

(FROM THE DAILY COLONIST, AUGUST 13.) THE CITY

While out at Beecher bay on fishery business yesterday, Captain Walbran, of the Dominion steamer Quadra, seized a net with which about twenty Indians were illegally engaged in fishing.

A very happy little party was that which assembled at the home of the Misses Carr yesterday afternoon, to enjoy the garden party provided through the efforts of the ever active Y. N. The amusements of the afternoon included the customary games and lawn sports, while refreshments were served and no other incidental frolics were related to contribute to the pleasure of those attending.

Among the joint stock incorporations of the past week have been the Cassiar and Yukon Mines, Ltd., with head office in Vancouver, and a capital stock of \$200,000, divided in 40,000 shares; the Ontario Gold, Silver and Copper Mining and Milling Co., with headquarters at Waneta, and capitalized at \$1,000,000; and the West Kootenay (B. C.) Exploring and Mining Co., of Scotland, with a capital of £50,000.

An editorial in the Post-Intelligencer concerning the collection of duties in the North reminded Mr. Duncan Cameron yesterday which is little incident occurred up country a few days ago. A gentleman who was coming to Victoria from Nelson, he says, purchased a shirt before his departure. He had not time to do so before boarding a train, so he wrapped it up and put it under his arm. At Northport he was held up by some American officers and charged 75 cents duty on the article, which cost him in the first place only \$1.

WILLIAM WILSON, one of the young Victorians bent on making his fortune in the gold regions of the far North, met with an accident yesterday that will prevent his starting on the expedition as soon as he expected. He and Mr. Herbert Roper, with whom he was to leave on the steamer Bristol, were indulging in a little frolic in the warehouse adjoining Hall's grocery, Yates street, when taking a false step he broke his leg close to the ankle. Mr. Wilson has recently spent considerable time in the Kootenay.

How do you account for this, now that people get scared at the wrong things? One of my friends is a sailor. He has been in the world in a sailing ship many times, of course in peril of his life. Yet he is never afraid on a ship—not even when he is in a howling gale and the thunders of a lee coast.

AMONG the passengers for San Francisco by the Walla Walla last evening were Mr. Allen Francis Gillilan and his bride. The groom is the son of Mr. Gillilan, of 2,480 Wilkes street, Berkeley, Cal., and grandson of the late Allen Francis, formerly American consul at Victoria. The lady is the choice of Miss Linde A. Fox, third daughter of Mr. Eli Harrison, of this city.

MR. ABRAHAM E. SMITH, of Rockford, Ill., who was in July last appointed by President McKinley to succeed General Roberts in the charge of the United States consulate here, arrived in Victoria yesterday evening. Although not especially well known to the members of the Republican party on the Pacific Coast, the new consul has been a very active and useful worker in the Eastern and Middle States. He is an Englishman by birth, but at the age of 12 came to America, where he has ever since resided. For upwards of thirty years he published and edited the Rockford Gazette (daily and weekly), and subsequently he served the city in which the busiest years of his life have been passed, for one term as alderman and for eight years as postmaster. Consul Smith is now well advanced in years, being upwards of sixty. A man of fine social attainments, it is to be expected that he and his family will be a welcome addition to Victoria society. Mrs. Smith and her young son will arrive in about two months. There are three others in the family.

THE TAOMA TOWNNEY. There are several Victorians entered for the tournament of the Tacoma Tennis Club now in progress, including Messrs. E. H. Pooley, J. E. Foulkes, Mrs. Langley, and Miss Frere, of Vancouver, also will compete.

CHICAGO, Aug. 12.—The American tennis experts made a clean sweep against their English rivals to-day, capturing every one of the three matches played in the Wyandotte invitation tournament, Leonard Best Nesbitt and Mahoney, and Bob Wren defeated Eaves.

THE CHAMPIONSHIP MEET. There will be six open heats in the British Columbia championship meet, to be held at Wellington on Labor Day, the 6th of September—with but one prize, a gold medal in each event. Of course there is a novice mile, the first item on the race card, while the other amateur events, to determine the champions for the current year, are a 7 1/2 and 5 miles. Only a mile and a five mile race will be required to determine the professional supremacy of the province, and it is understood that none of the events will be paced. Entries close on the 2nd proximo, and riders who desire to secure the advantage of track position should lose no time in sending their names at once to E. J. Marshall,

trip. This change was made by the plan of the result of a petition circulated by Christian Endeavors on the boat, who were anxious to reach Seattle before the time limit on their return relative to the east had expired. Pilot Cornwell was experienced navigator, and has been employed in these waters for a number of years. He was on watch, and Captain Thomas was in command. Whether Pilot Cornwell neglected his duties or miscalculated the course can only be determined by the inquiry now in progress.

