The Victoria Weekly Colonist.

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Weekly Colonist

FRIDAY, JUNE 10, 1887.

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BY

W. H. ELLIS. A. G. SARGISON. W. R. HIGGINS. } ELLIS & CO.

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From the Daily Colonist, June 4, 1887.

LOCAL AND PROVINCIAL.

Rumors.

It is rumored that Chapleau will become lieut.-governor of Quebec, and that Mackenzie Bereoll will succeed Dewdney.

Upset.

Two young lads, while driving on Douglas street yesterday, were thrown from their cart which upset. No one was injured.

New Law Office.

Mr. W. N. Bole, M. P. P., has established a law office in Vancouver. It will be in charge of Mr. L. P. Eckstein, his chief clerk.

Delayed Mails.

Twenty sacks of delayed mail were brought down on the Yosemite last evening. Through train arrived at Vancouver yesterday on time.

Jubilee Races.

The races announced to take place on the 21st and 22nd inst. at the Victoria driving park, have been postponed until the 23rd and 24th, so as not to clash with the celebration of her most gracious majesty's jubilee.

The "Times" Libel.

The case of J. C. McLagan, charged with criminal libel, has been postponed for twenty days to give the defendant time to plead a demurr to the information. Mr. Drake, Q. C., appeared for the attorney-general and Mr. S. Perry Mills for the defendant.

Competition.

In view of the China line of steamers from this province, it is announced that the City of Pekin and the Belgic on the present voyages will commence using their full boiler powers and expect to make the voyage from Yokohama to San Francisco in twelve days.

Explosions in Mines.

Disasters of this nature have of late multiplied to an alarming extent in Austria, and the government have appointed a special commission to investigate the subject, and propose remedies. The commission consists of scientific experts, mining engineers, chemists and mine owners, and an experimental station has been placed at the disposal of the commission in Ostrau, (Moravia).

Important Meeting.

The directors of the Oregon Improvement company, Oregon Railway & Navigation company and Oregon Transcontinental company, says the Seattle *Post-Intelligencer*, will all hold their meetings in Portland on the 20th inst. One of the matters to be determined is the issuance of $2,000,000 additional bonds by the Oregon Improvement company, $500,000 of the money to be derived from which is to be expended in extending the Columbia and Puget Sound railroad.

C. P. R. Appointments.

Vice-President Van Horne has issued a circular announcing that the following appointments have been made to take effect on June 1st: I. G. Ogden to be comptroller and to have general supervision over the accounts of the company in all departments. H. L. Penny to be auditor of disbursements and to have immediate charge of the general accounts of the company. Chas. J. Flanagan to be auditor of freight and telegraph receipts. Jno. H. Shearing to be auditor of passenger receipts.

New Naval Vessels.

The following vessels are ordered to be built: Steel-protected cruisers Magicienne and Marathon, by contract; Medea and Madusa, at Chatham; Melpomene, at Portsmouth; Nymphe, sloop, at Portsmouth; Peacock, gunboat, at Pembroke; Pheasant, gunboat, at Devonport; Pigeon, gunboat, at Sheerness; Plover, gunboat, at Pembroke; and Sharpshooter, steel torpedo-gunboat, at Devonport. Scarcely one of these names seems suitable for a man-of-war, or carries with it the association of notable naval actions.

The China Steamers.

The Abyssinia, the first steamer of the Canadian Pacific steamship line for China and Japan, will leave Vancouver on the 20th inst. She will be followed at intervals of about a month by the Parthia, and the Batavia, well known as old Cunarders. The steamers of the Pacific Coast Steamship company leaving San Francisco on Friday will make close connection with these steamers. It is expected that these new steamers will make the trip across the Pacific in thirteen days. The Abyssinia left Yokohama for Victoria on the 30th ultimo.

Passed Worthless Checks.

Another charge, says the *Oregonian*, has been lodged against Harry O. Bristow, the young fellow who has been passing worthless bank checks. The complaint is sworn to by Dick Holton, who claims to have been taken in for $30. Other complaints are likely to follow, as it has come to light that Bristow has been doing a very extensive banking business since he came to Portland. His expected large remittance from California seems to have been lost on the way, as it has not yet arrived. Bristow will be arraigned on the last charge against him to-day in Justice Bushwiler's court, and will probably waive examination on it as he has on the others.

Voters for Vancouver.

A large number of gentlemen, voters in Vancouver, left this morning, to cast their vote on the waterworks bylaw.

Broke His Leg.

A young Italian fell off a horse on Stowe street yesterday and fractured his leg near the thigh. The limb was set by Dr. Hall and the patient at last accounts was doing well.

