

Columbia Wins The First.

American Yacht Leads From Start and Finishes Ten Minutes Ahead.

Weather Conditions Favored Fair Test and No Accident Happened.

New York, Oct. 17.—The long series of disappointments in the attempt to carry out the international contest for the America's cup ended to-day, when the first attempt was sailed under eminently favorable conditions for a fair trial, and resulted in a win for the defender Columbia.

New York, Oct. 16.—The crews of both yachts had breakfast early, and when they "turned to" about 6 it was with a will, for in spite of rather hazy weather there was a good breeze from the eastward, which promised to increase and give the yachts a good race as the day advanced.

At 10:15 both yachts were cast off their moorings and were taken in tow by the Wallace B. Flint. The Shamrock started in tow of the Lawrence, and the Columbia in tow of the Defender. At 10:30 the Columbia cast off from her mooring buoy and was taken in tow by the Wallace B. Flint.

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Shamrock was hardly visible astern, only the outline of her sail being traceable in the main minutes and 11 seconds in the time elapsed between the finishing of the Columbia and the Shamrock, which means a distance about a mile and a half. The final summary is: Columbia start 11:01:06; finish 3:54:56; elapsed 4:53:50; corrected time 4:58:53. Shamrock start 11:01:31; finish 3:55:10; elapsed 4:53:39; corrected time 5:04:01. The Columbia was by 10 minutes 14 seconds actual, and 10 minutes 5 seconds corrected.

VICTORIANS TO THE FORE.

Twenty-eight Citizens Apply For Enrollment in the South African Regiment.

The battalion parade of the Fifth regiment last evening drew to the drill hall a larger number of citizens than has ever before attended a similar muster of the "Home Guard" when upwards of twenty of the men stepped forward at the close of the parade in response to Lieut.-Col. Gregory's invitation to those who were desirous of enrolling in the contingent for service in South Africa to shoulder arms and fall out, there was a cheering and a great deal of cheering.

It was a good parade, 218 men in all turning up. The generally soldierly appearance of the corps being quite satisfactory to the officer commanding. The band played several selections in a good style, and the evening in more than one respect became a memorable one.

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Company in June last to work a group of four claims on Deer creek, near Curlew, Wash., a point fifteen miles from Grand Forks. It started to-day that the ledge on the properties varies from twenty to forty feet in width, and has been opened in various places for a distance of eight hundred feet. A shaft on the side line of two of the claims, the Oyclone and the Tornado, has been sunk over 100 feet and will be continued to the 100-foot level before cross-cutting is begun.

The paystreak, according to Mr. Johnson, is about three feet wide and values vary from \$50 to \$50 per foot. The other claims in the group are the Keystone and the Cuttyhunk. There are twenty-five tons of ore on the dump. Mr. Johnson expects to ship to the Grand Forks smelter in the spring.

Mr. Johnson recently sold the Top Hand on Deer creek, two miles from Curlew, to the Chicago parties. The consideration was \$200,000. It is a copper-bearing ledge. Development work will be commenced on the 15th instant. A tunnel will be run 500 feet to tap three ledges.

W. A. London, 500 stockbroker, accompanied by Hector McRae, of Rossland, was here to-day. He is a partner in the Boundary camps near Curlew. Mr. London is also interested in the Recordia syndicate, which is developing the Anaconda and Columbia claims in British Columbia, and also operates in West Australia mines.

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Tying Down The Company

Increased Restrictions Upon the Port Angeles Ferry Promoters Passed by Council.

Steamers Must Be Built in and Operated From Victoria, Making Two Trips a Day.

The Port Angeles ferry proposition again monopolized the attention of the city council at last evening's meeting, the committee of the whole rising at sub-section (b) of section 3—having very materially altered the original by-law during the progress of the evening. In fact, so many increased obligations were imposed upon the terminal company that the committee of the whole passed a resolution, the resolution as amended, which is as follows:

Resolved, That the terminal company shall be required to build and operate from Victoria, B. C., a steamer of not less than 150 tons in length; and that the two steamers required for the purposes of the company be built in Victoria, B. C., and registered in the Canadian register. In compensation, the company is permitted to reduce the speed capacity of its freight ferry from nine knots to nine miles per hour.

