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SPORTS AND PASTIMES.

Results of Port Townsend's Regatta —International Yachting Association.

Cowboy Roping Contest at Kamloops —Lacrosse Executive Meets To-Night.

With a fresh westerly breeze and in splendid weather, the Fourth of July yacht races at Port Townsend were disposed of satisfactorily, alike to the participants and public. The only two Victoria yachts to compete were the Petrel, Capt. Foot, and the Victoria, Capt. J. H. Seeley, and neither proved a winner, the result of the regatta being as follows:

Class A—Entries, Margery, Gracie Felitz, Xora and Ke ple—Won by the Gracie Fel z in 1:45:53; Kelpie second.

Class B—Entries, Edna M. and Earl, of Seattle; Petrel, of Victoria; McLaren, of Tacoma; Francel, of Port Townsend; Hornet, of Fairhaven, and Myth, of Fairhaven—Won by the Myth in 1:32:20, in fact, winning by beating the competitors of all classes.

Class C—Entries, Hettie Bell, of Port Townsend; Idlewild, of Seattle; Wanda, of Fairhaven, and Victoria, of Victoria—Won by the Hettie Bell in 1:51:41.

Class D—Entries, Shadow and Swallow, of Port Townsend; Bremerton, of Seattle—Won by the latter in 1:57:40.

The International Yachting association of Puget Sound met in the evening in the rooms of the Key City Yacht club, with the following delegates present: Thomas Anderson, Anacortes; E. B. Leaming and G. E. Simpson, Bellingham Bay; A. Gamwell and Captain McKay, Fairhaven; John Barneson and Frank Perrot, Port Townsend; F. E. Sanders and G. V. Johnson, Seattle; P. Savery, Tacoma; J. H. Seeley and H. R. Foot, Victoria.

New Whatcom was decided upon as the place of holding the next annual regatta of the association, on July 4, 1894, and on the suggestion of the members of the association from Victoria a fourth class was added to the present list of prize contestants, this list to include boats under thirty-five feet with ballast fixed.

The following officers were then elected for the ensuing year: E. B. Leaming, of Whatcom, president; Arthur Gamwell, of Fairhaven, secretary; H. R. Foot, of Victoria, treasurer; Commodore Fred E. Sander, of Seattle, vice-president; Executive committee, L. A. Wheeler, of Whatcom, John Barneson, of Port Townsend, C. B. Hurley, of Tacoma; Captain John Barneson, of Port Townsend, admiral; Captain J. A. Hatfield, of Seatile, vice-admiral; H. R. Foot, of Victoria, commodore, J. B. Nelson, of Anacortes, vice-commodore; W. H. Heilbron, of Seattle, fleet captain.

A resolution was adopted expressing the thanks of the association for treatment received at the hands of the citizens of Victoria and Port Townsend during the two recent regattas. The association is in a prosperous condition, and perfect harmony exists among its membership.

LACROSSE.

FURTHER POSTPONED.

VANCOUVER, July 5.—(Special).—The meeting of the Lacrosse club to inquire into the "wherefoerness" of the alleged weak defence play of the Vancouver team, in Saturday's match, was to have been held last night, but is still further postponed.

CRICKET.

VICTORIA V. VANCOUVER.

TO THE SPORTING EDITOR:—This match was played at Vancouver on Dominion Day, under most favorable circumstances, the pitch being everything that could be wished for, and the weather delightful. Victoria winning the toss, elected to bat first and made the excellent start of 53 runs before a wicket fell, thanks to the brilliant batting of Holt and Barff. The game should have been a much closer one.