I. O. O. F. Donation.

The secretary of the Oddfellows, yesterday, handed to Mayor Fell $106.82, the net proceeds of their excursion to Shawnigan Lake on the 24th.

Residence Sold.

The handsome residence of Mr. M. P. Johnston on Pemberton and St. Charles streets, Victoria east, has been sold to Mr. F. Angus. The purchase comprises the dwelling and some two acres of ground. The sum paid is in the neighborhood of $10,000.

S. C. Defences.

Hon. Mr. Abbott stated in the senate that the imperial government had not proposed to furnish armaments for Canadian defences, to cost twenty-five thousand, upon Canada providing the works. The report of the officer sent out has not yet been received, until which no further steps will be taken.

Police Court.

The Songish Indian woman Jennie, charged with stealing a shawl, was yesterday sentenced to one month's imprisonment.

Li Chung, a swill-carrier, was fined $5 for doing business outside of the hours prescribed by law.

Owing to the absence of Mr. E. Johnson, S. M., Mayor Fell and Mr. T. Shotbolt, J. P., sat on the bench.

A Lively Crowd.

On the schooner Discovery, which came up from the west coast, was a crowd of about thirty Indians. Yesterday they secured several bottles of "booze" and made merry until they were compelled to take in sails under the influence of the liquor. A crowd of Songish Indians kindly paddled across the bay to assist the west coast tribe in their carousal. From appearances it looked as though the dock in the police court would be full this morning.

Incoming Passengers.

The following passengers sailed yesterday by the City of Chester for this port: Rev H Howitt, Mrs McLad, Miss Ella Nelson, Miss Hunter, Miss Nellie Smith, J J Burns, K T Burns, J Burns, H T Connelly and wife, C C Jones, A C Jones, Miss A White, G Bradshaw, Chas H Watt and wife, Miss Hopkins, E M Bovill, Mrs T E McComb, W H Street, N J Becar, Miss Amanda Smith, Miss Mahler, M Peyser, W Francis, M J Whelan, A Baxter, Peter Nelson, D Samson, G F Parker, Mrs N T Matthews, R B Powell, Miss Taylor, J H Dooney, Chas George, Mrs Taylor, J Clans, D Downing, Geo Jones, W Capen.

A Little Game.

While being interviewed, says the Vancouver *News*, by the celebration committee Mr. Van Horne said: "I'll tell you what I'll do boys, I'm going over to Victoria and I'll play a little game of "draw" and if I come out ahead I'll give you the surplus." We trust our Victoria friends will not think we have put up a job on them to swell our jubilee fund, for although we hope Mr. Van Horne will get the "pot," yet we had never thought of such a scheme, and we hope that even if the game turns out in that way, they will remember that "the end sanctifies the means."

The Higher Levels.

The Deluge engine was hard at work yesterday pumping water to the higher levels, but for some reason or other no water reached points higher than Mr. Justice Gray's residence. Complaints were made to Mr. Hendry in the morning, who gave orders to stop pumping, announcing that he would try and find the difficulty. In the afternoon about three o'clock the engine was again started, but with no better result. Mr. Hendry was at a loss to know where the defect lies, as the engine was pumping for all she was worth. Perhaps he will locate the trouble to-day. The Tiger engine will be substituted for the Deluge to-day.

Prince's Coal Market.

A San Francisco despatch of yesterday says; The price of foreign coal is steadily advancing. The best seam coal from Newcastle, New South Wales, is selling at $7.50 per ton in cargo lots, deliverable 70 days hence, an advance of $1 per ton over former figures. Cardiff and Liverpool coal is $8. The advance is owing to the short tonnage. Reports of a shortage of the wheat crop are in part responsible. The disengaged tonnage in port is now 87,000 tons, against 27,000 tons one year ago, while 212,000 tons is on the way, nine-tenths of which is available for wheat. It is claimed that ship owners, realizing that the wheat crop is liable to fall into the hands of manipulators, are disinclined to send any more ships into port, and the contingency still higher prices for steam coal are predicted. As far as quality is concerned the northern collieries can produce all that is needed, but the steamship companies must have the best article obtainable and continue to use foreign coal.

Provincial Museum.

Following are the contributions to the provincial museum for the month ending 31st May:—

Port Simpson—W. B. Anderson, collection of Indian curios, skins of auri birds, black-bellied plover, great marbled godwit and horned lark.

New Westminster—Henry L. Edmonds, sanduboris warbler.

Victoria—Ashdown Green, 24 specimens of fish in glass jars, one shark's head, piece of lava, collection of ancient coins, one hippocampus, piece of pavement from Rome. Wm. Humphries, ancient coins. J. P. Walls, bone of mammoth. H. P. Halpenny, 2 sparrows.

