

(From THE DAILY COLONIST, Oct. 2.)

"ORANG" SELECTED.

This Handsome Liner to Be Added to the Canadian-Australian Steamship Fleet.

The "Warrimoo" Completes a Record Breaking Voyage From the Southern Seas.

For the third consecutive time the Canadian-Australian liner Warrimoo in arriving here from Sydney, Suva and Honolulu last evening made port sharp at seven o'clock; and all these voyages too have been record-breakers. The arrived, as before, in command of Capt. M. C. W. Hepworth, R. N. R., having left Sydney on September 10 at 4:30 p.m.; Suva on September 16, and Honolulu on the 23rd, passing en route the R. M. S. Mowera bound south on September 20; the bark Kenyon of Liverpool steering N.E. by N., which asked to be reported "all well"; and the four-masted ship showing her number "N. D. R. P." in ballast and inbound, twenty miles west of Cape Flattery. During the passage from Honolulu fine weather was experienced with moderate southerly winds to the Cape. The steamer's second saloon passenger accommodation was nearly all taken up but her saloon list was comparatively light. Both are given, as follows: R. W. Shire, J. H. Hurst, Miss MacDonald, Mr. and Mrs. James Dick, G. Cavenagh-Mainwaring, Miss de Stokar, C. Hennings, J. R. Renton, Miss Wight, W. G. C. Powell, Mrs. W. E. Gibson, J. Cameron, R. L. Bird, H. C. Fox, W. Gardner, J. M. Folkman, T. C. Morgan, J. W. Linford, Miss Winney, D. A. Nelson, Miss Carter, A. Belasco, S. G. Mulholland, W. Hill, Law Chum, C. F. Schermerhorn, W. A. Gleason, W. L. Daley, J. Armstrong, Mrs. Miss and Master Markie, and H. F. Heuse.

Among the best known of the passengers are Mr. J. H. Hurst, who is a medical graduate of Yale and who has been investigating the tick disease and rabbit plague; R. W. Shire, a Queensland who is on a tour of Canada and the United States; James Dick, a wealthy waring, a South Australian judge, who by the decease of a relative has lately come into possession of a large landed estate in England; J. R. Renton, a Honolulu sugar planter, and W. G. C. Sincluhurst of T. H. Davies & Co., Honolulu.

The Warrimoo brings about the usual amount of freight for this port, her entire cargo being also average. When she reaches Vancouver a series of promotions will take place in her officer list in consequence of First Officer Morrison leaving the vessel. He goes home to England to bring out with him the steamship Orang, which is to be the third of the Canadian-Australian line. This ship is an almost 3,000-ton craft, which has for years plied between London and New Zealand. Lately, however, she has been undergoing an extensive overhauling in the hands of Old Country mechanics. Her boilers have been removed and replaced, and in the matter of appointments as in machinery she is being thoroughly modernized and equipped. The Orang is a larger vessel than the Warrimoo or the Mowera and is considered a very fine craft. It is understood she will be ready to enter on her new service by the first of the coming year.

THE WORLD OF SPORT.

"Endymion" a Winner in Fast Time—"Persimmon" Again to the Front.

Following closely upon the sensational performance of Dixieland, who ran the three-quarters of a mile at North Yakima in 1:15, comes the news of Endymion's victory at Central Point, where carrying 190 pounds he won the mile and a half race in 2:40 flat, tying the Oregon and Washington records for that distance. As the Central Point track is a little over 60 feet more than the mile, this makes Endymion one of the greatest horses in America at the present time, and the three-year-old son of imported Enterprise has not yet seen his best day. Both Dixieland and Endymion competed at the Vancouver carnival race meeting, and it speaks well for British Columbia, where the public can see such grand specimens of the thoroughbred racing in this province. As Messrs. Kerfoot and Botter, the owners of Dixieland and Endymion, have promised to run both in this city on the 16th and 17th October, and as both horses will be entered in the mile and a quarter handicap to be should produce the greatest contest ever seen on a Canadian track. Catalogue and Dottie Reed will also run, and the latter mare, who is undergoing a special preparation for this race at the Victoria Driving Park, will not lack supporters amongst the home talent. She is by a long way the best-looking thoroughbred that ever carried racing colors in British Columbia, and if she stands a preparation, whatever it is, the big event will have to establish a track record for the mile and a quarter that will stand for a long time. It promises to be the greatest long-distance race ever seen in Canada.

