The Colonist.

FRIDAY, APRIL 4TH, 1890.

From THE DAILY COLONIST, March 29.

LOCAL AND PROVINCIAL.

Travelers.

The steamer Walla Walla, which sailed from San Francisco for this port on Wednesday, has on board the following passengers for Victoria: A. Sewcett, E. T. Cousins, W. F. Foster, T. D. McEllins, Miss Foster, Miss Langley, Miss Drake, A. B. Finson, C. Foster, C. N. Cameron and wife and Mrs. Kyle.

Death's Shadow.

The sad intelligence has been received in this city of the death of Columbia Lodge, Cumberland Park, Acton West, England, of Florence Isabel Jones, daughter of Mr. and Mrs. Chas. Septimus Jones. Miss Jones was born in Victoria, August 31st, 1875, and left for England a few years ago with her parents.

Fraser River Salmon in Demand.

The Columbian reports that orders for Fraser River salmon are coming in freely from the east, and for much larger quantities than in the past. Firms that only purchased 200 or 300 lbs. daily last year now require 1,000 lbs. daily to meet the demand. The canneries of Montreal and Toronto take seventy-five per cent. of the fish shipped.

Snagged.

The steamer Gladys ran on a snag in the Fraser on Tuesday some distance above Westminster. A hole was made in the hull, but the vessel was beached before she filled. A tug with a number of ship carpenters was sent up from Westminster, and as the damage done was slight, not much trouble was experienced in getting the injured steamer afloat.

Tried to Skip.

Yesterday afternoon as the southbound train pulled into Chemainus, two Italians, a man and a woman, who had driven from Nanaimo in a buggy, stepped on board and started for Victoria, but before they had gone far a Nanaimo constable quietly arrested them and took them back to Nanaimo. No particulars as to the reason for the arrest could be secured.

A New Cannery.

Duncan, Batchelor & Co. are building a new cannery near English's on the Fraser. The contract for the buildings has been let, and they are to be completed about the first of May. Machinery to the value of $10,000 has been ordered, and will arrive very shortly. It is all of the latest and most improved design for canning purposes. The establishment will be complete and ready for work by the 1st of June. Its capacity will be 20,000 cases, but the firm does not expect to put up that number this year.—Columbian.

That Steamer Deal.

In speaking of the reported negotiations for the purchase of the steamer Amelia and Rainbow by the C. P. R. Company, a gentleman who is in a position to know what he is talking about, told a COLONIST man yesterday that the owners of the two steamers had had under consideration a proposition from the company named, but it was not likely that a sale would be completed. It is the intention to replace the Rainbow by the Amelia, on the Westminster—Victoria route next week; the Rainbow going into cannery service.

A Civic Redistribution Bill.

For some time past it has been the intention of the city council to redistribute the wards, so as to give Yates street ward a larger area and more population, and reduce the size and vote of Johnson street ward, which has in the last few years become too large to be handled easily. A by-law to such a effect having framed, to be introduced at the next aldermanic board meeting, providing for the incorporation of portions of both Johnson street and James Bay wards with the central district, Yates street, so as to equalize the area and voting strength of the three divisions of the city.

Y. M. C. A.

Last evening Mr. S. M. Sayford, of Massachusetts, was entertained at lunch by the board of directors, in the parlors of the Young Men's Christian Association. The ladies' auxiliary had the table very prettily arranged with flowers and fruit, etc., and spread with many tempting edibles. The Hon. John Robson presided. After lunch Mr. Sayford gave a brief address on his work, which is chiefly among college young men. This evening a meeting of members will be held, which will be addressed by Mr. Sayford, and all men interested in the work will be cordially welcomed.

Sawyer's Insane Man Captured.

George B. Keith, an insane man, who has been a constant terror to the people of Surrey for the last six months, is now safely confined in the provincial gaol, Westminster. This crazy man has been in the habit of stalking about the country, armed with a Winchester repeating rifle, and threatening the lives of people whenever his worst attacks of insanity were on. On more than one occasion he has actually fired on people, but fortunately without effect. Special constables were detailed to effect the crazy man's capture and they succeeded. He will be examined by a medical board and probably committed to the Provincial asylum.

Fast Steamer for Sealing.

The Northern Development company, of San Francisco, has purchased the steamer Ferndale, at present in port here, and will fit her out for a hunting and fishing trip to Alaska. The movements in Alaskan waters of the Ferndale will be watched with interest, as it has been rumored that it was the intention of certain parties to fit out a steamer for the capture of seals this season in Behring's sea. The idea of taking a steamer for the work is that she will more easily avoid the revenue cutters than a sailing vessel. The Ferndale is 243 tons gross. She was built in 1880; length, 140.5 feet; beam, 25 feet, and depth of hold, 9.1 feet; engines, 160 horse power.

Just an Incident.