THE GREYHOUND SOLD. The steamer Greyhound has been sold by the Seattle and Tacoma Transportation Company to E. B. Scott, son of Capt. W. B. Scott, the well known steamboat man of Portland, and John E. Docker, of Seattle. The purchase price was \$10,000. The Greyhound is well known on the Pacific Coast, having been in operation for several years only to that of the Flyer. She was built by W. and Claud Trupp at Portland, Or., in 1880, at a cost of \$14,000, and was placed on the Seattle-Tacoma route. On the advent of the Flyer, the Greyhound, as she is familiarly called, was placed on the Everett route, which she has since covered, most of the time making her round trip a day. The Greyhound is 138 1/2 feet long, 18 1/2 feet beam and 6 1/2 feet hold, with engines 14 1/2 by 22 inches. In one of her recent trips she made a record of 34 1/2 hours, she developed the remarkable speed of twenty miles an hour between Alki point and Seattle. Capt. G. H. Parker is not dissatisfied with her and she will be retained by the new company.

HOME FROM THE INLET. The freighter steamer Oscar, Capt. Stromgren, is back from Rivers Inlet where she has been tendering on E. A. Washam's new canneries. On her way to Victoria the steamer passed the Willamette bound for Skagway Bay, and the tug Fearless with two barges in tow being towed by the same steamer. The barges were loaded with hay and on the top of that again several small tents had been erected, the sight being an interesting and unique one. Next she met the Eliza Anderson at Union, and she like the others carried a big crowd of passengers going to Klondike. Their route was different to that of those on the other steamers, inasmuch as it was via St. Michaels. The salmon reports brought from the Inlet by the Oscar compare with others which have been received about the shortage of the pack, the total being considerably less than 40,000 cases, and the average being between 7,000 and 8,000 cases. The Oscar expects to sail again in a few days, arrangements being now made, it is said, for the shipment of horses by her to Skagway Bay.

THE "COLUMBIA" DUE. The next Northern Pacific steamship due in port is the Columbia, which is scheduled to leave Yokohama on her last trip across the Pacific on the 21st inst. As yet, however, no advice of her sailing has been received by the local agent, Mr. Norman Hartle. The Olympia will be in port on the 22nd inst. and bound on Saturday with all the cargo she can carry. She will also be obliged to leave consignments behind.

Kobe is earning an unenviable notoriety in the manner of collisions with other vessels. The latest case to be given publicity is that of the Ewing Everhart, of the U.S.S. Yorktown, who was charged with assaulting a ricksha coolie named Genzo Okamoto, whom he had engaged to the Naka-No-Tokiva. The coolie was slow, whereupon Everhart obtained an automobile and on paying them off gave them 10 sen each, which was more than the legal fare. The ato-obei went away quite satisfied, but Genzo Okamoto followed and pushed against Everhart and a crowd collected. Thereupon Everhart struck the coolie and produced a revolver—the coolie said a knife, but this was denied—and subsequently fled into the house of Mr. W. P. Turrier. The court found that the lieutenant had only acted in self-defense, and dismissed the case. Several other cases of late of coolies becoming very abusive.

THE "CITY OF SEATTLE." The following further particulars as to the steamer City of Seattle are from the Seattle Times: "The Washington and Tacoma Steamship Company have placed the steamer City of Seattle, and the vessel, which will be operated in connection with the Rosalie, will make her first run north next week. Captain E. Burns is operated by the same people who run the steamer Willapa, with the exception of Mr. Burns, who has been added. The officers of this company now include Geo. Lent, Capt. Roberts, Walter Oakes, Chas. E. Peabody and Frank E. Burns. The Washington and Alaska Steamship Company was organized by George E. Dodwell and other capitalists (New York men), and, as stated, has chartered the steamer City of Seattle to run in connection with the Rosalie. Mr. Peabody, of Seattle, is general manager of the Alaska Steamship Company; Frank E. Burns, of Seattle, general agent of the Alaska end of the line, with headquarters at Juneau; Carl J. Stoltenberg, of Seattle, general passenger and ticket agent, leaving his position with the Pacific Coast Steamship Company to accept one of large possibilities with the new company. Capt. George Roberts and Chief Engineer George Lent, of the City of Seattle, are both members of the company."

THE "MEXICO" AFFAIR. A Seattle despatch says: It will require an inquiry by Inspector of Hulls Captain J. Bryant to determine the facts of a collision which occurred at the entrance to Dixon Sound. It is stated with seeming authority that the rock which caused the Mexico's going down was the same as that which caused the disaster to the effect that the rock was hidden beneath the waves and not known of until the ship had struck it. Inside, has been considered an open highway. It was stated on the authority of D. Boswell and G. Anderson, passengers on the Mexico, that the vessel's course was changed so as to send her outside, saving 16 hours on the

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LITTLE IMMIGRANTS. Upwards of One Thousand New Comers Whose Presence Means Much to Orchardists. Inspector R. M. Palmer Returns From the South, His Mission Satisfactorily Accomplished. Upwards of one thousand little immigrants whose presence has long been looked forward to by residents of British Columbia, arrived in Victoria by the last direct steamer from San Francisco, and by this time are busy making themselves comfortable in their new homes throughout the province.

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