The Victoria Weekly Colonist.

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Weekly Colonist

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BY

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From the Daily Colonist, August 6, 1887.

LOCAL AND PROVINCIAL.

A Poor Authority.

The *Columbian* says Mr. Theo. Davie represents a mainland constituency. This will be news in this city.

Dwindling Away.

The remnant of the Songhees tribe is said to number only 135 souls, men, women and children. Thirty years ago the tribe was some 5000 strong.

Extension of the Island Railway.

Mr. J. Gray, C. E., assisted by Mr. H. Fry, C. E., will leave on Wednesday next for Comox for the purpose of locating a route for the proposed extension of the line of railway to the northern end of Vancouver island.

A Mammoth Salmon.

The steamer R. P. Rithet last evening brought down from the Fraser river a salmon weighing 48 pounds. This specimen of what B. C. can do in the way of big fish will be on view at Beauchamp's fish store this morning.

For Scotland.

The following people, sufferers in the terrible disaster at Nanaimo, were sent to Scotland yesterday morning over the C. P. R., by the relief committee: Mrs. A. Morton and family, Mrs. John Morton and family, and Mrs. Byars and family.

Naval.

H. M. S. Caroline, with Admiral Sir M. Culme-Seymour, Bart., arrived from its northern cruise on Wednesday morning. The vessel went as far north as Sitka. At one point of the trip the Caroline grounded but floated off at high tide without injury.

Two Old Engines.

The Yale and Kamloops, two old engines formerly used in British Columbia on the building of the Canada Pacific railway, passed down the I. C. R. on Monday. The Yale was the first engine ever landed in British Columbia.—*Newcastle, N. B., Advocate.*

Salmon Shipment.

The steamer R. P. Rithet brought down from the river yesterday 2,000 cases of salmon, the first shipment of the season from J. A. Laidlaw & Co.'s cannery. The steamer stayed at the outer wharf where the cases were landed, for shipment to San Francisco by the Mexico to-morrow.

Music at the Hill.

Following is the programme which the band of H.M.S. Triumph will play at Beacon Hill to-morrow afternoon.

Quick March—"Let me kiss him for his Mother."
Selection.....Le Pre Aux Clercs.....Herold
Valse.....Thinks I to Myself.....Meissler
Selection.....Madame Favart.....Offenbach
Scottische.....Queen of the Ball.....Ernst
Serenade.....Hungarian Echoes.....Hartmann
GOD SAVE THE QUEEN.

Progress.

A new saw mill is being erected in Tacoma by M. F. Hatch. The building is to be 132 feet long by 34 feet wide, with a cutting capacity of about 2,000 feet per day. F. J. Milner, superintendent of the Oregon Improvement company, is having erected in Seattle a large saw mill with a cutting capacity of about 75,000 feet per day. It is intended for railroad uses.

An Injurious Report.

During the past few days a most injurious and untruthful report affecting the reputation of a highly respected family has been in circulation. We have the most undoubted authority for stating that there is not the slightest ground for the scandal—it having been started for malicious purposes. The authors are believed to be known and legal steps will be taken to punish them.

The Queen's Title.

On the question of the alteration of the Queen's title Sir John Macdonald telegraphed Sir Alexander Campbell that Canada would be honored by her name being mentioned in her majesty's title. Sir Alexander Campbell's opinion was that the title of the proclamation of 1858, after the Indian mutiny was a good one and would be satisfactory to the people of Canada.

An Improvement.

W. Heathorn has lately introduced several machines which enable him to turn out work with greater facility and less cost than formerly. Their introduction has had the effect of taking away work from Chinese employés, a matter that John is not all pleased with. The output of the factory has largely increased of late, especially in the finer grades of shoes. About 150 pairs per day are turned out.

The Graving Dock.

The Ottawa correspondent of the Toronto *Mail* says: The government has been apprised of the completion of the graving dock at Esquimalt, B. C., and it is expected it will be taken over shortly. The contractors, however, will retain control of it until after six months have expired from its being accepted by the Dominion authorities. An officer of the public works department will probably be sent to inspect the dock before it is handed over, and at the same time he will make a survey of Victoria harbor in connection with the much needed harbor improvements. Sir Hector Langevin promised the Victoria members last session that this latter step should be taken this summer, so that matters could be fairly considered by parliament next session.

