Weekly Colonist

FRIDAY, JULY 29TH, 1887.

From the Daily Colonist, July 23, 1887.

LOCAL AND PROVINCIAL.

To-day's Supplement.

To-day's supplement contains two essays read at the recent public entertainment held by the Provincial Teachers' Institute, as well as other interesting matter.

Cariboo Quartz.

W. S. May, mining engineer, arrived yesterday afternoon and left this morning for Barkerville. He goes to that point for the purpose of erecting the Island Mountain company's quartz mill.

Correction.

In the item of yesterday's issue the name "Kwong On Lung" should have been "Kwong Sing Lung." The former firm are well known for their prompt payments in all cases.

Police Court.

J. Mahoney and J. Douglas, for disorderly conduct, were fined $10 or 14 days' imprisonment with hard labor.

Geo. Lerry, a drunk, was called out but did not app ear and his bail of $5 was estreate d.

A Big Claim.

The Canadian Pacific has entered a big claim against the government in reference to the Yorkstown section, on the ground that the section was not finished according to contract. It has been decided to refer the matter to arbitration, which will take place either at Victoria or Kamloops.

Serious Accident.

At Pendray's soap factory yesterday afternoon while James Woodcock and another employee were removing some large blocks of soap one of them fell on the former, striking him on the thigh and inflicting a painful injury. His wound was dressed by Dr. Deardon, after which he was taken to his home on Humboldt street. Last evening he was resting easy.

Another Wedding.

At the residence of Mr. A. Gregg, yesterday morning, his son Frank B. Gregg was united in the holy bonds of matrimony to Miss Alice A. McArthur, by the Rev. Mr. Pollard. Many friends were in attendance and the occasion was one of much happiness. The bride looked charming in her elegant bridal attire. The young couple left for their honeymoon on the Mexico, and before returning will visit many points in the east, including Calais, Maine.

Very Like a Whale.

The Berner Bay correspondent of the Alaska *Free Press* says: A party of miners while crossing the channel came near having their canoe upset by a whale which came up to blow just under the stern of the boat. There was some lively scrambling, you bet, and some manly strokes with the oars until out of reach of the monarch of the *sea*. Had those whales come up directly under it both boat and men would have been lifted higher than Gildersley's kite, but he only just touched the stern, and the canoe, after shipping sufficient water to half fill it, righted itself again. None of the men were thrown out.

What Is It?

The Seattle *Times* says: It is reported on what ought to be good authority that the "pilgrims" are meeting with pronounced success in reorganizing the democratic party on Vancouver Island. Canada is a field which has been somewhat neglected by a certain portion of the democratic party since the war. During that period of unpleasantness many high in the councils of the party went over the border for missionary purposes and incidentally to escape the draft. The conversion of our British cousins to the true faith should not be discouraged. We are therefore glad to give our governor credit for zeal in this respect.

For San Francisco.

The following were passengers on the Mexico for San Francisco yesterday—Wm Kneeland, wife and 3 children; Ben Henly and wife, Mrs D W. Swain, Miss Austin, W H Walsh and wife, R J Larkin, Captain G H Pierce, H T Peck, Thos Rollinson and wife, J T Torrence, H E Clarke and wife, Chas J Loeven, H S Austin, H J Austin, Frank Gregg and wife, R T Rose, wife and two children, Mrs Williams, Mrs Kaye, W Templeton, wife and two children, Mrs Summerfield, Robt Kennedy, James Wilcox. In addition to the above there were 11 overland coupon passengers, and several who secured their berths on board after the arrival of the steamer at the outer wharf from the Sound.

Kate Field in Alaska.

Miss Kate Field, of literary fame, was a passenger to Alaska on the Ancon this week. While the boat was delivering her cargo Miss Field spent several hours viewing our city and its surroundings, during which she obtained many points of great benefit to her in her literary work. Upon the return of the Ancon from Sitka through urgent request of the people of Juneau, she delivered a lecture in the opera house to a large and appreciative audience. Her subject was "Charles Dickens," the rendering of which was a noble effort on the part of the lecturer, and a treat to the audience such as they had never before had occasion to listen to in this far north land. The Alaska cornet band serenaded the noted visitor, and altogether the people of Alaska feel proud that they were thus honored. Miss Field will undoubtedly write a very interesting book of her travels in Alaska.—*Alaska Free Press.*

Miss Kate Field.

