

BOARD OF ALDERMEN.

Discovery That the Latest Sewerage Scheme Was Not Understood and Will Not Do.

The Engineer Reports Adversely—The Street Railway Company Break Off Negotiations.

The council were all present except Ald. Wilson at the regular meeting last evening, Mayor Beaven presiding. C. T. Piper wrote offering to run a ferry to Victoria West, for \$12 a day. The letter was referred to the street committee to report. The next letter was the following:

VICTORIA, Sept. 21, 1896.

SIR:—We beg to notify you on behalf of the Consolidated Railway Company, that in consequence of the high-handed treatment of the company by the council in the matter of the street railway regulations by-law, and the attempt to hamper the company by restricting them in the proper exercise of their rights and privileges under their charter, notwithstanding the protest of the company, and that at a time when for the sake of the public convenience they were endeavoring in every way to meet the city in a fair spirit as evidenced by voluntary offer of assistance towards the building of the Point Ellice bridge, the company have decided to withdraw from all negotiations with the city with reference to the said bridge, and that it is their intention to stand upon their legal rights and to take proceedings in the courts forthwith to enforce the same.

We may say that this decision was only arrived at by the company after coming to the conclusion that they could not expect to receive fair treatment at the hands of the city.

McPHILLIPS, WOOTTON & BARNARD, Solicitors for the Cons. Ry. Co.

On a motion to refer this letter to the city solicitor, the Mayor remarked that he could not see the point of the communication, and Ald. Humphrey and Marchant said they could not understand where the "high-handed treatment" had come in. Ald. Marks added that "They had better pay for the bridge they broke down first." Someone asked for what purpose the letter was to be referred to the city solicitor.

The Mayor—For his information, I suppose.

Ald. Marchant—For his profit and edification.

Ald. Humphrey—When they enter their big lawsuit our solicitor will be there to look after it.

The motion to refer the letter to the city solicitor was then unanimously agreed to.

The next was a communication setting out the facts stated in the application under the Municipal Clauses act, made to the Supreme Court of British Columbia yesterday for a rule to quash the street railway regulations by-law. (The order of court appears in full elsewhere in this issue.) The matter was referred to the city solicitor.

A petition from Messrs. McKicking, Scott and Winchester for a sidewalk on Kingston street was referred to the street committee for a hearing.

A petition from the same parties on this thoroughfare project over the street line.

Ald. Farbridge, as a matter of privilege, referred to a letter signed "Ratepayer," in the Times of last evening, and declared that he had never requested the suspension of Fireman Conlin, and that if any such circumstances as alleged in the letter had occurred he had no knowledge of them.

A motion of condolence with Ald. Wilson, on the death of his father, was moved by Ald. Marchant and carried unanimously.

The printing committee were authorized to call for tenders, receivable until Monday next, for the printing of the voters' lists.

A report from the streets committee, read and adopted, recommended amongst other things the payment of the account of John Haggerty for earth supplied on the line of Belleville street.

ST. CHARLES STREET SEWER.

A motion by Ald. Tarks, seconded by Ald. Farbridge, for the reconsideration of the proposed scheme for affording drainage from the St. Charles street section by constructing a sewer to Ross Bay, caused considerable discussion. That scheme, the mover pointed out, provided only for removing the nuisance from one point to another, for he felt sure that the matter would not be finally disposed of by draining as proposed into a ditch by the cemetery.

Ald. Marchant confessed that he had misunderstood the facts connected with the St. Charles street proposition, which he had understood to come from the City Engineer. He found, however, that such was not the case, for he had received the following letter from the engineer:

VICTORIA, Sept. 19, 1896.

Ald. Marchant, Chairman Sewerage Committee.

SIR:—I beg to direct your attention to section 2 of the proposed agreement between the corporation of the city of Victoria and Messrs. Flumerfelt, Davis, Pemberton, Barnard and Tingley, in which it is provided that the contributors shall at all times be at liberty to use such sewer, when completed, for all sewerage purposes, as well as a surface drain, and shall not at any time hereafter be compelled to connect their several properties or any of them with any other system of sewerage that may be constructed by the corporation unless at the expense of the corporation.

As the separate system is the one adopted by the corporation, it will be necessary in the event of connecting the proposed drain with the permanent system, for the corporation to cut off said drain, and use it for sewerage only, and lay an additional pipe for conveying surface water, or else allow that drain to remain as a surface water drain and construct a drain for the conveyance of sewage.

