

PIGS AS LIFE-SAVERS.

Porkers in the Cargo of a Wrecked Australian Steamer Carry a Line Ashore.

New Guinea Miners Short of Supplies—Election Prospects—Ascending Mt. Kuapehu.

There is always something romantic as well as something fascinating about a shipwreck. The very word conjures up an endless series of pictures of tragedy, mischance, daring and comedy. There was comedy, for instance, where there might easily have been tragedy, in a wreck reported by the just-arrived Aorangi down the South Australian coast recently, in which the ship's company and passengers were saved through the instrumentality of the pigs on board, which carried a life-line ashore. Factions people there have since been urging that a deck cargo of pigs should be a necessary part of the life saving equipment of all coasting steamers. Passengers in the Australian coasting boats, however, are not so fond of these small carcases of pigs, but it is a coincidence that the wreck referred to was the second within two months in the same locality in which pigs have figured largely, and in somewhat heroic fashion. The wreck told of by the Aorangi was that of the steam schooner Kooyna, a South coast trader, which ran on the rocky reef—a patch of weed-covered rock off Cronulla beach—on the last of February. This beach is a popular resort of Sydneyites, just outside Port Jackson, and is very treacherous at high tide—low water it is sufficiently evident not to deceive mariners. It was early in the morning when the Kooyna struck, the weather being thick and dirty, and the sea so heavy that although the shore was but fifty yards away it would have been impossible to have attempted the passage of the surf. In the emergency it was decided to tie the light line to the hind legs of several of the porkers included in the deck cargo and toss them overboard. This was done and two of the line-carriers reaching land safely, communication was established by which all on board were without much difficulty passed to the shore. In the excitement of the hour the fourteen passengers were materially aided by Miss Rankin, the stewardess, who after assisting all the others to secure property, landing barfoot and but half clad. While waiting for clear daylight, the women and children were placed on the roof of the vessel, and the bridge, the deck being very badly listed, and as dawn revealed the beach only about fifty yards off, the pig experiment was tried with success, and all were passed down a convenient tree. But a limited supply of provisions was taken from the vessel, and the first meal in the beach camp had as a foundation roast pork—though the men had saved the shipwrecked crowd. They had no sooner got ashore than the steamer began to range badly in the Eastern swell, and very shortly after broke in two.

A situation very similar to that anticipated a few months ago at Dawson City, was reported from Mambare, New Guinea, shortly before the Aorangi sailed from Sydney for Victoria. Supplies had run out completely, and the miners had sent John McEllan in a whaleboat to Cooktown for assistance. His story was that all mining was at a deadlock, and that the miners were shooting wild pigeons and eating out an existence on berries and native food until succour could be sent them. Numbers were sheltered at the police camp, and the government stores could no longer stand the unexpected drain upon them. Nothing was known respecting the inland mining field, for no one would try prospecting short-supplied. At Cooktown the miners were offering an ounce a pound for top of any kind. Dengue fever was lending its terrors to the situation, and many were dead and dying.

The rival political parties in New South Wales are girding up their loins for the coming electoral fray. The labor party is the last to be heard from. The annual conference of the Political Labor League was held recently at Newcastle, when this "fighting platform" was adopted: First, abolition of the upper house; second, state bank; third, old-age pensions in the government service; fourth, local government. To these were added various other "declarations of principle," one of which declared for early closing and another for a "minimum wage."

Two travellers have lately reached the top of Mount Kuapehu, after several attempts, and have taken numerous photographs at an elevation of 8,500 feet. They found on descending into the crater that its walls were solid ice, and the snowfields round about covered many acres—positive proof in denial of the widely circulated reports that an eruption was imminent in early January, when dense smoke was reported issuing from the mountain-top, to the great alarm of the neighborhood. The ascent is described as a wonderful experience. The isolation of the mountain makes the view superb, and the fact that it is the centre of the volcanic country intensifies its interest. In the crater, surrounded by mighty ice fields, is a boiling lake. From the snowdrifts the hot springs gush, and the Wangasahu river, entering its rise on the slope—is impregnated throughout its entire course with sulphur. Altogether, Kuapehu, with its ice fields and strange cliffs, promises soon to rank as one of the finest show places in Australasia.

Thanks to the precautions taken, the Brisbane floods of 1898, although approaching the level of 1890, did not carry with them the late disaster and loss of life which the earlier visitations brought. This was due chiefly to the system of flood gauges, assisted by the meteorological forecasts. These former so accurately recorded the rising of the river upstream that there was ample warning, and all damnable property was removed to safe quarters. The height of the floods may be realized from the fact that at Oreston the river went up to 52.9 feet, and at Brisbane reached 18.9 feet—or but 1.8 feet less than the 1890 record.