THE PRINCE'S PET, "PERSIMMON."

LONDON, Oct. 1.—The Prince of Wales' colt Persimmon, winner of the Derby and St. Leger, won the Jockey Club stakes of \$50,000 at Newmarket to-day. Lord Rosebery's Sir Visto was second, two lengths behind, and J. H. Soudworth's Laverne, third. Pierre Lord's American Sandi won the double trial stakes of 200 sovereigns for 2-year-olds. Lordard's Glaring ran second in the race for the 1st October 2-year-old stakes, ten sovereigns each for acceptors, with 200 sovereigns added. Sir Waldo Griffith's Princess Ann won this race.

THE CITY.

Mr. HORACE W. BUCKE has made application for a seat on the bar of the British Columbia Supreme Court.

The members of the Valhalla gave their first social dance of the season yesterday, the attendance being good and the merit of the company conspicuous.

SERGEANT-MAJOR PORTER, of the Royal Marine Artillery, whose ability as a drill instructor is well known, has been engaged in the capacity by the Collegiate school, Esquimalt, to receive previous success in effecting physical improvement in the rising generation augurs well for the future.

OWING to the serious illness of the accused and the petty nature of the alleged theft, the provincial police have withdrawn the charge upon which John Price was arrested on the arrival of the river steamer Tuesday afternoon. Poor Price is now at the hospital and in a critical condition.

The collections during the month just closed for Inland Revenue division No. 37, Victoria, totalled \$13,799.10, the several heads of receipts being as hereunder: Spirits, \$7,031.68; malt, \$1,020.27; tobacco, \$4,245.10; cigars, \$556.50; inspection of petroleum, \$19.65; and rent of land, \$17.00.

At the Church of Our Lord, R.E., the venerable Bishop Grice on Wednesday performed the interesting ceremony which united in matrimony Mr. T. Hibben and Miss Edith E. Sweetser, formerly of London, Eng. Mr. and Mrs. Hibben are now receiving the sincere congratulations and good wishes of many friends.

BARRISTER FRANK HIGGINS gives formal notice in the next issue of the British Columbia Gazette of his intention to the legislature at its next session for the incorporation of the Kootenay power & Light Co., which proposes to make both the Kootenays the field of its operations. The necessary water rights is to be obtained from the Kootenay and Columbia rivers and their tributaries, and from Sheep creek.

Mr. JOHN A. DEVLIN, a cannery operator, whose home is in Astoria, Oregon, was here yesterday, having arrived during the morning on the tug Michigan from Friday Harbor.

Among the most interesting of the Victorians interested in the American carrying business. He brought with him a number of samples of canned fish for exhibition. Mr. Devlin's last visit to Victoria was made twenty years ago, when he and his wife spent a short time at the old Driard.

Forty-seven whites, eight Indians and one Chinaman made up the 56 offenders dealt with in the city police court during September, the summary for the month being as follows: Cutting and wounding, 1; infraction of city by-laws, 2; housebreaking, 1; horse-stealing, 1; obstructing the police, 1; pointing a revolver, 1; in possession of intoxicants, 3; supplying liquor to Indians, 2; theft, 3; and vagrancy, 3.

A HANDSOME group photograph by Savannah of the Victoria police champion tug-of-war team has just been completed and added to the artistic treasures of the city hall. The portraits of the five strong men of the team—Messrs. Carson, Monat, Cameron and Anderson—with Chief Sheppard, the team captain, are all excellent likenesses, while the group as a whole is a fine specimen of the aggregate—1,089 pounds in the aggregate—is sufficient to make any strike terror to the hearts of evil doers. Victoria already enjoys the distinction of having the strongest policemen of the province; the photograph is receivable as evidence that they are also the best looking.