A few days ago a couple of visitors who chanced to be walking through Ross Bay cemetery were the spectators of a strange burial which lacked the semblance of any ceremony. The body of a poor man who had died the day before was brought to the grave, roughly coffined, in an express wagon. For upwards of an hour the two men in charge of the remains waited for a clergyman, who had promised to conduct the funeral. He did not come, however, and with no services at all the remains were lowered into the ground, the dirt and stones were quickly shovelled in, and the stranger was left to his last long sleep, in the forgotten stranger's corner of the cemetery.

"Rattle his bones over the stones.
Only a pauper whom nobody owns."

Lecture on British Columbia.

At the Modbury (England) Institute, on the 20th ult., C. Elliott, Esq., F.S.I., lectured on British Columbia. The lecturer visited this city last fall, and was so well pleased with Victoria that on his return to England he readily consented to deliver a series of lectures descriptive of his trip, and of what he saw in British Columbia. In referring to the lecture on this province, the Modbury Review says: The hall was well filled and the lecture was illustrated with a splendid series of views, which were admirably presented by a powerful lantern. Starting from Liverpool the journey was represented all the way, both the Atlantic passage and the Canadian Pacific Railway being feature, the latter particularly, and many other subjects, interesting to the audience and no less instructive, was eloquently presented by Mr. Elliott.

THE MARY ELLEN CASE.

Capt. Dan McLean Committed for Trial—He Tells His Side of the Story.

In the provincial police court yesterday morning Mr. Robt. Ward, J. P., presiding—the case against Capt. Dan McLean, of the sealing schooner Mary Ellen, was resumed.

Mr. Chas. Wilson, for the defence, asked that the case be adjourned till 2 o'clock, and that the information be amended to a charge of aggravated assault, as at that two justices of the peace could try the case.

Mr. Ward consented to the adjournment, and promised to give the other matters consideration.

When the court resumed at 2 o'clock, Mr. Ward informed Mr. Wilson that he had consulted with Mr. Edwin Johnson, J. P., and that the latter gentleman had consented to occupy a seat on the bench with him (Mr. Ward). If, it was decided to change the indictment.

The case was then re-opened, Mr. Charles Wilson proceeding to cross-examine Andy Williams, the witness whose evidence had not been completed when the court adjourned on Tuesday, and who gave the following additional evidence: "I ceased my work when I heard the scrimmage forward. The only words I heard Cummings say were, 'Don't, Captain; don't.' I also heard the Captain's order, and Cumming's answer, and saw Cummings go to the starboard side and fall."

Mr. Taylor, for the prosecution, said that he would not call any more witnesses, as the rest of the evidence in chief was merely corroborative of that previously given.

Mr. Edwin Johnson, Q.C., at this point took a seat on the bench.

Mr. Wilson called for the defence Arthur Penwell, mate of the vessel, who gave the following evidence: "I have been mate of the schooner for two seasons; Capt. McLaren has only been on her one season. Cummings was a member of the crew shipped at San Francisco. The crew was a very poor lot of men, only two of them being sailors. Cummings was very slow, and he was "cheeky." He was impudent to me in general. The day before the 14th of March Cummings was at the wheel, and had allowed the schooner to broach to, and all in deck got wet. Cummings said, "I didn't exercise no steer. You had better put some one here that knows something about it." I could not see what was going on, on the deck as I was looking forward. This is my second season with Capt. McLean and we have always got along splendidly together, and with the men."

This closed the case for the defence, and the court was asked to deal with it summarily. The bench said that they did not feel justified in deciding the case, and accordingly would have to commit the prisoner for trial. It would be for the attorney-general to decide whether or not the indictment should be changed.

The defendant, on being asked if he had anything to say, addressed the court as follows: Said he—"I did not strike the mate to do him any injury. He had been very cheeky on board ship and refused to do what he was told to. There were three men on the boom, and I wanted it fixed. I ordered the men and two men aft to set the jury sail. Told Cummings to make the tail rope fast. He replied that there other men aboard who could make it take place beside him. I looked around and saw that all the other men were busy; and so I told him again to make the rope fast. He did not do so, so I lowered the boom by the topping lift, so it couldn't knock the men overboard. Cummings commenced to "dictate" to me. I had the belaying pin in my hand at the time, and I struck him with it. I told him to go below, and I made the tail rope fast myself. I told the steward to send all hands aft, but they would not go, and I then told them myself to come aft. Cummings took a butcher knife and said, "I will fix you. I am not on your articles." I then wrote him a note and told him that all on board the ship were under the same penalties as those on the articles. The sailors refused to come aft for their meals, and they broke into the ship's stores and got supplies, by cutting through the bulk head. I then started the vessel for this port. Three of the men have returned to the vessel."

Mr. Taylor asked that the charge against the captain brought by Mooney be remanded until to-day, as the principal witness was absent. The court decided to remand the case until Friday at 2 p. m.

Mr. Ward considered that he did not have power to grant bail on the first charge, and the defendant was remanded back into custody.

MARINE.

Steamship City of Topeka, from Alaska, arrived at Port Townsend yesterday morning.