THE SKAGWAY EPIDEMIC.

Editor of the Searchlight Declares That His Paper Published an Altogether False Story.

The following contradiction of the story of an epidemic of spinal meningitis at Skagway, has been published there by Mr. E. O. Sylvester, the proprietor of the Juneau paper whose editorial appeared in the Colonist a few days ago. Mr. Sylvester says: "Based upon some information the source of which is unknown to me, the Alaskan Searchlight in its last issue published an article about a terrible plague existing here which is untrue in every particular. There is no plague at Skagway, nor has there been. During the last six months, according to the most reliable information obtainable, there have not been more than twenty deaths in town, and these have not been of an unusual character. The people of Skagway are well and prosperous. The White Pass and Yukon success beyond all question. Thousands are going over it to the gold fields of Klondike. I regret that during my absence from Juneau the editor pretentious published an article upon as to publish such an article and feel it must have been something more than a mistake; that it must have emanated from some source inimical to the interests of Skagway, and that some persons have taken an unfair advantage of my absence in getting my paper to publish an article maliciously false for the purpose of injuring Skagway and booming some other town. To prevent such an occurrence ever happening again, not another issue of the Searchlight will be published in Juneau. The paper will be moved here at once, where it will be under my personal management."

YEARS OF MISERY.

CAUSED BY AN ATTACK OF ACUTE DYSPEPSIA.

The Sufferer's System Almost a Complete Wreck—Doctors and Many Medicines Tried Without Avail—Dr. Williams' Pink Pills Restore Health.

From the Drumbro Banner. Among the residents of Blenheim township, in the county of Oxford, none are known better than the Dawsons, who settled in the county while it was an almost unbroken wilderness. Mr. S. Dawson is a leading member of the Baptist Church and a prominent temperance man, and is esteemed and respected by the whole community. There are few in the county who do not know that Mrs. Dawson was for years a great sufferer, who, happily, has been restored to health. To a reporter who recently called at the Dawson home, the lady gave the following particulars of her illness and cure. She said: "I have been a sufferer for a great many years. The first symptoms appeared to be pain darting through my system. I consulted a doctor who told me my stomach was very weak and that my trouble was dyspepsia. I was given medicine, but it did not do me any good and I discontinued it and tried different advertised medicines. They did not prove of any benefit and I went to another doctor, who would go for days without eating a meal, my heart at times would almost cease to beat and I would become so dizzy that I thought I would die. I was but a mere shadow of my former self. I tried other doctors, but the result was no better. Then again I tried other advertised medicines, but still got no help. At times my stomach would swell to twice its normal size and would never even retain the medicine I was taking. A little over two years ago while in this wretched state, my husband suggested that I should try Dr. Williams' Pink Pills. I was willing to try anything that might help me and yet I did not expect any good from them when all other medicines had failed. However my husband got a few boxes and by the time I had taken three or four boxes I was perceptibly better, my pains began to vanish and I could relish a meal. I continued using the Pink Pills until I had taken twelve boxes, when all my trouble had disappeared, and I was once more enjoying the blessings of health. Dr. Williams' Pink Pills have done for me what years of other treatment failed to accomplish and I shall warmly recommend them." Dr. Williams' Pink Pills are praised amongst all classes in the land, as a strengthening and tonic medicine, whether for men, women or children. They are not like other medicines, not can they be imitated, as is sometimes dishonestly pretended by dealers who offer substitutes. See that the package bears the full name, Dr. Williams' Pink Pills for Pale People, and in case of doubt send direct to Dr. Williams' Medicine Co., Brockville, Ont., who will supply the pills post paid at 50c. per box or \$2.50, for six boxes. They cure all disorders which arise from impoverished blood, such as muscular weakness, shortness of breath, pains in the back, nervous headache, early decay, all forms of female weakness, hysteria, paralysis, locomotor ataxia, rheumatism and stasis.

William's Tall Talk. BERLIN, March 3.—The semi-official North German Gazette says the following passage occurred in the speech Emperor William delivered on Tuesday last at Wilhelmshaven upon the occasion of swearing in the naval recruits there: "Where the German eagle has seized hold and fixed its claws, that country is German and will remain German."