Washington, D. C.—Henry W. Elliott, "Report of the Seal Islands of Alaska."

Mr. Ashdown Green has presented to the provincial museum a very fine collection of British Columbia fishes, carefully preserved in glass jars. Mr. Green takes a keen interest in this branch of natural history, and is one of the best authorities in the province on the many forms of life found in our waters.

On the Scent.

A ripple of excitement was created at Port Townsend on Thursday afternoon, by a messenger reporting at the police station "That a sailor had stolen a stack of coin from the express office and hid it under the Quincy dock." In just three minutes from the time the news was brought in the entire police force (only two men) were under the wharf digging in the quicksand like gophers to find the treasure. After a vain search of an hour, in which the "terrors to evil doers" appeared to resemble ground hogs more than civilized human beings, the package was found on a beam overhead. Then a dispute, which promised at one time to be a genuine knock-out, occurred. Both claimed the "find." In order to compromise the affair, the "coin" was taken to the bank, which was found to be closed, then into a neighboring drug store when an examination of the contents of the bag proved the "coin" to be a quantity of washers and short pieces of lead pipe. The inquiry resulted in the fact that a practical joke had been perpetrated upon the officers. When interviewed on the subject the latter gentlemen declined to make any statement of the affair.

The Premiers' Conference.

The Attorney-General, Messrs. Pardee, Hardy, A. M. Ross and G. W. Ross, of Ontario, have met in council, with Premier Mercier, of Quebec, and the provincial secretary, Mr. McShane. They discussed the unsettled account between Upper and Lower Canada, which dates back to the time of confederation.

Chinese Returns.

Returns brought down show that between January 1, 1886, and the 31st of March of this year, 727 Chinese arrived in Canada, all but ten landing at Victoria. Of these 127 paid poll tax amounting to $6,350, of which $2,525 went to British Columbia. The remainder of the Chinese came on return certificates, or as students or travelers. The cost of working restriction act was $1,629.

A Successful Operation.

Mrs. Alex. McDonald was removed to her home yesterday and is convalescing rapidly. It will be remembered that about three weeks ago Drs. McSwain, Deasdon and Hannington, performed a very critical operation, which was necessary to save her life. The ordeal was borne with great fortitude and suffering, and she is now out of danger, and will no doubt ultimately recover her health.

Caron and Middleton Coming.

Caron and Middleton will visit British Columbia about the end of August to locate the site of the proposed defences to be erected near Victoria harbor by the imperial government. The proposed system of defence is a very comprehensive one and the armament will include several 81 ton guns which were shipped from Halifax about six months ago. The required plans are expected from England shortly.

Black Cod Banks.

In the commons Mr. Shakespeare asked: Is it the intention of the government to bring down this session the report of the expedition sent out last year to examine the black cod banks in the waters of British Columbia?

Mr. Foster replied: A partial report will be brought down this year, and a complete report when the explorations shall have been completed, which will not be until this season is over.

Presentation.

A deputation of ladies from the "Aid Society" of the Methodist church, called at the parsonage, Quadra street, last evening, and presented Mrs. Percival with a very elegant album, containing the photographs of the members of the society, as a small expression of their great esteem for their lady. They also expressed their deep regret at the speedy prospect of the severance of the very cordial relationship that has existed between Mrs. P. and themselves during the past three years. Mrs. Percival acknowledged the handsome present in a few suitable words.

Come Out West.

Appended to the Dominion Geological report for 1885 is an article, "Observations on mining laws and mining in Canada," by Caste, M. E. In his exhaustive (?) remarks on the question the learned mining engineer has not one word to say about mining or the mining laws of this province, which is essentially a mining country and whose laws are probably the finest and most complete in Canada. The writer of the article is evidently either unaware that British Columbia is a part of the Dominion, or is entirely ignorant of the question upon which he has attempted to write.

The Blue Jackets Picnic.

A most enjoyable evening was spent at the Globe hotel, Esquimalt, by the maintopmen belonging to H. M. S. Triumph on their return from a good day's outing. A *recherche* banquet was laid in good old English style by the ever genial host, Eisher, to which the gallant sons of Neptune did ample justice. After the cloth was removed Mr. Mehigan, the "captain" of the main-top (to whom also great praise is due for the successful way he carried out the arrangements) proposed the Queen which toast was drank with musical honors. Mr. J. Bennett, 2nd captain of the M. T., then proposed "The officers and shipmates of the Triumph," coupling with it the name of Mr. James Cutler, the "chief bo-sen's mate," and in a very pleasing manner referred to the harmonious feeling generally existing between officers and men. Mr. James Cutler then responded, and in the course of a spirited speech spoke of the time when he was captain of M. Topmen, and said he never wished to work with a better lot of men, keeping always in view the fact that "unity means strength." (Loud applause.) Mr. Conway, main top-man, then responded for his topmates in an able manner, after which the "ladies" toast was given by Mr. J. D. McLean, coupling with it the name of the hostess, Mrs. Fisher. This toast was given with musical honors. Hon. Fisher responded, and the whole company standing sang "For he's a jolly good fellow," and gave him three cheers. The remainder of the evening was devoted to harmony, the accompaniments being: Piano, Mr. Fenning; cornet, Mr. Edmonds; concertina, Mr. McLean. The entire arrangements reflect great credit on those who had charge of them, and from the success attained it is predicted that there will be more "Neptune's picnics" this summer.