Miss Kate Field, who lectures at The Victoria on Friday and Saturday evenings next is one of the most brilliant women in public life to-day. As a writer she excels, and in her own crisp, breezy way, goes right to the heart of any question she touches. She excels as a vocalist and lecturer and has delighted audiences in the large cities both of this continent and Europe. The critical Boston *Globe* says:

Kate Field's "Musical Folly" forms an entertainment that is decidedly *recherche*, and altogether delightful. It is sparkling in its salient features, unique in their expression and faultless in manner. It is a treat indeed to hear such pure English and perfect diction. Its descriptions of London faults and foibles are at times witty, again humorous, anon sarcastic, and always in excellent taste. The songs introduced in the descriptions are good, two or three of them superlatively so. The concert saloon one of "O you Ridiculous Man!" is noticeable especially for its musical merit, and, in addition, for the implied sarcasm of its manner, no less than its words, even the air catching and repeating the idea. "The Silent Song" is a capital bit of business, and was greeted by the audiences on the evenings when we were present, more warmly than any any others of the number. The "Burlesque of Italian Opera," was also an effective hit. The imitations, as well as the songs, and the thread of discourse on which both were strung, were excellent; and altogether the affair may be pronounced a decided success."

The Liverpool *Post* speaks as follows:—"Miss Field is a very beautiful singer both in English and French. She produces her voice in a pure, lark-like manner, and excels particularly where it is possible by expression, and by shades of phrasing to add to or illustrate the beauty of really fine passages. It is seldom that we find in combination such refinement, such melody and such easily exercised histrionic aptitude." Miss Field is thoroughly at home upon the stage, acting with ease and perfect confidence, and speaking with a distinctness and clearness of enunciation that is positively delightful to hear on any stage. She puts her audience into instant good humor by taking it, so to speak, by the button-hole, and relating the most amusing things in a voice that is sweet and feminine and yet expressive of the drollest humor. Seats can be had at Weitt's.

Greaves' Roof Patent.

A test of Greaves' roof patent, which lasted twenty-three minutes, was made yesterday morning in the vacant lot opposite the Windsor Hotel and was a complete success. The chief of the fire department was present, together with a number of citizens, and great satisfaction was expressed at the test. The roofing is manufactured in New Ross County, Roscommon, Ireland. It is made of pasteboard saturated in fireproof chemicals. It is used on all railroad buildings in England, and was tested on the Edinburgh exhibition building, and subsequently adopted by the admiralty.

Explosives Stolen.

Says the Vancouver *News-Advertiser*: The Hamilton Powder Co.'s floating magazine, which has been anchored off Deadman's Island, was broken into on the night of the 18th inst. and 27 cases of dynamite stolen therefrom. The police were apprised of the robbery and took steps to bring the guilty parties to justice, and succeeded so well in their endeavors that two men named Curley and O'Brien have been arrested for being implicated in the deed. Both men strongly protest their innocence, although O'Brien acknowledges that he assisted in moving the dynamite which he did not know had been stolen. The police are still on the lookout for a third party, who, if caught, will prove the most valuable arrest of the three. Twelve cases out of the twenty-seven stolen have been recovered, and the police feel confident they will soon unearth the balance, which cannot be very far away. The men arrested were brought before the police magistrate yesterday and remanded for three days to allow the evidence in the case to be prepared.

A Strange Disappearance.

His Worship the mayor and the police committee were occupied yesterday afternoon in investigating the circumstances of the disappearance of a $10 bill which equals in mysterious concomitants one of the tricks of the Wizard of the North. Two young men were arrested for disorderly conduct on Friday night. They were taken to the lock-up, searched, their valuables taken away, and then conveyed to a "dungeon cell." From one of the offenders was taken the sum of $61.65. This money was tied in a handkerchief and placed in the prison storeroom. In the morning the money was again counted and found to be only $51.65—a ten dollar Bank of British Columbia bill having disappeared during the night. A strange feature of the affair is this: Policeman Carter testified that he counted the money twice and each time made it $61.65. He then called off the amount to Policeman Robb, who entered it in the property-book. The young man from whom the property was taken saw it counted and testified that the amount was $61.65, and that that was the sum he had in his possession when taken in; but Constable Smith, who said he saw the money counted, testified that the amount was $51.65, that Constable Carter called out that amount, and that Constable Robb by mistake entered the larger amount in the book. The incident is most remarkable, and at the close of the enquiry the matter was involved in as impenetrable a mystery as at the start.

Blue Ribbon Club.

The meeting opened by singing "Rescue the Perishing." Prayer by the president, Mr. Gray. Hymn, "Ring the Bells of Heaven." Opening remarks by Mr. Gray, who introduced Mr. W. W. Buchanan, of Hamilton, Ontario. The gentleman has a dignified bearing on the platform, is possessed of a clear sonorous voice, has an excellent delivery, is a good logical reasoner and a fluent speaker, and though his speech was necessarily very short, as he had to leave for the east this morning, and a number of engagements prevented him from delivering as lengthy an address as he otherwise would, it was one of the most forcible temperance lectures that have been delivered in this city for a long time. His remarks were interspersed with amusing and pointed anecdotes, illustrtive of the efforts of the temperance people of Canada to obtain restrictive legislation of the liquor traffic. Those who failed to hear him missed one of the most enjoyable evenings that have been passed in Blue Ribbon hall. Song, "The King's Highway," Miss Dobbs; reading, "Only an Outcast," by Mrs. James Gray; instrumental duet, "The Blue Bells of Scotland," by Messrs. Middleton and Stevenson of H. M. S. Triumph, *encored*; instrumental duet, Misses Merril and Pears, *encored*; recitation, Mr. Tuttle, "Willie's Farewell;" song, Miss Dobbs, "The Lights Far Out at Sea." The performance closed with "God Save the Queen."

