in the list of events in the programme of the Queen's Birthday celebration was the sailing race contested yesterday afternoon round the usual course, and which, it will be remembered, was postponed from Friday last.

At gun fire the boats left the outer wharf in the following order:

Scud, 3h.0:34.
Mary, 3h.0:50.
Hebe, 3h.0:55.
Frolic, 3h.1:05.
Ada, 3h.1:50.

The boats at once tacked off on a wide course to round the first buoy. The Scud kept in and hugged the shore, followed on the same tack by the Hebe. The Ada and Mary went on the off-shore tack side by side, followed up a long distance off by the Frolic. The first buoy was rounded by the Scud first, about 150 yards ahead of the Hebe. The Mary was ten lengths behind the Hebe, with the Ada fourth. Immediately after the tack to the farther buoy was started the Scud increased her lead, and the Ada gained perceptibly on the Mary and Hebe. Half-way between the buoys the Ada passed the Mary and challenged the Hebe, which was sailing hard away off the Scud. A close fight then ensued between the Hebe and Ada, resulting in the latter getting a lead of a few lengths. The Scud turned the last buoy on her home tack at 4.2, and a minute after the Ada showed round with the Hebe on her beam. A beautiful wind then sprang up, and the race home was most exciting. For three miles the Scud led the Ada and Hebe by 700 yards. The two latter boats raced side by side, and half a mile behind them was the Mary, Frolic nowhere, when half the distance home had been traversed. The Mary drew up to the Hebe, and the Ada got away from the two and neared the Scud. The latter, however, came home like like a bird with the breeze, and won the race in 1 hour 50 minutes 26 seconds.

The times of the others were:

| | H. | M. | S. |
|---|---|---|---|
| Ada | 1 | 53 | 10 |
| Mary | 1 | 55 | 10 |
| Hebe | 1 | 57 | 05 |

The Mary beat the Hebe on the home stretch very cleverly.

The Ada was handled throughout in an excellent manner, and came in a very good second.

THE WHEEL.

Uniforms of a neat and attractive design in gray serge have been adopted by the Victoria club.

Tacoma will hold a great bicycle meet on July 4th, which will be attended by the Victoria cyclists.

Bicyclists are requested to meet at the Beacon Hill track this evening, at seven o'clock, for fancy drill.

A consignment of Warwick bicycles, the latest and best wheels made, will arrive shortly, several of the wheels being to fill orders, and others for sale on reasonable terms.

Every owner and rider of a bicycle in the city is requested to attend a special meeting of the club to be held on Thursday evening. Business of interest and importance to all.

Mr. C. W. Miner, not Karl Thompson, holds the title of champion of British Columbia. The open race which was won by the latter did not carry any championship.

The Tacoma bicycle club, through their captain, Mr. Best, wish to thank the citizens of Victoria, and jovial T. J. Burns in particular, for kindness and hospitality shown them during their recent visit to the city.

On Saturday evening the Tacoma bicycle club was waited on by Mr. Whittaker, who, on behalf of the celebration committee, presented them with a purse of $100, as a slight recognition on the part of the citizens of Victoria of the valuable assistance lent by the Tacoma boys in making the celebration a success.

The visit of the wheelsmen from over the line has created a stir in bicycle circles, and our boys are now going in for new and modern wheels, the intention being to make the "Island Wanderers," of Victoria, the best bicycle club on the Pacific coast.

The people of Victoria are a unit in saying that the Tacoma wheelsmen are the most popular, most obliging and most gentlemanly young athletes who have ever visited the city. Victoria was sorry to bid them good-bye, and hopes soon to have them with her again.

Messrs. Manning, Hays and Thompson, of the Tacoma Bicycle Club, left for home yesterday morning, delighted with their visit to Victoria and the treatment they received. In company with a party of friends they visited the war ships at Esquimalt on Sunday afternoon.

YACHTING.

A sailing race for $150 a side has been arranged between the Vancouver yacht Hebe, W. D. Creighton, owner; and J. P. Matthews' yacht Frolic. The race will be sailed over the usual course from the outer wharf some day this week, the Frolic to choose her own wind.

SPRINTING.

Harry Bethune, champion 100 yard sprinter of the world, will run a 75 yard race for $1000 a side, with Frank Lewis of Oregon, at Seattle next Sunday.

George Irving has challenged Tom Watson to a quarter-mile race for $250 a side. He will doubtless be accommodated.

WRESTLING.