Wharf and Wave.

A great amount of repairing to steamers and sailing vessels is going on in the harbor although to the stranger appearances indicate dull times.

Capt. Meyer's bark Von Moltke is undergoing thorough repairs, which when completed will represent a sum of money well up in the thousands. Her sides are being caulked and new timbers placed wherever required. Having been scraped painting will commence shortly, and she will then present a good appearance. It will be remembered that this bark, upon her arrival at this port, was sold at auction, the underwriters not caring to fix her up. Captain Meyer was the highest bidder, and those who have been working on her say he secured a bargain. It is not yet known what trade the captain will engage the Von Moltke in.

The steamer Princess Louise, which did such excellent service on the Victoria-Vancouver route during the winter months, is tied up at Spratt's wharf. Her boilers and engines are being overhauled by competent mechanics, while painting, both inside and out, will make her a very handsome ship. She will not be put on the ways this season, having received repairs to her hull some time ago which will last for several years.

The Teaser is all ready for her boiler, which is on the way from Montreal. She will probably be ready for service in three weeks.

The new steamer Nell is at present on the Star shipyard ways, and will receive her engines and boiler as soon as launched.

The little steamer Mayflower has been built up and the efficiency of her boiler was tested yesterday. She is destined for the Fraser river, to be employed by one of the canneries, and presents a neat appearance.

The bark Recore is still at anchor off the custom house, and like all American vessels, her hull and rigging are elegant with fresh paint.

We understand that the bark Huascuma will be taken to Esquimalt and laid up until the salmon season, when it is expected she will be chartered to carry the canned fish to London. She is now receiving a coat of paint on her hull, her interior being neat and clean in every respect. The captain informed a reporter that his vessel is twenty-three years old and classed A 1 at Lloyds.

VICE-PRESIDENT VAN HORNE

Arrives in Victoria and is Interviewed on Railway Matters.

The C. P. R. Steamers Will Call at Victoria—Freight Rates—The Winnipeg Affair—Improvement of the Service.

W. C. Van Horne, vice-president and general manager of the Canadian Pacific railway, arrived on the Yosemite last evening and registered at the Driard. To a representative of THE COLONIST the famous railway manager extended a pleasant welcome.

With regard to freight rates, Mr. Van Horne said that a new tariff of rates would be issued in a few days which would, he thought, meet with approval. It was not their desire to inflict hardship on any community, but rather by fostering the industries peculiar to each province to thus build it up, and in doing so make trade for themselves. As an instance, the freight rate on British Columbia lumber was mentioned, which was whatever figure it might be, it actually cost to haul it to the markets east of the mountains. Fishermen and fruit growers were also asked to quote their own rates on the freight they desired to ship. In Manitoba they carried coal to Winnipeg at a similar low charge. This loss had to be made up and a profit earned by the road in order to pay the $3,000,000 interest on the bonds of the company. Great care had been taken in preparing tariffs to make the higher charge upon articles which would not be generally felt. Dry goods, for instance, which the well-to-do class of people used were in the first-class rates, and an extra dollar per hundred on this class would probably add one cent per yard to the cost, an increase which would not be noticed. Cottons and prints which were universally used, were in the third class of the tariff. In every instance precaution was taken to so arrange the tariff as to foster the trade of the country and increase the population. Local passenger rates in British Columbia had been lowered to five cents per mile, and the new tariff would be found very favorable to the province. Freight rates to Victoria from the east were, the same as those to Vancouver, and similar to those to Portland and San Francisco with the water route added, so that she was in precisely the same position as any city on the Pacific coast. Mr. Van Horne could not understand why such a feeling of hostility should exist in Victoria against the C. P. R. There certainly was no cause for it.

THE CHINA STEAMERS.