The Water Question.

After many months of investigation and dispute the reservoir question remains about where it was, or a little more unsettled, than when work was stopped on Pandora hill by order of the council. Ratepayers have become tired of the seemingly endless controversy and are beginning to think that it is about time the council got a move on them and come to a decision, or else resigned and allowed other men to do so for them. A number of reports were ordered to be printed several weeks ago but from some reason or other—delay on the part of the printer: or perhaps a desire to keep the information back—these reports have not got into the hands of the people. This should be otherwise—the reports ought to be perused by every voter, so that they may form an intelligent opinion on the vexed question and govern themselves accordingly. Hendry's scheme is well-known to our readers, having been before them for the past five or six years. Taking Mr. Hendry's figures, Mr. Pickering reported favorably on it, as also did Mr. Bell in his progress report, but the latter found on examining into details for himself that his report was inaccurate, and he accordingly made an exhaustive report, submitting what he considers a practical and economical reservoir scheme. It is this report the public would like to see, and every facility should be afforded them for securing every fact that may be useful. Several councillors will hear of nothing but another main and better filtering beds, but if this scheme is persisted in the chances are that it will be years before an improved water system is secured. It is said that the scheme proposed by Mr. Bell will cost but little over the sum already voted, and will secure a better supply for distribution and storage—if the new main is to be the one then it means the expenditure of at least $175,000. There is little probability that the ratepayers would accede to this if it was asked of them, and the best course our city fathers can pursue is to carry out the wishes of the ratepayers and complete the reservoir system, not necessarily on the original plan, but on one that can readily be proved to be practicable and effective.

MAINLAND NEWS.

(Guardian.)

The C. P. R. Co. have replaced the siding at the Port Moody wharf and intend to try the San Francisco market with a shipment of Banff coal from the collieries in that vicinity. Should their first venture prove successful a large trade will be the result.

Weather charming, though warm and rather smoky with bush fires.

The river continues to fall more rapidly within the last few days.

The salmon, hitherto not over plentiful, are said to be coming up the river in great force, so that fishermen and canners will soon be very busy.

(Columbian.)

Messrs. D. W. Port & Co. have got their freezers in operation and are now ready to freeze fish. The firm is shipping on an average over half a ton per day of fresh fish to the east. These fish are placed in ice, and are distributed over a large territory, going as far as New York. If the fish continue to come as plentiful as they were last night, the freezers will take the surplus and will soon be filled.

The proper caper now is to ask your guest whether he will have his coffee with or without tyrotoxicon.

THE NEW ROAD.

Legislation Will be Asked at the Next Session of the Legislature.

The Grand Trunk to Build a Line of Railway Through Yellowhead Pass, Via Butte Inlet to Esquimalt.

CHICAGO, July 22.—A *Times* Ottawa, Ont., special says: The Grand Trunk Railway company will apply to the British Columbia legislature, at its next session, for a railway franchise through Yellowhead pass and through the Chilcotin country, *via* Butte inlet to Esquimalt. Yellowhead pass is about 150 miles north, in the Rocky mountains, from where the Canadian Pacific crosses the mountains. The proposed route, after getting out of the mountains, would cross Fraser river 200 miles above New Westminster. Connection will likely be made east of the Rockies with some system of railways independent of the Canadian Pacific railway.

THE TEA MARKET AT HANKOW.

The Hankow correspondent of the *N. Y. Daily News*, writing on the 6th June, says:

Yesterday, the 5th inst., and to-day the settlements have been very moderate and the buying has been confined to nine hongs. Many chazzes are already returning to Shanghai and the teas are beginning to follow. Three chops (1,798 half-chests) of Shantam go down in to-night's steamer to your port.

The business comprises:—

	English buyers.	Russian buyers.	Total
Hankow Tea	4,351	4,351	8,702
Kiukiang	4,286	.....	4,286
Shipped to Shanghai	.....	1,798	1,798
	8,637	4,351	14,786

The prices paid range from Tls. 9.8 for Shantam to Tls. 13 for Taoyuna (third pack) in Hankow teas and in Kiukiang teas from Tls. 10.5 for Hohows (third packs) to Tls. 19.5 for Ningchows;—showing no change in value.

The teamen have now mostly taken their teas into godown and are not pressing sales, and as buyers are wisely by no means inclined to hurry the export, a dragging business seems probable throughout the remainder of the month. Only about ten new musters were sent out this morning, and many teas are not being shown at all.

MARINE.

