The Colonist.

FRIDAY, SEPTEMBER 14, 1894.

"THE PRACTICAL MAN."

In connection with the projected improvement of the water works we hear a good deal of talk about the value of the services of "practical men." These practical men, be it observed, have picked up their knowledge, or what they consider their knowledge, anyhow. They know nothing of science, they have served no apprenticeship to the calling they follow, for most of them are jacks-of-all trades, and very few of them have ever pretended to study. These are the men in whom the citizens of Victoria are asked by some of their advisers to place confidence in preference to scientific experts and to professional men who have won for themselves a reputation for skill and integrity.

The men who think that practical men should be preferred to professional men in the important matter of improving the city's water supply would not dream of employing a merely practical man to mend a rent in a coat or stop a hole in a boot. Whenever torn coats or boots need repairing they immediately take them to skilled men who have earned a reputation as menders of coats and repairers of boots. A mere botch or cobbler will not do them. They want their work done in a workmanlike manner. And they are right. The practical man may do very well to contract for city jobs, to be done under the supervision of other practical men, but when it comes to mending coats, repairing boots, shoeing horses or even sharpening picks, the services of a skilled man must be obtained.

Common sense is loudly and justly commended, but common sense, valuable as it is, has its limitations. Who is it that would trust to unaided common sense to set a broken leg, build a house, or conduct a law suit? In order to do these things well common sense must get a great deal of assistance. Schools and colleges must be attended and a great deal of time must be spent in study. With the special knowledge gained through these means, common sense can do a great deal. Without their honest and diligent use common sense is no better than a quack and a blunderer.

It is because that the Council has depended altogether too much on practical men, so-called, that the city's water supply has been allowed to get into its present disgraceful condition. If it had been for the last eight or ten years under the care of a genuine expert, and if he had been permitted to manage it as he saw fit, the water of Elk Lake would never have been allowed to deteriorate. The filter beds would have been kept in good order, and every thing else that was needed to keep the supply in the best condition possible would have been done, and that at a moderate cost. An expert who really deserved the title would have saved his salary to the city many times over, and the citizens would have used the water with which he supplied them with easy minds. It is because men who could not reasonably be expected to know anything about water works virtually took the management of them into their own hands and kept on blundering year after year, that the city is now required to go to a considerable expense to make the naturally good water of the lake fit to drink. And it appears that the aldermen have not profited by the Council's experience. They seem still bent upon going on in the same old way and spending large sums of money, under the direction of so-called practical men, who in the right sense are not practical men at all. It may be objected that the Council has a professional adviser. So it has. But who is to guarantee that its members will consent to be guided by his advice? Previous councils have not submitted to the guidance of professional advisers, and who is to say that the present Council will give their professional adviser a free hand? The citizens now, we think, see the importance of getting advice with respect to the water works that is perfectly independent, that is above and beyond the suspicion of being swayed by any influence whatever.

It seems impossible to prevent aldermen having their own notions and theories with respect to the water supply and of doing what they can to carry them into effect. It would, we dare say, offend some of the aldermen and also many of the ratepayers to tell them that they have no right to an opinion on many subjects. But we must, as modestly and as politely as we know how, say that this is the case. There are many matters, and those of great importance, on which the most intelligent men in the community have no right to form an opinion. Let us illustrate what we mean. How many citizens are there, no matter what their capacity or what their attainments, who would feel justified in forming an opinion as to the course that Captain Rudlin might see fit to steer in order to take his ship safely into the harbor of Vancouver? What would be thought of the practical man who would tell that veteran navigator that the course he was steering was not the proper one, and that he must steer a few points in this direction or a few points in that, in order to shorten the distance or to avoid danger? Would not the landsman who should presume to form an opinion as to the way in which Capt. Rudlin was navigating his ship be considered a presumptuous lunatic? And why? Because he knew nothing about navigation and about the channels and islands and rocks and currents of the Strait and Gulf. It is just the same, though perhaps in not so great a degree, with respect to other subjects, the water works among the rest. No man should consider that he has a right to form an opinion on a question until he has acquired a good deal of knowledge with respect to it. It is no reproach to a man that he does not know enough about a subject requiring special knowledge to master, to have to say that he knows to little about it to be able to form an intelligent opinion upon it, and that he must leave the decision on it to those who do understand it. To return to our illustration. There may have been many men on board the steamer who were Captain Rudlin's superiors in ability and intelligence, yet the wiser and the better informed they were the more content they would be to rely implicitly on the experienced captain's knowledge of the art of navigation.

