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Highest of all in Leavening Power.—Latest U.S. Gov't Report

ROYAL Baking Powder

ABSOLUTELY PURE

SPORTS AND PASTIMES.

LAWN TENNIS.

At the following are the fixtures for to-day, in the junior lawn tennis tournament:
3 p.m.—H. Lawson (scratch) vs. R. Dunsmuir (scratch); R. Hayward (scratch) vs. A. Langley (receives); 15 vs. F. Duns-
muir (receives); 15 vs. W. R. Napier (receives); 15 vs. J. A. R. R. (receives); 15 vs. A. Pringle (receives); 15 vs. A. R. Green (receives); 15 vs. F. A. Shuter (receives); 15 vs. F. B. Ward (scratch); 15 vs. G. Wilson (scratch); 15 vs. W. R. Wilson (scratch); 15 vs. P. Kane (scratch) vs. G. C. Johnson (scratch).
The competitors are requested to be on the grounds at the times above mentioned; if there is time some of the matches of the second round will be played off.

ASSOCIATION FOOTBALL.

At a meeting of the Victoria Wanderers Association Football Club held in the B. C. Dye Works last evening, the following officers were elected: A. Goward, president; M. Hutchison, vice-president; W. Peden, secretary-treasurer; J. Dakers, captain, and R. McCann, vice-captain. The Wanderers are open for challenges from any team in British Columbia and will be glad to arrange dates. It was agreed that the position of honorary president be left vacant until a later date. The team began practising on Saturday.

VICTORIA COLLEGE CLUBS.

A well attended and enthusiastic meeting of the Victoria College Rugby and Association football clubs was held last evening at the college, Bacon Hill Park, Principal Church, M.A., in the chair. It was resolved that both Rugby and Association teams should be put in the field for the 1895 season. The following officers were duly elected: Rugby football club—Captain, R. C. Trimen; vice-captain, T. G. Wilson; secretary-treasurer, A. R. Green; executive committee, F. B. Ward, J. D. Pemberton, L. B. Trimen. Association football club—Captain, J. H. Lawson; vice-captain, W. R. Wilson; secretary-treasurer, A. R. Green; executive committee, A. Goward, H. Lawson, A. Keating.

CRICKET.

THE BARACKS. C. C. V. H. M. S. NYPHHE.
This match was played on Wednesday, Sept. 5, and resulted in a win for the Bar-
racks. The feature of the match was the grand innings of G. Barraclough, who com-
piled 142, not out, without a change; and the chief hits in which were two sixes, twenty
four, and three threes. The Baracks total
reached 246. The Nymphs quickly fell to
the bowling of Barraclough and Kelly, the
latter taking seven wickets for six runs.
Corban kept wicket in good style, stumping
and catching two.

THE BARACKS.	
Cannon, c and b Chorlton	0
Cannon, c and b Chorlton	0
Train, b Harrison	9
Barraclough, not out	142
Sweet, b Harrison	1
Kelly, b Harrison	0
Allard, b Chorlton	21
Rann, b Chorlton	2
Simmons, b Hill	0
Sawyer, b Chorlton	0
Hall, b Chorlton	10
Extras	32
Total	264

NYPHHE.	
Pink, b Barraclough	0
Brown, c Hall, b Barraclough	2
Hill, c Simmons, b Barraclough	2
Harrison, not out	19
Chorlton, c Hall, b Barraclough	1
Thompson, at Corban, b Kelly	0
Siggins, c Corban, b Kelly	0
Robbins, c Corban, b Kelly	0
Bush, b Kelly	0
Phillips, b Kelly	0
Geddy, b Kelly	0
Extras	3
Total	28

NAVY V. LAWYERS.
At the Canteen grounds yesterday the Navy proved themselves too much for the team of the legal profession. The Navy in their first innings made 188, while the Lawyers, who had a weak team, made 50 in the first innings and 97 in their second.

YACHTING.

NEW YORK, Sept. 5.—The impression seems to have gained prevalence in London that American odds on the Defender are 6 to 1. At such odds the Englishmen would be willing to lay almost any size wager, and would be perfectly justified in so doing, but no such odds are offered, even by ultra-patriotic Americans, while those who have seen both yachts, and are able to judge their relative qualities, estimate 2 to 1 would be too much to offer against such a promising craft as the Valkyrie. Few bets have been made at those odds, it is true, but as the day of the race approaches there seems a general disposition to make odds 3 to 2 or 5 to 4.