It may safely be said that more is learnt from defeat than from victory, and let us not pass this over without a few remarks. If Victoria wishes in future to make a good game for Vancouver, their members must adopt some radical change in their mode of practice. In making the following comparison the writer has no wish to detract from the fine play of his Vancouver rivals, but to show how we can, by adopting their own mode of practice, hope in the future to approximate to their style. The Vancouver members do not confine their practice to net practice, but are continually having match practice. Net practice is all very good when the players have plenty of match practice also, say on alternate days or twice a week at least; but when we, in Victoria, play a match not more often than once a week, and sometimes there is no match at all, and only eleven of our members can play even when there is a game on, barring in club matches, which are rare, what chance have we of coping with an eleven which practises together regularly? Mark the effects of net practice, which is disastrous on every single man in the eleven. Take first of all the bateman. Most men when playing at a net will not try to play as they would in a match. They step out, having nobody behind the stumps, and so get into a way of slogging, so that when they have a man like Saunders behind the wickets and a tricky, slow bowler at them they dare not take liberties, and find themselves utterly unfit for *playing* in the true sense from their ground or cutting or otherwise playing the ball for what it is worth. Instead of this their *play* resolves itself to a step out and a hard straight drive or slam with the frequent response to the exertion of such brute force unnecessary, though valiantly intended, of a feeble catch to slips or cover point. If this does not happen the alternative is being stumped if they don't get the ball away. Next, how does net practice affect the bowler? His idea is generally to play hard at the stumps all the time and not to use his head and bowl for catches. It is acknowledged that in modern cricket good batsmen can seldom be bowled clean. Thirdly, the effect on the fielders is best illustrated by the Wolves v. Lambs match. This match was a terrible revelation of the effect of not practising fielding. *Cricketers must* take catches and chances when lucky enough to get them from good bats, otherwise no bowler, however good, can effect anything, since good men can rarely be bowled. The knack of fielding clean and flinging in so that the ball in one bound comes to the top of the stumps, can only be acquired or kept up by constant practice. Fourthly, the wicket-keep never puts on his gloves except in matches, and he is the most important man of all.

What can we do? Our Vancouver rivals can use their ground and have match practice during evenings. We cannot, because the lacrosse club have ours after 6 p.m.

The only course, therefore, is for members to try their hardest to put in an appearance on the ground as soon as possible after business hours, if only for half an hour, and make a point of attending on two arranged days, say Mondays and Thursdays, so as to ensure an attendance large enough for an open practice without a net. An attendance of six or seven men would make such a practice possible. To show that something of this kind is absolutely necessary, the following scores are appended. If anybody has any better suggestion, let him by all means give expression to it and it will be gratefully listened to by all.

S. F. MORLEY.

Victoria.

1st Innings.		*2nd Innings.*	
Holt, lbw, b Senkler	25	run out	12
Barff st. Saunders b Senkler	28	st. Saunders b Campbell	8
Paterson b Senkler	0	b Campbell	9
Morley b Campbell	8	not out	5
Foulkes b Senkler	1	c Campbell b Hamilton	0
Ward c Senkler b Campbell	2	c Campbell b Hamilton	0
Irving, run out	0	c Nelson b Campbell	17
Owen b Campbell	3	lbw, b Campbell	8
Drake c Cracknell b Campbell	0	c and b Campbell	0
Perry b Senkler	2	absent	
Doig, not out	3		
Extras	10		11
Total	82		70

Vancouver.

Saunders c Drake b Paterson	22
Campbell hit wkt b Drake	66
Clinton b Morley	1
Sewell, not out	100
Sharp c and b Drake	1
Le Maistre b Foulkes	35
Thynne not out	3
Senkler, Nelson, Hamilton, Cracknell	did not bat; innings declared closed.
Extras	9
Total	250

YACHTING.

WON ON TIME ALLOWANCE.

LONDON, July 5.—The cutters Valkyrie, Satania, and Iverna sailed to-day in another regatta on the Firth of Clyde. The Brittania would have sailed in the race had she not sprung her mast in the race with the American yacht club yesterday, which compelled her to lie up for repairs. The course covered a distance of forty miles, and the wind was from the east. The yachts finished as below, the elapsed time of the race being given:

Satania—4:37, 43.
Valkyrie—4:38, 10.
Iverna—4:50.

The Satania allows the Valkyrie a little over two minutes, and the challenger for the American cup therefore won the race on her allowance.

HORSEMANSHIP.

NOT JUST YET.

KAMLOOPS, July 5.—(Special)—At the Dominion Day celebration sports at Kamloops, a man known as "Nigger Jack," broke the world's record for roping and throwing a steer, accomplishing the feat in exactly 54 seconds.

[A very fair performance, but not record breaker by any means. Harry Crawford, a New Mexico cowboy, roped, threw and tied a wild steer in 31½ seconds at Fort Craig, N.M., on July 5, 1890, and even this lightning time is said to have been cut under last year at Albuquerque, N.M.

THE OAR.

DOUBLE SCULL CHAMPIONSHIP.