Capt. Holmes, of the Umatilla, says the last trip north was one of the roughest he ever experienced. During a storm off Cape Blanco the hurricane deck rail was washed away, and about seventy-five cases of oranges were washed overboard. The second mate had a very narrow escape and would have been washed overboard had it not been for one of the sailors.

British bark Majestic, from Puget Sound with lumber, has arrived at Melbourne after a rough passage. January 15 in latitude 26° 33' south, longitude 174° 43' west, she encountered a heavy squall, which carried away the two inner topsails and the topmast staysail, the only one set. The starboard main-brace and port lift also parted, allowing the yard to swing free, and it could only be secured with great difficulty. The vessel was put before the wind and ran under bare poles, but the wind was so strong that several sails were torn out of the gaskets and blown away. The main and store-room were flooded by a sea that broke over her and which did a quantity of damage. The deck-load of timber was washed adrift, the life boat stove in, the deck-house swamped and damaged, and a quantity of deck-gear carried overboard, including the fresh-water casks.

LITTLE LOCALS.

The SS. Parthia, from the Orient, is due on April 5th, but will probably arrive on the 3rd prox.

Ben Cotton, the well known minstrel who visited Victoria some months ago, died in Boston last Thursday.

The City hall contract mentioned in the report of council proceedings yesterday does not refer to the addition now being erected by Messrs. Elford & Smith.

Under a judgment obtained by E. M. N. Woods, Sheriff Armstrong, of Westminster, on Monday sold 152 acres of land owned by Mr. J. Patterson, of Chilliwack, to Mr. H. Webb for $2,561.

A drowning accident occurred at Mt. Pleasant, Burrard Inlet, on Tuesday, the particulars of which are exceptionally sad. The little daughter of Mr. James McConnell fell into a tub of water during the temporary absence of her mother, and when discovered a few minutes later was dead.

No. 2 train jumped the track about two miles west of Sicamous on Sunday morning. Two cars were ditched and several others were derailed. Engineer Alex. Mowat, of Kamloops, had his leg broken in jumping from the engine. An auxiliary was sent from Kamloops to the wreck.

Children Cry for Pitcher's Castoria

PROVINCIAL LEGISLATURE.

Fifth Parliament—Fourth Session.

THIRTY-SEVENTH DAY.

Thursday, 27th March.

The Speaker took the chair at 2:10 p.m.

Prayers by Rev. Arthur Beanlands.

MUNICIPAL ACT.

On motion of Hon. Mr. Beaven, the further consideration of the report on the Municipalities Amendment Bill was adjourned until Tuesday next.

SAMUEL GREER'S CLAIM.

Mr. Cunningham asked the Hon. Chief Commissioner the following question: "Why has not the government laid particularly upon the table a Crown grant of the land comprised in pre-emption 1,003, in conformity with the recommendation of the Select Committee's report, which was adopted by the House on the 27th day of April, 1888?"

Hon. Mr. Vernon replied as follows: The land to which Mr. Greer prefers a claim is situated on the south side of English Bay, immediately east of Lot 185, Group 1. It was within and formed part of a certain timber limit which was granted to "The British Columbia and Vancouver Island Spar, Lumber and Sawmill Company, Limited," under a lease dated 30th November, 1865.

This lease reserved the right of pre-emption to *bona fide* settlers upon the written sanction of the Governor and Superintendent of the Company.

Sanction to pre-empt was granted to Mr. S. Preston on 3rd April, 1873, and a pre-emption record was issued to him, numbered 1,003, and dated 14th April, 1873.

Nevertheless, it has been produced to show that Preston ever occupied the claim, as provided by the Land Laws. On this contrary the sworn evidence taken by the select committee appointed by the Legislature in 1885 proves that he never legally occupied the land.

1st. S. Greer, being examined, says "At the time that Spinks' claim was applied for, it (Preston's claim) was open for pre-emp ion according to the land laws of British Columbia." (Journals 1885, p. ix.), which is an admission that it was not legally held by Preston.

2nd. R. H. Alexander, giving evidence touching the claims of Preston and others, says, "None of these ever took up their claims." (Journals 1885, p. xii.)

3rd. J. C. Hughes says of S. Preston's claim, "It was abandoned long ago." (Journals 1885, p. xvii.)

4th. The evidence of Mr. Mackie, etc., shows conclusively that Preston's claim had been abandoned, and that he (Mackie) had been on the land six or seven months before Greer appeared. (Journals, p. xxv.)

Mr. Greer's claim has not been recognized by the government for the following reasons, viz.:

1st. S. Preston's pre-emption claim being abandoned, was cancelled by section 7 of the "Land Amendment Act, 1882."

2nd. Preston had never obtained a certificate of improvement, and consequently could not legally transfer any interest he may have had (if any) to Greer or any other person. (See Sec. 10, Land Act, 1875.)

3rd. Greer was at that time, and still is, the holder of a pre-emption of 160 acres of wild land, and could not hold a second pre-emption claim at the same time legally.