There are not, we venture to say, very many in this city—and we include among the many the City Council—who can tell whether our ingenious correspondent, Mr. W. E. Losee's, scheme to supply the city with water is practicable or not. A competent hydraulic engineer could decide after a very short examination, whether or not it was in accordance with the laws of hydrostatics and whether it is calculated to accomplish the purpose intended. To submit such a scheme to the Mayor and Aldermen would be like asking them to translate an ode of Horace or a chapter of the Koran. They will have to submit Losee's scheme to an expert and rely implicitly on his decision. This is no reflection on the City Council. Not one of them is a trained engineer. If, then, they must of necessity submit Mr. Losee's scheme to an experienced engineer, will it not be just as necessary to submit any project that may be devised for improving and extending the water works and all connected with them to a man allowed to be a competent authority, and to act as he directs? To take any other course would be the extreme of unwisdom.

TOO MUCH FUSS.

The Toronto Globe devotes a great deal of its space to an account of some strange noises that were heard some time in June last in a country schoolhouse in the county of Durham, Ontario. From what those noises proceeded was a mystery then and is a mystery now. What the object of the maker or makers of the noises was it is difficult to conjecture. There was no one to scare or to impress but an unfortunate school-mistress and a small number of not very impressionable children, for they, so far from being awed or scared by the noises, seemed to have got some amusement out of them. Was this because a stop was put to study while they lasted, and that the excitement which they caused gave them some welcome holidays? If we at this distance were permitted a surmise as to the cause of the extraordinary sounds that were heard, we should say that the youngsters were in some way instrumental in producing them. They, at any rate, were the only persons who got any fun out of them. Those noises worried the poor teacher into a nervous fit, and they gave the trustees and the parents of the children no end of trouble and put them to some expense.

If they were spirits from some vasty deep who made the noises to oblige the children and to worry the schoolmistress, all that we have to say is they had very little to do. One would think that if they thought it worth their while to revisit the glimpses, not of the moon, but of the sun, they would do it for some useful or important purpose. To go to so much trouble merely for the sake of getting up an excitement in a backwoods settlement, seems to be altogether beneath their dignity. If they had taken it into their heads—assuming that they have heads—to haunt the Globe office and to set the hair of the editors, reporters, proof-readers and compositors of that paper on end, there would be some sense in it. They all, no doubt, deserve to be pretty well shaken up for their sins and shortcomings. The visitation would certainly have set psychological, spiritual and other societies agog, and the whole of Canada as well as a good part of the United States would be treated to a first-class sensation. But a nervous school mistress and her flock of innocent, if mischievous, children, fie, how could ye do it? Just here we are tempted to philosophise on the purposelessness of spiritual or supernatural or preternatural manifestations in these latter days, but space forbids.

THE NEWS FROM JAPAN.

Those who take up the Japan papers expecting to find in them fresh and reliable news about the war in Korea will be grievously disappointed. There is very little news in them, and there are insinuations—perhaps something stronger—that the accounts from the seat of war in the native papers are colored to suit the supposed interests of the Japanese Government. The Japan Mail, in reply to the strictures of the independent press of Yokohama, says:

"The Japanese Government is roundly accused by these journals of withholding the truth from the public, and purposely concealing unfavorable details. Now it may be very well that the Japanese authorities do not intend to have the people dosed with undiluted truth, and that they are resolved to prevent anything like a national panic, such as may occur were evil intelligence circulated without restraint. Were that their policy it would be a perfectly sound policy."

"Dosed with undiluted truth" is rich. From the tone of this paper, which appears to be in the confidence of the Government, there is not much fear of the people of Japan being hurt by the amount of truth contained in the telegrams. They are all revised by the Government censors, and mutilated and garbled to suit the official taste. If the independent press wanted to find out how much or how little truth there is in the war news, they could not hope to succeed, for the Government keeps a close watch on every word that comes over the cable, and the native papers are not allowed to publish news from any other source without first submitting it to the Government censors.