Japan Questions Russia. LONDON, March 5.—A despatch to the Daily Mail from Tientsin, China, says that Japan has addressed a note to Russia demanding an immediate and explicit statement on the question of the continued occupation of Port Arthur.

Tired of Bonnettes. LONDON, March 4.—The Morning Post says on good authority that bonny girls are anxious to abolish bonnettes and are willing to meet in conference in London and to adopt the convention of 1838, or as an alternative to accept the imposition of countervailing duties.

What Advertisements are Inserted in the Daily Colonist for one cent a word each insertion.

MANITOBA AND NORTHWEST.

Legislature About to Meet—The Klondike Procession—A Military Conference.

WINNIPEG, March 5.—(Special.)—On Thursday next Lieut.-Governor Patterson will formally open the third session of the eighth legislature of Manitoba. A large number of invitations have been issued for the event, which promises to be unusually brilliant. The speech from the throne will contain reference to the prosperous year enjoyed by Manitoba, particularly the agricultural class; to the successful arrangements made with the federal government for the settlement of certain long outstanding financial claims; to negotiations carried on by the government for the construction of another line of railway to Lake Superior; and important drainage work that has been in progress and which is to be shortly undertaken for the reclamation of swamp lands; to the exploratory expedition to Hudson's bay, on which the Manitoba government had a representative; and to some items of legislation to be introduced. Alfred Blackhall, a car repairer, was killed this morning in the C.P. yards while making repairs to a passenger coach. The deceased was aged 31 and was on one of the children. His parents reside at London, Ontario. Twenty-one Mounted Policemen left Regina to-day for Dawson City via Vancouver, from which point they will sail by steamer Ningchow. A party of 190 from Detroit and Michigan passed through Winnipeg yesterday and to-day for Klondike via Vancouver and Carberry on a Victoria. Mr. Carberry the two-year-old daughter of Mrs. Thos. Bird, of Hartney, swallowed a number of morphine pellets and died from the effects. Mrs. Bird was waiting at Carberry en route to Vancouver with her children. E. A. Stewart and R. S. Farquharson, of Prince Edward Island, are in the city purchasing cattle which they intend to ship out to the Yukon via the Edmonton route. Mr. and Mrs. Turton, of Moose Mountain, arrived from Sioux Falls, S.D., this afternoon accompanied by their daughter, who is a student in the Indian reservations for many years and full particulars of whose recovery have appeared in the press. The appearance of the girl is very much like that of an Indian, her entire body having been dyed by the Indians with one of their preparations. Major Evans, the acting D. O. C., left this morning for Ottawa in response to a telegram. It is said that he has been summoned to the capital to discuss the question of protecting the international border in case of complications with the United States.

WASHINGTON WAITING.

Action Deferred Pending Result of Inquiry—The Latest Sensational Stories.

WASHINGTON, March 5.—Chairman Bottelle, of the house committee on naval affairs, has not yet submitted to his committee the letter he received last Friday from Assistant Secretary Roosevelt, of the navy department, then acting secretary of the navy, asking for the passage of a special act authorizing the enlistment of 4,500 additional men in the navy. This additional force was asked for in advance of the passage of the regular appropriation bill in order, it is understood, that the vessels which are being put in commission might be properly manned. The subcommittee on naval affairs, in charge of the regular appropriation bill, had already agreed on an increase in the enlistment of 1,200, bringing the total enlisted men up to 15,000. The sentiment of the house committee is extremely liberal, and Mr. Foss, of Illinois, a member of the committee, said to-day that if the navy department asked for a special bill and that question was officially submitted to the committee, he had no doubt it would receive the endorsement of the committee. The sub-committee has shown a liberal spirit in its recommendations for increases thus far. Action on the question of ships and drydocks will be largely influenced by the outcome of the investigation into the Maine disaster.

UNION FLOURISHING.

Increased Demand for Coal Makes Good Times—Expected Arrivals from Nova Scotia and Antrim.

