From The Daily Colonist, April 20.

LOCAL AND PROVINCIAL.

Departure.

The steamer Walla Walla which sailed for San Francisco yesterday carried the following passengers from this city: W. S. Halloran, Lewis Lewis, W. Greer Hamilton, Mrs. Mitchell, R. E. Cousins, F. W. Foster and Mrs. S. Grant.

Exploring Alaska.

The United States survey steamer Patterson arrived in Port Townsend on Friday with Frank Leslie's Weekly's exploring party on board. The steamer will go direct from Port Townsend to Alaska, where the party's explorations will last for two years.

The Summer Hotel.

Cornelius J. Soule has made a water color design of the summer hotel to be built on Oak Bay beach. The building is of handsome appearance, and, if erected, will be a fine piece of architecture. It is believed that sufficient capital will soon have been subscribed.

The Island Mountain.

It is understood that work will be recommenced on the ledges of the Island Mountain Quartz Mining company as soon as the weather will permit. The quartz mill and concentrators will be completed and the work of crushing and concentrating the ore begun. It is believed that gold will be turned out before many months slip by.

Married.

In Seattle, on April 16th, Rev. Nicholas G. Nelson united in marriage Mr. A. Gonasson and Miss Jenny Erlandson, both of this city. The wedding took place at the residence of Mr. J. Kalburg, corner of Sixteenth street and Yesler avenue. The friends of the young couple unite in wishing them joy.

Proposed Address and Presentation.

It is understood that an address, with a presentation, will be made the Bishop of Caledonia, when his lordship visits the Lower Skeena this year. The tribute is partly due, and rendered satisfactory to others than church members, since Mrs. Ridley's services to the diocese, and in the schools of Metlakahtla are not forgotten.

A Doctor's Mishap.

As Dr. Wm. Jackson was enjoying a drive in the neighborhood of Prospect lake yesterday morning his horse became alarmed at some object by the wayside and assumed the management of affairs. The doctor was thrown from the buggy and his leg was fractured by the fall. He is now receiving every attention at his residence, on Michigan street.

Victoria Sugar Refinery.

It is reported upon excellent authority that the next three or four weeks at the latest will see the foundation for the long-looked-forward-to sugar refinery laid on Mr. R. P. Rithet's property, at the outer wharf. The start being made construction will be pushed forward as rapidly as possible, and by the end of the year it is probable that the refinery will be in operation.

From the North.

The steamer Maude, Capt. Brown, arrived from the north at 10 o'clock last night with very little freight, except coal, which she took on at Departure Bay on her way down. She encountered a heavy snow storm going up, but believed that she brings no later news than that brought by the Princess Louise. The steamer Barbara Boscowitz was following the Maude down, and it is expected that she will arrive to-day.

Boys, Guns and Dogs.

Farmers residing at Fonl Bay and vicinity are sorely perplexed at boys with dogs invading their lands with guns in quest of game, although the close season has come in. Dogs worrying lambs and other small stocks is another more grievous nuisance. One young struggling farmer lost several lambs last week, and has lost all patience in the matter and has vowed vengeance on any dog hereafter caught within gun-shot distance. The boy caught shooting game out of season will be severely dealt with, and it behoves them now to behave themselves properly.

Very Useful.

A queer-looking little apparatus now graces the roof of the custom house and excites the curiosity of passers-by. It is a scientific apparatus—a portion of a collection recently received from Ottawa—used to determine the velocity and direction of the wind, which are carefully noted three times a day by the gentleman in charge. Thermometer and barometer readings, rainfall, and the indications of the tidal register are also recorded daily by Mr. W. McCormack, who has the apparatus under his especial care, and a monthly report, based on the daily entries, is forwarded to Ottawa to be used in the preparation of reliable reports in regard to the climate of British Columbia.

In Good Hands.

Early yesterday morning the Puget Sound and Alaska S. S. Co.'s steamer Edith was towed to Spratt's wharf by the tug Pilot, arrangements having been made with the Albion Iron Works for them to thoroughly overhaul and repair the steamer's engines and boilers. The work will, it is expected, be completed in about three weeks in a manner satisfactory to the steamship company and creditable to the Albion Iron Works.

The fame of the Albion Iron Works and the skill of their employes in this class of work are becoming daily more celebrated all over the coast, and it is to hoped that the Edith will be only one of a long list of American steamers to come here for their improvements and repairs during the opening summer.

Enterprise All Round.

On Friday night the News-Advertiser of Vancouver, with commendable enterprise, secured a lengthy report from their regular correspondent here of the debate in the legislature upon the redistribution bill—2,733 words—the skeleton of the report being transmitted by wire by Mr. Harry Davey, of the C. P. R. telegraph here, and received on the typewriter by Mr. Wm. Smart at the Vancouver end of the wire. While the debate was still in progress the early part of the report was being put in type in the News-Advertiser office, and they were able to appear at the usual hour with a "scoop" on their mainland contemporaries. Both Mr. Davey and Mr. Smart are recognized as smooth operators by all on the line, and their performance on Friday night was highly creditable, there having been only three "breaks"—or requests to repeat a word or letter—in handling the Vancouver paper's big special.