There is no doubt that the nuisance at present existing on St. Charles street would be greatly diminished by extending the drain to the ravine near the cemetery, but in the event of the corporation from any cause being restrained from draining into the ravine the city would under the provisions of the proposed agreement, be committed to an unknown but certainly a very large expenditure. Under the circumstances I do not recommend its adoption.

THREE MEN LOST AT SEA.

Such Is the Distressing Report of the Last Returning Sealer.

Russian Cruisers Roused to Activity—Lumber and Coasting Craft Active.

A story of drowning, not of seizure, related by Capt. Thomas O'Leary, whose sealing schooner, the Fortuna, has just returned from a cruise off the Japan coast and the Copper Islands. The accident resulted in the death of a young Victorian not twenty years of age, a San Franciscoan of middle age, and a native of Melbourne, Australia, all three of whom are written off the articles as "lost at sea." The two last mentioned—E. Harman and Daniel Clifton—joined the Fortuna at Yokohama, but Moses Andrews, the Victorian and the only one of the previous four days, they left here on Dec. 30, leaving two brothers and sisters of this city. The three were last seen on the morning of the 24th April, when they put off from the schooner in the full glory of an Oriental sunrise, with the sea calm and only a little breeze from the east to break the stillness of the atmosphere. Theirs was the windward boat, and they started with hopes raised high by the success of the previous four days. They left the Fortuna in Long 145, 31 E., Lat. 35, 52. The other boats returned on the breeze growing into a gale, and reported having fallen with a strong tide rip, which in three-quarters of an hour from the time they lowered changed their position, in spite of all their efforts, three points on the compass. The tide did not seem to affect the schooner, but it evidently overtook the windward boat and carried her further into the face of the gale, which was gradually increasing in violence. There was only a limited supply of provisions in the boat, and whether its occupants succumbed to hunger or were benumbed by the effects of the sea, they were never seen again. By every sea that immersed them until death finally released them from their sufferings, no one knows. Capt. O'Leary next day searched diligently for the missing ones, but in vain, for not even the boat has since been seen. Apart from this happening of the deep, so common to a sealing life, the Fortuna escaped fairly well, bringing home 708 skins, of which 231 were secured off the Copper Islands. One of the schooner has been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

Mr. George Collins' schooners, Diana and Casco, among the last sealing arrivals in port, were both alongside Turner, Beaton & Co.'s wharf yesterday, discharging their cargoes. One of the schooner had been in the Straits for the past five days and was towed in by the Sadi yesterday afternoon. Just before leaving the Copper Islands for home the Fortuna met the Elsie, Captain Curry, with 960 skins.

SEALERS AT HOME.

THE WORLD OF SPORT.

Bald and Michael Make Records—Champion Barker Under Track Suspension.

The Wind That Failed Spoils a Yacht Race—Uniform Game Laws Proposed.

Mr. H. D. Rucker, formerly of California but now of this city, who has been for some time under the doctor's care as a result of injuries received on the track, is now able to be a wheel again and expresses a keen desire to meet Albert Deeming, the British Columbia professional champion, in a series of match races at from one to five miles. His challenge to the Wellington flyer is that one race be ridden at Wellington or Nainaimo and another at Westminster, provided a purse of \$50 be given by each city for the attraction—the third, if a final be necessary, to be contested in either the city or Vancouver. Backing for the California boy is available in several quarters and he suggests that the match be for \$200 a side.

TO BARKERVILLE BY CYCLO.

Mr. G. E. Torrey, of Vancouver, the official timer of the C.W.A. in British Columbia, leaves this week on a holiday trip which promises to be both interesting and very enjoyable, his programme being to wheel to Barkerville through the heart of Cariboo. This is a trip that has been contemplated for several years by numerous provincial riders, but Mr. Torrey will be the first to carry the plan into execution.

BALD AND MICHAEL AT WORK.

New York, Sept. 21.—At Manhattan Beach on Saturday last, Eddie (Cannon) Bald again lowered the world's half-mile impassable record, placing the new mark at 1:30.15. James Michael, the Irish wonder, smashed all the American records for one hour's competition, paced in the first annual circuit meeting of the Quill Wheelmen. Twenty-seven miles and 1,600 yards stands to the credit of the Irishman for one hour, but Frank Starbuck of Philadelphia, was only thirty yards behind him at the finish, and only for some bad blundering on the part of his pacemakers shortly after the fifth mile would have given Michael the race of his life.