Preliminary to more important business, the committee of the whole passed a resolution, the resolution as amended, which is as follows: Resolved, That the terminal company shall be required to build and operate from Victoria, B. C., a steamer of not less than 150 tons in length; and that the two steamers required for the purposes of the company be built in Victoria, B. C., and registered in the Canadian register.

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Mayor asking that his vote in the affirmative be recorded. The most important amendment proposed was by Ald. Humphrey, who moved that it be compulsory upon the company to have their steamers built in Victoria and registered at this port as Canadian bottoms.

This was warmly supported by Ald. Beakwith, who took the ground that if the steamers were built in the United States and registered there, it would be impossible for any Victorian to secure employment upon them in any capacity. This argument proved a powerful one, and the amendment was finally adopted without opposition, although Ald. Kinsman expressed the opinion that the whole thing had been killed effectually, anyway. Ald. Williams spoke of the "underground" way of getting the by-law had taken to make a farce out of the proposition to give Victoria a southern steamer line.

There was a proposal from Ald. Hayward, when the committee was in session, that the council should appoint three members on the company's directors, and that the directors should be required to seven—namely, the council should have a vote in fixing the running time of the steamers.

During the evening incidental inquiries by Ald. MacGregor and Williams elicited some information from the city solicitor, the legal action to compel the tramway company to operate cars to the end of its laid line on Douglas street would be disposed of during the present week. Also that steps would be taken to test the complete rights of the city in the collection of trades licenses.

CHICAGO'S GREAT CANAL. It May Be Completed by December—Total Cost Over \$30,000,000. The engineers in charge of the construction of the great Chicago drainage canal announce that they expect to finish the work by the end of the year.

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Water, Wind and Weather.

Observations in Victoria Harbor Give a Basis for Important Deductions.

Confiscated Whiskey Still Pressed Into Service Out of Its Element.

In his paper on "Atmospheric Waves and Local Phenomena," the first part of which appeared in Sunday's issue, Mr. F. N. Denison briefly dealt with the very interesting observations he is conducting at Victoria. He said:

As you have now seen what has been done in attempting to move and utilize certain atmospheric phenomena in the certain of Canada, let us now turn our attention to local observations, which are materially increasing our knowledge of this most fascinating study. To facilitate this work the director of our meteorological service authorized me to construct and install upon the Victoria harbor an instrument termed a "hydro-spherograph," which is designed to automatically and continuously combine the combined elements of both air and water. This was started last June, and consists of two automatic linking pens, which rest on a horizontal recording cylinder, the latter revolved by clockwork every 24 hours. One of these pens is connected to the float in the water below, and records not merely the primary tidal action, but also numerous types of smaller undulations, such as the waves of the sea.

The other pen is connected to a float in a rather unique form of sensitive barometer. The latter is nothing less than a large evacuated whiskey still, which, when it has been standing in the government yard, is, through the permission of Mr. Healy, the collector of inland revenue, has been converted into a most useful scientific instrument, by merely placing within it a central tube from the lake to the harbor, leaving one hole at the bottom of this tube or pipe into the still, and hermetically sealing all others, it becomes an automatic "air barometer," by purging water into the central pipe until sufficient had flowed into the still, when they are allowed to enter a float which is connected to the column of the external air is to depress the column of water when heavy, and to permit the rise when light. These movements are transmitted from the float to the recording pen. Since the installation of this instrument, the observations both atmospheric and tidal undulations have been recorded.

White Horse, Yukon Territory, Oct. 9. The Canadian steamer Anglian arrived here at 3 o'clock this afternoon, having been precisely ten days in making the trip. The long time of the voyage was mainly due to the low stage of the water in the river, which made it necessary for the boat to be "beached" over numerous rapids. The Anglian brought 100 passengers, which is all the law allows her to carry. They are generally people going out for the winter, and are in great haste to get away. The Anglian brings up \$200,000 in gold dust.

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unless you let us you will need. 1 and 2 lb. tins. 1 lb. Packages. Whiskey, \$1.00 Ale, 2 for 25c.

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