Talk With a Traveler.

R. Tyler, sen., of R. Tyler and Son, importers of woollens, Montreal, is at the Driard. He expresses himself as much pleased with the position and what he regards as the prospects of Victoria. Since his arrival he has taken care to satisfy himself as to a number of commercial questions, particularly as concerns trans-continental trade, the outlook for which with Montreal and other eastern cities is promising. Referring to business generally he observed that the list of failures had of late been very large, though many of them were comparatively small in amount. In and about Montreal, and in western Ontario the difficulties had far exceeded expectations, but, with good harvests, there must be a great improvement. Mr. Tyler stated that the proposed Montreal harbour improvements had excited very considerable attention, and would without doubt be vigorously prosecuted, their absolute necessity having very generally commended itself. As to the proposed railway in opposition to the Canadian Pacific there was very little said about it in Montreal, but in Winnipeg it was exciting a great amount of interest.

To Be a Great Metropolis.

Mr. H. Bylander and family left for the mainland yesterday after a brief, but evidently enjoyable stay in Victoria. They were all very pleasantly impressed with Victoria and its beautiful situation. Mr. Fetter himself expressed it as his opinion that this city is destined to become a great metropolis some day, as there is a grand future before it. He liked life here, and said it was a most desirable place of residence. Several pleasure drives were taken by the party, and each direction revealed fresh beauties of nature in her best.

For the Scene of Operations.

The Islander this morning took up a carload of contractors' implements for the Shuswap and Okanagon railway. More men will, early this week, join the hundred or more already on the ground waiting to commence grading the line from Sicamous. The difficulty generally attendant upon railway construction in a new country of taking in materials and supplies is, in the case of the S. & O., greatly reduced, owing to the fact that a good wagon road runs parallel with it for the greater part of its length.

Changed His Plans.

Lieut. Seton Karr, the English explorer who started along a couple of weeks ago to visit the unknown regions of the north, returned by the steamer Louise on Friday, and went over the Sound yesterday morning. He did not, while in this city, state why he had changed his plans, but it is supposed that he intends joining the exploring party which left Port Townsend yesterday by special steamer, and making the first part of his trip in their company. His friends repudiate the statement that he has abandoned his intention of visiting the strange rivers and mountains of the north.

Plans for the Future.

A great many people have been wondering of late what the proprietors of the well known Driard House propose doing with this justly-famed hotel on assuming charge of their new palace, the Canada Western. A COLONIST reporter put the question to Monsieur Redon yesterday and was assured that in the future, as in the past, the Driard would be run on strictly first class lines, especial attention being given to the cuisine, celebrated to-day throughout two continents. Redon & Hartnagle expect to run both hotels—the Canada Western and the Driard—and make both pay, although any one wanting to transform the Driard into a big manufactory can buy the building for $100,000 as soon as the new hotel is ready for occupation. As an hotel it will not be allowed to pass from the present hands.

Visiting Victoria.

Mr. Victor Rylander, chief land and emigration agent of the C. P. R., accompanied by the following traveling representatives of his office, arrived over by the North Pacific last evening and are to-day guests at the Burnes House: John P. Nelson, John Shuhalen, A. M. Swanson, F. Hallgrew, C. A. Charlston, John Peterson, J. A. Anderson, Swan Millnes and W. Wiley. Mr. Rylander's headquarters are at Chicago, and he has branches in all parts of America and Europe. German and Scandanavian emigration receives especial attention from Mr. Rylander, whose present trip with his subordinates is to look over C. P. R. lands and at the same time enjoy a holiday. While in Victoria the party procured all the information possible in reference to the land and character of British Columbia as a field for settlement.

FROM "THE HUB" TO THE COAST.

The First Raymond Excursion Party of the Season Arrives in Victoria.

A Raymond excursion party in charge of H. C. Lyon arrived in the city last evening from California, where the members have been spending the winter. They will spend to-day in "doing" the sights in and around the city, returning east via the Northern Pacific to-morrow.

Mr. Lyon says that "Raymonds" have had a very profitable winter business. He piloted one party over the Sandwich Islands, a trip which occupies about six weeks. Indications are good for summer travel this year, but the holiday excursions seldom come as far west as the coast. In the early autumn the parties for the Yellowstone Park, the Pacific Coast and Alaska start out, and about the first of November the winter tourists begin their wanderings.

In coming to the Pacific Coast the Raymond excursionists are at liberty to stay as long as they please and go where they choose. They may return by any route that suits them on booking with the general agent at San Francisco or at the Hotel Raymond, Pasadena. The party arriving last evening included Mrs. Gage H. Hawkes, Elmer A. Tilton, E. W. Peck and wife, Mrs. Percy H. Smith, Mrs. P. A. Sawyer, Mrs. Phoebe R. Slocum, Mrs. S. S. Sleeper and G. W. Thompson—all of Boston.