Mr. Greer wrote to the Land and Works department on 1st November, 1888, enclosing a cheque in payment of the purchase money due on his pre-emption of Chilliwhack, and requested the issue of a Crown grant.

In reply, Mr. Greer was informed by a letter from the land office, dated 3rd November, 1888, that a Crown grant would be issued for his pre-emption claim upon receipt of his original certificate of pre-emption record and certificate of improvement, as is customary in such cases. No reply was received from Mr. Greer, and so the matter now rests.

4th. Putting Preston out of the question, the land was reserved officially from sale or settlement, and not open to pre-emption at prior, or subsequent to the date Greer took possession, which was in June, 1884, in addition to the reserve, a notice was published on the 22nd May, 1884, warning all persons not to squat upon or otherwise deal with lands in that vicinity. Mr. Greer knew, or should have, that he could have no advantage over law-abeying citizens, who paying heed to it did not seek to acquire public lands illegally.

5th. A Crown grant, including the land in question, was issued to Donald A. Smith and Richard B. Angus on 13th February, 1888, in accordance with an agreement previously entered into with the Canadian Pacific Railway company.

The inconsistency of the grounds upon which Mr. Greer based his claim to the land in question is apparent when it is borne in mind that at first Greer based his claim, say from June, 1884, up to December, 1886, not upon any rights acquired through Preston, but through a release from certain Indians, in evidence of which a deed was produced which was subsequently impeached and formed the subject of an inquiry by Royal Commission (dated 24th March, 1887), and the author of the sir M. H. Begbie, the commissioner, to be a forgery. The Indian claim failing him, Mr. Greer then sought to acquire through Preston.

With respect to the claim by pre-emption advanced by Wells, Spinks, Greer and others, the commissioner in his report says: "The title of the applicants, Messrs. Wells and others, as well as it is based, the pre-emption application 17th June, 1884, and their nonuse from the alleged pre-emptors, appears obvious to the following objections, among others:

"1st. The land was in the Hastings Mill leasehold, and could not be pre-empted without the consent of the manager, or chief commissioner, which had not been procured.

"2nd. It was not 'unreserved land,' having been expressly reserved by the chief commissioner, 30th May, 1884.

"3rd. It was not 'unoccupied' land. There were two Indians and one or two white men raising potatoes there.

"4th. Neither the attempting pre-emptor, nor any person on his behalf, erected a single post, as required by the Act, or at any kind.

"5th. The alleged pre-emptor has never work being at once proceeded with.

The hon. mover said that the ground was pretty well covered in the resolution itself, and he would therefore have very little to say upon it. The hon. member for Westminster City had brought in a few days ago a resolution of somewhat similar character in reference to the improvement of the Fraser river. That resolution was one of great importance, not only to the inhabitants on the banks of that great river but to the whole province and to Canada. The present resolution was, perhaps, more directly important to Victoria than to any other part of the province. But it really had a much broader scope than the mere benefit of Victoria. That which helped to improve the harbor and increase the trade of this port, or any other in the province, was of deep importance to the whole country. Without British Columbia the Dominion of Canada would be a very one-sided country; this province was a very important part of the Dominion, and its requirements should receive proper attention from the Federal government. (Applause.)

Mr. Cunningham took pleasure in seconding the resolution. The improvement of the harbor of Victoria, or of any other harbor of the province was of interest to the whole province, and the whole Dominion. Without British Columbia, the whole Dominion would be a whole rope of sand. The province was entitled to consideration, and her representatives should stand up for their rights. At present the other maritime provinces received a far greater proportion of the appropriation than their contribution to the Dominion revenue entitled them to. British Columbia was so far from headquarters that it was apt to be neglected. He (Mr. Cunningham) hoped that all members of the House would join hands in pressing this, a decidedly provincial question, on the Federal government. (Applause.)

Mr. Duck had intended to second the resolution, but was glad the hon. member for Westminster City had relieved him of that duty. The port of Victoria was of the greatest importance to British Columbia and to the Dominion. A port contributing over one million dollars annually to the Dominion revenue was certainly entitled to consideration. The work that had already been done he (Mr. Duck) had no fault to find with, but the appropriations had heretofore been altogether inadequate. Victoria harbor, all along the city front, was becoming shallower every year, and there were many rocks now in existence which required to be removed. Holding the keys to the vast areas north of the 49th parallel, Victoria should become the chief commercial city of the Dominion of Canada. She was, however, in her infancy now, and, like a young plant, required nourishment, in order that she might properly fulfill her great destiny and become the Queen City of Canada. (Applause.)

Hon. Mr. Robson was gratified to see the community of feeling that was displayed by the various sections on the subject dealt with in this resolution; it augured well for the future prosperity of the province to see this feeling of unity taking substantial shape and form. The House not give too serious consideration to any question having reference to the harbors or waterways of the province. The Federal authorities had never fully recognized the importance of British Columbia and her waterways. If the votes for the harbors and waterways of British Columbia were compared with the votes of the same kind for the other provinces it would be seen that she stand. If the Attorney-General had contented himself with forming a new act it might have been well, if his intention was to meet the wants of corporations, no government could find with. He (Hon. Mr. Davie) had, in the bill now on its second reading, however, gone much further than was required, and consequently he (Hon. Mr. Beaven) would vote against the second reading of the bill, because it would repeal a good statute.