DETROIT, Mich., July 5.—W. O. Bellair, of this city, who is managing James Stephenson, champion of New Zealand, and A. Milne, champion of the South Coast of Australia, says: "I will issue a challenge for Stanabury and Stephenson to row Hanlan and Teemer for the double scull championship of the world and $5,000, at Chicago or on Lake Geneva, Ills., the date to be agreed upon when the articles are signed."

MR. HAYWARD PRESIDENT.

New Officers of the Jubilee Hospital —The Rotation System Adopted.

Prospects for the Year—The Question of Committees for Special Work.

The first meeting of the new board of directors of the Jubilee Hospital was held last evening at the office of Messrs. Yates, Jay & Russell, there being a very good attendance. The chair was occupied by Mr. Joshua Davies, the retiring president.

Mr. J. S. Yates, in opening the meeting, suggested that the time had arrived when the principle of "rotation" in the election of officers of the Board should be adopted. Thus the president should retire every year and the vice-president be elected in his stead. He paid a high tribute to the service done the hospital by Mr. Davies, but considered, with other members of the Board, that the rotation system should now be adopted in the best interests of the institution, and was sure Mr. Davies would assist in carrying it out.

After some discussion a motion was passed adopting the system. The following officers were then elected:

President, Mr. C. Hayward;
Vice-President, Mr. A. Wilson;
Hon. Treasurer, Mr. W. A. Chudley (re-elected);
Secretary, Mr. H. M. Yates.

It was decided to call for tenders for hospital supplies for the ensuing year, and the secretary was instructed to have the usual advertisement inserted in the newspapers.

Mr. C. Hayward brought up the question of having standing committees of the Board to deal with various matters. For instance, there was the matter of finance, which, he felt satisfied, should be placed in the hands of an energetic committee. This was the system advocated last year by Mr. E. Crow Baker, and he thought now was the time to introduce it.

At the suggestion of Mr. Yates, the matter was left over until the regular meeting.

Before the meeting adjourned the newly elected president returned thanks for the honor which had been done him, but said he could not let the occasion go by without bearing evidence to the great benefits the institution had received through the untiring and energetic work of the late president, Mr. Davies, who he hoped would still continue to give the Board the benefit of his valued ability and experience.

Mr. Davies in reply expressed his thanks to those who during his term of office had so loyally assisted him in the arduous task which had been his. He assured the new President and the Board that so long as he should remain a director of the Jubilee hospital it would always be his pleasure as well as his privilege to assist in any and every way possible, and whenever his services were needed they would be available. (Hear, hear, and applause.)

Mr. Chudley also bore testimony to the value of the work done by Mr. Davies, more particularly when emergencies which had arisen were greater than would be met with again.

The Board adjourned at 9 p.m. to meet again on Monday evening next.

TO-DAY'S WEDDING.

Preparations for the Wedding of the Duke of Teck and Princess May.

The High Contracting Parties—Trousseau of the Bride—Some of the Presents.

LONDON, July 5.—No court function during the present reign has given so much trouble to the officials concerned in arranging the ceremonial as the Duke of York's wedding. Everything has been altered over and over again. When the Empress Frederick was married Prince Albert drew up the programme, after consultation with the late Lord Sydney and the late Lord Breadalbane, and not a change was made in it. Now, however, there have been such incessant alterations that there is scarcely a single item of the original programme which has not been changed.

Everything is in readiness for the ceremony to-morrow. This morning the tradesmen of the city are decorating the outsides of their establishments in honor of the event. Although Mr. Gladstone has refused to declare the day a general holiday business will be suspended, and the greater portion of London will find its way to the West End in the expectation of getting a glimpse at the prospective king and queen. The Prince and Princess Henry of Prussia, the Crown Prince and Princess of Denmark, Prince George of Greece, the Archduke Joseph of Austria and the Duke of Oporto, Portugal arrived to-day, and are the guests of Her Majesty at Buckingham Palace.

The bride is the daughter of the Duke and Duchess of Teck. The Duchess of Teck was born Princess Mary Adelaide Wilhelmina of Cambridge, and was the second daughter of Prince Adolphus Frederick, seventh son of King George III. In 1866 she married H. H. Francis Paul Charles Louis Alexander, Duke of Teck, and only son of Duke Alexander Constantine of Wurtemberg. Princess Mary was born on the 26th of May, 1867, and was given the names of Victoria Mary Augusta Louisa Olga Pauline Claudine Agnes. She has, however, reduced the string to simple Princess May of Teck. In the matter of orders she boasts of the title of a Lady of the Imperial Crown of the Order of India, which comes to her from her mother and her royal grandmother to be.