The Evening Post says: It is learned that the afternoon that the measurements of the Defender, which were made just before the trial race, and have been carefully guarded by the committee ever since they were taken are as follows: Lead water line length 99.86 feet; sail area, 12,800 square feet; racing length 100.19 feet. The syndicate owning the boat were not satisfied and concluded to make her lighter as she was apparently stiff as a house in a heavy blow. The new mast was therefore shipped and a steel boom fitted in the place of the wooden one, which had been in use up to the time of the first trial races. It was popularly believed that the reason for the change in the mast was the "buckling" of the old one and that this one was much heavier and stronger. As a matter of fact it is lighter by 200 pounds. The change in the boom was for the same reason, as the yacht was thereby lightened 600 pounds. Besides the water tank, waste tank door, bulkheads and some of the flooring will be taken out to lighten her still further, and it is confidently expected that her racing measurements on Saturday will be as follows: Lead water line length, 99.55 feet; sail area, 12,180 square feet; racing length, 99.95 feet. The Defender's stripping has, as stated, about been completed, but the work on the Valkyrie is still going on. When she is loaded for Mr. Vernon's work there will not be a superfluous ounce upon her. Even her bow and stern have been planned down to bring her within the 90 feet. Estimates of her measurements have been made, based on all the figures at hand, as the estimates on the Defender were but a fraction of one inch out. The follow-

ing may be assumed to be nearly correct: Lead water line length 90 feet, sail area 12,500 square feet, racing length 100.9 feet. According, therefore, to the actual measurements of the Defender and the estimated measurements of the Valkyrie the allowance given by the challenge is about 28 seconds on the 30 mile course. As the Valkyrie may be a trifle less than 90 feet on the lead water line it is probable that her time allowance will not exceed 25 seconds. There is a proviso in the agreement that any excess of lead water over 89 feet shall be counted double in estimating the time allowance, but as both boats are more than that length they are equal in that respect. The time also has been taken at the same time, gets one minute twenty seconds from the Defender, and therefore does not win any race in which Defender finished. The measurements to-day show that the Defender's lead water line length is 89.85 feet; sail area, 12,800 square feet; racing length, 100.19. Valkyrie III's lead water line length is 90 feet; sail area, 12,500 feet; racing length, 100.9 feet. The Commercial Cable Co.'s steamer, the Mackay-Bennett, will lay a submarine cable to the scene of the race. The end of the cable will be on board, and be specially connected with England and France through the company's main ocean cable landing at Cape Island. The Postal Telegraph Co. also has an office on board the Mackay-Bennett, and will forward telegrams to all points in the United States and Canada.

WITH MUSIC AND DANCE.

The handsome drawing rooms of the Mount Baker hotel, Oak Bay, were the scene yesterday evening of a very pleasant gathering of cyclists—the first of the kind that has been held in Victoria, though the large representation of wheelmen and wheelwomen who attended in response to the invitation of the club executive, showed conclusively that the innovation was a popular one and worthy of early and frequent repetition. The social was hurriedly arranged, but admirably carried out, and the absence of formality added to the enjoyment of the occasion.

Mr. C. H. Gibbons as president of the club acted as chairman, and the concert programme contained the names of such recognized favorites in the entertainment world—as well as in cycling circles—as Mr. Clement Rowland, Mr. Filling, Miss Poppy, Mrs. Rowland, Mr. James Filling, Mrs. H. Wolf, Mr. Ernest Wolf, Mr. Fred Richardson and Mr. Herbert Kent. After the concert refreshments were served by Mrs. Virtue, whose arrangements for the gathering were perfect. Dancing claimed its share for a few short hours. The volunteers to the city at about one o'clock special cars having been provided for all parts of the city, and Superintendent J. W. Edean of the tramway company attending in person to see that the returning pleasure seekers were well looked after. The method adopted by him of making up the cars for the different sections of the city before starting worked to perfection and his foresight and care for their comfort won for him the cordial thanks of the wheelmen and their guests.

As an outcome of last evening's gathering the wheelmen of the city will hold a meeting next Monday for the purpose of organizing and also to arrange some form of social entertainment with which to bring to the day of the championship meet—the 14th instant.

AN ALASKA DELEGATION.