The following named vessels are due and on the way to ports on Puget Sound, to coal and lumber for foreign and coastwise: British bark Hazel Home, barkentine Consuelo, ship Edward O'Brien, British barks Premier, Craigwhinnie and Cumbrian, British ships Salsette and Titania, German barks Mathilde Hemmings and Singapore, German ship Polymnii, American bark C. G. Whitmore, ships Louisiana and Joseph Spinney, British bark Rydalmere, British ships Persia and Cape Verde, barkentine R. K. Ham, bark Vidette, ship Richard the Third.—*Tacoma Ledger.*

Collier Wellington shipped a pilot off the outer wharf at three o'clock yesterday and passed on to Departure Bay, where she will load 2500 tons coal as a return cargo to San Francisco.

Steamer Mexico arrived from the Sound at 7 o'clock yesterday morning and left again for San Francisco at 1 o'clock p. m. with passengers and freight.

The new steel steamer Premier will be taken over the new trial of speed course at San Francisco, laid out by the harbor commissioners, as soon as she is ready for sea.

The following vessels are now at Tacoma loading lumber: The ship Nineveh, cargo 1,000,000 feet, destination Sydney; bark Samoset, cargo 500,000 feet, destination, San Francisco; schooner Peerless, 350,000 feet, destination San Pedro; bark Alden Besse, cargo 600,000 feet, destination China; bark Ceylon, cargo 500,000 feet, destination Honolulu; ship Normandy, cargo 900,000 feet, destination San Francisco; barkentine Wrestler, cargo 500,000 feet, destination San Pedro. The bark Lizzie Williams is in port, loading 700 tons of Carbon Hill coal for San Francisco.

Ship Harland, having completed her cargo of 2550 tons of Nanaimo coal for San Francisco, awaits a tug to take her to sea.

OUR MARKSMEN.

The Prince of Wales' Prize Coming to Canada for the Second Time—Good Shooting.

TORONTO, July 18.—Saturday being a general half holiday here, the attendance at Wimbledon was considerably augmented and the crack shooting of the various favorites was greatly appreciated. In the Prince of Wales prize, the highest possible score 110, Private Gillies, of the 90th battalion, Winnipeg, tied Heap, of Manchester, each scoring 97 points. Private Gillies eventually won, thus securing this prize for Canada for the second time, Col. Gibson, of Hamilton, having been the first. He takes £100 and badge.

THE SECOND STAGE

of the Queen's competition was completed yesterday, ten shots, 500 yards, and fifteen shots at 600 yards, highest possible score 125, which, with the score of the first stage, makes the highest possible score 230. The following is the Canadian record:

Quarter-Master Sergt. Ogg, 189.
Corporal Langstroth, 189.
Sergt. Thompson, 187.
Pte. Gillies, 179.

Ogg, Langstroth and Thompson are among the hundred men who will fire in the third and final stage at 800 and 900 yards.

MITCHELL GETS A PRIZE.

In the *Daily Telegraph* prize, £300, seven shots at 500 yards, Sgt. C. N. Mitchell takes a money prize.

GILLIES GETS ANOTHER.

In Tyro, £185, in connection with the first stage Queen's prize, Pte. Gillies receives £8, and Sergt. Thompson, Montreal, Corporal Langstroth and Pte. Kambery have each won a smaller sum.

IN THE HEATH PRIZE,

£115, seven shots, at 200 yards, which is not yet finished, Lieut. E. A. Smith has so far made the highest score.

AN AT HOME.

Col. Ouimet will give an at home in the Canadian camp next Thursday.

LOCAL BRIEFS.

Mr. Tudor Tiedeman, who successfully passed the qualifying examination of the civil service held in May last, received a certificate yesterday morning from Ottawa.

Cool Burgess, the well-known Canadian character actor, has organized a first-class company of artists and will open at Vancouver on Monday, playing two nights.

No less than five newly wedded couples took passage on the Mexico yesterday for San Francisco.

PERSONAL.

Right Rev. Bishop Cridge has gone to New Westminster to conduct confirmation services to-day in the R. E. church of that city.

E. Bloomingdale, of San Francisco, arrived on the Geo. E. Starr yesterday.

T. E. Ladner was a passenger by the R. P. Rithet yesterday from the mainland, and is registered at the Driard.

Dr. Walkem, of Nanaimo, is in the city.

J. H. Turner, M. P. P., is confined to his home by a severe cold.

Dr. Milne returned from a three days' visit to the mainland yesterday.

W. W. Buchanan, chief officer in Canada of the Royal Templars of Temperance, returned to Hamilton this morning by way of the C.P.R. His stay in this city was a most pleasant one and he made a fine impression.

ALASKA MINING NOTES.

(Free Press.)

Some very rich quartz has been discovered on Grant Island, assaying as high as $600 per ton in gold.

The Alaska Mill & Mining Company are making preparations to erect another set of 120 stamps on the Treadwell mine.

The Nowell company are developing their mines purchased from Reid, Ellis & Smith, Berner Bay, and they are showing up fine. Some very handsome specimens have been taken out.

Price & Johnson have their mill nearly ready for a trial run at Berner Bay. They have nine daisy mines, and if they don't make a fortune in a short time it will be the fault of the mill, not the mine.