DURING the month of September 1,748 books were loaned from the Victoria free library, 910 of these being issued to ladies and 838 to gentlemen. The maximum number taken out in any one day was 109, and the average daily issue 70. Twenty-nine new members were enrolled on the library register, 16 of these being ladies. There have been added to the library since the 1st of January, "The Seasonal Papers of B.C., 1896," "The Pacific Coast Business Directory" given by The Merchants' Publishing Co., of San Francisco, "Cocoa—All about it," a gift from Cadbury & Co. London; and the 138 volumes on all subjects just purchased by the city from Messrs. Mudie, London. These books give general satisfaction, and the wish is expressed that their number could be increased at least tenfold.

THERE was a sitting of the County court yesterday, Judge Harrison of Nanaimo, presiding, the docket being somewhat long owing to the accumulation of business during vacation. With one or two exceptions the cases were small ones, judgment summons and the like with no general interest in them. Crause v. Bryant, was a suit brought by the proprietor of the Metropolitan stables against defendant for \$40. The value of a horse which dropped dead while being driven by defendant on July 12. It could not be shown, however, that the horse had been over-driven and the defence took the ground that death resulted from natural causes and was not the result of ill-usage by defendant. A non-suit was granted. Mr. H. E. A. Robertson appeared for plaintiff; Mr. J. A. Aikman for defendant.

They Won on Pink Flyers. The McCready Pink Flyers have added another record to their already long list of victories. In the R.Q.T. road race at Toronto, H. Cassidy, on his McCready Pink Flyer, broke the 20-mile record, doing the distance in 59.08. Unlike the riders who made the pace, he had to ride practically unopposed the whole distance. The time would have been considered akin to marvellous if he had ridden the same distance for free, but the fact that he had to ride in a blinding cloud of dust, threading bunches of riders, over a road honeycombed with ruts and holes, makes it a truly great achievement. Cassidy has quite a reputation as a track rider, and has beaten a first best man in the amateur ranks at one time or another during the season. F. Graves, also on a McCready, won the second time prize.

A sugar refinery in which 300 hands were employed was burned at Moncton, N.B., the other day. The proprietors are taking no steps to rebuild it, in a few months the industry may be wiped out of existence by the removal of the protection on refined sugar. The 300 hands employed are thus doomed to idleness, because Mr. Laurier has no capacity for, nor sympathy with, business.

BRAVE SAILORS.

How Lieutenant Heyman and His Companions Lost Their Lives at Dutch Harbor.

Out of Eight Men Only One Managed to Reach the Shore.

The names of those who perished in the deplorable accident by which First Lieutenant Heyman and six of the crew of H.M.S. Satellite lost their lives in Dutch harbor, were learned yesterday by a private letter received by a resident of Victoria from one of the Satellite's crew. They were:

First Lieutenant HEYMAN, Petty Officer RICKETTS, Able Seaman WHITE, Able Seaman BLAKE, Able Seaman CROWELL, and Able Seaman CROWELL.

The facts as stated in the letter bear out the story already published, that First Lieutenant Heyman and a crew of eleven men were on a brave effort to save from drowning two others of the ship's company. While the Satellite lay at anchor in Dutch harbor on the afternoon of September 4, petty officers Ricketts and Williams obtained leave to take the dingy and go fishing. This was about four o'clock. The dingy began to freshen up soon after six o'clock there was a stiff breeze blowing that the ship had to drop anchor, and as a matter of precaution got up steam in case the situation should become serious.

First Lieutenant Heyman and a volunteer crew composed of Seamen White, Blake, Gaterall, Cromwell and Hill, gallantly put off in the dingy to the help of the two men in the dingy as soon as it was seen that they were in danger. The dingy was reached, and the galley started back toward the Satellite. By this time darkness was falling fast and the wind came so hard that the boat could not be seen and lights were placed for her to her. However, as the galley did not get back to the ship that night it was supposed that Lieutenant Heyman had concluded to put back to shore till morning.

When morning broke only one man, Able Seaman Hill, was seen ashore. He was brought off in the cutter and told the story of the disaster that had befallen his companions. Unable to reach the ship owing to the wind, Lieut. Heyman had decided to put about for the shore, and while turning, the galley shipped a sea that swamped her and of the eight men who had formed her crew only Hill had been able to swim ashore.

Such is the story of the accident, but there is sorrow for the death of the gallant men who lost their lives endeavoring to save their companions. It is tempered with that feeling of national pride for the brave deed that British seamen have done as ever he was to risk his life at the call of duty or humanity.