A catch-as-catch-can wrestling match between D. H. Cameron and John McPherson of Winnipeg, for $250 a side, has been arranged. The match is to come off at Vancouver on Saturday next.

Quinn, the wrestler, is matched against Mike Brennan, the "Port Costa Giant," for a Graeco-Roman match for $100 a side and door receipts, the match to come off in Port Townsend next Saturday. In order to win the match, Quinn must throw his opponent five times within the hour.

HERE AND THERE.

E. W. Johnson, the athlete, has gone to Vancouver.

Shade and Watson have not yet made definite arrangements for their contest.

Races and rumors of races to come, form the principal topic of conversation among sporting men.

Tom Cleary and Clem Austin yesterday signed articles for a ten-round contest with two-ounce gloves for $250 a side. The match is to come off within 25 days.

## CITY POLICE COURT.

(Before Hon. A. N. Richards, P. M.)

William Taylor, a boy not yet 18 years of age, was brought up on remand, charged with creating a disturbance by being drunk. His Honor gave the youthful offender some good advice, which it is to be hoped will be beneficial to him, and dismissed him.

Thomas Grady and W. H. Vernon, the two men who are accused of using knives and razors during the fight on the C.P.N. Co.'s dock a few days ago, were remanded for one week, as Chief Mate R. Turnbull, of the steamer Louise, is still confined to his bed in the hospital by the injuries he received. An incident in connection with the cutting affray is worthy of mention. A dog, belonging to J. Moore, baggage master, noticing the noise made, came up to the scene of the fight. This dog had been in the habit of receiving its food from Turnbull the mate, and, with the natural sagacity of his species, took Turnbull part in the fight. The fiend who was doing the cutting suddenly swooped round and wounded the dog badly before again sticking the knife into his opponent. The animal, however, did its best for Turnbull until the fight was over. Who will dispute the fact that the dumb animal was in every way superior to the one called man?

Henry Carter pleaded guilty to the larceny of a diamond ring and a wedding ring from the Oriental Hotel, but said that it was the first time that he had ever touched anything that did not belong him. The evidence of Officer Haughton and Mrs. McKeon was taken, and the prisoner was committed for trial.

Jack, an Indian, pleaded guilty to having an intoxicant in his possession, and was fined $50, with $1 costs.

## PERSONAL.

H. B. Scott, of Burlington, Ia., is at the Driard.

Captain James and Mrs. McIntyre are in the city.

Hon. John and Mrs. Robson left for Vancouver this morning.

Charles A. Dyer and daughter, Port Townsend, are at the Driard.

Mr. Joseph Rhode is lying at the point of death at St. Joseph's Hospital.

C. M. Bradshaw, Collector of Customs at Port Townsend, is in the city.

Arthur Turner, son of Hon. J. H. Turner, is confined to his room by illness.

S. T. MacIntosh, of Richards, Haywood & MacIntosh, Westminster, is in the city.

W. Norman Bole, M. P. P., of Westminster, is spending a few days in Victoria.

R. M. Brereton, the well-known English capitalist and Alaskan mine-owner, is at the Driard.

W. H. B. Cole and wife, of Portland, Ore., came over yesterday, and are spending a few days in the city.

Fred. Hussey, Government Agent, Kamloops, was in town during the celebration, and thoroughly enjoyed it. He left for home this morning.

T. Hughes, Chief Appraiser of the Montreal Custom House, accompanied by Mrs. Hughes and family, arrived from Puget sound last evening. They will leave for Montreal via the C. P. R. to-morrow morning.

A. W. Robertson, of Melbourne, Australia, and A. D. Shepard, of Sydney, N. S. W., who are traveling through Canada on pleasure bent, were at the Driard yesterday and went over to Vancouver this morning.

Geo. C. Tunstall, Gold Commissioner, Granite Creek, who has been spending a well-earned holiday in the capital, returned home this morning delighted with his experiences. Mr. Tunstall has not visited Victoria until the present in ten years, and notes with pleasure the great advance that has been made in that time.

W. Anderson, a brother of J. Anderson, chief engineer of the C. P. N. Co.'s steamers, is on his way out to this country in the capacity of guarantee engineer on the new steel twin-screw steamer Modjeska, recently launched from Napiers Shanks and Bell's shipyard, Glasgow. The Modjeska is built on lines similar to the Islander, and will be used on Lake Ontario.