UNION, March 4.—A new shaft is being sunk by the Union Colliery Company near the saw mill. This course has been adopted after the use of the diamond drill. Miners' pay day was last Saturday and so consequently every one is busy shopping. The land's prosperity is altogether dependent upon the success of the mines, and it is expected that times will be prosperous all this year. Robertson Bros. have taken over the hotel lately run by Mr. Williams who has gone to the Klondike. Ships are arriving fast enough to take all the coal away as quickly as it is mined. Frank Dalby leaves to-day for Victoria and thence to Skagway to try his fortune in the gold fields of the north. Mr. Ramsey, lately of the Wellington Enterprise, is in town looking over the field with a view to starting a newspaper here. Thomas Hudson and Nellie Picket were married at the Cumberland hotel here this evening by Rev. Williams, of the Episcopal church, and have been the recipients of many handsome presents. A large number of invitations were sent out for a dance to be held afterwards at Picket's hall next to the hotel. On Monday evening last there was given a concert at Picket's hall in aid of the English church, at which Messrs. Bertram, Ramsay and Moore, and Mrs. R. Kenny, Mrs. C. Westwood, and the Glee Club of the town took part very acceptably. Throughout the district the farmers are all feeling the good effects of improved times, and are a very contented class. Mr. Piery, of Denman's island, is reported to be selling out his stock to go to the Klondike gold fields. School Inspector Netherby is on Denman's island looking after his duties. Order of Foresters, is in town and goes out to Courtenay next Tuesday accompanied by some of the brethren here, to hold a public meeting in the interest of the order's representation.

KELP GATHERERS.

THE IRISH PEOPLE WHO DWELL ON THE ISLAND OF MYNISH.

Endeavouring to Live a Rude and Untutored Folk Call Home—Their Vocation Not a Very Remunerative One, but They Are Strong and Healthy Men.

Right on the western borders of the land, and between the numerous islands and peninsulas which are the common natural features of this broken part of the Irish coast, the kelp gatherers live in a certain sense of folk and draw their sustenance, apparently always more or less scanty and precarious, from sea and land alike. Let us picture their existence for a moment, such as we may see it on the island of Mynish, not far from Roundstone bay, off the Galway coast. Imagine an island, about 13 miles in circumference, connected with the mainland by a kind of viaduct recently constructed by government, low lying and wind swept by the numerous gales of ocean, but crowded with a population of several hundred human beings. Every inch of the bay will have its cluster of cottages, with their fishing boats anchored close by, ready to run down the bay for mackerel or to fetch a load of kelp from the neighboring rocks when wind and weather permit. The surface of the island itself, which is strewn with huge granite stones and boulders, is parcelled out with the most exact and scrutinizing jealousy, and if you attempt a short cut across country from one point to another your way is blocked by a continual succession of loosely constructed stone walls serving as partitions between an innumerable series of diminutive plots. So intricate and puzzling is the arrangement of these plots that they are not at all surprised to hear that they are a source of litigation between the owners of the cottages, who are very fond of invoking the law in spite of their poverty stricken condition. Cottages we call them, for the sake of contrast, but whereas the word "cottage" calls up in the English sense some bright and picturesque surroundings and some appearance of comfort these cottages or cabins of the kelp gatherers suggest every kind of discomfort. The walls are built of the undressed granite blocks, picked up from the surface of the island and loosely put together according to the rules of a very primitive masonry. But the roof is sometimes of sods and more often of reed. The absurd contrast between the strength and stability of the walls and the feeble character of the roof strikes the eye immediately. The floors are of very unsatisfactory character, as they are simply uneven pavements with muddy interstices and calculated to retain every kind of filth and abomination. It would be almost impossible to sweep these floors clean even if there existed the will to do it. If there is any glass, it is simply smashed into some kind of chunk, and windows are scarce and expensive and partly because the fisher folk do not desire a window that will open. As far as accommodation is concerned, there are only two rooms on the ground floor—one to be used as a kitchen and sitting room, the other for sleeping, no matter the number of the family party. Sometimes there is a kind of loft overhead in the kitchen, where some of the occupants can sleep. Outside there is no pigsty or cowshed or any other "office" which we are accustomed to connect with the ideas of comfort and decency. In fact, and when the wind blows, the eyes are admitted to the hospitality of the hearth, and this accounts for their very friendly and sociable character. As far as "trim" is concerned, the kelp gatherer cannot complain greatly, as it is a judicial "trim" and he cannot be ejected, no matter how he lives, as long as the rent is paid. Sometimes a kelp gatherer has a right to a common adjoining and can run a few black faced sheep and some of the black cattle of the country, and whenever he is in a position to save money he prefers to put it in stock rather than to commit it to the keeping of a savings bank. Here and there on the island you may chance across a little circle of stone in a retired spot, and this is a well known mark of the seashore, with the long trailing kelp weed drooping down their sides. These have been with much labor from the deep, and the yearly wage paid to the Mynish islanders by the kelp company is nearly £8,000.