The bill was read a second time and sent into committee, Mr. Duck in the chair.

The committee rose, reporting progress, and the House adjourned until Monday.

MEAT AND BREAD.

Opinions of Importers of Meat and Manufacturers of Bread on the Tariff Changes.

A COLONIST representative yesterday called upon Messrs. VanVolkenburgh and L. Goodacre, the largest importers of live stock and dressed meat, and asked them their opinion regarding the increase of duty on these articles.

B. VanVolkenburgh said that the change in the tariff meant an increase of about three cents per pound on imported meats, and an advance in price must be made in order to cover the duty. This would not fall heavily on the individual, but its effects upon the wholesale trade might be serious. The various steamship lines, calling at Victoria, secured their supplies of meat here now, and this was a large item in the trade of this place. Whether the increase in the duty could compel steamships to buy their meats on the Sound, would have yet to be determined. Their firm expected a shipment of dressed meat that day by the San Francisco steamer. Under the old rate of duty they would have paid $200. The change would compel them to pay $600. Of course the increase of duty would have a tendency to heighten the value of interior ranches, and would perhaps cause ranchers to introduce sheep-raising. At present, John Jones, the firm, used 4,000 sheep monthly, and there was not one month's supply in British Columbia. Ranchers did not favor sheep-raising, for the reason that it would mean a large story more feed than three head of cattle. Even if sheep-raising were engaged in it would take some years to supply the market, and in the meantime Victoria and the other cities of the province would have to pay this tax upon meat. Although now fifth as a custom paying port in Canada, Victoria ranked first so far as meat duties were concerned, and the increased duties would fall heavier here than anywhere else.

"Why," said Mr. VanVolkenburg, "we frequently supply a steamer with five tons of dressed meat, and if on this they have now to pay three tenths additional per pound, you can readily see that it is a serious matter. At present, owing to the severe winter in the interior, we are compelled to import the greater portion of our meats from California."

Mr. Lawrence Goodacre looked as jolly as ever, notwithstanding the fact that he had just placed a notice against a prime roast of beef bearing the words "The tariff changes advances the price of meat three cents per pound." "You see," remarked Mr. Goodacre, "it is not our fault that we have to advance the price of meat. We have to make the public to understand it." He was also of opinion that the duty would have a beneficial effect upon the value of ranches, but the consumer would have to suffer.

THE FLOUR DUTY.

T. B. Hall, of Hall, Ross & Co., was asked what effect the increase of duty on flour would have in favor of the Canadian miller. He said that formerly the duty per barrel on flour was 50 cents and 15 cents per bushel on wheat. It took five bushels of wheat to make a barrel of flour, which gave to the American miller 25 cents per barrel the advantage over the Canadian miller, and 15 cents on wheat. Now both were placed on an equal footing. If the farmers of the Island and interior did not grow sufficient wheat to keep the mills supplied it would be possible to import from Tacoma and still compete successfully with the American mills. The increase was slight. During the year ending 1889, British Columbia paid about $14,000 duties on flour, and placing the total population at 100,000, 14 cents per head. The change would increase this amount supposing a similar quantity was imported, to 21 cents per head. The cost of strong drinks, not including beer, and the duty paid thereon in the province of B. C. for the same year, amounted to $3 per head. If B. C. could pay willingly so heavily for liquor, the small flour duty would not be noticed. With the new flouring mills established, British Columbia should produce all the flour consumed within her borders.

On being asked whether the duty on uncleaned rice would affect their imports, Mr. Hall said that their import was a rice, 20 per cent of which was paddy, and it was permitted to come under the latter head. Paddy pure and simple would not be accepted by the insurance companies, and the planters were compelled to take off a certain portion of the hull before shipment.

Mr. David Ker, of the Saanich Mills, was of opinion that the increase of duty on flour would, on the whole, be found beneficial, as it placed millers here in a position to compete successfully with American flour.

Major Wilson, the genial representative of the Portland mills, said that his flour would as usual be sold on the cars at Portland, and the importer would pay the duty when the flour reached the Chinese wall at the boundary line.

PORK.

W. W. Evans, of the Yorkshire Market, said that the high duty on live hogs would make the various products of pork higher, for a sufficient supply of hogs could not be secured in this province.

LITTLE LOCALS.

King Bros. will commence work at their logging camp at Campbell's river about the 1st of April.

The work of putting up the fire alarm is progressing favorably, Mr. McMicking having already got a number of the boxes up, and he expects to have the system complete in about ten days.

The Y. M. C. A. flag floated at half-mast yesterday in memory of William Gleason, a prominent member of the association and a hard worker on the invitation committee, who died of fever yesterday morning, aged about 20 years.