Drill Instructor Gus P. D'Amour, late of "C" Battery, R. C. A., having purchased his discharge from the service, left this morning on a transcontinental tour and visit to friends in Halifax, Quebec, Montreal, St. Catharines, Niagara Falls and New York. Mr. D'Amour leaves many friends in Victoria, who join in wishing him a pleasant trip, and hope to see him back again before long.

M. Georges de la Sabliere, M. Louis de la Brosse, Vicomte du Bouerie, Comte du Nassol and M. Xavier de Monteil, distinguished Parisian scientists, who are at present making a tour of America in the interests of a well-known French academy, arrived by the sound steamer last evening and registered at the Driard. The party will spend to-day in Victoria, and leave for Vancouver to-morrow morning.

## MARINE.

Steamer Saturna left for the Skeena yesterday.

Barque J. H. Bowers is waiting to go in the dry dock.

Steamer George W. Elder is due, bound for Alaska.

Missionary steamer Glad Tidings has sailed for the north.

Ship Gitana has completed discharging her cargo of compressed fuel at Esquimalt.

Tug Pilot returned on Sunday evening from Nanaimo, having towed the ship Erickson there from Esquimalt. The Erickson is loading coal for San Francisco.

The Norwegian barque Atilla, Capt. Tonnison, 1150 tons register, arrived in Royal Roads on Friday night, thirty-seven days out from Santa Rosalie, in ballast. On Sunday the Atilla was towed to Tacoma by the American tug Sarah Renton, where she will load lumber for Buenos Ayres.

British barque Wanlock was yesterday towed to the navy-yard wharf at Esquimalt by the water boat Florence. The Wanlock, after discharging the ammunition and four field guns that she brought for the navy yard, will be towed to Victoria, where she will discharge the remainder of her cargo.

The Oregonian says that as a consequence of the loss of the Alaskan it is very probable that the T. J. Potter will be brought back from the Sound to run on the river division the coming season. Should the transfer be made, either the Mountain Queen or the S. G. Reed will be sent to take her place, those being the most suitable boats for the business.

The steamer Alliance, which suffered considerable damage in the collision with the Danube several weeks ago, has been taken out from where she was sunk, at the head of Sauvie's Island, on the Columbia river, and placed on the ways for repair. The hole in her side is much more formidable looking than was at first supposed, and it will take some time to complete the repairs.

The San Francisco Examiner says: The marine underwriters interested in the hull and cargo of the bark Lizzie Williams, stranded off Alaska April 23d, held a meeting yesterday afternoon and agreed to send a competent man by the steamer Alki to value the ship and cargo if possible and examine into the circumstances of the wreck and report thereon, and the nature of the coast and neighborhood where she was wrecked.

ALONG THE WATER FRONT.

The new shaft is being placed in position in the steamer Yosemite. It is not yet decided on what route the steamer will be placed after the repairs are completed.

Steamer Sardonyx is due from the north.

Steamer Idaho carried the last of the excursionists to their homes over the sound on Sunday.

Steamer Mastiff is discharging Nanaimo coal at the C. P. N. Co.'s dock.

The new tug Lorne will be launched from Lang's ways on Thursday.

Sealing schooner C. H. Tupper is discharging her cargo of salt at Welch, Rithet & Co.'s dock.

Barque Paul has completed discharging, and is having her rigging repaired at Janion's wharf.

At Spratt's wharf the boiler and machinery is being placed in position on J. A. Laidlaw's new cannery steamer Delta.

## PROVINCIAL POLICE COURT.

(Before Robert Ward, J. P., and E. Pearson, J. P.)

Peter Wilson (Indian) was charged with having an intoxicant on the Songish Indian Reserve. He was fined $50 and costs, or three months' hard labor.

Three Indians called Sampson, Chilowat and James were charged with the same offense and fined like amounts.

Magnus Johnson, charged with vagrancy, was remanded for two days.

**Never Despair.**

Even when all seems lost, there is yet hope. Many a despairing, disheartened victim of dyspepsia, liver complaint, kidney complaint, scrofula or rheumatism, has been brought back to health and usefulness by Burdock Blood Bitters, the greatest remedy known for all blood diseases. swf

## UNQUALIFIED LIBEL.

**Gross Language and Undeserved Strictures on the Baseball Game by a Port Townsend Paper.**

The Port Townsend Call devoted the chief portion of its space on Saturday to a tirade of abuse against Umpire Edwards and the Amities specially, and Victoria and Victorians generally. It is to be regretted that a match game of ball could not be played between the two clubs without bringing about so much disagreeableness. The Amities are by far the stronger team, and it was merely through a "fluke" that they did not win easily in the ninth innings, and their admirable behavior in field and at bat in the tenth and decisive innings proved this. Mr. Edwards has acted as umpire for the past couple of years, and his decisions have always been fair, and have been so received; this is the first instance of exception having been taken. The strictures upon his conduct in the Call are wholly undeserved. So far as the treatment of the Port Townsend club is concerned, they were accorded every courtesy, and were hospitably received. They were paid $75 for playing, and were met at the boat and escorted to rooms engaged for them by members of the club. They were invited to the ball and refrained from taking advantage of it, and left for home on Saturday's steamer.