The ducal family of Teck traces descent from the elector Palatine, the loser in the battle of Prague in 1620. It was through Electress Elizabeth that the connection between the houses of Stuart and Guelph was first established. Elizabeth followed her unfortunate husband into exile and took up her residence with him in London. Among her thirteen children was the Princess Sophia, who became the mother of George I. The family home is White Lodge, Richmond Park, which was the original hunting ground of Charles I, and White Lodge has always been the residence of the Royal Ranger.

Princess May is a serene instead of a royal highness, as the Duke of Teck becomes a prince through royal connections only. At present there are some thirty or forty lives between Princess May and the throne, but after the wedding there will be but two. When she was twenty-four years old she was engaged to the eldest son of the Prince of Wales, Albert Victor Christian Edward, Duke of Clarence and Avondale, and preparations were already commenced for the state wedding when the Prince died at Sandringham on the 14th of January, 1892. On the following birthday of the Queen Prince George, the next oldest son, was entitled Duke of York, permitted to resign his naval command and invested with all the honors due one looked upon as a ruler in the natural course of events.

Prince George Frederick Albert was born in 1865, and is not quite two years older than his bride. He was sent on board a training-ship when a boy and taught to follow the sea, there being no distinction made between him and the remainder of his class, save in the matter of advancement. At nineteen he was commissioned a sub-lieutenant, and at twenty received his first command, a torpedo boat, detailed to play a part in the autumn maneuvers. In 1890 he was assigned to the command of the gunboat Thrush, and made a creditable cruise to the West Indies. During that winter he was laid low by a severe attack of typhoid fever, and was only able to attend his brother's funeral at considerable risk and in violation of the warning of his physicians. The Queen in the distribution of birthday favors, in addition to Duke of York, entitled him Earl of Inverness and Baron of Killarney. Since then Prince George has been assisting his father in opening new town halls, dedicating philanthropical and public works, presiding at official dinners, entertaining and being entertained at reviews, receptions and the like.

The luncheon for the Queen's guests at Buckingham palace after the royal wedding will consist of hot roast chickens, hot cutlets and all kinds of cold dishes, with a splendid display of fruit from the Frogmore gardens. There will be an ample supply of well-iced champagne of unexceptional quality, as well as claret and the famous hock cup. One of the largest myrtles at Osborne, in the delightful garden near the flag tower was originally a sprig from the wedding bouquet of the Empress Frederick. Several bunches of the shrub was brought from Osborne to Buckingham palace for the purpose of the royal wedding.

Before the company leave the ballroom Lord Chesterfield, as treasurer of the household, will propose the only toasts which are to be allowed: to the bride, the bridegroom and the Queen. The guests are to begin to leave the palace directly after the departure of the Duke and Duchess of York.

In the bride's trosseau there are eighteen hats, caps and bonnets. The hats are sailors, shade hats and looped Leghorns, to wear with light summer dresses, and are designed only for the visit which the Princess May will have to make upon the Queen during her August stay at Grasse and for the little trips to White Lodge, where May will, no doubt, often go to spend a quiet day or two with her mother. According to the latest Paris mandate, these shade hats, sailors and fancy straws, are all of a tint to match the gowns. For example, there is a straw hat of fancy braids. It is entirely of mauve, and its trimming is a very large bow of mauve ribbon figured in gold and mixed with yellow satin rosettes. Another hat is of pale pink straw, which is to be worn with a pink figured satin jacket made in what English modistes call "Tudor" style. A light blue straw, a pale green sailor and a deep green felt hat, looped with rosettes of cardinal, are among the prettiest of what may be called the negligee hats.

By far the most numerous of the head coverings are the bonnets. It is not considered good form for a Royal Princess to appear in public in any hat less dignified than a bonnet, no matter whether the season be winter or summer. Like the Princess of Wales, Princess May has chosen very tiny little bonnets to wear on all occasions when she appears before the people. And though they make her seem a little older, she has added velvet strings, which she ties in a mathematically precise little bow right under the dimple in her chin. The bonnets are of different colors to match different dresses. But they are all very tiny and are worn well back of the "half-head bang," which distinguishes the Princess of Wales from all other royal ladies.