There has been some uncertainty as to how the Japanese are regarded by the Koreans. We were told at one time that the natives of the peninsula looked upon the Japanese as friends, but a correspondent of the Kobe Herald writing from Seoul tells a very different story. He says consciesly but not very elegantly that "the Koreans hate the Japanese as the devil is popularly supposed to hate holy water." "It needs no descriptive art," he continues, "to make clear the true import and significance of this fact. Since the arrival of the Japanese troops in Seoul not a Korean coolie, not a Korean of any kind has really lent assistance of any description to the Japanese. The difficulties they experience in the matter of transport alone—for provisions as well as munitions of war—are enormous. They simply cannot move with due celerity from place to place. To a slight extent this obstacle has been overcome by bringing over hundreds of Japanese coolies, but the force on the spot is altogether inadequate. As it is, the Japanese military trains dare not venture from place to place without a strong guard." To carry on warlike operations, not only in the face of a formidable enemy but among an unfriendly population, must increase both the difficulties and the dangers of the campaign. We have seen nothing in the papers that we have glanced through to lead us to believe that the Japanese have made much headway in Korea.

MINISTER TO JAPAN.

The Hon. P. le Poer Trench, on the occasion of presenting his credentials to the Emperor of Japan as British Envoy Extraordinary and Minister Plenipotentiary, was conducted to the Emperor's presence by the Marquis Kido. In presenting his letter of credence, Mr. Trench in the course of his remarks said:

"I have already had the advantage of a residence of six years in Your Imperial Majesty's dominions and of making many friends among Your Imperial Majesty's subjects, and venture to express the hope that I may be an instrument for strengthening the relations of amity and of peaceful commercial intercourse which already happily exist between Japan and Great Britain, and which it must always be the desire of both nations to render as intimate as possible."

The Emperor replied: "I am much gratified at receiving the letter of Her Majesty the Queen of England appointing you Envoy Extraordinary and Minister Plenipotentiary in Japan. By Your Excellency's former sojourn in Japan, I am already well acquainted with Your Excellency, and I am convinced that you will thoroughly acquit yourself of the mission entrusted to you in strengthening the good relations that happily exist. I trust Her Majesty the Queen is in good health. I am much gratified that the new treaty between England and Japan has been concluded, and I trust Your Excellency will promote it by your good offices. The letter of Her Majesty the Queen informing me of the birth of a Prince, son of the Duke of York, has given me much pleasure and I offer my sincere congratulations. I am glad to see Your Excellency in good health, and I shall have the pleasure of seeing you again."

Hon. Mr. Trench afterwards visited the Ministers of State and Foreign representatives.

The Nichi Nichi contains the following: "The new treaty with England was yesterday submitted to the Privy Council, which passed it unanimously. The Emperor approved of their decision, and at once ratified the treaty, which had already been signed in London on the 16th of July by Viscount Aoki, minister plenipotentiary, and Earl Kimberley, the secretary of foreign affairs. The Japanese minister was then granted full powers to change the draft of the treaty with the British minister. We may therefore conclude that, to-day or to-morrow, the exchange of the ratified copies will take place."

The Japan Mail contains the address presented to Mr. Trench on the occasion of his arrival at Yokohama, refers to the fact that on the occasion of his departure from Japan five years ago his fellow-countrymen presented him with an address expressive of their esteem and of regret at his departure. "They then," it says, "entertained the hope that the experience you had acquired in this country might at some future time be utilized by you in a still more responsible position than you had previously filled, and it is therefore now a source of gratification to them to be able to welcome you on your return, and to congratulate you on your appointment to the highest position which an Englishman can hold in this country."

CHINESE TREATY.

WASHINGTON CITY, Sept. 6 — Before Secretary Gresham left for the West he had a conference with the Chinese minister concerning the Chinese treaty which was ratified by the senate a short time before adjournment. Minister Yang Yui told Secretary Gresham that owing to the war no action had been taken by the Chinese government. China has been officially notified by the state department of the ratification of the treaty on the part of the United States, and as soon as the treaty is ratified by China and official notice given to the United States, the ratification will be exchanged by the two governments and proclamations will be issued. No action will be taken by the United States looking to the enforcement of the treaty until President Cleveland issues a proclamation. Then the secretary of the treasury will issue instructions to the collector of customs in accordance with the treaty. Secretary Gresham and the Chinese minister discussed the present status of the treaty, and the minister was assured that as soon as notice of action by his government was officially received, the United States would proceed with its part of the contract.