THE OUTER WHARF.

The Extensions Well in Hand—A Fine Harbor and Extensive Dockage to be Provided.

Mr. T. F. Sinclair, the contractor for the extensive improvements at the outer wharf has made a good start on that important work. One rock drill is running and another is being placed in. A large crane for handling the stone has been erected, with the necessary workshops. Several gangs are engaged in blasting, and a large piece of the breakwater has been made. The breakwater will run out a distance of over 900 feet, and will be composed of the rock blasted for the purpose of leveling the front. A wall will be built between the two piers and the intervening space filled in with rock. A couple of acres will thus be made from the present rocky front. The new pier will be built of solid masonry, except at the outer end, where a few necessary piles will be driven. The basin provided will furnish accommodation for a large number of steamers or ships, and a depth of 28 feet of water at low tide will be had. The undertaking is a considerable one, and will occupy the whole summer, but everything will be ready in time for the C.P.R. steamships, or any others that may call.

SPORTS AND PASTIMES.

LACROSSE.

The Toronto Empire says: "The Torontos have abandoned their proposed trip to the Pacific Coast." In this connection it is stated that the Ninetieths, of Winnipeg, have received an offer from Vancouver to take a trip out there this fall, and this matter is now being considered by the executive of the club.

CYCLING.

The Victoria Jockey Club are making arrangements for a 5-mile bicycle race, or a race bicycle vs. horse, at their spring meeting.

CRICKET.

The Victoria Cricket Club have commenced practice.

She Died Left a Legacy.

LAST winter left a legacy of impure blood to many people, causing tired feelings, lack of energy, indigestion, constipation, biliousness, etc. From 1 to 4 bottles of Burdock Blood Bitters never fails to cure any of these troubles or diseases by subduing the secretions and removing all impurities from the system.

BRITISH COLUMBIA SALMON

The Various Species Peculiar to Our Province.

What British Columbia Supplies in Salmon—Where It Abounds and all About It.

In a paper on salmon read by him at a recent meeting of the B. C. Natural History Society, Mr. Ashdown Green said:

Of the thirteen genera of the Salmonida known in North America nine are represented within the limits of this province. These embrace the capelin, eulachan, smelt, surf smelt, salmon, trout, char, grayling and whitefish. Beyond noticing the fact that the first four belong to the Salmonida of our waters, I do not again propose to refer to them, but will commence with a description of our salmon, the largest, and much valuable from an economic point of view, of the family. The generic name of our salmon is Oncorhynchees, or hook nose. Why this personal reference to his nose should be made I do not know, seeing that the same prominence of feature is shared by the male of the eastern salmon and trout during the breeding season, though in a less marked degree.

This genus may be readily distinguished from that of Salmo by the length of the anal fin, the rays of which number from 13-16 rays, whereas the Salmo, that is, the trout and charr, have but 9-11. It is rather a curious fact that a Russian named Stellar, who first wrote about these fish 150 years ago, should have named and described the five species of the genus exactly as they are now known. Since his time no less than thirty-five species have been named by modern writers, their descriptions, correct, perhaps, as far as they went, being of the same fish in different stages of age, sex or sexual development.

There are five species of Pacific salmon.

O chonica—Quinnat, spring salmon, Tyhee.

O nerke—The sock-eye.

O kitsutch—Cohoe, silver salmon.

O keta—Dog salmon.

O gorbuscha—Humpback.

All these are found in British Columbia, though all do not frequent the same streams. For instance, there are no sockeyes on the eastern shore of Vancouver island, except in the Nimpkish river. There are no humpbacks in the Cowichan, though there are in the Chemainus river. The tyhee salmon only frequents the larger streams, the cohoe and dog salmon every little brook. The arrival of the same species varies in different rivers. Roughly speaking, the tyhee salmon is taken in the late autumn and spring, the sock-eye in the summer, and the cohoe, dog salmon and humpback in the autumn.

The tyhee salmon (O. chonicha) is the largest of the family. Fish of fifty pounds are by no means rare, and in Rivers' inlet individuals have been taken over eighty pounds in weight. In the Columbia this species only is used by the best canneries; in British Columbia it is more valued as a table fish than for canning purposes, as the color of its flesh cannot always be depended on. Perhaps some of you have noticed that the salmon on the fish stalls have sometimes been slashed with a knife. This has been done at the canneries to test the color of the fish, the red-fleshed ones being retained, the pale, or white-meated, ones being sent to the fishmongers. I have seen fish red at one end and white at the other, the intermediate part being streaked with red. What causes the difference, I cannot say; neither sex nor condition is the cause. Many people prefer a white salmon for their own use, believing it to be richer than the colored ones. However, canned salmon must be salmon-colored, and hence, in parts of British Columbia as a field for settlement.