Kelp is, indeed, the main source of their wealth, and many a voyage has to be taken before a ton of kelp is procured. The weed burns down to a viscous, gelatinous mass under the action of the fire and then cools down to hard and rugged blocks. The kelpers live on milk, tea, bread and eggs chiefly, but seldom on butchers' meat and bacon, for the pig is really the "jintleman" that pays the kelpers are strong and healthy men. They would make splendid recruits for the navy, but if they leave their native rocks they find their way to the United States or our colonies. St. James Gazette.

After the Employment. Artie—Darling, you have no idea how anxious I was when you were coming down the rope ladder. I was so afraid you had not fastened it securely above. Susie—You needn't have been alarmed. Papa tied the knot for me. Pick Me Up.

NAVAL CONSTRUCTION.

High Engine and Fire Room Temperatures on a Warship.

The great internal heat that rendered the Amphitrite inefficient was due to lack of provision for ventilation in the engine and boiler spaces. These regions became so hot that little useful work could be done in them, and the lack of air was such as to actually ruin the furnace draft, smoke coming out freely from the holes in the furnace doors. Aside from two small ash hoist tubes in the central part of the fire room and a small escape hatch forward, there were no openings from the fire room to the outer air. The boilers reached nearly to the iron main deck of the vessel, and as the air above them and between the deck beams had no escape it became greatly heated and lay rapping in those spaces. It was impossible for a man to go on the gratings behind the upper parts of the boilers after they had been under steam a few hours, though the main and auxiliary stop valves were there. A board of officers that reported on temperatures in the vessel got at this place only by introducing a thermometer on the end of a long pole, and this thermometer, when fished out and taken to a place where it could be read, showed 203 degrees. The superstructure containing the main engine and boiler rooms, with a light wooden floor laid over the iron main deck. At sea, with the doors closed, this habitable became exactly like a frying pan on a hot stove lid. The smoke pipe, partly uncovered for alleged ventilating purposes, passed through the center of the wardroom and by vigorous radiation contributed its full share to the general discomfort. The deck, in spite of its wooden sheathing, was so hot as to be painful, and I hesitate to say from memory the temperatures the board reported as being usual in the rooms, in bureau drawers, on the wardrobe top and in other parts of the officers' quarters. It was as high as 112 degrees, and I think greater. Sleep was only a period of unconsciousness, induced by utter exhaustion, and was without restful quality. The fire room temperature was never below 150 degrees and often above 170, while the engine room ranged closely about 150 degrees. For the first 24 hours the men stood it well, but on the second day seven succumbed to the heat and were put on the sick list, one of them nearly dying. Before the voyage was ended 28 had been driven to seek medical attendance.

On the evening of the fourth day our men had literally fought with fire to a finish and had been vanquished. The watch on duty broke down one by one and the engines, after lumbering along slower and slower, actually stopped for lack of steam. The ship was allowed to drift inshore on the tide and was finally brought to an anchor in St. Simon's sound. Though a warship of formidable characteristics and sent on this distant service, it is doubtful if the Amphitrite could have gone into action at that time or have steamed 100 miles farther to save herself.—F. M. Bennett, U. S. N., in Cassier's Magazine.

DOOLITTLE'S LITTLE JOKE.

How He Conferred an Honor Upon His Friend, Senator Fessenden.

The old senator was a great story teller and related many interesting and humorous accounts of what he had seen and done. One of his favorite stories was at the expense of Senator Fessenden, a warm personal friend. The judge and Senator Fessenden had been appointed on a commission, with several others, to treat with the various chiefs of the Sioux Nation on an important Indian question of the day. It was long before the commission had been organized, and the members of the commission had to travel on horseback. Judge Doolittle was chairman of the commission, but at the conference shifted that duty to the shoulders of Senator Fessenden. The latter was highly pleased at the honor conferred on him and much "ragged up" in consequence. The judge had method in his madness, however, for he had heard of the peculiar reception tendered by the Indians to the spokesman of any party of visiting whites. At the appointed time the two parties to the conference congregated. There were probably 200 Indian chiefs present, and Senator Fessenden advanced to do the honors for the commissioners, when, to his dismay, the whole body of Indians, squaws and all, advanced and, after embracing the chairman, gave him, according to their custom, a welcoming kiss. Judge Doolittle often said he thought that Fessenden never forgave him for the trick.—Boston Herald.

Guarding Her Nerves.

A little east end maiden of 5 summers, whose clever sayings are the delight of her friends, recently dined with an aunt. At the beginning of the repast she gravely said to her relative: "I'll take just one cup of tea, Aunt Lisa. I have to be so careful about my nerves. If I don't take care, I'll have nerves like a cat." She got her tea, and it is scarcely necessary to add that when she had finished it she forgot all about her poor nerves and clamored for more.—Cleveland Plain Dealer.