MONTREAL MATTERS.

MONTREAL, Sept. 6.—(Special)—The water has seldom been so low in the St. Lawrence river as at present. In the ship channel between here and Quebec it is "dead" low, at 27 feet 6 inches. The harbor officials think it may go at least one and one half feet lower at this point, which would be the lowest on record.

Arthur Lepailleur, a young man of 20 years old, and well connected in this city, shot himself last night in a bar-room on Chaboillez square.

Le Croix, a French Roman Catholic paper, published here, sharply censures Mr. Laurier for having attended a Methodist service in Sault Ste Marie. It hints that his action was a political move.

From THE DAILY COLONIST, September 7.

EMPRESS OF CHINA ARRIVES,

Her Stranding on Woo Sung Spit Due to No Fault of the Officers.

Captain Galsworthy of the "Kow Shing Gives a Graphic Account of Her Sinking.

The R.M.S. Empress of China, from Yokohama August 26, arrived off the outer docks shortly after noon yesterday, none the worse for her experience on the Woo Sung spit. It was on August 4 that she went on, and she was successfully floated at midnight on the 13th, and hove off into deep water by means of anchors laid out astern. Thence she was towed into a safe berth outside the Red Buoy by the tugs Samson and Kaitung, and one week later, having reloaded coal and cargo, was able to proceed on her homeward voyage. At Shanghai an official inquiry into the cause of the stranding was held, when it was ascertained that the accident was not due, as had been reported here, to the removal of the river buoys, but to the incompetency of a man named Groves, who came aboard the ship and took charge in place of the pilot, for whom he was mistaken. The finding of the court was as below:

"The Court, having regard to the circumstances as stated in evidence, find as follows:

"The cause of the stranding was solely due to the incompetent navigation of a person named Groves, mate of the tugboat Samson.

"That by wilful misrepresentation he induced the master to put him in charge of the vessel as pilot.

"The Court think that no blame can be attached to the master of the Empress in respect to the navigation of his ship, but they are of opinion that it would have been proper and prudent for him to have made inquiry sooner than he did with respect to the qualification of the man Groves.

"Under all the circumstances of the case, however, the Court does not think his conduct in this respect deserving of censure.

"No blame attaches to any other person.

"The expenses of the court, fixed at £42 12, are approved, and it is ordered that the same be borne by the master, at whose request this court has been summoned."

The steamer still bears traces of river mud, but she is in no way injured and a few gallons of white paint will remedy all apparent defects. Her present passage across was a pleasant and uneventful one, and her cargo, consisting of about 3,500 tons of mixed merchandise, particularly heavy. There were 40 saloon and 8 intermediate passengers over, as well as a few Japanese in the steerage. Captain J. G. Cox and Mr. Frank Adams, of this city (returning from Japan), and Captain Ellis (San Francisco's ex-chief of police, who with his daughter is also home bound from the Orient), were among the best known of the passengers, a partial list of whom is appended: Mr. Beurmann, Lt. Alex. Botkin, Dr. Botkins, Hugo Bremer, R. Brough, Miss Burgess, S. Davis, Capt. H. H. Ellis, Miss I. Ellis, Ch. W. Gelderman, Baron Von Grutschreiber, Dr. Hartshorne, Miss Hartshorne, Mr. Hunt, H. R. Hunt, J. H. James, P. S. Lloyd, D. Mackenzie, J. McKeown, J. W. Murray, E. W. Oakes, Miss B. L. Paulette, Mr. and Mrs. Reding and two children, C. A. Richardson, Capt. Ripley, J. F. Rodewald, Dr. E. W. Rooke, N. Sato, C. E. Stedman, Miss Stedman, Mrs. Stevens, two Misses Stevens, Miss Strong, Percy Sturdee, D. T. Timins, C. S. Van Patten, W. J. Van Patten, Mr. and Mrs. A. R. Whittier, R. H. Wood.

Strange as it may appear, the officers and passengers of the Empress unite in declaring that less war talk is heard in Yokohama than in Victoria, and that the only "engagement," definite particulars of which have been made public, is that resulting in the sinking of the Kow Shing.