Being queried as to whether the Abyssinia, now on her way from Hongkong, would call at Victoria, Mr. Van Horne said that he was not aware whether they would or not. The C. P. R. had no more control over the line than they had over the Pacific Coast Steamship Co. The steamers were chartered by Adamson, Hall & Co., of London, Eng., and were altogether under their control. If the Abyssinia had Victoria freight the probability was that she would call, provided there was sufficient depth of water for the vessel to land at the outer wharf. He understood the Abyssinia to be a vessel of about 5,000 tons, and that she would draw about 25 feet of water. So soon as the C. P. R. had their own steamers constructed and running there was no question but that they would call at Victoria.

THE WINNIPEG AFFAIR.

On the question being put as to whether the threat to remove the workshops from Winnipeg would be carried out if they persisted in building the road to connect with the Northern Pacific, Mr. Van Horne said it certainly would. Manitoba, after the construction of the C. P. R., had said to the railway company: "Now, you have a monopoly, and for the purpose of opening up the country you will require to build branch lines." The company thought so and built lines here and there, and pretty generally met the needs of the province. The Winnipegers had no more to ask from the C. P. R. and had now turned over in favor of the Northern Pacific. The latter had built a branch to Benton, Mont., to get even with Hill, and as they were near the boundary they saw the chance for retaliating on the C. P. R. for interfering with its Puget Sound and Portland trade. Overtures had been made from the Northern Pacific to withdraw from British Columbia if they would leave Puget Sound, but the C. P. R. had entered the field and were going to remain there. If Winnipeg persisted in building to the boundary, the manufacturing shops would be removed and established at Fort William on Lake Superior, and at a point east of the Rockies. This would be more advantageous for the company as they would then be 1000 miles apart, whereas now the shops for manufacturing were 1500 miles from one another. The company had the same right to protect itself as a private concern and if Manitoba persisted in throwing stones at them by bringing in a rival to Winnipeg it would be the aim of the company to build up other points which would be more loyal to them. The C. P. R. had but to enter into an agreement with the Northern Pacific and leave the Sound trade, when the latter would desert Winnipeg and leave British Columbia when Victoria would have to take their rates. The fight of the C. P. R. was the fight of Victoria to a great extent, and the latter should scord the railway a better support than that at present.

THE RAILWAY LINE.

Mr. Van Horne said although considerable difficulty had been experienced in the mountains, yet they were satisfied with the results. They had not had so many trains delayed as the Northern Pacific, and had found out their weak points. The operation the past winter was to a certain extent experimental. During the coming summer they were going to construct additional snow sheds, so that the delays during the next winter would be light. They had constructed them on a very substantial principle, and their cost was about $70 per foot. It was fully expected that the additional sheds to be erected this year would fully protect the line from extended delays.

The Vice-President's trip to the coast is of a general character. He will remain in Victoria until to-night.

PERSONAL.

Dr. Powell returned from Ottawa last evening.

Dr. G. L. Milne left for Vancouver this morning.

C. C. Otis and wife, of Seattle, are staying at the Driard.

James N. J. Brown, of Lillooet, arrived by the Yosemite last night.

Judge Haynes, of Nicola, arrived on the Yosemite and is at the Clarence.

W. C. Van Horne, vice-president of the C. P. R., is registered at the Driard.

Theo. Davie, M. P. P., is expected to arrive back from Ottawa on the 19th inst.

N. P. Snowden, of Lowenberg, Harris & Co., returned from the mainland last evening.

R. Broderick returned last night after having visited the Nicola Valley and Foster mines.

D. E. Brown, district passenger and freight agent of the C.P.R., arrived from Vancouver last evening.

E. Anderson, head of the baggage department of the C. P. R., arrived from Montreal last evening and is staying at the Driard.

Among the passengers on the incoming steamer is Wm. Lawson, formerly of this city and now manager of the San Francisco branch of the Bank of British North America.

Boating suits at Jeffree's.

MARINE.

(Specially compiled for THE COLONIST.)

Schooner William Reuton arrived in Townsend on Thursday.

Schooner Lillie L. left for Behring's sea at three o'clock this morning.

Schooner Penelope, Capt. Miner, will leave to-day for the Behring's sea.

British bark Renshaw was in Hongkong on May 5th bound to this port.

Hiogo—To sail May 24th *via* Yokohama May 20th—British steamer Abyssinia.

British bark Howard sailed from Townsend yesterday, lumber laden, for Melbourne.

Steamship Geo. W. Elder will leave the outer wharf for San Francisco to-day at 1 o'clock p.m.

Norwegian bark Ophir, lumber laden, from Port Gamble for Melbourne, cleared at Townsend yesterday.

Ship Hogoleston was sold in Shanghai April 27th for $10,000. She will still sail under the American flag.

Ship Blue Jacket, coal laden, from Seattle, passed down the straits yesterday bound to San Francisco.