BARKER UNDER THE BAN.

A telegram from Toronto announces that the general racing board of the C.W.A. have suspended Charles F. Barker, the British Columbia champion, until November 1, for ungentlemanly conduct on the Vancouver track on the occasion of the championship meet. The offence consisted in abuse of President Bowell, of the B.B.C., who was acting as one of the judges, and the penalty was imposed on the champion from participating in the races at Westminster on October 8, with which the racing season in the West will practically be closed.

A PRAIRIE PHENOMENON.

WINNIPEG, Sept. 21.—The championship bicycle meet for Manitoba was held here Saturday. The feature of the day was the riding of Geo. W. Riddell, of the Rover Club, who won nearly every event in which he entered as he pleased. Riddell is but 18 years of age, and is riding for his first season. He gives promise of great speed.

CRICKET.

UNITED BANKS VS. H.M.S. "IMPERIEUSE."

Appended is the full score of last Saturday's match at the Canteen grounds, which resulted in a win for the Navy by 45 runs:

United Banks.

T. H. Paterson, c. Admiral Palliser, b. Crawley, 6

D. Doig, b. Ley, 15

H. B. Haines, c. Crawley, b. Adair, 8

E. L. Beer, b. Ley, 1

F. W. Ward, c. Mainprice, b. Ley, 5

R. C. Trimen, not out, 36

G. Coffin, b. Adair, 1

H. A. Holmes, b. Ellis, 3

G. E. Parkes, c. Hamer, b. Mainprice, 2

M. Miller, not out, 1

M. Hodgson, b. Carrington, 3

Extras, 15

Total, 100

H.M.S. Imperieuse.

Lt. Crawley, c. Hodgson, b. Beer, 62

Lt. Hamer, run out, 7

Mr. Mainprice, c. Trimen, b. Adair, 0

Admiral Palliser, c. Haines, b. Paterson, 15

Mr. Carrington, b. Coffin, 16

Capt. Adair, b. b. Paterson, 14

Lt. Ley, c. Doig, b. Paterson, 1

Mr. Muller, b. Paterson, 1

Mr. Russell, b. Paterson, 8

Mr. Davis, not out, 0

Extras, 11

Total, 145

THE GUN.

UNIFORM GAME LAWS.

The September issue of the Western Field and Stream, published in St. Paul, Minn., is noteworthy as presenting a practicable scheme for the protection of the game of the country, which it is believed offers a solution of this much vexed problem, and its senior editor, Mr. Charles Hallowell, who devised and formulated the scheme, has also the fullest endorsement of leading naturalists and sportsmen who have had opportunity to examine it. Briefly, it contemplates dividing the entire territory of the United States, from the Atlantic to the Pacific, into two concessions along the line of the 40th parallel of latitude, or near it, for each of which there shall be uniform laws and uniform close time, the whole to be under the police surveillance of the National association for the protection of game and fish through its multifarious state auxiliaries. The close time for the northern concession was to be from January 1 to September 1, and in the southern concession, from February 1 to September 1, during which no shooting will be allowed on any kind of game whatever, excepting that woodcock and shore birds of the order Limcolidae may be shot in August. The general close time for all kinds of inland fishes, recognized as game fishes, to extend from October 1 to June 1, excepting that fishes of the order Salmonidae, including the trout, may be caught in April and May. These close seasons conform very nearly to the distribution, habitat, and breeding seasons of the various fauna which they are to be protected; and where they do not especial exceptions may be made, if deemed expedient. The laws which are to dominate will inhere by legislative enactment; uniform in all the states, and co-operative throughout. Emergencies and bodily states will always stand in plea for exemption from penalty for violation of the laws, when well proven.

YACHTING.

"B" CLASS RACE.

An attempt was made to sail the great "B" class yacht race yesterday afternoon, when the following boats were started at 2:40 p.m.: Noreen, Gee Whizz, Viola, Deborah and May, all of which crossed the line well together. The wind was very light going out of the harbor, the Gee Whizz as usual leading with the Noreen following closely—the Deborah, Viola and May in close order behind. The race passed the Victoria wharf, and reached the third place when the Pedro reached. About half way to the Pedro the May dropped out of the race, the Deborah again regained third place, and before reaching the Pedro a very strong