The finding of the Court of Inquiry demanded by the British government, and held at Shanghai on the 17th August, in this latter case, is especially interesting in view of the fact that it in no way agrees with the telegraphed reports, evidently dictated by the Japanese, regarding it. The finding arrived at is thus given in the Eastern press:

"The court having regard to the circumstances as stated on affidavit, find as follows:

"That the British steamer Kow Shing was destroyed and sunk on the 25th of July, of Shopeiul Island, by a broadside fired into her by a Japanese man-of-war, supposed to be the Naniwa-kan, and that no blame is attributable to the master, certificated officers or crew of the Kow Shing.

"The Court desires to place on record their opinion that Captain Galsworthy and the officers of the Kow Shing showed great judgment and coolness under trying circumstances, and did all in their power to avert the catastrophe."

Captain Galsworthy's report of the sinking of his ship is given in the Japanese press as follows: "The British steamship Kow Shing, owned by the Indo-China S. N. Co., left Shanghai on July 17, bound to Taku, under charter to carry Chinese troops from that port to A-San, on the coast of Korea. Arriving at Taku on the 20th, arrangements were made to ship the troops, and on the 23rd 1,100 came on board, including two Generals, a number of other officers of various ranks, and a German ex army officer named Henniken, who came as an ordinary passenger. At 9:50 p.m, on the 23rd the ship proceeded on her voyage to A San. All went well until the morning of the 25th, when, off Shopeiul island, we passed a man-of-war flying the Japanese naval ensign, with a white flag above it. This vessel proved to be the Chinese warship Tei Yuen. Shortly afterwards we sighted three Japanese men-of-war, the Naniwa, Yoshino, and another (probably the Akitsushima) The Naniwa at once steamed towards us, flying a signal ordering us to stop. She also fired two blank charges, and signalled us to anchor, which we at once did. The Naniwa then steamed away, apparently to communicate with the other ships. I at once inquired by signal if I might proceed, to which the Naniwa replied: 'Heave-to or take the consequences.' A boat then came from the Naniwa, and an officer came on board. He was received at the gangway, and he asked to see the ship's papers. They were shown to him, and his attention particularly called to the fact that she was a British ship. Numerous other questions were asked and answered, the most important one being: 'Would the Kow Shing follow the Naniwa?' Being utterly helpless against a man-of-war, I replied that there would be no alternative but to do so under protest, if ordered.

"The officer then left the ship, and proceeded to the Naniwa. Shortly after, being still at anchor, I was ordered by signal to cut, slip, or weigh immediately. The Chinese generals learning the meaning of the signals, and finding preparations were being made to follow the Naniwa, objected most emphatically. They were told how useless it would be to resist, as one shot would sink them in a short time. The generals then said they would rather die than obey Japanese orders, and as they had 1,100 men against 400 on the Naniwa, they would fight sooner than surrender. They were told that if they decided to fight, the foreign officers would leave the ship. The generals then gave orders to the troops on deck to kill us if we obeyed the orders of the Japanese or attempted to leave the ship. With gestures they threatened to cut off our heads, to stab, or shoot us; and a lot of men were selected to watch us and carry out the order. A signal was then made requesting the Naniwa to send a boat, in order to communicate the state of affairs. A boat was at once sent, but a crowd of armed Chinese took possession of the gangway, until I prevailed on the Generals to send them away. Eventually the officers came alongside, and a message for the Commander of the Naniwa was sent, stating that the Chinese refused to allow the Kow Shing to be taken a prisoner, and insisted upon returning to Taku. It was again pointed out that she was a British ship, and that she had left port before war had been declared. The boat then returned to the Naniwa, and on her arrival a signal was hoisted, ordering the Europeans to leave the ship at once. A reply was given that they were not allowed to leave, and asking for a boat to be sent. Notice was sent to the engineers to be handy on deck in case the Japanese fired. The Naniwa shortly afterwards replied that a boat could not be sent. The Naniwa then hoisted a red flag at the fore, which was apparently a signal for discharging a torpedo, as one was fired at the Kow Shing, but missed her. A broadside of five guns was then fired.