There is no external difference between the red and the white meated fish. In all rivers there appear to be two runs of this fish, one commencing about the middle of November, the other in the spring, March or April. In the larger rivers the autumn fish proceed up stream to the highest points, and spawn in the following autumn. These are the fish taken at the head waters of the Fraser and Columbia, 1,200 miles from the sea. Those that ascend in the spring are supposed to spawn in the lower branches of the rivers.

O nerke, the sockeye, is a small unspotted fish ranging from 4 lbs. in the Sinkiuta to 8 lbs. in the Skeena river. Owing to its rich color it is much used by the cannerymen, the bulk of the salmon exported being of this species. As a table fish it is dry, and anything but a delicacy. This fish ascends the rivers to a great distance. I have seen them in quantities at Quesnelle, as bright as the day they left the sea, and as red in the flesh. Dr. Bean states that the sockeye never inhabits a river that is not supplied from such sources, or that does not take its rise in a lake in which the fish spawn. Dr. Jordon states that this fish is sometimes land-locked, and I believe that the masses found in many of the rivers and lakes of British Columbia (even though not land-locked) are of this species. I should be glad to receive specimens of this fish. The local name of this species is blueback when fresh run, and red fish when spawning.

O'kisutch, the cohoe or silver salmon, may be caught by trolling in Fuca straits throughout the summer. It ascends the rivers in October and is used extensively in the canneries. These and the dog salmon are the most evenly distributed species, being found at the mouth of every little creek. Though not so rich in flavor as the Tyhee salmon, it is, when caught in salt water, infinitely superior to the sockeye.

O keta—the dog salmon—is a fish of 10 or 12 pounds, worthless for either cannery or table use, as it never enters the river until it is ready to spawn. It is, however, the staple food of the Indians on the coast, who dry large quantities of it. Being lean it dries well, and does not turn rancid. It must, however, be noted that neither the dog salmon, cohoe, nor humpback go far inland, so that the Indians of the interior are dependent altogether on those tyhee salmon, or sockeye, that escape the cannery men.

O, gorbuscha, the humpback, is a bright-colored fish of from two to five pounds. It never ascends the streams to any great distance, but generally runs in large shoals a little above the head of tidal waters. The female is a shapely little fish, the exaggerated hump and grotesque snout being peculiar to the males. Quantities of these fish are dried by the Indians, but I never met a white man who had tasted one.

The first fish to enter the springare the chonicha, or tyhee salmon. They have a long way to go, and a hard road to travel. To say nothing of the dangers from seals and sturgeon while they are in tidal waters, there are miles upon miles of nets, extending across one-third of the river, from either side, while a third net drifts down the centre. But for for the numerous snags and drift timbers which impede the nets in some places, one would wonder how any salmon escape, for it must be remembered that they do not run straight up the river, but run up and down with the tide for some days previously. However, we know that a great many escape, and that they push up the stream through the canons of the Frazer, toll being levied from their ranks by the Indians with their scoop nets, until toward the end of August they arrive at their destination, a different fish altogether from that seen in the tidal water, their bodies blotched with red and black, their fins and tails frayed while their heads have become long, and their teeth have grown half an inch. Even here they are not free from danger. Weakened by their journey and the buffeting they have encountered in the rapids, they fall an easy prey to the Indian who ruthlessly spears or gaffs them, or corrals them in traps made of rails, which extend across the stream. Lamprey eels fasten on their sides, and feed on them while living. Bears are watching the shallow riffles to intercept their passage, and the bald-headed eagle hovers around until he is almost unable to fly, but sits with drooping wings on the branch of some dead tree overlooking the river awaiting a fresh appetite. But as great is the number of fish that, in spite of all these obstacles, succeeds survive, and each pair having selected a suitable place for its nest, and forced back any intruders, proceeds to deposit the eggs. For this purpose the male excavates a shallow trench in some gravelly reach where the water is not too swift, and here the eggs are deposited, the female rubbing her sides against the gravel during the operation. The male meanwhile, mounting guard, makes furious attacks on enemies, or, if these be absent, on imaginary ones, returning to the female at short intervals, say of half a minute, to excite her milt on the eggs. The action of the water and of the fish are enough to cover the impregnated eggs, or to carry them down stream until they lodge between some convenient stone, and the object for which the salmon has undergone so much is accomplished.

Such is the proceeding in the upper waters of the Fraser or Columbia rivers where salmon, the tyhee, are now scarce and comparatively undisturbed; but in the small streams on the coast, where thousands of dog salmon and humpbacks are massed together, the scene is very different. Here all is activity and turmoil. The males seem to haze no time for anything but fighting, and there appears little sign of pairing; in fact it is unaccountable how the progeny of this mass of fish can be anything but hybrids. Perhaps towards the upper or lower end of the pool a pair may be seen sedately at work, but only for a few minutes, a sudden panic seems to take possession of the shoal of fish, they rush up or down stream as the case may be, completely upsetting the sedate pair, who may perhaps come together again or may find a new partner and commence anew. Here you may see fish floating down stream with their dorsal fins out of water, rolling over when they come to a shallow riffle, without strength enough to keep their tails upstream, others at the last gasp, decomposed even before death, floundering on the edge of the stream, while the trout are busy stealing the eggs as fast as they are laid, lower down a shoal of dog salmon are devouring the spawn or perhaps wallowing in the dead salmon. The more putrid it is the more it seems to be appreciated. An oily scum floats on the water, which is so impregnated with particles of the rotting fish that it is a wonder how anything can exist in it for even a minute, and yet I have every reason to believe that some do survive and even recuperate in the fresh water before returning to the sea.