The Princess May is very fond of mauve and violet. She is just blonde enough to wear these colors well. In her trousseau there are twelve mauve gowns. One is what dressmakers call a "lily gown." A lily gown is a dress made of soft India muslin. It has a great many ruffles around the shoulders and sleeves and a fine fall of lace. The shoulders of a lily gown look very broad and the waist very small. The other mauve gowns are of more substantial material, though all are as far as possible of English make. The Princess May considers her new India shawl, her India silks and India wrap to be of English make, because India is tributary to England, and all will be in her domain some day. Five very fine gowns have court trains. These were ordered on account of the express wish of Queen Victoria that May would provide herself with court dresses so that she could assist at the drawing-rooms, at which the Princess of Wales has been too delicate to be present. The Queen has herself presented the wedding gown.

The English modistes are at work upon the ten carriage dresses which are in her trousseau. One of theses is a purple silk shot with black. The bonnet which accompanies it is of purple and yellow satin and flowers. Another is a brown Bedford cord with very large golden yellow sleeves. A third carriage dress has an Eaton jacket of gray satin, which displays a vest and broad belt of pink silk. The skirt is gray, with bands of black. A pink cloth dress has a very pale green front and green sleeves, while the neck has a very heavy fall of lace coming to the elbows and making what dressmakers call an Empire cape.

The one all-black coaching dress is relieved by sleeves of black and white velvet, with a deep fall of pearl-dotted lace. And the two white gowns are given a street appearance by having sleeves of a heavy material and a fichu of silk, which is brought around the neck and crossed upon the bosom in Marie Antoinette style. There are three summer silk carriage dresses which are provided with cloth capes heavily embroidered in colors to match the dresses. And with each of these is one of the small bonnets, which match the gown in color.

In the matter of parasols the Princess May is very rich. "The woman who has the largest wardrobe in the world," according to a gossipy report, has forty parasols. The Princess May has sixty. All of these, or nearly all, were made to order, and are covered with the same materials as the gowns. The lighter of the parasols are covered with silk, which is then draped with lace, or chiffon, or loops of ribbon. The Princess is exceptionally well supplied with lingerie, all trimmed with lace, much of it put on by herself.

Princess May's boudoir in her new apartments in St. James Palace is furnished in white and gold. As the young bride will receive the wedding calls of her royal cousins in this room she has, with rare taste, provided herself with half a dozen very lovely house dresses, which are half teagowns and half negligee.

The Queen has ordered a number of articles in Inverness tartan from Romanes & Patterson, of Edinburgh, as a present for the Princess. The Duke of York has adopted the Inverness tartan since the second title of the Earl of Inverness has been conferred upon him, thus following the example of his great uncle, the Duke of Sussex, who was his predecessor in the Earldom, and who kept one of his rooms at Kensington palace furnished with this tartan. The Ladies' Working guild, of which the Queen is president, will supply a handsome altar cloth of white and gold for the royal wedding.

Before "Lady Aberdeen's girls" left Ireland to work in the Irish village at the World's Fair they helped in the making of a large piece of Irish linen, which was to be sent to the Princess May for the fashioning of the dainty underclothing and lace-trimmed house waists of which she is so fond. Along with the gift went 500 yards of fine lace. The lace was of the kind known as presentation lace, and is, with the Limerick lace, the finest that comes from Ireland.

The people of Wales have presented a gift which, while not exactly a part of the trousseau, plays an important part in the wedding. It is a wedding ring of Welsh gold, from the Merionethshire mines of Wales. From Australia there has been sent to the Princess a great lump of gold, out of which she is to have cast a parasol handle of "solid" gold, and also the stick for a feather fan.

Some of the women of Canada have asked permission to give as a wedding present a large number of fancy pins for the hair. These are set with jewels, and each pin is enclosed in a fine velvet box of its own. The Scotch linen mills got up one hundred of the finest handkerchiefs, which are so gauzy that six can be drawn at one time through a lady's wedding ring. And from India there comes a case of silk stockings and another of silk petticoats of almost priceless value.

In the centre of one of the largest rooms in the Princess' apartments in St. James' Palace there has been built a large case for holding wedding presents. The case has a wooden foundation, with glass sides and a glass top. Into it are to be put the wedding presents that are not in use and certain pieces of the wedding trousseau which are so valuable as to be real curiosities.