A miner at the Alaska Union Mining Co.'s works while working over a cliff of rocks, missed his hold and fell, slipping over the precipice a distance of 125 feet. They say he rode a bowlder all the way down, and landed so lightly that he escaped without serious injury.

Messrs. Nado, Van Gasken and Sandstone have recently made some very fine locations on the Tarkon. One vein is eight feet in width and another fifty feet. Ore from them give returns of $30 per ton. They are easy of access and in a rich locality, as that district is fast coming to the front as second to none along this coast.

THE PREMIER.

Full Description of the C.P.N.Co's New Steamer Successfully Launched at San Francisco.

The S. F. *Chronicle* says: At noon yesterday large crowds gathered at the graving dock of the Union Iron Works to witness the launching of a new vessel, the hull, engine and boilers of which have just been completed for the Canadian Pacific Navigation Co. The vessel has been built for passenger service, entirely, carrying no cargo, and, as is usual in such crafts, much greater grace of form has been possible than in the case of boats designed for the carrying trade. As she stood on the ways her graceful curves were clearly defined, and she will doubtless be one of the neatest steamers afloat. The launching took place at high water, and the ways, which were set at an incline of three-quarters of an inch to the foot and 12 feet apart, were coated thickly with soft soap and tallow. As soon as the blocks were knocked away and on the giving of the signal she glided, without the aid of the pumps, into the water like a swan. At the same moment Miss Gunn, who stood in the bow of the vessel, swung out a bottle of champagne hung by a blue ribbon, and as the sparkling wine splashed over the vessel's side named her Premier. As soon as the vessel had fairly settled in the water one anchor was let go and she was slewed round and brought up alongside of the dock. A large number of ladies and gentlemen were on board, and after the successful launch, sat down to a sumptuous lunch in the handsome saloon. Among those present were: Henry T. Scott and wife, J. O. B. Gunn and Miss Gunn, United States Naval Constructor Fernald, Chief Engineer Smith and wife, George W. Dickie, James Dickie, Charles and Mrs. Balfour, H. P. Frear, K. Dahl, Surveyor I. E. Thayer, Mr. D'Erach and wife and J. Patterson, representing the Canadian Pacific Navigation Co., as well as a large number of gentlemen well known in engineering circles. The men at the works engaged on the vessel were, as usual, treated to liquid refreshments as a support to the christening efforts of Miss Gunn.

The Premier is 200 feet long, 32 feet breadth of beam at the water line and 12 feet depth of hold. She will steam at fifteen knots an hour, and is furnished with triple-expansion propeller engines. The stroke is three feet, and the cylinders respectively 22 inches, 34½ inches and 56½ inches. The boilers are of three-quarter inch steel, eight feet diameter, twenty feet long, and work at the high pressure of 145 pounds to the square inch. The engines are provided with a surface condenser and independent air-pump. The propeller is ten feet three inches diameter and about 16 feet pitch. The total weight of the steel hull, engines and boilers full of water may be set down as between 750 and 800 tons. The internal fittings will be handsome, and there will be accommodation for 200 passengers. Masts have not yet been put in, but the vessel will be schooner rigged fore and aft, that is, with no square sails. She has taken seven months to build, and has cost in round figures $140,000.

AT WIMBLEDON.

Final Firing for the Queen's Prize—The Duke of Cambridge Visits the Camp—Kolapore and Elcho Prizes.

TORONTO, July 20.—A special cable to the *Mail* says: Much interest is exhibited to-day at the final firing for the Queen's prize. The first place was won by Lieut. Warren, 1st Middlesex, with 274 points out of a possible 280. Corporal Langstroth, of the 8th Cavalry, New Brunswick, was seventh with 260 points. He receives £15. Quarter-master Sergt. Ogg, of Guelph Field Battery, who at one time looked like a winner, made 252 and received £12. Sergt. Thomson, Victoria Rifles, scored 249; he also received £12. Both Quarter-master Sergt. Ogg, and Sergeant Thomson have taken money prizes in other events.

THE DUKE OF CAMBRIDGE

visited the Canadian camp to-day, where he was received by Lord Montague, Colonel Ouimet (commandant) and Captain Hartt, St. John's rifle company. His royal highness shook hands with Colonel Ouimet and congratulated him on the success of the Canadians, and especially referred to the capital firing of Pte. Gillies. Addressing the volunteers, he said he had great pleasure in meeting them in larger numbers and he trusted they would take back with them pleasing remembrances of what they witnessed here. He spoke with satisfaction of the jubilee celebrations and loyalty of Canada to the Queen and motherland. Later in the day the Canadian camp was visited by

THE PRINCE OF WALES,

who shook hands with the officers and was by desire introduced to Private Gillies, on whose sleeve he pinned the badge he had won in the Prince of Wales' contest. Col. Ouimet, Private Gillies and Lieut. Mitchell afterwards dined with the Prince. The full list of prize winners in the corporation of London contest was issued to-day. The following are the successful Canadians with their money prizes: Quartermaster Sergt. Ogg, £30; Lieut. Cartwright, £20; Lieut. Smith, £15; Sergt. Thomson, £10; Lieut. Hoars, £10; Sergt. Mitchell, £10; Corp. Langstroth, £5; Sergt. Loggie, £5; Private Riddle, $5; Private Kimmerley, £5.