I have taken spent salmon in the North Thompson that were strong enough to make a good fight, and I could see nothing to prevent these from returning. At one time it was supposed that no salmon ever did so, but of late this opinion seems to be much modified, especially with regard to the tyhee salmon. Unlike all the other species, which are almost always an uniform size, these fish are found in the rivers ranging from two to seventy pounds, with milt fully developed. How is this? They cannot be spawn bound at this age. Either the seventy-pound fish has returned from one or more trips in the river, or he has remained in the sea for some years, although we see that he was perfectly able to breed when he was two pounds in weight.

Dr. Jordan states that at the hatchery on Rogue River the fish fare stripped, marked and set free, and every year since the hatchery has been in operation some of the marked fish have been recaptured.

STEAMBOAT COLLISION.

The City of Kingston Runs Into the Geo. E. Starr at Port Townsend.

On Thursday afternoon the steamer City of Kingston while making a landing at Port Townsend, collided with the Geo. E. Starr, which was tied up at Union wharf. The Port Townsend leader says: The Kingston, after coming around Marowstone Point, took her usual course, keeping close to shore and swinging around so as to come up to the dock with the bow towards Union wharf. Pilot J. H. Brandow was at the wheel, and Captain Roberts was just outside the pilothouse on the upper deck. When nearing the wharf, the wheel being at a stand-still, the pilot was seen to pull the lever twice, and the bell in the engine room was heard to respond. The vessel was then under pretty good headway, and the signal was to reverse the wheel, but almost in an instant, it seemed, after two bells were heard everyone on the wharf were surprised to see the big craft shoot suddenly forward.

It was seen at once that nothing could avert an accident. The Kingston was headed directly for the Starr, and it seemed that she would strike her square in the stern.

Those at the wheel of the Kingston did all that could have been done in the short time in which they had to act. The vessel was quickly swung around, so that in instead of striking as was fully expected she would, she struck the Starr on the side, tearing off all the guards, railing and bulwarks forward of the stern and damaging the wheel-house considerably, the amount of damage being about $1,500. It seems almost a miracle that no lives were lost by the accident. The Kingston was only slightly bruised by the collision, the damage amounting to about $300.

Captain Roberts, as might be inferred, felt very badly over the accident, all the more so, perhaps, on account of it being an accident to an opposition boat. He said there was just one way to explain the matter. The proper signal was given the second-assistant engineer, but that officer did exactly the opposite thing from that indicated by the signal. The engineer made a similar mistake a few minutes afterward, while turning to make the second landing, and from the remarks of Captain Roberts it is more than likely that the Kingston will have a new second-assistant engineer to-day.

The Atlantic Fishery Question.

OTTAWA, Ont., April 21.—Sir John Thompson is authority for the statement that when a settlement of the Behring's Sea difficulty is reached, the United States government will be prepared to open negotiations with a view to an arrangement of the Atlantic fishery question. It is learned that a deputation is about to come from Newfoundland to confer with the government on the subject of confederation.

In Financial Difficulties.

TORONTO, April 21.—It is reported that Peter Silicoe, private banker of Listowel, has suspended payment. He is supposed to have about the city thousands of dollars deposited in his bank. His embarrassment is caused by his money being locked up in real estate.

Civil Appointment.

TORONTO, April 21.—John Miller, B. A., principal of St. Thomas' Collegiate Institute, has been appointed deputy minister of education vice Alexander Marling, deceased.

Quebec Politics.

MONTREAL, April 21.—Premier Mercier arrived from Quebec to-day after attending a meeting of the cabinet. So much is to be learned, nothing definite has yet been decided regarding the date of the provincial elections.

From The Daily Colonist, April 22.

LOCAL AND PROVINCIAL.

Contracts Awarded.

At a meeting of the Jubilee Hospital building committee held yesterday afternoon, the tender of Mr. R. Lettice for the painting and that of Mr. R. B. McKicking for the electric bells was accepted. The contracts for lighting and fencing have not yet been awarded.

Port Crescent.

Work has been begun on the wharf and hotel at Port Crescent and the contract for a roadway from the wharf to the leading street of the new town has been let, the price being about $20,000. In another month it is expected that several hundred men will be employed on the various works of the Improvement company.

The Rest of the Season.

Last evening the sealing schooner Mollie Adams, Capt. McKiel, returned from the coast with a catch of 384 skins, the best this spring. The Viva was the last sister schooner spoken, with 130 odd; the other schooners seen before having since been reported. After discharging his catch, Capt. McKiel will refit at once for Behring's sea.