The only reason that can be put forward for the malicious and ill-natured remarks in the Call, is that the visitors felt so certain of the game that they and their friends placed some heavy wagers on the result, and were naturally disappointed at the same. But that was not sufficient cause for the fire-eating statements in the Call, and we are loth to believe that they reflect the opinion of the port of entry contingent to the Victoria celebration.

With regard to the assertion that the Amities are afraid to meet the Townsends under another umpire, they are assured that the Amities have little fear of the result of a second game. It is doubtful, however, if the insulting language in the Call is endorsed by the club, that the Amities will consent to play with such bilious individuals.

## DISTINGUISHED VISITORS.

**The Senatorial Committee on Trade Relations in Victoria.**

Among the passengers by the Sound steamer last evening were the following gentlemen, composing the select committee on international trade relations, recently appointed by the United States Senate: Senator Hoar, of Massachusetts, chairman; Senators Allison of Iowa, Hale of Maine, Dolph of Oregon, and Pugh of Alabama. Senators Voorhees of Louisiana, and Butler of South Carolina are also members of the committee, although they are unable to accompany the other members on their tour of investigation. Mrs. Hale accompanies her husband, with Miss Houghton, of Washington. Senator Hoar is also accompanied by his wife, while attending upon the party are Charles B. Reade, of Maine, deputy sergeant-at-arms of the Senate; A. Johns, of Washington, stenographer; J. W. Merriam, of South Franningham, Mass., and E. W. Dougherty, of Marblehead, and Nelson Parker, of Washington, special messengers.

Senator Dolph was interviewed last evening by a COLONIST representative. The visiting senators, he explained, belonged to a special committee of the United States Senate, appointed to examine into any question respecting the relations between the United States and Canada, geographically, commercially and politically, and to report to the senate. The Behring sea question comes within the scope of their enquiry, as its object is to secure all information possible upon which to base future international legislation.

The committee are at present undecided whether they will go any farther north, although it is most probable that they will return to Tacoma from Victoria, on their way eastward.

To-day will be spent in visiting various points of interest in the city, and at Esquimalt.

## BARK EMERALD BURNED.

**The Vessel and Half Her Cargo Destroyed by Fire at Port Gamble.**

The barque Emerald, belonging to the Puget Mill Company, was destroyed by fire, and a half cargo of 500,000 feet of lumber almost totally ruined, at Port Gamble, at an early hour Sunday morning.

The fire was discovered about 12:30 a.m., and the alarm was immediately sounded. The fire, however, had gained such headway that it was apparent that more than ordinary effort must be made to save the vessel, and it was decided to scuttle her. While this was being done, adjacent vessels and the wharves and mills of the company were in great danger from the flames, and the attempt had to be abandoned. The launch Hyack was procured and the burning vessel was towed a half-mile across the bay and grounded on the other side. At six o'clock on Sunday evening the flames had not been extinguished, but the bark, so far as could be learned, was a wreck. Efforts to save a part of the lumber, however, it was thought would prove successful.

The Emerald was worth about $30,000. The cargo destroyed was worth perhaps $5,000.

The bark Emerald was built in New York in 1855. She was purchased by the Puget Mill Company about 18 years ago and brought to Port Gamble. Since then she has been continually in the service of the company, transporting lumber to San Francisco and different parts of California, and at times to South America, Australian and the Hawaiian Islands.

At the time of the fire she was loading for San Francisco. The bark was staunchly built, and though old, was yet fit for many years' service. Her long employment by the company made her a vessel well known all over Puget Sound.

## CONDENSED DESPATCHES.

President Van Horne is expected in Winnipeg next week. He is at present in St. Paul with Sir D. A. Smith, inspecting the "Soo" route.

The Royal Soap Works, at St. Boniface, Man., was totally destroyed by fire on Satur