Of all the delegations that Vice-President Stevenson ever received that which waited upon him during his short stay here was probably the strangest. The Indians of Alaska have long had a grievance, and as soon as it became known that one of the big "types" would be here on the Queen of the North "Washly" they lost no time in sending their chiefs to him to register their kick. They claim the canneries are not only depleting the streams of fish, which is their main supply of food, but they also say the cannerymen will not even purchase fish from them, nor will they hire Indians, preferring to use Chinamen which they bring up from San Francisco. Chiefs Kaitash and Koonka of the Wrangels, Chilkoot Jake of the Chilkoot, and Kat-el-tel of the Auk were present and the power-wielders listened to him. What the result will be is hard to tell, but the Indians have availed themselves of the opportunity of telling their little tale of woe and accordingly are satisfied; temporarily, at least.—Juneau Paper.

WILLIAM AND THE SOCIALISTS.

LONDON, Sept. 5.—A Berlin dispatch to the Daily News says that the articles in the Vorwarts, the paper confiscated, were submitted to Emperor William and to the King of Saxony, and that both expressed their disgust with them. The articles appeared on August 17 and September 1. The Vorwarts' speech in which he called for the suppression of the socialists. It seems that the Vorwarts published what is so incredible that it seemed a joke, but it appears to be true. In the Emperor William memorial church there is a relief representing Isaac and Rebecca watering camels. The Vorwarts stated that this relief bears the inscription: "What camels the fathers of our greatest city have been. May 2, 1895," and in the corner the words "No three thousand marks. How shabby!" The first is the end of a poem which appeared in the Kladderatsch when the Berlin town council refused to congratulate Prince Bismarck on his 80th birthday. The second refers to the refusal of the council to contribute to the memorial church. The origin of the inscription is a mystery.

The young Grand Duke of Hesse, who professes the most profound admiration for his cousin, Emperor William, and strives to imitate him in everything, has lately developed a craze for public speaking, which is a source of great concern to his relatives, especially those in England. Like the Emperor he seized upon every imaginable pretext to orate, and the speech which he delivered the other day at the meeting of the veterans of the war of 1870 was worthy in every respect of the Kaiser. When the latter, however, possesses a considerable amount of cleverness and even brilliancy, no one would ever ascribe any such attribute to the Grand Duke of Hesse, who has never had any taste for study, knows very little and is devoid of experience.

FROM THE DAILY COLONIST, September 7. TO VISIT KOOTENAY.

Party of B. C. Board of Trade Members Leave To-morrow for the Interior.

All the Principal Mining Camps and Towns Included in the Itinerary.

To-morrow morning the party composed of members of the B. C. Board of Trade, who are going to see for themselves the trade prospects of the great mining country of West Kootenay, leave by the Chamer. The party consisted of the president, D. R. Ker, of the Bankman & Ker Milling Co.; the vice-president, G. Leiser, of Lezer & Leizer; Col. Prior, M.P., of E. G. Prior & Co.; ex-president A. C. Flumerfelt, managing director of Ames Holden & Co.; J. Piercy, of Piercy & Co.; E. B. Marvin, of Marvin & Tilton; J. R. Ker, secretary of R. P. Rithet & Co.; G. A. Kirk, of Turner, Boston & Co.; B. W. Pearce; J. Weller, of Wilton Bros.; R. Cassatt, and F. Elworthy, secretary of the board.

The following from the Kaolo Claim shows what interest is taken in the approaching visit: Kaolo is going to have visitors—guests of importance—in connection with these guests and their approaching visit Kaolo has a duty to perform. It is a duty not alone because great good may come of its performance, but for another reason—because it is a common courtesy to the guests of the board of trade of the city to another. The board of trade of the city to another, is coming to visit Kaolo and the Kootenay, and we must receive and treat them with our warmest welcome and our most generous hospitality. While we may not be in Victoria's shoes, we can give them the best we have in the shop and show them that Kaolo is the biggest little city on the continent.

But sentiment is not all. These men are, of course, coming here for a purpose. All are business men and among them are some of the best known figures in the world of trade on the Pacific coast. They are wide-awake men of business brains, and they are much interested in our country. They are made of this great country—they recognize its greatness by coming here—diverted from the channel they would like to see it take, Victoriawards, and they are coming here to ask and to ascertain the reason. They will find many reasons. They want the trade of this city and country. To get it they will have to compete with the Victoria in prices, but that should be easy, since they are on the sea, there are no duties. They will be compelled to overcome the matter of quick transportation from Spokane and other points in the States, which is, perhaps, the most important question. Here Mr. Gutmann, Mr. James Filling, Mrs. H. Wolf, Mr. Ernest Wolf, Mr. Fred Richardson and Mr. Herbert Kent. After the concert refreshments were served by Mrs. Virtue, whose arrangements for the gathering were perfect. Dancing claimed its share for a few short hours. The volunteers to the city at about one o'clock special cars having been provided for all parts of the city, and Superintendent J. W. Edean of the tramway company attending in person to see that the returning pleasure seekers were well looked after. The method adopted by him of making up the cars for the different sections of the city before starting worked to perfection and his foresight and care for their comfort won for him the cordial thanks of the wheelmen and their guests.