The Modern Problem.

Rev. W. Barss will deliver a lecture in the Baptist church next Tuesday evening. Subject—"The Modern Sodom, or Mormonism Exposed." Admission free.

Cabinet Meeting.

Monday last was the first occasion on which a Federal Cabinet meeting has ever been held in New Brunswick. It took place at the Inch Arran hotel, Dalhousie.

Subsidy to the C. P. R.

A London despatch, dated Wednesday, says:—The British government has decided to subsidize the Canadian Pacific route for the transportation of British trans-Pacific mails.

Another Vessel Sold.

It is currently reported that Captain Weber has purchased the bark Robert Kerr, to be used as a coal lighter for the C. P. steamers. The price paid for the bark is not stated, but it is said the owners realized considerable money on their investment.

A Strange Request.

Hon. Mr. Thompson visited the Kingston penitentiary on Monday. He is understood he has received from British Columbia an demented convict prepared a curious request for consideration—his liberty; a young, pretty girl, and $20,000.

The Provincial Police.

Supt. Roycraft returned to the city on Thursday night and will leave again for Nanaimo on the train this morning. The steamer Skidegate will leave the harbor at 9 o'clock for Nanaimo where the superintendent joins his men.

The Gospel in Recitation and Song.

On Sunday evening there will be a religious service of a rather unique character at the Calvary Baptist church. Twenty persons will assist in reciting and singing the exercise entitled "The Old, Old Story," which promises to be very interesting and impressive.

Missionaries of Alaska.

Fathers Alois Ragarii and Carmel Giordane arrived on the Sound boat yesterday afternoon and were met by several of the brothers and Father Tosi. The latter father will leave for Alaska on the Olympian next Tuesday in company with the new arrivals, who are at present staying at the Archiepiscopal palace.

Inland Revenue Returns.

The receipts of the inland division of Victoria for July were as follows:

Licenses	$1,605 00
Tobacco	303 60
Cigars	769 80
Spirits	45 60
Malt	1,241 96
Other receipts	7 05
Total	$4,373 01

Seriously Injured.

On Wednesday afternoon, says the Vancouver *News*, while a number of men were at work in the C. P. R. yards moving car wheels, one of the men, Charles Foster by name, was seriously injured by a pair of wheels falling against his leg. The flange of the wheel struck heavily on the fleshy portion of the leg and inflicted two severe gashes near the knee and several gashes.

Trans-Pacific Trade.

The imperial government has forwarded to the Dominion government copies of orders of the Queen-in-council having reference to British trade with China, Japan and Corea. It is thought the publication of them will be useful in view of the opening up of the new Canada-China route, and they will accordingly be gazetted.

He Undervalued His Horses.

A young gentleman who arrived from the Sound a few days since with two horses was compelled to give them up yesterday to the customs authorities, they having charged him with undervaluing them. The young man complained bitterly at the act of the customs officers, but after some delay delivered them.

Our National Game.

The secretary of the Victoria Lacrosse Club has received a communication from Seattle making inquiries about lacrosse, sticks, etc., as they are desirous of organizing a club there. The game appears to be gaining in favor along the coast, and the Victorians—the present champions—would be only too pleased to have a "face off" with a Seattle club.

That Opium Seizure.

Winnipeg *Free Press*: The opium which was seized here on Friday has been released by instructions received from Assistant Commissioner Parnelee, who is at present visiting at Victoria, B. C. The opium will be stored in the city by McLean, the man who shipped it from Victoria. McLean lived at Winnipeg during the boom and is said to have made several good investments.

From Alaska.

There was very little important news brought down on the Olympian yesterday morning concerning the mines. The stamp mill will, however, be erected at the Lucky Chance mine, Sitka, as a start. The excursionists expressed themselves delighted with the trip and the treatment they received. All the principal points of interest were visited and most of the people voice the opinion of the earlier excursionists, that there is no finer scenery in the world than on the northern route.

British Columbia Directory.