Time's Changes.

In 1930 Goethe wrote to a friend that it seemed almost inconceivable that now that the Gothard wagon road had been opened it was possible to go from Frankfurt to Milan in a single week. It is now done in a day. Oldest Sailing Craft. The oldest sailing craft in the world is the so called Gokstad ship, a viking vessel which was discovered in a sepulchral mound on the shores of Christiania fiord. It is 1,000 years old.

PASSED THE SENATE.

Adoption of the Bill Dealing With Bonding Privileges at Wrangel.

Conditions Imposed of Concessions From the Dominion to the States. Arrangements of the American Government for Forwarding Goods via Wrangel.

WASHINGTON, March 4.—The senate to-day passed the bill providing for the extension to Canada of bonding privileges at Wrangel only on condition that certain concessions are given this country by the Dominion, the section reading as follows: That under rules and regulations to be prescribed by the secretary of the treasury the privilege of entering goods in warehouse and merchandise in bond or of opening them in bonded warehouses at the port of Wrangel, district of Alaska, and of withdrawing the same for exportation to any place in British Columbia or the Northwest Territories without payment of duties, is hereby granted to the government of the Dominion of Canada and its citizens or citizens of the United States whenever and so long as it shall appear to the satisfaction of the President of the United States who shall ascertain and declare the fact by proclamation, that no exclusive privilege of transportation through British Columbia or the North-West Territory of goods or passengers arriving from or destined for other ports in Alaska is granted to any persons or corporations by the government of the Dominion of Canada, and that the privilege has been duly accorded to responsible persons or corporations operating transportation lines in British Columbia or the Northwest Territories of making direct connection with the transportation lines in Alaska, and that the government of the Dominion has consented to and is allowing on behalf of the citizens of the United States the free entry of duty of all miners' outfits and supplies of provisions and clothing the whole not exceeding in quantity one thousand pounds for each person, citizen of the United States, proposing to engage in mining in British Columbia or the North West Territories; and that the government of the Dominion has removed all unequal restrictions as to the issue of miners' licenses to all citizens of the United States operating or intending to operate in British Columbia or the Northwest Territories; that fishing vessels of the United States having authority under the laws of the United States may touch and trade at any port or ports, place or places in the British dominions of North America shall have the privilege of entering such port or ports, place or places for the purpose of purchasing ball or other supplies and outfit in the manner and under the same regulations as may exist therein applicable to trading vessels of the most favored nations, and of transshipping their catch, to be transported in bonds through said dominions without duty in the same manner as merchandise destined for the United States may thus be transported.

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WITH FEET AND HANDS.

Soccer Football and the New Popular Basket Ball Yesterday's Sporting Attractions.

Y. M. C. A. Footballers to Meet the Swifts at the Coal City—Golf at Macaulay Point.

The Victoria College vs. Navy football game at the Caledonia ground, which started promptly at 3 o'clock yesterday, proved one of the closest and best contested of the season. The Navy team was much strengthened by some capital players from H.M.S. Sparrowhawk, who played well together, and almost from start to finish the ball was moving rapidly. In the first half the Navy scored by a long shot after many good rushes, and the College boys shortly after succeeded in scoring by a similar shot after a rush to the quarter line. On changing ends at first the Navy had the best of it and had the ball around the College goal a good deal, but owing to the boys' superior wind and staying power only one other goal was scored by either team. When time was called after a most exciting and agreeable game the score stood 2 to 2.

The boys of the Central school and the Junior Columbians played on Beacon Hill yesterday afternoon, the game resulting in a victory for the Central school. The score was 3 to 1.

At a meeting of the Association Football League yesterday it was decided that the Y.M.C.A. should go to Nanaimo to play the Swifts, on or before the 19th instant, this being the semifinal for the cup in the intermediate series. All members are requested to get into good condition for the coming match, which will no doubt be a close one.

GOLF.

THE MONTHLY HANDICAP. Had the turn been a little drier the conditions under which the United Service Golf Club's monthly handicap matches were played, on the Macaulay Point links yesterday would have been perfect. There was a good attendance of both ladies and gentlemen and much enthusiasm manifested. Mr. Burton won the gentleman's handicap event and Miss Crease the ladies'.

Fifty families are expected here shortly from Nova Scotia, as also about the same number from Australia, to work in the coal mines.