The Duke of York and the Princess May, no doubt, will be highly pleased with the wedding gift presented by Lord Vernon and the honorable corps of gentlemen at arms, which consists of a team of Shetland ponies with carriage and harness complete. The ponies have been selected from Lord Vernon's park at Sudbury, in Derbyshire, and are perfect specimens of that branch of the equine family. His Lordship's collection being regarded as one of the finest in the United Kingdom. The carriage, which is a miniature park phæton, is finished in natural woods with brown leather fittings. The harness is also brown leather to correspond, the turnout being the most unique of its kind ever seen.

ST. JOHNS, Nfld., July 5.—The new steam launch presented to the ship Albert, of the Mission to the Deep Sea Fishermen, was christened here to-day by Lady O'Brien, wife of the Governor. The launch was named the "Princess May" by special consent of the Duke of York's prospective bride.

For Over Fifty Years.

MRS. WINSLOW'S SOOTHING SYRUP has been used for over fifty years by millions of mothers for their children when teething, with perfect success. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for Diarrhœa. It will relieve the poor little sufferer immediately. Sold by Druggists in every part of the world. Twenty-five cents a bottle. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no other kind. ul dlcw-1y

"VICTORIA"-"CAMPERDOWN."

Sir Charles Dilke and Others on the Disaster—Dispatches From the Mediterranean.

Why Did Admiral Tryon Issue That Order?—How the Collision Occurred.

LONDON, July 3.—Sir Charles Dilke, one of England's most eminent lay authorities on naval and military matters, was interviewed to-day concerning the reports that Admiral Tryon was suffering from temporary mental derangement when he conducted the manœuvres off Tripoli. Sir Charles said: "While the Foreign Office has a great deal to say on this subject I must confess that Admiral Tryon never gave me the idea that he had any mental weakness whatever. One of the Lord's of the Admiralty said that a better sailor than Admiral Tryon never trod a ship's deck. The blunder simply passes comprehension. Had the deceased Admiral lived he must have been adjudged guilty according to the present evidence, and unless the Crown used its prerogative would have been shot."

Major-General Walter Goldsworthy said, this afternoon: "Admiral Tryon served with me in Abyssinia. He was a tireless and clear-headed worker. I never heard of any mental deviation or want of precision on his part. His fatal error in judgment must have arisen from illness."

A midshipman from the Mediterranean squadron arrived here yesterday morning, bearing dispatches concerning the Victoria-Camperdown collision. He went directly to the Admiralty Office, where the admiralty board awaited his coming. After reading the dispatches, they decided to publish them in full forthwith. The first dispatch dates from the "Camperdown, June 22," and was from Rear Admiral Markham. After reporting the loss of the ship, involving the loss of Vice-Admiral Sir George Tryon, twenty-two officers and 336 men, he recites the circumstances of the squadron's formation just before the accident, and continuing says:

"When about five miles from anchorage, off Tripoli, the signal was made to form columns of division in line ahead, the starboard abeam to the port columns, to be six cable lengths apart. We proceeded in this formation until the signal was made from the Victoria for the first division to turn sixteen points to port and the second sixteen points to the starboard. As the columns were only six cable lengths apart, it was not, in my opinion, possible to execute the evolution. I directed the flag lieutenant to signal that the order was not understood. I ordered a counter signal, asking instructions, but before it could be carried out the commander-in-chief signaled to know what I was waiting for. Having the fullest confidence in the great ability of the commander to manœuvre the fleet, I ordered the signal hoisted that I understood. The helm of the Camperdown was put hard aport, and at the same time the Victoria starboarded.

"I watched very carefully the movement of the Victoria, as indicating the purpose of her signal. As the two ships turned toward each other, and seeing the helm of the Victoria still starboarded, I directed the captain of the Camperdown to go full speed astern with the starboard screw, in order to decrease the circle of turning. Seeing that a collision was inevitable, I then ordered him to go full speed astern, but before her headway was materially checked the Camperdown struck the Victoria and crushed into the ship almost to the centre. It was, I think, quite two minutes before the Camperdown, although going at full speed astern, was able to get clear of the Victoria. Seeing the critical condition of the Victoria, the boats were immediately prepared, when the signal was hoisted by the Victoria not to send the boats. A very few minutes later she keeled over to starboard and, turning bottom upwards, disappeared.

Admiral Markham then recites the efforts made to rescue the men, and states that nothing of importance was recovered from the Victoria. The injuries to the Camperdown were serious, but he hoped they could be temporarily repaired so that she might be sent to Malta. He closes with the expression of deep grief and sorrow among the Mediterranean squadron. He says it was a lamentable catastrophe, and pays a high tribute to the ability and personal character of Sir George Tryon.