"At the time, I was on the bridge, my officers having left, it, and seeing that the soldiers sent to watch me had left their station at the foot of the ladder, I rushed to the wheel-house, and, after obtaining a lifebelt (the last one remaining), I jumped over the ship's side. In doing so I heard a terrific explosion, and upon returning to the surface of the sea I found the atmosphere was thick with smoke and fine coal-powder. I at once struck out for the shore, distant about 1½ mile. There were many Chinese in the water, but I only saw one European, Mr. Von Hanniken. As the air cleared, a bullet struck the water close to my ear, and was followed by a shower of bullets. Knowing that shot from the Naniwa could not strike near me, owing to being sheltered by the hull of the Kow Shing, I turned on my back, and saw Chinese soldiers firing at me from the deck and the 'tween deck ports. As far as possible I protected the back of my head with the life-belt, and swam as low in the water as I could. Firing from the Naniwa's broadside and machine guns was continued until shortly before the Kow Shing went down, stern first. After being in the water some time, I was picked up by the Naniwa's cutter, in a very exhausted condition. The same boat had already rescued one of the quartermasters, who had been wounded in the neck with a rifle bullet. On arriving at the Naniwa we found that the chief officer was the only other person saved by the Japanese, leaving five Europeans connected with the ship, and the passenger, missing. I requested another boat to be sent, but am afraid that no further attempts were made to find them. We anchored off Shopeiul about 9 a.m. The ring commenced about 1 p.m., and we were taken aboard the Naniwa about 2 30 p.m. During the evening the Naniwa steamed away, arriving the next a.m. at the rendezvous of the Japanese fleet in Korea. We were then transferred to the Yayeyama, together with a Danish electrician, named Muhlenstedt, and about sixty Chinese, who were taken prisoners from the Chinese s.s. Tao-Kiang, the same day. The Yayeyama then proceeded to Sasebo, arriving on the a.m. of the 28th. From Sasebo, myself and Mr. Tamplin, the chief officer, came here in a small tender at noon on Saturday last, having in the meantime been interviewed by Mr. Suyematsu Kencho, president of the Imperial Board of Legislature, who came down from Tokyo for that purpose. The quarter-master remained behind owing to his wound not having properly healed up; while Mr. Mahlenstedt is being further detained. During our detention we received every care and attention necessary for our comfort. After arriving here we proceeded to H.M.'s Consulate and made an affidavit of the entire circumstances. The Naniwa, I may mention, had been damaged on the port quarter from a shot fired from the Tei-yuen in the morning. I can positively say I did not see the Japanese fire on the Chinese in the water. The Chinese killed many of their own people."

The latest mail advices from the seat of war received by the Empress will be found in another column of this issue. The big C. P. R. liner made good time on the passage, leaving Yokohama two days and a half after the Peru (bound for San Francisco) and the Sikh (for this port) and reaching here only a few hours behind the former and ahead of the latter. The Sikh was passed thirty hours out on the voyage, but up to the hour of going to press had not been reported. Captain Archibald, of the Empress, says that she will probably arrive about Saturday morning.

Captain Cox and Mr. Adams, both of the well known firm of E B. Marvin & Co., have been in Japan for several months looking after the sealing interests of the firm. They report that all the sealing schooners have now either sailed for home from Japanese ports or gone North hunting, the Carlotta G. Cox being the last of the fleet to get away. The sealing schooner Wahlberg, of San Francisco, returned to Hakodate from the Copper Islands only a few days before Captain Cox left Japan, the illness of Captain Carew, her master, necessitating her return to port; the skipper died soon after entering the hospital. Consumption was the cause of death, and the paragraph published in the Boyeki that Captain Carew had suffered at the hands of his crew was absolutely without foundation in any suspicious fact.

Captain Cox denies without qualification the report that he was recently offered the charge of one of the Japanese dock yards, or contemplated entering any branch of the Japanese service. The Japanese docks are now closed to all foreign shipping, being held ready for use by the Mikado's men-of-war, and foreigners are advised to keep away from Japan if in search of military or naval officer. The government are suspicious of Europeans and confident in their own ability; hence "no outsiders need apply."

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

Royal Baking Powder

ABSOLUTELY PURE

SAFE IN PORT.