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BRITISH COLUMBIANS ABROAD.

Mr. J. B. McKilligan Tells of His Recent Trip—Prospects Bright.
Mr. J. B. McKilligan arrived from England on Thursday evening whither he had been on a business trip in connection with the Victoria Electric Railway and Lighting Co. He cannot at present give any information about tramway business until he has laid the result of his mission before the directors of the company. He had a pleasant trip, and saw many British Columbians in London at the Hotel Metropole, where he was a guest. He saw Hon. Premier Turner, who was just recovering from a rather severe cold, and then expected to return to Victoria in a few weeks. Mr. Turner spoke hopefully of the future of the province and seemed quite satisfied with his visit to London. Mr. McKilligan also met H. D. Holmeken M.P., Frank Barnard M.P., Dr. Powell, and other prominent men, who appeared quite cheerful and confident in connection with railway matters and expected soon to pay Victoria a visit.

Mr. McKilligan called several times at the office of the Agent-General and found that Hon. Mr. Vernon was doing very well in making the resources of the province known, especially amongst the moneyed classes. The new offices of the Agent-General are at 39 Victoria street, close to all the other colonial offices and quite convenient of access to all parts of the city. Hon. Mr. Vernon is kept quite busy every day answering inquiries and has distributed, through means of advertising agencies, a large number of the handbooks, "Resources of B. C." and other printed matter, and these are also called for by numerous gentlemen in the mining resources of the province, and recently two firms have, through Hon. Mr. Vernon's exertions, agreed to send out their agents to examine mining properties; besides these several gentlemen with capital behind them are coming out to secure mining claims.

The leading mining journals are beginning to take an interest in British Columbia, and although it is up hill work, Hon. Mr. Vernon is confident that the Agent-General is doing his best to get the province known to the world. He is at his post daily and is evidently in earnest to make his office of the greatest use to the province.

"And no doubt," says Mr. McKilligan, "his special knowledge of what is needed here and his intimate acquaintance with all parts of the country are helping greatly to interest capitalists to come and see for themselves what this country has to offer."

Mr. Barton, the assistant in the office, is always affable and willing to give information.

During Mr. McKilligan's stay in England he heard of several large amounts that had been secured for the development of the province—but until some good paying mines have been found on the market he believes there will be no great rush of capital to British Columbia. Everything points to an early realization of this important step, and the sooner some really good results of a paying mine are placed before the London market the better. Since the recent sweeping victory of the Conservative party in England there is a very marked return of confidence amongst investors, and prosperous times are expected.

SHIPS AND SHIPPING.

Description of the Big Columbia River Stern Wheeler Steamer "Nakusp."

The "Bawnmore" Disaster—A Salmon Ship Damaged in a Gale—General Notes.