Hon. Maurice Bourke, captain of the Victoria, in his report says, after a technical recitation of his orders: "I directed a midshipman to observe closely the distance of the Camperdown. I reported to the commander that it was too close and asked permission to reverse the port screw. This was done, and just before the collision both engines were going full speed astern. When the collision was seen to be inevitable orders were given to close the water-tight compartments. I asked if everything was tight, and was answered with 'Yes,' but by whom I could not say."

Staff-Commander Hawkins Smith and Lieut. Heath, of the Victoria, also made reports, which were purely technical. Lord Gilford, flag lieutenant of the Victoria, in his report says, after reciting the details of the collision: "I reported to Admiral Markham the lowering of the boats. He thereupon made a general signal to send no boats. After the collision the Staff Commander reported to the Admiral that they were in seventy or eighty fathoms of water, and the helm was then starboarded and both engines went half speed ahead. A minute afterwards the steering gear broke, the quartermaster reporting that he was unable to move the wheel."

The Admiral ordered Guilford below to see if the ship was taking water aft, and while carrying out this order the vessel sunk.

CHRISTIAN ENDEAVOR.

MONTREAL, July 5.—Delegates to the great Christian Endeavor convention (its twelfth annual gathering), are pouring into the city in great numbers, among the delegates being Rev. Dr. Clark, of Boston, founder of the movement. Over 10,000 delegates have already arrived, and nearly as many more are reported by telegraph as en route. In the advance credentials already received by General Secretary J. W. Baer, of Boston, every state and territory of the United States, all the provinces of Canada, England, nearly every country in Europe, as well as India, China, Japan, and Africa and Australia are represented.

A society purely local to the place of its organization, Portland, Maine, until the fall of 1881, it now has 22,000 societies, and a membership closely approaching 1,500,000. It knows no denomination, for clergymen representing no less than 25 evangelical sects will speak from its platform during the coming week. Among these are the following:

Rev. Theodore L. Cuyler, Brooklyn; the evangelists Rev. B. Fay Mills and Rev. J. Wilbur Chapman; Rev. S. P. Rose, of Montreal; Hon. G. E. Foster, Ottawa, Canada, Minister of Finance; Rev. J. McGillivray, Montreal; Rev. P. S. Henson, Chicago; President Francis E. Clark, of the Christian endeavor; Mrs. Francis E. Clark; Rev. J. W. Cowan, Tabor, Iowa, the pastor who first organized a junior Christian endeavor society; Rev. Wayland Hoyt, Minneapolis; Hon. W. C. P. Breckenridge, Louisville, Ky; Bishop B. W. Arnett, of the African M. E Church, Rev. David J. Burrill, New York; General Secretary H. L. Hale, of the Y.M.C.A., Worcester, Mass.; Rev. E. K. Young, New Britain, Conn.; Rev. John W. F. Carlisle, Newburgh, New York; Rev. D. F. McGill, Allegheny, Pa.; Rev. W. W. Brewer, Charlottetown; Rev. N. B. Grubb, Philadelphia; Mr. Robert E. Burleigh, Rochester; Mr. Anthony Comstock, Thornton B. Penfield and Rev. J. L. Campbell.

Owing to the immense number of delegates and the utter impossibility of securing an auditorium large enough for their accommodation, two programmes will be carried out in as many meetings, one in the Government drill hall and the other in a large tent on the parade grounds directly opposite. The sessions proper were preceded this afternoon by a meeting of the executive committee at the Windsor hotel. This evening there were five preparatory meetings in the churches, the speakers including Rt. Rev. Morris S. Baldwin, Bishop of Huron, Ont.; Rev. Theodore L. Cuyler, of Brooklyn, and other eminent divines. The formal addresses of welcome will take place to-morrow morning.

CHICAGO DOINGS.

Foreign Buildings All Finished—Immense Increase in the Number of Arrivals.

More Talk of Cut Rates—Great Expectations Formed as to the Closing Days.

CHICAGO, July 5.—Two American republics dedicated their buildings at the World's Fair to-day—Venezuela and Costa Rica. The foreign buildings are all now perfectly finished, and a few days will find the fair complete in its entirety. The finances of the exposition, too, are fast assuming a more satisfactory condition, and the city of Chicago is becoming truly great for the large number of visitors from abroad. An evening paper estimates that in the period embraced within the last 120 days of of the fair, a sum ranging from $120,000,000 to $150,000,000, will be brought into Chicago by visitors and left here. Certain it is that every day shows a gradual increase in the number of attendants.