The English marksmen won the Kolapore cup, scoring 710 points. Canada was second, making 668 points and took a prize of $400.

LONDON, July 22.—The contest for the Elcho challenge shield took place at Wimbledon yesterday. The English team won by a score of 1,570. The Scotch team second and the Irish third.

SYDNEY AND AUCKLAND MAILS.

SAN FRANCISCO, July 20.—In an interview J. D. Spreckels said:

The Canadian Pacific Company have offered for £100,000 to lay down the Sydney and Auckland mails in London in 30 days and 30 hours. For a like sum the Pacific & Oriental Company via the Suez Canal, will place the Australian mails in London in thirty-six days. The Oceanic Company is now delivering the mails in thirty-seven days. If arrangements can be made with the Australian postal authorities, we can, by carrying the mail from Sydney to San Diego in nineteen days, in connection with the Atchison & Topeka, reach New York four days later, and place the mails in London in seven days more by the transatlantic steamers, making a total of thirty days, which time can be reduced to twenty-seven days by not stopping at Honolulu.

"What is a paradox?" asked the professor of his college class, and the brightest student of them all got up and answered, "A woman trying to play whist."

THE NAVAL DISPLAY.

A Magnificent Event Witnessed by a Great Throng.

The Grandest Fleet Ever Seen—Nelson's Ship "Victory" Takes Part.

(Special to THE COLONIST.)

PORTSMOUTH, July 23.—Portsmouth and Southsea have been thronged for days in anticipation of the jubilee naval review, fixed for this afternoon at Spithead. The crowds have been immensely augmented this morning by the arrival of innumerable visitors from all parts of the country, who came by special train from London and other centres. The good positions for observing the display are all well occupied. The weather could not be more favorable. There is a bright sun and light breeze blowing, and everybody is in holiday attire and gay dresses and splendid uniforms give the main thoroughfares a gay appearance. The vessels participating in the pageant numbered 128 pennants, and included three squadrons of ironclads and cruisers, aggregating 34 vessels, 75 torpedo boats, gunboats and iron defense ships, divided into 5 flotillas, 6 training brigs and 13 troop ships. Besides these 128 ships were under drill. There were three Imperial and Indian troop ships appointed to carry distinguished visitors, and small vessels and dockyard craft allotted to the corporation of Portsmouth, all of which were laden. The war ships were drawn up in four lines facing up channel, the start of column being off Portsmouth.

The ships were stationed two cable lengths apart, lines being three cables. The flotillas were arranged in double column. Between the point of column of the ironclads and mainland and the troop ships were placed in single column between the starboard line and Isle of Wight. This made four lines of vessels on one side the channel and three on the other, extending from the South Sea cable to the middle shoal, distance over two miles. The whole scene surveyed just before 2 o'clock, when the naval vessels all placed their decorations in full fling, and their crews in holiday pose, private craft hurrying to a good place, and the multitudes ashore packing themselves to see the event of the day, was glorious in the extreme. Probably no such fleet was ever seen before.

NELSON'S OLD SHIP VICTORY

Was a conspicuous object, and her old timbers echoed again and again as boat after boat passed her, the full complement cheering. More than that the old boat mounted a gun or two and joined in the salute to the Queen. Shortly after 2 p. m. when order was perceptible on the water, the Euphrates, Crocodile and Malabar proceeded to the westward of Osborne and stood in readiness to escort the royal yacht when the Queen embarked at three o'clock to review the fleet. The Queen left Osborne house a few minutes before three, and went aboard the royal yacht Victoria and Alberta. Her majesty left the buoy in Osborne bay promptly at 3. She was proceeded by a trilly yacht and followed by the royal yachts Osborne and Alberta, and the ships Enchantress, Helicon, Euphrates, Crocodile and Malabar. The procession proceeded straight to its destination and passed between the lines, leaving the coast defence, ship guns and torpedo boats on the port hand. After proceeding as far as the horse elbow buoy the Victoria and Alberta turned to starboard, passed between the two columns of large ships, forming a B. C. squadron, and between the lines of foreign ships of war as Her Majesty passed through the lines of these endless warships, each yard being manned with brawny tars.

[The wires here collapsed.]

CABLE NEWS.

The Chess Tournament.

BERLIN, July 23.—In the international chess tournament at Frankfort yesterday Burns defeated Metzger, Gerschel defeated Fritz, Haimist defeated Blackburn, MacKenzie defeated Paulsen, Schallop defeated English, and Tanbenhaus defeated Sheffers. The games between Alpin, Berger, Barobben and Tarrusch and Metzger and Seukeotoyo were drawn.

The Crimes Act.