Of Interest to Medicos.

The election of members of the medical council of British Columbia will be held on the last Monday of the present month, the 28th inst., and the examination of candidates for admission to practice in the province will commence on the first Tuesday in May. There are already quite a number of applications in hand, a Toronto lady doctor being among the number.

Runs Splendidly.

The new steamer Constance, built by Spratt & Gray for A. Ewen, of Westminster, went for a trip around Race rocks and Esquimalt harbor yesterday afternoon, with the makers, employees, and several invited guests on board. Capt. A. Ruster was in charge and the little craft ran splendidly, making about 12 miles an hour. She will go up to Westminster shortly to be put in service.

From the North.

Steamer Barbara Boscowitz arrived from the north on Sunday with few passengers and a cargo of box wood. She encountered a snow storm shortly after leaving Nanaimo which lasted for two or three days. The weather was so rough at the Nass that she was unable to land a lot of lumber that she took on at Alert Bay for that place and consequently brought it down here. She goes up again on Wednesday.

He Made a Mistake.

The trustee board of the First Presbyterian church held a special meeting in the church parlors last evening, not only to be polite to a gentleman from a distance, but also to obtain from a thoroughly practical acquaintance with the local surroundings and conditions.

The Board therefore trusts that the honorable gentleman will, either personally or by competent and impartial deputies as a commission, visit the rivers during the fishing season and acquire such information as will lead to regulations based upon the necessities, as acquired from such personal observations and enquiries.

ROBERT WARD, J. P.,
President.

Victoria, B. C., 19th April, 1890.

ST. ANDREW'S CATHEDRAL.

The Contract for Its Erection Awarded to Mr. Æneas McDonald.

On Sunday last, His Lordship Bishop Lemmens laid before the congregation assembled at High Mass the tenders received for the construction of the new cathedral, and announced that being taken that of Æneas McDonald, $81,022, was accepted. The figure named includes altars and confessionals, pulpits and pews.

It is expected that ground will be broken next week, and construction advanced as rapidly as possible. Work will be sufficiently advanced, unless some unforeseen difficulty presents itself, to admit of the corner stone being laid early in June, when a delegate from Diocese of Oregon, and other distinguished prelates will be present to assist in the impressive ceremonies. The contract states that the building must be roofed in by November 1st of this year, and that the interior work must be finished by August 1st, 1891. Mr. J. Donovan has received the sub-contract for plastering and ornamental work, from Mr. McDonald, which has been decided to import the altars, which are to be in carved oak, from Belgium direct.

The following were the tenders submitted to the architects from which to make their choice:

Saul & Waite, $107,533, exclusive of altars, confessionals and pews.

Smith & Clarke, $99,981, exclusive of altars, confessionals, pews and stone windows.

Allan McCullough, $96,785, exclusive of altars, confessionals, pulpit and pews.

William Mortimer & Co., $93,655, exclusive of confessionals, of which Dr. Krause's map is the only one in existence, and has been adapted on to ours. I fount if the White River has any great length I want to find out first whether there is a volcano, as the Indians say, or whether they have got that idea from the existence of Wrangell, which is active, and frequently sends up clouds of smoke. It is a curious fact that according to Messrs. Ogilvie and Dawson, no affluents of any size reach the Yukon on the left bank between the White and Tahkeena rivers, a distance of perhaps two hundred and fifty miles or more. When we once get over the Chilcat Pass we shall find ourselves upon a watershed; on the right hand is the source of the Tahkeend, in front there rises another river said to be like a bustle, flowing to the ocean at Dry Bay, whose course no white man has ever followed—perhaps we may be able to. When I skirted the coast in 1886, however, I found no opening in the St. Elias range at this point by which such a river could enter the sea. Yet it may be there. Looking north from the Chilcat Pass, what river drains the vast area of country bounded on the east by the Yukon (into which, remember, no river flows from that direction) and on the west by the vast, impenetrable rampart of the St. Elias Alps whose peaks rise 20,000 feet above the sea? Is it the Copper river? If so it will be fortunate for the Harrison-Arkell party, as they will only have to build a raft and float down it to the sea. Is it the White river? Mr. Harper, of the firm trading on the Yukon, has descended that river for a great distance and found that it flowed from west to east The current flows at the rate of eight miles an hour, and it is only one hundred yards wide at the mouth. Is there some great river reaching the sea between Mount St. Elias and the Copper? We discovered and named a river flowing into Icy Bay. It was a very large one, and the muddiest I have ever seen, but it was quite short and its drainage area only that strip of land between the St. Elias Alps and the sea, which is entirely covered with flat glaciers, hence its large size, owing to the melting of the ice. If this great volume of water was produced from such a small area on the west of Mount St. Elias, what an enormous volume of water must the glaciers produce over the vast area of unknown country to the east of that mountain, and where is the river which drains it? The Altsekh, the Copper and the White rivers all seem to be too small. What conclusion do we draw from this? I believe there are rivers flowing into the sea between Icy Bay and the Copper river, and that all these rivers contribute to drain this unknown area. But, furthermore, I think that the climate of this mysterious country is a very dry one and will be found so, owing to the presence of the barrier of the St. Elias Alps, which inducing condensations like those induced by the coast range (which makes the climate of Lytton and Kamloops down here drier than that of Vancouver) but in a much more marked degree, owing to the far greater height of this great range, makes the district a very remarkable one, and well worth visiting."