Bolivian bark Bundaleer is chartered in San Francisco to proceed to Departure Bay and load coal as return cargo.

A despatch from Hiogo says that the steamship Abyssinia cleared from that port on the 24th ultimo for Victoria.

Schooner Huemene passed the Cape yesterday, lumber laden, from Ludlow for Honolulu; not Southern California as previously reported.

Tugs Alexander and Pilot returned yesterday morning, but left again immediately, the former to the Cape with the bark George and the latter for the Inlet with the bark Pacific Slope.

It was stated in San Francisco that the Mexico will resume her place on the San Francisco-Victoria route on the 17th inst. She has been thoroughly repaired. Capt. Huntingdon who stood by her while she was on the rocks will command her as formerly.

BASEBALL.

The long-talked of baseball match between teams from the east and west sides of Wharf street came off yesterday afternoon at Beacon Hill before a large concourse of spectators. The weather was all that could be desired, the placid straits of Juan de Fuca reflecting forth the towering snow-capped heights of the majestic Olympians, affording a scene at once soothing and inspiring.

It would be difficult to analyze the general system of the play; it presented such wild, weird and fantastic features. Now a fashionable west-ender would chance up to the home-base, gracefully and genteely grab the bat, and after a variety of pleasing and indescribable mancuvers, land one fairly above the belt. Then great would be the scrambling among the east-enders, until one accomplished devotee of commerce would emerge from the scrimmage flourishing the ball triumphantly in his right hand.

The game ended in a disastrous defeat for the west-enders, the score being, east, 50; west, 23. Among so much brilliant play comparisons would be odious. We will therefore only speak of the performances of those who made their *debut* on the fascinating diamond. Mr. C. H. Friedman's magnificent home run on three strikes—christened by the spectators the "Jubilee run"—evoked loud and long continued applause, while Howard Tilton's splendid catch at left centre was brilliant in the extreme. Our notice would not be complete without mentioning the excellent catching of M. J. Davies at first base, and W. H. Redmond's indefatigable exertions at right centre in stopping and catching (on the bounce). Amongst the old timers Toney Mouatt, J. T. Fee and Collister were in good force. The game showed up a large amount of latent talent and we confidently look forward to the time when a combined team from the east and west sides of Wharf street will challenge the flats in the great national league, and transport the glittering trophies of victory from the eastern portion of the North American continent to the fair city of Victoria. The following was the score:

EAST SIDE.	R.	WEST SIDE.	R.
Fee, c	0	D. Davies, c	2
Collister, p	5	Mouatt, p	4
Sloane, s. s	6	Slater, s. s	4
Payne, 1 b	5	M. J. Davies, 1 b	1
Cameron, 3 b	3	McDonald, 3 b	4
Todd, 2 b	3	Heathcote, l. f	3
Ward, l. f	6	Davies, 2 b	3
Friedman, c. f	4	Tilton, c. f	4
Williams, r. f	4	Redmond, r. f	3
Total	50	Total	21

T. H. Baker umpired the game in good style, his quick decisions giving general satisfaction. It is said that the west side will challenge the east side in two weeks for a return game.

MAINLAND NEWS.

[News-Advertiser.]

The City Hospital, which is situated on the Hastings road, and in the centre of the locality where clearance fires have been burning for some time, narrowly escaped being burned on Monday night. The fires had crept so close to the hospital that Mr. Hughes, the steward, thought it advisable to send the patients to Black's, and did so. When the patients were gone Mr. Hughes set about saving the contents of the building, and with the assistance of a neighbor managed to get everything of value down to the beach, after which they went to work to save the hospital, and by trojan efforts succeeded in doing so. When the danger was passed Mr. Hughes was so exhausted that it was with the greatest difficulty he managed to drag himself down to the beach, where he would be safe from the fire. More trouble was in store for him, as he found that the tide had risen while he had been working at the fire, and a large quantity of the goods he had brought there had floated away, among which was a pair of breeches containing $132.

The Chilian ship Hindostan, 1,542 tons, James Welsh, master, from Valparaiso in ballast arrived in port yesterday morning in tow of the tug Pilot. After discharging ballast she will load lumber at the Moodyville sawmills for South America.

(Columbian)

The Fraser is still rising. It is now about two feet below the high water mark of 1882 at this city, and about four feet below at Sumas. Snow fell in the mountains around Harrison river on Tuesday night, which, as it melts, will no doubt help to swell the flood. At Sumas the water is over the steamboat landing, and much of the lowland in that vicinity is flooded.

The case of C. K. Archer, charged with robbing the Granville hotel safe comes on to-day for trial. The evidence for the prosecution has been prepared and it is understood that the charge will be proven.