The Columbia and Kootenay Steam Navigation Co.'s steamer Nakusp, on which the members of the Victoria Board of Trade will travel on their tour through the great mining district of Kootenay, is at once a credit to the owners and designer, and shows the great advance in the means of transportation and travel in the interior of the province. Going on board the Nakusp the first impression is the abundant means of handling freight and the ample space for storage. On her first trip, a week ago, she carried ten cars of freight, most of it bulky, three of them furniture, and on her return from the mining camps she carried nine cars of ore and bullion. The freight deck is 36 feet wide by 9 feet in height, extending the whole length of the vessel, except the space occupied by the machinery. The smoking room on the upper deck is 37 feet long by 18 feet wide, off which are the purser's office, bar, and lavatory. The dining room is 50 feet long by 17 feet wide and 17 feet wide, with a gallery on two sides and a double stair of easy grade at the further end. This stair and its arrangements panelled in the beautiful cedar of the country is striking in its effect, showing how much thought and artistic training have been brought to the design of this splendid hall. The galleries on each side are not only beautiful themselves but add to the charm of the whole. Off the dining-room are numerous staterooms, and the pantry arrangements have all the latest improvements for serving the crew and passengers. Off the staterooms are staterooms with fine galleries and everything that can conduce to rest of body and mind, cannot be surpassed. The dining tables are 5 feet square and six in number, set not in a row, but as in a first-class hotel, where you can sit and eat and be seen from the gallery, is very fine. Aft of the dining-room is the ladies cabin, 42 feet by 17 feet, a most elegant saloon—with every form of chair. Off the saloon are suites of staterooms arranged in a mile. The roof is carried by a system of truss, leaving all the deck space clear. This steamer being fitted with a "Texas deck" one can go along the galleries on either side of the saloon, and enjoy a splendid view of the country through which the steamer passes. Here are also most magnificent panoramic views of the coast and the coast, and the really rapid water begins to Northport, a distance of a little over fifty miles to a rise of eighty-seven feet, comes of two engines of 1000 horse power, twenty inches in diameter by six feet stroke. These drive the vessel at fifteen miles per hour. The vessel is fitted throughout with electric lights, the whole being driven by a vertical engine of eleven horse power. The hull is being fitted with a heating system, an improved form of radiator. The total dimensions of the Nakusp are: Length, 171 feet; beam, 35.5 feet; depth, 6.3 feet; draught, 1.083 tons gross. The model of the vessel is flat amidships with very fine lines forward and good draught. The hull is being fitted with thirty inches mean. The timber for the hull, of splendid straight grain, was furnished by the Brunette saw mill, New Westminster. For the deck houses and other parts by the saw mill company at Nakusp. The staterooms and doors were made by the Vancouver Sash & Door Company. All the fittings, furniture, etc., are of Canadian manufacture, having been purchased by J. A. Mars, M.P., director of the company, in Toronto and Montreal. The whole vessel was designed and the construction supervised by Captain J. W. Troup.

Fire and not water completed the destruction of the tank steamer Bawnmore, says the San Francisco Call. Not a particle of her deck load started, and there was not a drop of water in the hold twelve hours after she went ashore, but when the waves beat her down to starboard the water rushed into the cabin and forecastle, and when the water came off the sea got into the tanks. In the after tank there was a large quantity of lime, and as soon as the water reached it the flames broke out. From tank to tank the flames spread, and soon the hull and iron decks were red hot. The street cars, lumber and boats were soon in flames, and although each succeeding sea, that broke over the ship would put out the fire, it was only temporary. In a letter to a friend, Captain Woodside has this to say: "Between land sharks and sea sharks the Bawnmore has had a pretty bad time of it. The former swooped down from God knows where, and everything that floated ashore they carried away lawful prize. They stole our provisions, our clothes, and everything they could lay their hands on. In fact, I believe they would go out and steal the wreck if it were possible."

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CHOY WAN'S GUARDIAN.

Mong Kow's Right to the Girl's Refuse Home Appeal Against the Order Dismissed by Chief Justice Davie.

Refuge Home Appeal Against the Order Dismissed by Chief Justice Davie.

Choy Wan, the little Chinese girl over whom the refuge home and Mong Kow have been disputing in the courts, was handed over to Mong Kow as her guardian yesterday. The appeal against the order constituting Mon Kow guardian was argued before the Chief Justice yesterday afternoon, Mr. Fell on behalf of the refuge home arguing that the child was really a slave to the Chinaman, while Mr. Alkman for the guardian denied that the girl had been bought, and held that there was simply an agreement between the mother and Mong Kow that Choy Wan should be taken care of by Mong Kow till she was sixteen years of age, and in return was working for him as a nurse girl.

Mr. Fell read two affidavits in support of his contention. The first was that of the girl herself. It stated that she was the youngest of a family of seven. She had no recollection of her father or mother, both her parents dying before she was four years old. Her uncle, who was a very poor man, sold her when she was five years old to some person named Fat Sam, near Capstan. Then in the fifth month of last year she was sold by her owner to Yip Kow, who took her to Hongkong and thence brought her to Victoria, where she has since been a slave in Mong Kow's family. Her name had been Ah Yee in China, but Mong Kow had changed it to Choy Wan. She had gone to the refuge home of her own free will because Mong Kow's mother had beaten her.

The other affidavit was by Miss Sarah Baines, matron of the Chinese refuge home, telling of the girl's going to the home and stating that she was there of her own free will and was free to leave whenever she wished. The refuge home was not a home simply for fallen women, but for all Chinese girls and women requiring aid. Of the