Petty Officer Ricketts leaves a wife and two children in England, and Williams had also a wife in the Old Country. The body of Seaman Blake was picked up on the beach, where it was washed ashore after the accident; none of the other bodies were recovered.

EXPORTS OF COAL.

WELLINGTON COLLIERY COMPANY.
Date. Name and Destination. Tons.
1—Str. Columbia, Port Francisco, 2,450
2—Str. Umatta, Seattle, 400
3—Str. City of Toledo, 200
10—Str. Progressist, San Francisco, 2,000
11—Str. Progressist, San Francisco, 2,000
11—Str. Willamette, San Francisco, 2,800
12—Str. Willamette, San Francisco, 2,600
19—Str. Gloria of the Pacific, 3,400
21—Str. Angeles, Port Townsend, 3,800
21—Str. Progressist, Port Townsend, 3,320
21—Str. Wellington, San Francisco, 2,600
Total September, 24,850
Total August, 8,710
Increase September, 16,140

NEW VANCOUVER COAL CO.
1—Str. Roly, Port Townsend, 56
2—Str. Roly, Port Townsend, 42
3—Bark Oregon, San Francisco, 2,200
11—Str. Wanderer, Port Townsend, 42
11—Str. Potomac, Port Townsend, 42
12—Str. Wanderer, Port Townsend, 39
12—Ship Bermuda, San Francisco, 4,039
13—Str. William, Umanak, Alaska, 23
14—Str. Peter J. Jones, Port Townsend, 39
14—Str. Sea Lion, Port Townsend, 39
21—Str. Wanderer, Port Townsend, 2,728
21—Str. Wanderer, Port Townsend, 2,728
21—Str. Wanderer, Port Townsend, 2,728
30—Str. Tacoma, Port Townsend, 50
Total, September, 14,000
Total, August, 18,384
Decrease, September, 4,384

UNION COLLIERY COMPANY.
5—Str. Altmore, Victoria, 436
5—Str. Rapid Transit, Port Angeles, 246
11—Str. Minnola, Port Angeles, 3,200
11—Str. Rapid Transit, Port Angeles, 3,200
21—Str. Minnola, Port Angeles, 3,200
21—Str. Rapid Transit, Port Angeles, 258
Total, September, 9,565
Total, August, 6,108
Increase, September, 3,457

BISHOP HILL'S MEMORIAL.

Yesterday evening at Christ Church cathedral were held the annual harvest festival services and the dedication of the carved oak, pews, and choir stalls that have been erected as a memorial of the late Bishop Hill's rectorate of the cathedral. The beautiful carved stalls of the memorial is a great addition to the cathedral, and is a fitting memorial of the late Bishop Hill's rectorate. The stalls are carved in the new woodwork for decorating, the new woodwork was left unobscured, so that it appeared to be a part of the cathedral. As the choir reached the stalls, the organ played a hymn solemnly dedicated the memorial to the late Bishop's memory.

The thanksgiving services were then proceeded with, and the sermon was being assisted by Rev. Mr. Flinton and Rev. Canon Paddon, and the sermon being preached by Ven. Archdeacon the two-fold object of the memorial was to give for the bountiful harvest and to dedicate the memorial to the late Bishop abroad.

Hills, first Bishop of British Columbia. Touching first upon the harvest festival, he drew the illustration between the rest of the husbandman after garnering a fruitful crop and the cheerful, happy old age of a well spent life, such a life as the late Bishop had lived. Bishop Hills, after twenty years of ministration in England, first at Leeds and then as vicar of Great Yarmouth, had come to British Columbia when the whole province formed one diocese. He had carried on his duties with energy, ability and a Christian spirit, till he had seen accomplished his desire of having the province divided into three dioceses in 1879. For thirteen years longer he had continued his work as Bishop of Columbia, finally retiring at the age of 76, an age when most men would have been glad to rest from labor of life. On his return to England he had with characteristic humility, taken charge of a small country parish under a bishop who had once been one of his clergy. The late Bishop's rectorate of the cathedral was also referred to, one of his last official acts being to appoint to succeed him as rector Rev. Canon Beaudlands, the present incumbent.

TO DEVELOP B. C. MINES.