Messrs. E. Mallandaine and R. T. Williams have given to the public the British Columbia Directory for 1887. It has been carefully compiled by Mr. Mallandaine and contains a general list of the inhabitants of the cities and municipalities in every portion of the province, with valuable descriptive matter. It is very complete in its information and as a work of reference will prove of great benefit to our business community in particular and to the public generally. The book is well printed and bound, and in all respects is a credit to the publishers.

All Welcome.

Lord Lathom, the Lord Chamberlain, is contemplating a visit to Canada, leaving England some time next month. Lord Lathom is largely interested in cattle ranching in the North-West. He will visit the Alberta country during his stay in the Dominion and probably come to the coast.

Sir Stevenson Blackwood, Permanent Secretary to the Postoffice, sailed for Canada on Saturday last. Sir Stevenson's visit has no official significance, his particular object being to find openings for his sons in the Dominion. He will, however, make a tour to the Pacific over the C.P.R.

The Bishop of Rochester left for Canada on the Circassian on Friday last. His lordship will attend the Synod at Winnipeg, and thence proceed on a tour to the Pacific coast, via the C. P. R.

Supreme Court.

Yesterday morning the jurymen summoned to sit on the case of Smith & Angus *vs.* Greer, assembled at the supreme court. They waited for some time and as the chief justice, before whom the case was brought, did not appear they came over to town. They were requested, however, to be present in the afternoon when the case was tried. The suit was brought to recover seven acres of land on English Bay, a Crown patent having been issued to the plaintiffs, the defendant having been in possession of the land for several years before the patent was issued. The jury found in accordance with the facts and the case will come on for argument on the law points by special leave on Tuesday next, the defendant having applied for a nonsuit. Mr. Drake, Q.C., for plaintiffs: Mr. Hett and Mr. Taylor for defendant.

Cricket.

A match will be played at Beacon Hill this afternoon, commencing at 2 o'clock, between the V. C. C. and a team of the B. C. C. A., with some assistance from the navy.

Roberts—King.

Mr. John Roberts, nephew of Capt. Roberts, of the steamer Geo. E. Starr, and Miss Pauline King, daughter of Mr. Joseph King, were married at the residence of the bride's parents yesterday morning by the Rev. J. E. Starr.

Music.

The Victoria theatre should be crowded to-night to hear the concert to be given by the R. B. George company, assisted by a class of about fifty local amateurs. A great feature of the programme will be a chorus of fifty little girls forming the "doll brigade." This is the second concert under the auspices of Mr. George and at the sale of tickets up to yesterday afternoon was very large. All should go early to secure their seats.

Fisheries Dispute.

A cable from London to the Toronto *Globe* says: "Fresh proposals for a settlement of the fisheries dispute have been submitted to the government by the authorities at Washington. They were approved at Ottawa and have been favorably received by the imperial government, but are still under consideration. The details are not known, but as understood a more popular view of the possibility of a speedy settlement is now taken at the White House."

Hon. Allan Francis' Death.

The following additional particulars of the death of Allan Francis will be read with interest:

Allen Francis, United States consul, who was struck by a hose cart at the recent railway disaster at St. Thomas and badly injured, died suddenly during Friday forenoon. He had been confined to his room ever since the accident, but his condition was not thought critical. At 11:30 o'clock Thursday night, while he was sitting talking cheerfully, he was seized with paralysis of the heart, brought on by the shock sustained by the accident, and died shortly after. Flags were floating at half-mast on all public buildings in St. Thomas in respect to the memory of the deceased gentleman.

THE WATER-WORKS MEETING.

Expression of Sentiment on the Subject from a Few Ratepayers.

A meeting was held at the city hall yesterday morning by ratepayers to consider the water-works question.

His Worship the Mayor presided, and Mr. J. S. Yates was appointed secretary.

Among those present were noticed Coun. Harris, John Boyd, F. Carne, Sr., A. McLean, T. J. Burnes, Jos. Heywood, Coun. Pearse, W. Humphrey, E. G. Prior, M.P.P., John Grant, M.P.P., W. A. Robertson, Thos. Shotbolt, Jas. Burns, Wm. Wilson, Theo. Davie, Thornton Fell, Chas. Hayward and Jas. Taylor.