LONDON, July 25.—Viceroy Ashbourne, Balfour, Butler and Long had a conference with the permanent officials of Dublin Castle to-day. It was decided to proclaim under the Crimes Act the whole of Ireland, except Ulster and one or two other counties. This is regarded as monstrous, as three-fourths of Ireland is untainted with exceptional crime. It is difficult to see what the government means by it, unless it has deliberately decided upon a policy of exasperation. Mr. Cunningham Graham, M. P., publishes a letter describing Hartington as a bovine person, honest despite the fact that he is r duke's son, but intensely stupid. This utterance is typical of a growing distrust of Hartington by the liberals. Dr. Parnell will draft an amendment to the land bill, providing for the reinstatement of evicted tenants under certain conditions and circumstances.

AMERICAN NEWS.

Art Exhibition.

NEW YORK, July 23.—At an exhibition given by the school of industrial art for women to-day, it was announced that an order for designs for painting silks had been received from China not long ago. An order for table linen designs came from Dundee, Scotland.

Seven Days From Havre.

The French line steamer Champagne is given credit for having made the best time on the Atlantic, coming west. She was reported off Fire Island at 3.35 this afternoon, having made the passage from Havre in seven days. The difference between Queenstown and Havre consumes about twenty-five hours, so that the Champagne line from Queenstown to this side is placed at about six days. The best previous time, six days and four hours, was made by the Umbria.

A Telegraph Proposition.

While the Sully syndicate, the Ives syndicate, and Jay Gould, have been endeavoring to purchase the B. & O. telegraph system, a proposition to do likewise, unknown to any of them, has been quietly made by the brotherhood of telegraphers of the United States. Their offer of $3,000,000 and Jay Gould's offer was the same, but the fact that his was rejected does not discourage the brotherhood, as they believe the Garrett interest would prefer to transfer the system to them for this sum rather than it should fall into the hands of Jay Gould, even if he should offer a larger amount. The brotherhood offer to pay $500,000 cash on the acceptance of the proposition and the remaining $2,500,000 at the end of six months. This sum will be raised by assessing each member of the brotherhood $5 a month for six months. By this arrangement each member becomes a stockholder. This co-operative idea, it is believed by the brotherhood, will greatly increase the efficiency of B. & O. service, and that the running expenses of the system will cost less than those of any other system. It is believed that the committee in the charge of the proposed purchase are Tom O'Reilly, Ed. Buckley, of this city, and John B. Taltavall, editor of the *Electric Age*. Rumor has it that the Knights of Labor are lending a helping hand in the transaction.

Took Paris Green.

Mrs. Faber, a German woman, 40 years old, who lived with her husband in Twenty-fifth street, took Paris green this afternoon and will probably die. She is the wife of a man describing himself as Prof. Faber, from Vienna, who arrived in this city a few years ago with an instrument somewhat in the shape of a piano, which he called a talking machine. The instrument, by striking the key-board, would give forth sounds nearly resembling the human voice. The two travelled through the country and, it is supposed, made considerable money out of their venture. Mrs. Faber refuses to give any explanation for her action. Prof. Faber's whereabouts is not known.

SENATOR MACDONALD TO DR. POWELL.

TO THE EDITOR:—Dr. Powell, in his last letter, does not attempt to contend for the accuracy of his own report (which I can prove to be correct) beyond saying that its contents are a matter of history—a fact which by no means settles its accuracy. Nor does he in any way improve his position, or his argument, by bringing two fresh charges against Mr. Duncan.

The first, "That he is responsible for all the troubles that have occurred at Metlakahtla," is unfounded and wholly unsubstantiated, and I think that the universal verdict will be, that the Indian commissioner is largely, if not entirely, to blame for the Metlakahtla exodus, for the alienation of those people's loyalty from the government, for the disgrace of their having to abandon their homes and seek a refuge in a foreign country, and for the loss of a productive industry and trade to the country, which will surely follow, worth, at least, to Victoria $100,000 annually. They are wards of the government under his special care, and what sympathy has he shown for them? What profit have any of the Victoria tribes received from his administration? What has he done to instruct and elevate them? Instead of affording them protection he has been instrumental in sending ships of war to crush and intimidate them, and in his last two letters, as if he were the "ruler of the Queen's naves," he threatens the Metlakahtlans with more ships of war. I have often been surprised at the attitude assumed by Dr. Powell towards those people, he whose duty it is, and who is well paid to care for them and guard them from those who would wrong them. If others without pay try to defend them, then how much more ought he to do so, to whom that particular duty is assigned?