CAPITAL NOTES.

(From Our Own Correspondent.)

OTTAWA, April 19.—The Northwest senators propose to attack the liquor permit system. They desire to have strict prohibition for the territories and to have the same power over licenses as the provinces.

The Ogilvie mills have notified their Ontario customers that the price of flour has gone up 50c. per barrel.

Probably there will be no revision of the voters' lists this year, 175 Conservative members having petitioned against it.

Christie, one of the Conservative candidates at Ottawa, has retired owing to a Liberal entering the field. There is now a straight fight between the Conservative, Reformer and the Equal Rights.

A combine for the manufacture of cordage has been formed, and all the twine establishments have been acquired by the new syndicate.

(From Our Own Correspondent.)

OTTAWA, Ont., April 21.—There was a lively discussion in the senate this afternoon over Inspector Moylan's alleged attack on Senator McInnes' connection with the British Columbia penitentiary, Senator McInnes called Moylan a Judas Iscariot, a blackguard, and a lubberly impudent Pharisee. H said grave abuses existed in the penitentiary. Hon. Mr. Abbott claimed that Mr. Moylan had no right to refer to McInnes at all, and the government should promptly repress insolence to members of parliament by their employees. He will move that he be summoned to the bar of the House to answer for his conduct.

Blake will move that the provincial act authorizing the firm of Bethune to be admitted to the judicial tribunal for authoritative opinion.

The writ for the Westminster election has been forwarded to Sheriff Armstrong to-night. He fixes the date of nomination and of polling.

Mr. Earle interviewed the premier to-night in reference to the appropriation for Victoria harbor. He was greatly strengthened by the editorial in THE COLONIST of the 13th inst.

Hon. Mr. Colby has introduced a bill to enable harbor commissioners to prevent the deposited ballast and rubbish where not wanted in harbors.

The Keefer-Lover divorce case passed the commons to-night. The Walker case was thrown out.

On the subject of trade treaties, the premier said to-day, no doubt if Canada wanted to make one with any of the West Indies or other colonies, the Imperial government would not stand in the way.

Prof. Macoun leaves for British Columbia in a few days.

Col. Prior, Messrs. Mara and Barnard left for home on Friday.

The telegram announcing earthquake shocks at Queen Charlotte Islands, shows that there must have been a series of severe earthquakes in the northern Pacific, as our observatory reports earthquakes are certainly decreasing in violence, owing to the earth's recession from the sun, and in time they will cease altogether, or at all events until the earth is supplied with more satellites.

WESTMINSTER SPECIAL.

(From Our Own Correspondent,

NEW WESTMINSTER, B.C., April 21. The big deputation to interview the Government on the redistribution bill leaves to-morrow. Meetings were held Saturday night and to-night all over the district to protest against the bill.

Mr. Moresby has returned from Langley, having succeeded in the pedition, requested Captain Mansfield to find room if he possibly could for the British adventurer.

The two expeditions are in perfect accord one of the men being Lieutenant's Schwatka and Seton-Karr and Professor Libby in 1886 was engaged in San Francisco to accompany the Arkell party, a man named Dalton.

Lieut. Karr states that both expeditions will be exploring on British territory most of the time. The objective point, however, will be Mount Wrangell, and the two parties will probably take different routes to it. The Lieutenant does not expect to get more than a hundred miles from the coast at any time. He says: "None of us know anything definite about the district we want to go to, beyond the Chilcat Pass, of which Dr. Kraunse's map is the only one in existence, and has been adapted on to ours. I fount if the White River has any great length I want to find out first whether there is a volcano, as the Indians say, or whether they have got that idea from the existence of Wrangell, which is active, and frequently sends up clouds of smoke. It is a curious fact that according to Messrs. Ogilvie and Dawson, no affluents of any size reach the Yukon on the left bank between the White and Tahkeena rivers, a distance of perhaps two hundred and fifty miles or more. When we once get over the Chilcat Pass we shall find ourselves upon a watershed; on the right hand is the source of the Tahkeend, in front there rises another river said to be like a bustle, flowing to the ocean at Dry Bay, whose course no white man has ever followed—perhaps we may be able to. When I skirted the coast in 1886, however, I found no opening in the St. Elias range at this point by which such a river could enter the sea. Yet it may be there. Looking north from the Chilcat Pass, what river drains the vast area of country bounded on the east by the Yukon (into which, remember, no river flows from that direction) and on the west by the vast, impenetrable rampart of the St. Elias Alps whose peaks rise 20,000 feet above the sea! Is it the Copper river? If so it will be fortunate for the Harrison-Arkell party, as they will only have to build a raft and float down it to the sea. Is it the White river? Mr. Harper, of the firm trading on the Yukon, has descended that river for a great distance and found that it flowed from west to east The current flows at the rate of eight miles an hour, and it is only one hundred yards wide at the mouth. Is there some great river reaching the sea between Mount St. Elias and the Copper? We discovered and named a river flowing into Icy Bay. It was a very large one, and the muddiest I have ever seen, but it was quite short and its drainage area only that strip of land between the St. Elias Alps and the sea, which is entirely covered with flat glaciers, hence its large size, owing to the melting of the ice. If this great volume of water was produced from such a small area on the west of Mount St. Elias, what an enormous volume of water must the glaciers produce over the vast area of unknown country to the east of that mountain, and where is the river which drains it? The Altsekh, the Copper and the White rivers all seem to be too small. What conclusion do we draw from this? I believe there are rivers flowing into the sea between Icy Bay and the Copper river, and that all these rivers contribute to drain this unknown area. But, furthermore, I think that the climate of this mysterious country is a very dry one and will be found so, owing to the presence of the barrier of the St. Elias Alps, which inducing condensations like those induced by the coast range (which makes the climate of Lytton and Kamloops down here drier than that of Vancouver) but in a much more marked degree, owing to the far greater height of this great range, makes the district a very remarkable one, and well worth visiting."