Last night's issue of the B. C. Gazette of eleven new companies, with an aggregate capitalization of seven and a half millions, the object of whose existence will be the development of B. C. mines. Only one of the new companies—the Victoria and Pacific Gold Mining Co.—is a concern of the new companies. The other companies being Dr. Ernest Hall, John Jardine, Alexander McCrimmon, J. L. Forster, James Freely, James Maynard and John McCulloch. The primary object of incorporation is to acquire and develop the Northern Light mineral claim, situated on Good mountain, West Kootenay, and to turn to account this and other mineral claims. Here is the complete list of the new companies:

Alberta Gold Mining Co., of Spokane, capitalised at \$1,000,000 in \$1 shares.
B. C. Exploring Syndicate, of London, Eng., capitalised at \$200,000 in \$1 shares.
B. C. Mining Co., of London, Eng., capitalised at \$200,000 in \$1 shares.
Chicago Gold Mining Co., of Spokane, capitalised at \$250,000 in \$5 shares.
Exchequer Gold Mining Co., of Nelson, capitalised at \$1,000,000 in \$1 shares.
Kings Gold Mining Co., of Rossland, capitalised at \$250,000 in \$1 shares.
Solomon Mine Co., of Vancouver, capitalised at \$500,000 in \$1 shares.
Lily May Gold Mining Co., of Spokane, capitalised at \$1,000,000 in \$1 shares.
Northern Light Gold Mining Co., of Victoria, capitalised at \$250,000 in \$1 shares.
Old Glory Mining Co., of Seattle, capitalised at \$1,000,000 in \$1 shares.

A THING THAT CAN'T BE DONE.

How are you going to work and rest at the same time? Why, you can't, of course. There's where it is. They must come by turns. And when you can have your own way about it nothing is easier. So much time for work, so much for meals, so much for sleep, and so on. You divide the day as you might cut up a pork pie.

As yet, however, comes a woman who says, "I was so exhausted and so tired that I was only fit to lie down and be quiet." For all that, however, she couldn't be quiet. You see the point. She had her bread to eat, and her money to pay, and she was only fit to lie down and be quiet. But as for the rest of us—well, read the letter.

"Up to November, 1882," she says, "I was healthy, but then I began to feel good for nothing. I felt weak, languid, and weary, as though the life were running out of me. I could eat almost nothing. I had to force down some food. Still, I was obliged to eat, no appetite. I was all the time belching up some sort of fluid that tasted like a bit of a bitterish acid, and made me sick."

"Then came a severe pain low down in the back caused by gravel. With all these things together I was so exhausted and done up that I was only fit to lie down and be quiet." But I had a shop to attend to, so I was obliged to keep going. Yet it was with great pain and difficulty.

"After suffering great agony for over two months, a neighbor, Mrs. Seddon, said she knew what would cure me, and she told me about Mother Seigel's Cure. I tried it, and in a few days I was able to keep my food, and what little I did eat gave me pain and tightness at the chest. My stomach turned sour and I was all the time belching up some sort of fluid that tasted like a bit of a bitterish acid, and made me sick."

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LADEN WITH SALMON.

First of the British Columbia Fleet of 1896 Set Sail for England.

The "Braemar" Completes a Tempestuous Voyage—Hope for the "Lake Leman."

By this morning the first of the 1896-97 salmon fleet will be shaping her course down the Straits in tow of an American tug boat. She is the British bark Embleton, commanded by Capt. Gronow, which received her cargo at the outer wharf, and which is now destined for Liverpool. She loaded on R. P. Rithet & Co.'s account, and carries a cargo of 48,830 cases of salmon and 400 barrels of oil, the total value of which is \$265,806. The cargo was quickly loaded by Stevedores Cates & McDermott, being made up of the following consignments: 25,555 cases shipped by R. P. Rithet & Co., Ltd.; 8,075 cases shipped by Findlay, Dunlop & Brodie, 8,200 cases shipped by Munn, Holland & Co.; 3,500 cases shipped by the Atlas Packing Company; and 5,500 cases by the Lummi Island Packing Company; the 400 barrels of oil being shipped by R. P. Rithet & Co., Ltd. The Embleton is a vessel of 1,196 tons register, and, if favored with good weather, should make a smart run home.

MAY BE THE "LAKE LEMAN."