A concert will be given in Temperance Hall, Wednesday evening, April 9th, under the auspices of the Ladies' Aid Society of the Baptist Church. Some of the best talent of the city has been secured, and the "Colloquy of Nations" and several songs will be given in costume.

Nanaimo has a genuine scandal, a young girl aged 16 having left her parents to elope with a married man—the father of two grown children. The runaway couple were overhauled at Chemainus and taken back to Nanaimo. The unfortunate girl cries her eyes out, but too late.

THE MARY ELLEN CASE.

The Prosecution in the Second Case With Draw Their Charge—The Hearing Adjourned Until Monday.

The prosecutor Mooney, in the second charge against Capt. McLean, did not appear in court yesterday afternoon when the case was called, and Officer Miller went out to look him up. Mooney was found in a Johnson street saloon, and when brought into court presented a picture of hard luck, his nose being badly scarred and himself "a little" the worse for drink.

Mr. Taylor, for the prosecution, said that he had investigated the case and found that there was nothing in it to warrant a charge of attempt to drown; there had only been a little scuffle.

The presiding magistrate said that under ordinary circumstances he would discharge the prisoner; but as the complainant was drunk, and he might, when sober, wish to proceed with the case, he did not wish to be held responsible. Addressing Officer Miller the magistrate asked: What condition is he in?

Officer Miller—He is pretty well loaded, your honor.

The magistrate—The complainant swore to the information before me, and I also understood that you, Mr. Taylor, or your firm had the defendant arrested while attempting to leave the city.

Mr. Taylor said that he was not aware that a warrant had been issued, and hoped his client had come to the conclusion, when the latter was sober, that there was nothing in it.

Mr. Wilson was of the opinion that the charge had been brought by an ignorant man in the excitement of the moment, and he thought that the defendant was entitled to a discharge.

The magistrate—I have taken down his counsel's application, and I will adjourn the hearing until 10.30 o'clock on Monday.

Application will be made this morning by Captain McLean to have the first charge tried under the Speedy Trials Act.

From THE DAILY COLONIST, March 29.

LOCAL AND PROVINCIAL.

Naval.

News has been received that H.M.S. Alacrity struck a rock in Hong Kong harbor and was badly damaged. In a collision between a number of British torpedo boats in Tytan bay two of the boats were disabled.

Capsized.

A scow load of lumber, fire brick and cement, which had come from Chemainus for a new lime kiln at Esquimalt, capsized in the harbor yesterday afternoon and her load, which was valued at $800, is a total loss. The scow was a leaky one and was overloaded, which accounted for the mishap.

Freight and Trade.

The steamer North Pacific last evening brought two carloads miscellaneous freight for Victoria consignees.

The freight by the Islander last night consisted of one carload each of whiskey and flour and three of general merchandise.

Another Brick Block.

In this morning's paper Mr. H. O. Tiedeman, architect, calls for tenders for the erection of a three storey brick building and basement for Mr. E. Carne, of the Angel Hotel. The building, which will have a frontage of 27 feet, and extend back 78 feet, is to be erected on the present site of the Angel Hotel, on Langley street, and will be used as an hotel.

Commenced Work.

T. F. Sinclair, who has received the contract for blasting out the rock for the addition to the Dominion wharf, yesterday commenced to get the steam drills and machinery in working order, and expects to put about thirty men to work in a few days. Mr. Sinclair's contract consists of blasting out an immense ledge of rock, and also of building a long sea wall.

Work was commenced yesterday on the excavations for the flouring mill to be erected by the Mount Royal Company on Store street, adjoining their rice mills.

The Trunk Factory.

Mr. Fredk. Norris, who returned from the east on Monday, says he succeeded in buying a lot of the most modern machinery for his trunk and box factory, which he intends to build as soon as he obtains a suitable site. He visited all the principal cities of Canada and the United States, where he inspected the largest factories in his line, and convinced himself that he can sell trunks manufactured in Victoria cheaper and better than they can be laid down here. He says the wood that they make their trunks of in the east is far inferior to British Columbia timber, and is, besides, more expensive. He was surprised at the large number of boys employed in the eastern factories, and is of opinion that they can do certain classes of work as fast as men. Mr. Norris purchased a large amount of leather and arrangements with a trunk fitting factory to supply him regularly, and comes home thoroughly satisfied with both the business and pleasure portions of his trip.

SPORTS AND PASTIMES.

THE OAR.

OXFORD VS. CAMBRIDGE.

"W. M. J." writes:—I see by your short analysis of the Oxford and Cambridge boat races for the last 21 years that Cambridge has won 12 out of the 20—the dead heat goes for nothing. But a more minute analysis proves to my mind that, notwithstanding this apparent superiority, Oxford is far "the better man." Thus, taking all the races together, we find that O. has covered more ground than C.; and that in a much shorter time. The distance from Mortlake to Putney is the same for both crews; so far, they are even as to ground covered. Then take the lengths gained, and we find O. made 44½ lengths in eight contests against C.'s 35.5-8 in twelve. O., therefore, in her eight victories beat C. in twelve by 8⅞ lengths. Again, as to time—Cambridge shall have all justice, even advantage. I pick out the shortest (in time) eight victories of C. and balance them in time against the eight of O. I find that C. gained 30 lengths in 186.2. O. gains 44½ lengths in 175.2. But at Cambridge's rate she should have gained only 31.1-12. Thus in lengths and speed O. beat C. hollow in the 20 contests.