His worship stated that the object of the meeting was to determine on some action, relative to a petition presented to the council asking for extension of the water-works scheme.

Mr. Alex. McLean stated that although only a few ratepayers were present, he had been assured of hearty co-operation from a large number, in whatever action the committee should take. He felt that the ratepayers had not been justly dealt with. He believed in the Hendry and Pickering scheme which had been endorsed by competent engineers; it had been before three different councils and passed, the money had been voted and was in the bank, the material was bought and the work should go on.

Coun. Pearse gave some figures favoring the Hendry scheme, stating that the whole expenditure after the completion of the work would amount to $720 per annum, and Mr. Bell's scheme would cost $10,500 per annum. First, the ratepayers should consider whether they will pay $75,000 for the work and go on paying $10,500 per annum for ever afterward. He then moved the following resolution:

"Whereas the scheme prepared for the better supply of the city of Victoria waterworks by Mr. Hendry, water-works engineer, in 1880, which was examined, and the calculations pertaining thereto were verified and approval by a board of hydraulic engineers in July, '84, and also by Mr. Pickering, C. E., in 1886, and also by Mr. H. P. Bell, C. E., in 1887, and whereas the scheme known as Hendry's was approved by the ratepayers of Victoria in 1886, and the sum of $75,000 voted for carrying out the same;

"Resolved, That this meeting is of opinion that the Hendry scheme should be at once proceeded with in accordance with the well understood wishes of a large majority of the ratepayers of this city."

Coun. Grant said it was true that Mr. Bell verified and endorsed Mr. Hendry's scheme in his progress report, but in order that there might be no misunderstanding he would say that the difference of opinion between Mr. Bell and Mr. Hendry was the quantity of water that would be distributed below the low service reservoir.

Mr. McLean said he had asked 124 ratepayers to sign the petition and only 11 had refused.

Mr. Charles Hayward said he thought it would be a mistake for the meeting to presume to dictate to the council, and favored leaving the matter in the hands of the council.

Mr. Alex. Wilson said he had always opposed the scheme because the council had never attempted to stop the waste of water in the city. He cited several instances where meters should be placed. The scheme had been endorsed by the ratepayers, and if they had made a blunder it was their own fault.

Mayor Fell expressed his views freely and said that the Hendry scheme had been endorsed by the people and should be carried out.

The resolution was then put to a vote and carried, Messrs. Chas. Hayward, Coun. Harris and James Taylor voting in the negative, Mr. E. G. Prior not voting. The meeting adjourned to Thursday afternoon at 3 o'clock.

WHAT SOME PEOPLE SAY.

That Austin Dobson, the English poet, is one of the chief clerks of the board of trade in London, where Edmund Gosse is one of his fellow clerks.

That Charles Lamb is described as having a face of "quivering sweetness, nervous, tremulous, and so slight of frame that he looked only fit for the most placid fortune."

That Robert Lincoln says his father never travelled without having his copy of Shakespeare with him, and at odd moments read and committed to memory long passages.

That Gen. Phil. Sheridan, Gen. Thomas D. James, Gen. N. P. Banks, Ben. Perley Poore and Benjamin P. Shillaber, author of the Mrs. Partington articles, all began life as newsboys or "printer's devils."

That the true cause of the decadence of the Hawaiian race is its indolence and lack of business "nerve." Queen Kapiolani has refused a handsome local offer to lecture in case she finds the front door locked when she reaches home.

That when you ask a Georgia man how far it is to the next plantation, and he answers that it is "a peek and a right smart screach," he is supposed to mean that it is as far as you can see from where you stand and then as much farther as a strong voice can be heard.

AN EXCITING BLAZE.

Yesterday Morning's Fire Does Great Damage—Heavy Losses Sustained—List of Amounts Held in Insurance Companies.