Mathew J. S. Watek, one of the stockholders in the World's Fair Captive Balloon Co., filed a bill in the Circuit court to-day, asking that a receiver for the company be appointed. Judge Collins appointed Canute R. Matson to take charge of the company's affairs. The complainant claims to hold twenty-five shares of the stock valued at $50 each. The capital stock of the company is $50,000 divided into 1,000 shares, which is claimed is being dissipated by mismanagement.

The Union Pacific announced to-day that, beginning Sunday, it will make the following first class cut rates: Portland, Spokane, Garrison, Butte, and Helena to Chicago, $36 60. To the Missouri River, $30. To St. Louis, $31. The basing rate for the points east of the Missouri river will be $25. The same rates as those quoted above will be put into effect from Ogden. In making these rates the Chicago and St. Paul rate is untouched. The meeting of the Western Passenger association to-morrow will, unless all signs fail, end in the establishment of a one fare rate for the round trip to Chicago during the World's Fair. The proposition to establish such rates will be made to the meeting and if that or its equivalent is not done, two of the roads will threaten to withdraw from the association. Matters may reach this stage, but they will not be likely to go any further. None of the Western roads are doing any great business, and several of them, which have spent large amounts for extra equipments, are beginning to worry over the failure of people to overcrowd the trains. The result is almost certain to be a reduction of rates.

STILL RIOTING.

PARIS, July 5.—The police stopped the omnibus and tramway traffic on the Boulevard St. Michel and St. Germain at noon. The patrols prevented groups from forming on the streets. There has been no further rioting. Several of those arrested for taking part in the riots have been sentenced to terms of imprisonment varying from a week to two months. The arrest of several convalescent patients who hissed the police from the windows of the Charite hospital, has called forth a letter of protest from Prof. Goemain.

Rioting was resumed at 9:30 o'clock to-night. A mob on the Boulevard Michel assumed a threatening attitude, and the police charged upon the crowd, driving the rioters down the Rue des Ecoles as far as the place Maubert. There the mob made a determined stand, showering stones and every kind of missiles on the police. A hand to hand fight followed, and the struggle continued until the police were reinforced by a large force of militiamen and guards, when the rioters were dispersed. In the meantime a body of police and Republican guards had driven off the turbulent crowds that had assembled in the vicinity of the labor exchange, which is occupied by troops.

At 11 o'clock there was a sanguinary encounter on the Rue des Ecoles. The exact details are wanting, but it is known that the Republican guards charged upon the rioters with drawn swords and that the police opened fire with revolvers upon the mob. One man was killed on the spot with a cut from a sabre. Others were taken to neighboring drug stores, where their wounds were dressed. Another mob upset and set fire to a tram car on the Rue Monge. The car was burned to ashes by the time the firemen arrived on the scene. It is believed that petroleum was used to destroy the car. An assistant brigadier of police was found drowned near the Grenelle bridge and is supposed to have been thrown in the water by the mob. Two hundred persons were arrested to-night for participating in the disturbance. The streets are now deserted.

LONDON, July 6.—The Standard's correspondent at Paris says that three policemen were thrown into the Seine by the mob during the rioting yesterday.

WINNIPEG, July 5.—A C.P.R. brakeman, named Love, who lives at Rat Portage, and runs between that place and Rennie on a freight train, was killed last night.

CAPITAL NOTES.

Imposition [illegible] Immigrants —Retu[illegible] Governor-General [illegible] Lady Derby.

The Dominion Administration—Fast Atlantic Service to France—Bust of the Premier.

(From our own Correspondent.)

OTTAWA, July 5.—Further complaints have been made to the Interior department with reference to the treatment accorded to Canadian immigrants by customs and express companies' agents at New York. The practice of the New York customs officials, it appears, has been to persuade settlers destined for the North West to send their effects to Winnipeg in bond by the American Express company. On arrival at Winnipeg settlers have been mulcted in heavy express charges, amounting to as much as $40 on two or three packages. The practice has been in vogue for three or four years, and the department has requested the C.P.R. Co. to investigate matters with a view to having it stopped.

His Excellency and Lady Derby returned late last night from New Richmond, Que. Their salmon fishing resulted in only indifferent sport. Six rods caught twenty-five fish. The vice-