A PORTLAND SUCCESS.

Rhea Meets With a Magnificent Reception in Portland.

(Special to THE COLONIST.)

PORTLAND, June 4.—Rhea, the distinguished French actress, closes a most brilliant and highly successful engagement at the Newmarket theatre to-night. She is pronounced by the entire press of Portland as the greatest artist ever visiting us. She will return for another week after her Sound engagements.

SAFE ROBBERY.

(Special to THE COLONIST.)

PORT TOWNSEND, June 4.—The safe in Bishop's butcher shop was robbed last night of $700 and some jewelry stolen. No clue to the thieves has been found. It is supposed they left early this morning on the Elder for Victoria.

CABLE NEWS.

Grand Ovation Tendered to Gladstone in Wales.

The English Yacht Thistle is Beaten Half-a-Mile by the Genesta and Irex.

Chinese Restricted in Russian Territory—The Troubles in Afghanistan—Actions of the New French Ministry.

The Thistle Beaten.

LONDON, June 4.—The Thistle had her topmast carried away in the Thames Yacht Club race to-day and was beaten by the Genesta and Irex. The course was from Nore to Dover. The Genesta was first across the finishing line, Irex second, and Thistle third, half a mile behind. The Thistle was leading by a quarter of an hour when she ran into a calm and other yachts kept the breeze and went ahead. The Thistle afterwards had a strong wind which compelled her to take in topsail and hoist topmast. The wind became light later, but however, the Thistle could not regain the loss. The Genesta crossed the finishing line at 5:46 p. m., the Irex 25 seconds later. The Thistle finished five minutes behind the Irex. The Irex lost a topsail.

The race was extraordinary. At the start the wind was abeam. The Thistle immediately forged ahead and held a brisk breeze until the foreland was reached, when she was three miles in the lead. Then the wind died out again and the boats were heading to the wind and the Thistle dropped behind.

British Dominion Stakes.

The British Dominion two-year-old stakes, five furlongs, at Sandowne park, was won by Gen. Owens Williams' colt Sevennus by a length; R. Peck's colt Cravens second; Lord Hartington's By Bear Baveaidine, out of Catapult, third.

A Rider Collapses.

S. S. Young, jr., champion hurdle rider of the Manhattan athletic club in New York, competed in a hurdle race at Stamford bridge this afternoon. He lead half-way then collapsed and failed to receive a place. Young says he is not in condition.

The Ameer's Difficulty.

News is received from Herat that the Ameer of Afghanistan is in a critical position. He has withdrawn the garrisons from Herat and Balkh for the purpose of reinforcing the troops defeated in the adjacent country with the Chilzais.

Gladstone at Swansea.

A monster procession in honor of Gladstone was held at Swansea, Wales, to-day. Gladstone with other prominent liberals occupied a special stand, from which he reviewed the parade. One hundred thousand Welshmen, wearing rosettes and bearing banners and accompanied by numerous bands, marched past the stand. Cannons were fired and the greatest enthusiasm prevailed.

The procession was five hours in passing the review stand, and after the men had all passed they massed to hear Gladstone, who spoke an hour. He said the waste of time in the house of commons was due to the fact of the coercion bill being badly framed, badly conducted, wanting a basis of facts and extravagant and insidious in its object. It was totally mismanaged as well as ill-conceived. Lord Salisbury's complaint mentioning the excellent catching of M. J. Davies at first base, and W. H. Redmond's indefatigable exertions at right centre in stopping and catching (on the bounce). Amongst the old timers Toney Mouatt, J. T. Fee and Collister were in good force. The game showed up a large amount of latent talent and we confidently look forward to the time when a combined team from the east and west sides of Wharf street will challenge the flats in the great national league, and transport the glittering trophies of victory from the eastern portion of the North American continent to the fair city of Victoria. The following was the score: of obstruction was unmanly. He warned them it would be impossible to permanently govern Ireland coercively in the light of day and in an atmosphere of freedom. Gladstone asked the Welshmen to believe that Irish human beings were full of noble qualities. He was confident the Welshmen would sympathize with the Irishmen in the difficult and arduous contest in which their triumph was absolutely certain. A bouquet was given Gladstone this evening by Welsh members of the house of commons and officials of the liberal party.

A Chinese Restriction.

ST. PETERSBURG, June 4.—Russia has forbidden that Chinese shall acquire land in towns on the Pacific coast. They will only be allowed to lease estates outside of towns.

Corner on Cotton.

MANCHESTER, June 4.—Cotton spinners and operatives have called a meeting to devise means to counteract the effects of the Liverpool corner in cotton.

The French Ministry.