A craft familiar to Victoria pioneer marine men is the American schooner Louis Olsen, which arrived in port last evening en route from her sealing expedition. Years ago the schooner was known as the Dolphin, at which time she belonged to Captain Warren. She was one of the first sealers ever seized by an American cutter in Behring Sea, and it was after that seizure that she became an American bottom, having been purchased and taken to Astoria. The schooner has had an extensive sealing cruise since she left home, the last part of which was by far the roughest. In the early part of the year the schooner hunted off the Japanese coast. From there she went to Atu and thence to Unalaska, where she cleared for Behring sea on July 28. In the sea some very rough weather was experienced, notwithstanding which she added 84 skins to her season's catch, which in all amounted to 1,200 odd skins. While getting these few she was boarded by Fish Commissioner A. B. Alexander, of the U. S. S. Albatross. Mr. Alexander, who is described by the Olsen's crew as an old "salt," has been busy during the year studying seal life and boarded the schooner for the purpose of analysing the stomachs and other internal parts of the seal in search of information as to its feeding habits. After getting the data desired he was unable to return to his ship through rough weather as the vessels lost track of one another. Two schooners, however, were spoken by the Olsen before she left the sea. They were the Fawn and Kate, but both reported poor luck.

Just as the schooner was coming in last night an accident occurred which might have caused much sorrow. She had got up the straits and was but a short distance from Race Rocks when she became becalmed. A boat was lowered and three sailors started for shore to secure a tug. Meanwhile, however, the steamer Sadie had sighted the schooner and gave her a line. Before towing her far the small boat was noticed in the distance by those aboard the steamer. She appeared to be capsized. The tug hurried to the rescue and was just in time to save the lives of those who had been overturned and set adrift from their small craft. The men were just about exhausted when picked up. It was this incident which last night gave rise to the rumor that three men had been drowned in the straits.

MARINE MOVEMENTS.

From West Coast points the steamer Maude which arrived last evening brings no very important news. Salmon though running rather freely in Clayoquot Sound are not close enough inland to be caught readily by the packing company there and consequently the Maude on this trip brought none down to Victoria. About five tons of paper, some of which is "print," arrived on the steamer, being the third shipment from the new mill. As passengers the Maude brought Rt. Rev. Bishop Lemmens, who has been down to Nitinat on business relating to the establishment of a mission there; Mr. Jacques, who has been prospecting along the coast; Mr. Bowker, who has just erected a residence for Rev. Mr. Stone at Nitinat; Mr. Jacobsen and others. The Maude reports those working at the placer mines near Alberni as having had good success.

CANADIAN NEWS.

(Special to the COLONIST.)

WINDSOR, Sept. 6.—The Standard Oil Company is negotiating for the purchase of stock of the Ontario Natural Gas Company. The latter is said to be asking $2,000,000.

NORTH SYDNEY, C B, Sept. 6.—There was a drowning accident at Whitepoint, Aspy bay, yesterday. James C. Hallower, J. Nickelson and Frank Rambeau were going to North Harbor in a boat. When a mile away a sudden squall filled the boat and she sank, leaving nothing afloat but a mast and one oar. Several men who saw the accident, hastened to the spot, but Nickelson had sunk. The other two were saved just as they were sinking. Neither could swim.

OTTAWA, Sept. 6.—Advices have been received by the immigration branch of the dispatch of a party of 25 young men and lads from England, under the auspices of Dr. Barnardo. The party left Liverpool on August 30, by the steamship Laurentian of the Allan line. They form part of a large number of youths and boys who are to be sent to Canada, and have been specially selected for Manitoba.

BRUCEFIELD, Sept. 6.—The Liberals of South Huron have re nominated John McMillan for the Commons.

LEVI STRAUSS & CO'S

COPPER RIVETED OVERALLS AND SPRING BOTTOM PANTS

EVERY PAIR GUARANTEED.

ADDRESS SAN FRANCISCO CAL.

SPORTS AND PAST

To-morrow's Lacrosse Matc the Victoria and Westm Senior Teams.

Robert J. Breaks the Worl at Indianapolis—Cricke Wheeling.