One of the most extensive and destructive fires that has taken place in Victoria for some time, occurred early yesterday morning. At 3.30 o'clock as Officer Lindsay was making his rounds he noticed fire coming from buildings in the rear of Mrs. Whitlaw's and T. Fletcher's stores. He sounded an alarm at the Deluge house and it was communicated to the other engine houses immediately, the harsh sound of the bells awakening people for several miles around, so clear and calm was the morning air. Between the time that Lindsay gave the warning tap and that taken by the engines to reach the scene, the fire had gained great headway, communicating with M. R. Smith's bakery and the stores of Mr. Fletcher and Mrs. Whitlaw, every moment lost telling with great effect. The fire burned fiercely and when the water was applied cinders flew high in the air falling on surrounding buildings but fortunately doing little or no damage, as all the inmates of the Alaskan authorities, and they will no doubt be added to, as it seems the intention of the Americans to seize every schooner that they can secure anywhere within the waters of Behring's sea. It was not thought probable that such measures would have been taken in the face of information received from Washington and Ottawa; however, a lack of diplomacy or of energy seems to have prevailed, and no decisive answer was given to the official queries made to the United States authorities in regard to the programme they purposed following during the present season.

The following statements of several of the captured sealers is taken from the *Alaskan* of July 30:

"Captain Olsen, of the steam schooner Anna Beck, stated: I left Victoria on February 7th last, clearing at the custom house for the purpose of a sealing and fishing trip to the west coast of Vancouver Island, the North Pacific ocean and the Behring sea. At the time the papers were issued by Mr. A. R. Milne, collector of customs, he made no observation about my vessel fishing in Behring sea; neither did I say anything to him. I supposed from the fact that the papers were issued giving me such permission there was no reason why I should not fish in Behring's sea, and had I anticipated that there would be any trouble I would not have started on a voyage for such a purpose. It was the common talk amongst the people of Victoria that we were perfectly safe in fishing as the American government would not make any seizures this season. I don't understand why my vessel was seized as personally I was not engaged in catching seals. I purchase the seals from the Indians for the owners of the schooner, and I have no control whatever on the natives after they leave the vessel in their own canoes. I am not responsible if they catch seals after they have left the schooner's side; they can come and go when they please.

"Geo. E. Ferry, the captain, A. Laing the mate and part owner of the British schooner W. P. Sayward, and Michael Keefe, mate of the Anna Beck, said: We have heard read the statement of Captain Olsen and agree with it in every particular.

"Michael Keefe: It is certainly a strange thing for the custom house at Victoria to have issued papers to me permitting fishing in Behringsea. If it was not legal why should the collector have cleared the vessel? The general idea of sailors is that no custom house will issue papers to any vessel to go and do an illegal act.

"Capt. H. B. Jones, of the American schooner Challenger: I left Seattle on April 15th last, clearing at Port Townsend at the custom house for a hunting and walrus trip to the North Pacific and Arctic oceans. I sealed up the coast thirty or forty miles from shore as far north as the Aleutian islands. I have never fished for seals in Behring's sea. My schooner was seized in Akutan harbor, whither I proceeded for the purpose of cleaning the bottom of the vessel and taking in a supply of water. The harbor is on Akutan island, situated nearer the Pacific Ocean than the Behring's Sea. There are two passages between the North Pacific ocean and the Behring sea at that point, one being through Akum Pass and the other through Unimak Pass. The Akum Pass being full of reefs and the Unimak Pass being comparatively safe, I chose the latter, intending to clean my vessel and take in a supply of water. When anchored there I had not quite decided whether to come back in the Pacific ocean or to keep on north; bound for the Arctic ocean, my destination. The charge against me is of catching seals in Alaskan waters, that is within three leagues of shore. Anyone who knows anything of sealing is aware that such a charge is ridiculous, as we never look for seals within twenty miles of shore. They are caught all the way from between 20 and 150 miles of the land. The seals we packed up on our vessel were shot between Cape Flattery and Saunaks Island, forty miles south and east of Unimak island. All this territory lies within the North Pacific ocean."

What makes the present seizures more inexplicable is the fact that the British schooners seized last year were ordered to be released by Attorney-General Garland, as is shown by the following copies of the orders in the possession of Carne & Munsie, of this city:

(COPY OF TELEGRAM.)

WASHINGTON, D. C., Jan. 28, 1887.