At 4 o'clock yesterday morning the N. R. S. s. Braemar completed one of the stormiest voyages it has been her lot to make, arriving at the outer dock from Yokohama almost a fortnight behind her schedule date. Crossing the Pacific Ocean, she encountered a fierce succession, even the staunch liner being held prisoner at Kobe for six days and getting away from that port only the phoon. Hence it was that she left Yokohama ten clear days behind the sailing card. As passengers she brought across the ocean but two in the saloon—Mr. Krampl, an Oriental jeweller, who has lately returned from a business trip as far north as Vladivostok, and the well known Professor Gerish of Boston, whose mission to Japan was to observe the recent eclipse of the sun. Unfortunately rendered most unsatisfactory to scientists by the prevailing fog, the steamer passengers were 30 in number, Chinese and Japanese, while as cargo the Braemar has a full freight of new teas, silk and curries. The only sighted during the voyage were reported off the Cape, one of the craft looming dimly out of the fog answering the Lake Leman, but the weather being too thick to make identification possible.

THE SAN FRANCISCO LIVERS.

As yet the local agents of the Pacific Coast Steamship Company have not been advised what the successor of the Umatta on the Puget Sound-San Francisco route will be, and it seems now that the trip that will have to be quiet. The City of Puebla, leaving San Francisco yesterday morning, has the following passengers for Victoria: H. J. Tindall and wife, Miss Healey, Miss Stevens, Mrs. W. C. Conlton, A. Bellman and wife, H. Bowling, H. C. Miller, Miss V. L. Heathfield, T. M. Miller, Mrs. A. E. Miller and child, A. W. Coleman and wife, Miss Smith, Miss M. Mason, Miss M. Hardy, Miss M. Patterson, Mrs. Debon, R. Fox, H. Fraser, A. G. Alland, B. Ganche, C. P. Wentworth, H. Lee and wife, Wang Kai, E. M. Raitton, George W. McLaughlin and Wilson Sumner.

THE OLD FRIENDS TO PART.

Yesterday the steamer Barbara Boscowitz completed probably her last trip under Captain Williams' command. She arrived during the morning from Bella Coola heavily laden with 8,500 cases of salmon, besides considerable miscellaneous freight. She brought down sixteen cabin passengers and eighty-five Chinese who have been working in the canneries.

MARINE NOTES.

In a letter just to hand from Captain Seward, received by Mr. Ker, of R. P. Rithet & Co., Ltd., the catch of the Siegwild in Behring sea is put down at 751,000 lbs. The captain refers to the weather as having been unusually high and unsuitable for hunting operations, as a result of which two canoes with their crews were lost from the schooner. These were afterwards recovered by the Penelope.

The City of Nanaimo returned to port yesterday to receive some slight repairs to her propeller; when these are completed it is understood she will replace the Joan on the Victoria-Comox route. The latter steamer taking the Nanaimo route is being replaced by the Victoria again ready for service the business of Gold Commissioner or a Certificate of Improvement for the purpose of obtaining a Crown Grant of the above claim; and further take notice that action commenced before the issuance of such Certificate of Improvement.

A MESSAGE TO MEN.

Proving that True Honesty and True Philanthropy Still Exist.

If a man, who is suffering from nervous debility, or who is weak from any of the various troubles resulting from excesses of overwork, will take heart and write to me, I will send him confidentially and free of charge the plan pursued by which I was completely restored to perfect health and manhood, after years of suffering from Nervous Debility, Loss of Vigor and Organical Weakness.

I have nothing to sell and therefore want no money, but as I know through my own experience how to sympathize with such sufferers, I am glad to be able to assist any fellow-being to a cure. I am well aware of the prevalence of quackery, for I myself was nearly lost faith in mankind, until I was told that I am now perfectly well and happy once more and am desirous therefore to make this plain means of cure known to all. If you will write to me you can rely upon being cured and the proud satisfaction of having been of great service to a fellow-being. I am well aware of the prevalence of quackery, for I myself was nearly lost faith in mankind, until I was told that I am now perfectly well and happy once more and am desirous therefore to make this plain means of cure known to all. If you will write to me you can rely upon being cured and the proud satisfaction of having been of great service to a fellow-being. 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