The senior lacrosse team hac practice last evening for the mat minster to-morrow, and for the during the week were enabled to sticks. Some good hard work and the boys will be pretty wel for the game. A big crowd of e will go up with them on the st semite, which leaves at 7:30 morning expressly for the match return after the game is over. only $1 50 for the round trip, wh tainly very moderate. The tes selected from the following: R A.E. Macnaughton, W.H. Cullin, F. Cullin. W. Ditchburn, W. F. Belfry, F. Williams, R. Willis Paterson, T. Cusack and W. Jack Westminster team will be chos Coldwell, Cheyne, Snell, Camp kenzie, P. Peele, H. J. Peele, Dalgleish, J. Lewis, L. A. Lewis, Cambridge. It will be seen that be little change in the personne team, which goes to show that will be a hard fought one all thro

CRICKET.

VICTORIA C C VS. MR S. F. MORLEY

This match was played yester noon in the Caledonia grounds an in a victory for the Victoria C runs, after an exhibition of good hitting by both sides. It was gra see Mr. Scroggs and Mr. Barff, formerly played for the club con more than of late, both distinguish selves respectively at bowling and though they were out of practice clough, as usual, made some g making a long stand with Barff for runs. Mr. Morley and others ma rattling the field, to bring the s the three figures when the fo caught in the deep field. The re Mr. Maurice Hills carried his ba most ably played innings against ing of the demon Wallis, who ha himself able to dispose of Mr. W the small score of 3. Mr. Wigram ally good for anything under fou For the V.C.C, Messrs. Smith a made the great stand of the innings ond wicket not falling for under This was almost as good as the reco Wolves v. Lambs' match, when th wicket of the Wolves did not fall 75

YACHTING.

THE VIGILANT'S MISHAP.

LONDON, Sept. 6 —In an interv lished to-day Howard Gould said h believe that the Vigilant struck her voyage to Cowes. The char plainly five fathoms of water wher cident occurred. He did not b pilot. The sloop had a nasty vo the board must have been strained.

THE TURF.

THE PACING RECORD BROKE

INDIANAPOLIS, Sept. 6 —To-day broke the world's pacing record, a mile in 2:02½.

THE CITY

THE time has been extended one give opportunity to all who desire in as charter members of the new lodge, "Peerless." The list now 150 names.

THE following promotions have b in No. 1 Company B.C.B.G.A.: To geants, Corporals Wilson and Cav corporals, Bombardiers Holmes a dale and Gunner Wilkerson; to be dier, Gunner Russell.

TWO GENTLEMEN, J. T. Holt an Mann, representing a considerable of Montreal capital, passed throu toria on their way to Cariboo. M E Brown and R. A. Bingham, m perts, joined them in this city an with them to look at some hydra perty which is being negotiated fo the Winnipeg papers it would app Messrs. Holt and Mann are also loo the construction of a railway from R. main line at Ashcroft northwa gentlemen refuse to confirm the ru

ORDERS have been issued by Li Peters, D A.G., postponing the i of the various companies B.C.B.G. after the course of instruction abo held under Major Rawstorne, R.M officers, non-commissioned officers who intend to avail themselves of t will attend in uniform (drill order drill hall at 8 o'clock next Monday As the inspection has been postpone Col. Prior has ordered all drills of quarter companies to be discontinu December 31.

A MEETING for the purpose of arrangements for a ball in connect the forthcoming exhibition of the Columbia Agricultural Association, yesterday afternoon in Mr. H. E. A. son's office, there being present Me R. Ker, B Wilson, J. A. Aikman Dowlen, H E. A. Robertson an Dallain. Mr. Dallain was appointe tary, with Mr. Dowlen as assistant, instructed to make all necessary tions for the event, the date set for the evening of Friday, October 5.

THE monthly parlor social of t W. C. T. U was held at the resi Mrs. McNaughton, Devonshire r terday afternoon, there being a tendance and much interest ma Mrs. Jenkins gave a full report of ceedings of the convention recent at Vancouver, this convention bein mously voted to have been the m cessful ever held in the province. Jenkins' report was followed by the of a paper by Mrs. Gould, entitled Power," bearing upon the power not wearing the white ribbon.

"G. GALITZIN, St. Petersburg," modest inscription on the Driard "The Prince!" remarked the night "Would he send up a card?" "H not! The Prince had ordered that not be disturbed." The Prince is well-built man who is getting do shady side of life, being apparently over. His dark face is framed wit grizzled beard and his once hair is streaked with grey. "Trave pleasure" was all the information w distinguished gentleman would imp his mission is already too well kn need more than passing comment.