To Judge Lafayette Dawson, and Mr. D. Ball, District Attorney, Sitka, Alaska.

I am directed by the President to instruct you to discontinue all further proceedings in the matter of the seizure of the British vessels "Caroline," "Onward," and "Thornton," and discharge all vessels now held under such seizure, and release all persons that may be under arrest in connection therewith.

(Signed) A. H. GARLAND,
Attorney-General.

(COPY OF ORDER.)

To Burton Atkins, United States Marshal for the District of Alaska:

You are hereby directed to release the vessels "Caroline," "Onward," "Thornton," and "San Diego," which were seized in Behring's sea for violation of sec. 1956, U. S. Statutes, together with their tackle, apparel, skins, guns, ammunition, small boats and everything pertaining to said vessels.

This 19th day of February, 1887.

(Signed) LAFAYETTE DAWSON,
District Judge,
District of Alaska.

It would appear from the above that the United States had given up the foolish contention of possessing the control over the high seas. The following letter was received by Mr. Munsie from the deputy minister of fisheries in reply to a letter:

OTTAWA, 2nd April, 1887.

SIR,—Having reference to your enquiry on the subject of claims for indemnity on the part of the owners of the Canadian sealing vessels seized in Behring's sea by the United States revenue cutter "Corwin" who have been arrested and released; also that the conclusion of any questions involved is reserved for the present; and to inform you that the government has forwarded to the home government the details of your claim to be indemnified for the loss consequent upon the seizure of your vessels.

I am, Sir,
Your obedient servant,
(Signed) JOHN TILTON,
Deputy Minister of Fisheries.

Again, in answer to another letter, Mr. Munsie received the following reply:

OTTAWA, 30th July, 1887.

DEAR SIRS—I have to acknowledge the receipt of your letter of the 19th instant addressed to the minister of marine and fisheries, in which you state "We have not received a single word from the United States government about the release of the vessels, whether or course of those seized last season."

On the 2nd of April last I communicated to you the decision of the President of the United States, in so far as releasing the vessels, etc., which letter you acknowledged.

Have you made any application for the surrender of the vessels, or have you reason to suppose the United States government would communicate the action to you by other means than the ordinary official channel.

This department feels no time in communicating the decision in question to you, with the expectation that you would at once take steps to regain possession of your property.

I am, dear Sirs,
Your obedient servant,
JOHN TILTON,
Deputy Minister of Fisheries.

From the above official orders of the American authorities and the correspondence of the Dominion government, sealers here were quite natural in believing that no further seizures would be made during the present season. However, the reverse is the case, and the American authorities have evidently fully prepared in order to do as much injury as possible to the sealing interests outside those controlled by the Alaska Commercial company. British and American sealers have faced alike. The latter probably the worst. Owners of vessels here are naturally indignant at the turn of affairs and think that more definite information should have been given them before their vessels sailed as to the intentions of the Americans. Now that they are seized they consider the imperial authorities should move at once in the matter, and demand instant redress from the United States for a breach of international law, and for the damages sustained by British subjects while legally fishing on the high seas. They are beginning to wonder if indeed England is mistress of the seas when such high-handed piratical acts as these perpetrated last year, and again repeated this are allowed to occur without some protection being given to British subjects or redress secured for damage done to property and injury done the lands of America.

From the *Alaskan* is also gathered the following in regard to the disposition of this and last year's seizures:

"Marshal Atkins has been notified by Deputy Marshal Anderson of Oumalaska, that the commander of the steamer Rush has delivered into his custody 964 fur seal skins seized from the different prize vessels, the American schooner Challenger, and the British schooners W. P. Sayward and Anna Beck. All the above mentioned seal skins were packed and salted in a kinch in one of the Alaska Commercial Company's warehouses, awaiting further instruction from the marshal.

"The Anna Beck has been dismantled and a complete inventory taken of everything on board.

"The 2,082 seal skins, the result of last year's seizures, were shipped consigned to the marshal on the Alaska Commercial Company's steamer Dora, which left Oumalaska on July 8th bound to San Francisco.