The second charge—"That Mr. Duncan seeks to alienate those Indians from their Queen and country, and to persuade them by the hope of money begged from the uninformed American people to leave their homes," is totally incorrect, and I am in a position to state that Mr. Duncan has not begged or collected one dollar from the American people, and I am informed on the best authority that the Indians are much more anxious to leave for Alaska than Mr. Duncan is; they require no bribe to free themselves from the interference of officials in whom they have lost all confidence. The Indians who were arrested did not state that their teachers told them they were right in preventing the survey. What they did state in their petition to the captain of the Cormorant was "that they had legal advice from Victoria on which they acted, and that they did not know that they were breaking the law." In the face of such incorrect and malicious statements we find Dr. Powell quoting Christian maxims, and soliciting Christian charity. Under existing circumstances the exhibition of hypocritical piety mingled with quotations of scripture when cutting off the heads of their victims, Satan quoted scripture, but he was satan still. Dr. Powell quotes Christian maxims, but he is the same Indian commissioner, who traduces his neighbor. When he expresses sorrow and repentance for those offences then and not until then will he be entitled to the benefit of Christian charity.

I had no intention to, nor did I, accuse Mr. Hall and the bishop wrongfully. There was no occasion to do so. I simply took their own letters without any "substitution" as being quite enough for my purpose. The former reported that he saw Dr. Bluett in the Metlakahtla camp and thought he should be arrested as a criminal; that Tomlinson was spreading disloyalty on the upper Skeena; that an exhibition of force should be made; that Duncan & Co. and Crosby should be arrested or removed, etc., etc. The bishop communicates all sorts of idle gossip about Tomlinson and Lesak, with marvelous stories of their sayings and doings, and how they are threatening the Indians with American ships of war should they hesitate to move to Alaska; that three logs were actually taken from the sea wall (which, by the way, is not a sea wall, but rests for canoes, and to prevent the mud bank breaking off, and now rotten,) expressing his anicty to repair the sawmill and his fear that the buildings would be pulled down, and pressing for the presence of a ship of war.

Dr. Powell forwarded those letters to the Indian department with his own recommendation that the missionaries be removed from the reserve and quoting chapter and section of the Indian Act with reference to white persons being on reserves without permission.

I repeat that this recommendation was not approved by the superintendent-general, and Dr. Powell evades the question, "Did he not make such a recommendation," and tries to mistify the subject with a cloud of words.

My reference to Mr. Wootton as a magistrate was plain and simple, with no mixing of different occasions, when I stated "that he could not be reported as an 'experienced magistrate.'"

The statement about myself is of little importance, but it is curious that Dr. Powell should have stated what he understood had never taken place. I certainly could not have told him that I had paid my share of any special amount for any special purpose, because I never did so.

W. J. MACDONALD.

"SICK AND TIRED."

TO THE EDITOR:—I notice in THE COLONIST which has just arrived, a communication from our useless member, Mr. Stenhouse. Instead of devoting his great mind to answering my communication he proceeds to accuse me of basely forging the *nom de plume* of "Comox Rustic," a literary gentleman in this locality. To be serious would anybody be so kind as to tell me what Mr. Stenhouse has done for Comox. We all wish him to resign and let somebody else try their hand who would, at least, obtain a decent grant for our struggling settlement. As far as my ability lies I would willingly meet Mr. Stenhouse on any platform in Comox, without previously gesticulating before mirrors and keeping people from their slumbers in Demosthenic harangues at unseemly hours of the night. As to "Comox Rustic," I respect the gentleman very much, but I was not aware that he had a copyright on the *nom de plume* of

COMOX RUSTIC.

Comox, 21st July, 1887.

DRY DOCK.

TO THE EDITOR:—Allow me through your columns to point out what to me seems a place of very considerable danger at our new dry dock, which I had the pleasure of seeing yesterday for the first time since it has been finished. The dangerous part I refer to is the curved part at the southern end of the dock, where the masonry goes down perpendicularly for something like 40 feet. Here there is no railing of any kind to prevent an inebriated man (I will not say seaman) or anybody in the dark from walking over the edge and being killed or injured for life at the bottom. The cost of a few iron posts and chain in this part would be but small, but people will not think there is any danger until some one has walked over the edge. This end seems to me to be the only dangerous portion, as anywhere else a man's progress would most probably be arrested before he got very far.

PUBLIC SAFETY.

"SICK AND TIRED."

TO THE EDITOR:—Will you kindly allow me to say that the note with the above heading in THE COLONIST of July 15th, was not written by the party who occasionally rhymes as

THE COMOX RUSTIC.

Comox, July 21st.

It is not considered good form to talk about one's self. A woman may show her age, but she never tells it.

THE HANLAN-GAUDAUR RACE

The Race Won By Hanlan—Time, 20:32

The Race Rowed by Moonlight, and Witnessed by but Fifty People.

(Special to THE COLONIST.)

CHICAGO, July 25.—The sun had set and the moon was shining, when Hanlan and Gaudaur received the signal for the start in their race for one thousand dollars a side. The start was witnessed by not more than fifty persons, while the referee and the six oarsmen who sat in his bark are the only ones who know anything definite about the finish. The referee awarded the race to Hanlan, and the time is stated to be 20:32.

This in brief is the story of to-day's race, which will go into history as the most unique sporting event on record. At two o'clock this afternoon the wind blew fiercely from the north and white caps covered the surface