HERE AND THERE.

W. H. Quinn, who is now in San Francisco, has telegraphed to Seattle accepting Cameron's challenge to wrestle him on April 10th, for a purse of $500.

PERSONAL.

W. C. Ward returned from Vancouver last evening.

H. Fry, Jr., and wife, of Cowichan, are at the Oriental.

J. E. Crane returned home by the Islander last evening.

F. W. Robson, son of Hon. John Robson, is dangerously ill.

C. D. Rand and I. VanVolkenburgh came over from Vancouver last night.

E. B. Mastick, Jr., and Will R. Gay, of Port Angeles, are at the Oriental.

J. Homans, of Ashcroft, and A. Lindsay, of Union colliery, are in town.

Edward Allen, M. P. P., was reported to be slightly improved in health yesterday morning.

Mrs. Frank Hanford and son, of Seattle, Washington, are on a few weeks' visit to Mr. and Mrs. I. M. Sparrow, of this city. Mrs. Hanford is a daughter of Judge Waitt, of Oregon, and sister-in-law of Chief Justice Hanford of Washington.

From THE DAILY COLONIST, March 30.

LOCAL AND PROVINCIAL.

Real Estate in Survey.

Real estate in Surrey, especially the southern portion of the municipality, is experiencing a lively boom just now. One farmer lately sold his 160 acre tract for $16,000, and others are in negotiation at equally favorable terms.

Ferry Creek.

A letter from the Ferry Creek mine brings more favorable news than has been received for some months. Mr. Dow, the manager, states that the ground is improving and he is hopeful of sending down considerable gold by the next mail. A small consignment arrived down yesterday.

The Boscowitz Case.

In the Supreme court on Friday afternoon, Hon. Justices McCreight, Walkem and Drake on the bench, the appeal from the verdict of the Chief Justice and a special jury in the case of Griffiths and others, creditors of Capt. J. D. Warren, vs. Boscowitz, was heard and dismissed with costs. W. J. Taylor (Eberts & Taylor) for appellants; the hon. Attorney-General for defendant.

The Mary Ellen Case.

In the Supreme Court yesterday morning, Capt. Dan McLean appeared before Mr. Justice Drake, and through his counsel, Mr. Charles Wilson, made application to be tried under the Speedy Trials Act at an early date if possible. The request was granted, and the hearing of the case was set for 11 o'clock Monday morning. The indictment in the case has been amended from attempting to murder to assault with intent to do grievous bodily harm.

Marine Movements.

Steamer Maude arrived down with coal yesterday morning.

Steamer Umatilla sails for San Francisco this morning.

Bark Malay sails for the Samoan Islands this morning with lumber from the Moodyville mills.

Steamer Daisy is laid up at the Rice Mills wharf for repairs.

The work of repairing the steamer Sardonyx is progressing favorably.

Bark Glenervie leaves for Portland on Tuesday to load.

Real Estate.

Bourchier, Croft & Mallette report sales for the week as follows: Esquimalt road, $3,575; James Bay, $7,250; Port Angeles, $72,000; Whatcom, $2,100. Total, $84,925.

Cooper & Green report the purchase of $30,000 worth of acreage property at Port Angeles during the week, and the following sales for the same period: Port Angeles, $6,000; Port Angeles, $5,200; thirty-eight acres, Port Angeles, $11,400; one lot in Port Angeles and four in Union addition, $3,000. Total, $19,600.

Fixing Rates.

A meeting of the representatives of the steamboat lines on the Sound was held at Tacoma on Friday afternoon. Among those in attendance were T. H. Lee and T. Talbot, of the O. R. & N., Mr. Jackson, of the Puget Sound & Alaska line, Capt. John Irving, of the Canadian Pacific Navigation Company, and President Caughran and Manager Ainsworth of the Pacific Navigation Company. Fair progress was made in the matter of arriving at a satisfactory schedule of rates and regulations for the freight business. The representatives will return in the course of a week or so to complete their business.

Ready for a Race.

Marine circles up the Sound were at a high pitch of excitement yesterday morning over the prospect of a race between the Olympian and her new rival, the City of Kingston. The former is known to be one of the fastest boats afloat in northern waters, and the latter is expected to prove just as fast, if not faster. It was a splendid day for a race, but the anticipated race between the two did not take place. The Olympian left Tacoma half an hour in advance of the Kingston; both steamed their ordinary speed, and the old reliable flyer was at her Seattle dock when the new-comer not yet in sight. Both steamers are in fine condition for a race, and they will probably have one before many days.

Furs and Prices.