"BEAVER" RECOLLECTIONS.

A Chat with the Captain who Commanded the First Pacific Steamboat.

Thoughts of the old Beaver, steamer now lying on the rocks near Vancouver, call up comparisons of the class of steamboat in use to-day and that of, say, thirty years since. Steam as a motive power was then generally in its youth; and some of the improvements now in common use were then unthought of. As a matter of fact it is a wonder to the engineers of the present day that some of the old-time boats were not blown clean out of the water, so crude were the appliances. Happening to hear the name of the old Beaver yesterday, the cheerful face of Captain Rudkin, of the Islander, lit up with an unspeakable pleasure. It was this first love, and he liked to speak of her and and hear her spoken of.

"Ah, yes," he said, dreamily, "there's a wonderful difference between the steamboats of her day and those now. Here's the Islander carrying 160 pounds of steam, while the Beaver used to carry only from two and a half to three pounds. After discharging his catch, Capt. McKiel will refit at once for Behring's sea.

"I mind one occasion," said the captain with a smile, "the engineer told me there was a hole in one of the boilers. I asked him what we should do, but he said he thought he could fix it. He got two or three sacks, rolled them together and jammed them into the hole. We were towing the W. H. Ressie, a vessel carrying about seventeen hundred tons of coal, and we of her in."

"To show you what little steam she carried, there was one winter, it was pretty cold in coming up the gulf, when the steam guage of the engine was frozen on several occasions. Of course this didn't interfere with her running. Jimmy Wallace was engineer at the time. The pipe was frozen as well as the guage, but we went along right enough."

"How do I look at the boats now as compared with the old timers? Well, I think they've had great improvements. The old Beaver's pistons used to be packed with rope which was burned out, or the steam would blow it out sometimes, and no matter where we were we would have to stop and fix it. Now they have everything fitted up with rings and plates in splendid style."

"Don't you think, captain, that it is a sort of sacrilege to allow the old thing to go to ruin?"

"I think it's a shame to allow her to lie there. She ought to be taken down and made into sleeve buttons, brooches, anything you like to preserve her memory. There's hardly a man in town who would object to give a dollar or a dollar for a pair of sleeve buttons made from the lever of the first steamship that was ever in the Pacific."

"Dear, dear," soliliquized the captain, "when she first came to this coast she frightened the wits out of the poor Indians, who ran into the woods and hid themselves when they saw her. They thought it was the devil that came up smoking, puffing and roaring; but they soon got over that and it was necessary to put up boarding to keep them away."

A DEFERRED EXPEDITION.

Lieut. Seton-Karr Explains Why He Returned from the North.

Lieut. Seton-Karr, the young English explorer, is still at the Driard, awaiting the regular mail boat, the Elder, which will have him for a passenger, instead of going to Fort Simpson a couple of weeks ago, as was his intention on leaving Victoria, he remained for several days with Mr. and Mrs. Hall at Alert Bay, the weather being the reverse of pleasant. From Alert Bay he returned to Victoria because the coasting steamers Maude, Boscowitz, and Louise were so much delayed by the thick weather, or were likely to be, that he feared he would not be able to catch the mail by going from Simpson by canoe across the frontier as previously planned.

The expedition now consists of Lieut. Seton Karr, and the following three men, who he has engaged to go with him: John A. Hammond, of Alert Bay, T. Gambling, and Mitchel Kalama, interpreter. They are not going up with the Harrison-Arkell party, as the U. S. Patterson states in a dispatch, though Mr. Wells, who is in charge of that expedition, requested Captain Mansfield to find room if he possibly could for the British advent