PARIS, June 4.—The sugar tax bill was passed by chamber 378 to 177. General Ferron, the new minister of war, offered General Boulanger the command of the army corps. M. Boulanger has asked for a month's rest.

The Opera Comique Victims.

The final estimate of the victims in the burning Opera Comique places the number at 130, including the remains of 40 persons found in the ruins so badly burned as to be unrecognizable.

Gill For Mayor.

DUBLIN, June 4.—The nationalists in the municipal council nominated Commoner Gill as their candidate for mayor at next election.

AMERICAN NEWS.

O'Brien in New York.

NEW YORK, June 4.—Editor William O'Brien to-day received a delegation from Tammany hall, and was presented with resolutions adopted at the wigwam last night expressing indignation at the conduct of Lord Lansdowne's followers in Canada and sympathy with Mr. O'Brien's course. To-night Mr. O'Brien will review the monster parade in his honor and deliver an address. To-morrow he will seek rest out of town.

A Railway Reduction.

SAN FRANCISCO, June 4.—The transcontinental roads have reduced the rate on potatoes from San Francisco to Chicago and Mississippi points to eighty cents per one hundred pounds, a decline of twenty cents.

Marine Engineers' Strike.

The strike of the marine engineers employed on the steam schooners is virtually over. The result is a victory for the men who have been granted the increase of wages asked for, and also assistance of firemen.

This evening the steam schooner West Coast will depart for Fort Bragg with two firemen, and the Greenwood and Whitesboro sailed for the northern coast.

A California Yacht.

A movement is on foot here to obtain subscriptions for the purpose of building a yacht to be modelled here and constructed of California materials. It is proposed to have the vessel constructed at one of our ship yards here, then transport her in pieces overland to New York. She will be there put together and be entered in the coming race for the American cup.

Sudden Wealth.

M. Wertheimer, wholesale butcher, is in receipt of a letter from his sister residing in Baden, Germany, to the effect that they are among the heirs to the estate of their uncle, Leopold Mayer, who died in India some 25 years ago, leaving an estate valued about $30,000,000, which the German government now has possession of. Mrs. J. Dorn, of Sacramento, together with Mrs. Solomon, are entitled to one-third of the estate.

Killed by Dynamite.

ALTOONA, Pa., June 4.—Eight men were instantly killed and six badly injured this afternoon by the premature explosion of dynamite at the Cambria Iron Company's stone quarries at Birmingham, this county. Some of the injured will die. Two of the dead are Italians and all others are Americans.

CANADIAN NEWS.

The Winnipeg Railroad.

WINNIPEG, June 4.—The local government is inviting tenders for the construction of a railroad to the boundary. The work will be prosecuted. The company is also seeking to incorporate for a road for the west.

NEW Q. C'S.

Messrs. Johnson, Pooley, Davie and Bole Honored—The Farwell Cases Argued and Judgment Postponed.

(Special to THE COLONIST.)

OTTAWA, June 4.—Messrs. Johnson, Pooley, Theo. Davie and Bole are gazetted Queen's counsel to-day.

The Farwell case was argued to-day. Hon. Mr. Thompson, minister of justice, and Mr. Burbidge, deputy minister, for the crown and Mr. Theodore Davie for the respondent. Judgment was postponed.

COQUITLAM WATER WORKS.

Vancouver Voters Reject the Bylaw by 27 Votes.

Voting on the bylaw to guarantee 3 per cent. on the Coquitlam water works scheme at Vancouver yesterday, resulted in its defeat by 27 votes. The promoters of the scheme state that they will at once proceed with the work without the guarantee and are rather pleased that the bylaw was rejected, as they can now proceed without being hampered by various clauses. It is stated that the railway company favor the scheme, and will aid in forwarding its construction.

BEHRING'S SEA SEIZURES.

A Dispatch from Lord Lansdowne to Sir Henry Holland—Inhospitable and Unjustifiable Treatment.

OTTAWA, Ont., June 3.—An additional paper in relation to the seizure of the British Columbia whalers in Behring Sea was laid before parliament to-day. It consists of a dispatch from Lord Lansdowne May 1st, to Sir Henry Holland, secretary for the colonies, transmitting the views of the privy council of Canada, based on the report by Hon. G. E. Foster, minister of marine and fisheries. This report, after reciting the particulars of the seizure already given, proceeds: Minister Foster further states that from information received from the owners of the seized vessels, and from the collector of customs at Victoria, he learned that Jas. Ogilvie, an old man and master of the Caroline, was arrested along with the master and mates of the Onward and Thornton, and brought into court for trial; that before sentence was pronounced he was suffered to wander away into the woods where he died from want and exposure, and that the other master and mates, after remaining several months in prison, were released by order of the government of Alaska and turned adrift literally