Last week's sales in London, which fixed the values for the whole world, showed a general decrease in prices of from 25 to 35 per cent. Mr. Thomas R. Smith, assistant commissioner of the Hudson Bay Co., returned home more furs than any other corporation in existence, in conversation with a COLONIST man yesterday said that the tumble in prices was anticipated, and although this year's sales were very heavy, everything was bought for a falling market. Next year's prices of course cannot be guessed at accurately, but there is a good prospect of a general rise. The fall in prices was due to many causes,—overstocks, changes in fashions, mild weather, and the unsettled condition of European politics.

The Late Capt. McDonald's Estate.

A San Francisco despatch says: In the estate of the late Captain Charles E. S. McDonald, notice of contest has been filed by attorneys who represent Henry McDonald, a minor, who is nearing his sixteenth birthday. Young McDonald asserts himself to be an illegitimate son of Captain McDonald, and, following the precedent of the Jessup case, lays claim to the entire estate which has been appraised at $104,260, but which is said to be worth considerably more. Captain McDonald became noted as drill master of the San Francisco Cadets, with whom he travelled all over the United States and Europe. He also trained a company of British Columbia Indians in military tactics and displayed them in New York and Washington, after giving exhibitions in the old Theatre Royal in Victoria to packed houses.

Cab and Delivery Service.

J. T. Gurney, the founder of the Gurney system of cabs and delivery wagons, is in town with the object of starting a company to carry on his system in this city. The system is in use in most of the cities of the States, where it has proved a great success, and a company has been formed in Vancouver to introduce it in that city. The business of the company, if started, will be to afford cheap conveyance, either by the hour or otherwise; and also a cheap means of delivering messages, parcels or heavy baggage. Mr. Gurney visited Victoria about a year ago, and was quite pleased with the wonderful growth of the city, which, he thinks, is one of the prettiest on the coast. He leaves for the Sound on Monday and will return in a few days and put his scheme before the business men of Victoria.

Somebody Blundered.

On the arrival of the Walla Walla early yesterday morning the Victoria mail from San Francisco was bundled into one of the hacks in waiting and sent down town. On arriving at the postoffice the hackman found the door locked and the place deserted, and he accordingly drove all around the city, evidently for the purpose of showing the mail bags the town by gaslight, until, with the arrival of morning, the postoffice staff returned to their labors. The licensed Jehu in charge of the mail from the time it left the steamer until he handed it over to the clerks, seven hours later, rightly refused to let it leave his possession, remarking that "he guessed he'd charge mileage as well as for his time on that job." The postoffice inspector on being spoken to in regard to the occurrence said that the fault lay with the purser of the steamer, who had orders to deliver no mail except to the regular runner for the C. P. N. Co., who had the contract for handling all outgoing and incoming matter, nor to deliver until 7 a.m. in the event of a steamer coming in after midnight, at which hour the office is supposed to be closed.

Strengthening the Bridge.

Robert McIntosh and his workmen yesterday completed the repair of James Bay bridge, which was recommended in a recently adopted report of the street committee to the city council. The old arches, which were found to be laily sprung, were replaced in position; all the bridge bolts were tightened and a number of extra braces were put in. The work has been well done, and at a figure considerably under the estimate.

Mr. Andrew Robertson.

The many friends of Mr. Andrew Robertson of Montreal will hear with regret of his sudden death early yesterday morning in Montreal. Born on the Clyde near Glasgow, where his father was a manufacturer of fancy cotton colored goods, he early emigrated to Montreal, where after some years he became a partner of Mr. George Stephen, now Sir George Stephen, in the dry goods trade. Later on he was the head of the firm of Robertson, Linton & Co., from which he retired a few years ago. He was a man of restless energy, beloved by all who knew him for his frankness, his bonhomme, his kindliness. He became chairman of the harbor commission of Montreal, of which his son Alexander is now secretary, and besides many chair manships of insurance companies, etc., he was one of the most prominent of the Sons of Scotland and of Canada. One of his sons married a daughter of Sir Charles Tupper, with whom more than once Mr. Andrew Robertson visited Victoria. Another son married the daughter of Bishop Bond of Montreal, and his numerous family are all abiding on this continent. Mr. Andrew Robertson was here, in Victoria, last year, and he has been here many different times before, so that in Victoria, as in Montreal, he had hosts of friends.

SPORTS AND PASTIMES.

VICTORIA COLLEGE ATHLETIC SPORTS.

These sports were held on Beacon Hill on Thursday afternoon, when the following events were contested:

1. One hundred yards—First heat, A. Langley; second heat, Willoughby; third heat, Hibbert. Final, A. Langley.

2. High hump, (8 entries)—Won by A. Langley, 3 ft. 7½ in.

3. Drop kick, (9 entries)—Won by A. Langley; H. Pooley a good second. Distance, 31 ft. 2 in.

4. Quarter mile, (6 entries)—1st, Ward, minor; 2nd, Hibbert; 3rd, Harvey. Won after a sharp race in