"Nineteen Indians and three sailors belonging to the W. P. Sayward, and two of the Challenger's crew, left Sitka in the early part of the week on board several canoes and one boat, *en route* for Victoria and Seattle. They took with them a large supply of provisions furnished by the commander of the Sayward.

"Marshal Atkins has received advices from the deputy marshal at Ounalaska under a recent date, stating that the three British schooners seized last August in the Behring's Sea and now lying at Oumalaska, are in good condition, every care having been taken to protect them from injury. One of the vessels, which was in a leaky condition when first captured, was beached in order to save continuous pumping.

"In the district court on Tuesday morning H. B. Jones, captain, and Carl Erickson, mate of the schooner Challenger, Louis Olsen, captain, and Michael Keefe, mate of the steam schooner Anna Beck, and George R. Ferry, captain of the schooner W. P. Sayward, appeared before Judge Dawson and made an application that they be permitted to surrender their bonds on the ground that they were detained at the Sitka against their will. The court granted the application and ordered that the defendants be placed in the custody of the United States marshal.

"The arms and ammunition seized on the schooners City of San Diego and Sierra—comprising in all nine rifles and guns and about 1,400 cartridges—will be sold by auction in Sitka on Monday the 8th proximo, by the marshall. The seized arms and ammunition taken from the schooners San Diego, Thornton and Onward—comprising some fifty rifles, breech-loading guns and rifles and several thousand rounds of ammunition—will be offered for sale at Juneau as soon as the necessary instructions are received from Washington."

BAYARD'S OPINION.

The following telegram is another unofficial announcement, and seems to be rather out of harmony with the official acts of the commanders of the revenue cutters:—

WASHINGTON, July 30.—Secretary Bayard, when he was shown to-day a despatch from Ottawa, stating that, "The Dominion Government is protesting against the discourtesy shown by the United States authorities in ignoring its demand for separation for the seizure and detention of the British Columbia sealers seized in Behring's sea last year," said:—"In the first place no demand was ever made to our government by any body, either for the release of the vessels in question or for damages for their detention; and, in the second place, if any such demand had been made, it could not have come by any possibility from the Dominion government, with which we have absolutely no diplomatic relations whatsoever. The vessels in question were released upon representations of the British government that they were British vessels. They were released because our right to hold them was deemed too doubtful to be enforced. Our government did what it believed was right in the matter, without constraint from any quarter. The probability is that the Anna Beck, alleged to be a British sealing schooner from Victoria, the arrest of which by the revenue cutter Rush for alleged violation of our Alaska revenue laws, was reported yesterday, will be released the same way if the facts are as alleged. The claim that Behring sea is a *mare clausum* upon which the seizure of foreign vessels for violating our revenue laws proceeds, seems to be untenable. We contended that it was not when Russia owned all the territory on both sides of it. Now that we own half and Russia half, it seems impossible to maintain the *mare clausum* theory."

What course of action will be followed by the people here is not yet determined, but some steps should be taken by the local and civic governments in order to convey the deep feeling of indignation entertained against the repeated acts of lawlessness on the part of the American authorities; and their regret that better protection is not afforded our fishing interests.

A. Laing, mate of the W. P. Sayward, arrived down from Nanaimo last evening, having left the Idaho at that point. He corroborates the fact that the Rush was entering Sitka as the steamer left, having in charge a number of schooners, the names of which were unknown. The Americans evidently intend to make a clean sweep of the schooners sealing north this season. Portions of the crews of the seized schooners are on the Idaho and will arrive over from Port Townsend to-day. A number of sailors and Indians have started for Victoria in boats.

It was reported that Capt. Miner, of the schooner Penelope, had overpowered the men put on his schooner as a prize crew, and was now on his way to Victoria with his unwilling passengers.

LOCAL BRIEFS.

The Western Union wires went down again last night.

About seventy-five through passengers over the C. P. R. arrived on the Yosemite last evening.

The tug Hope came into the harbor with a large boom of logs last evening for W. P. Sayward from Mud Bay.

St. Joseph's hospital will cease to have any connection with the Mutual Hospital Aid Association after September 1st.

The steamer Sir James Douglas left for Rose Rocks yesterday morning on business in connection with the lamp at that point.

The value of goods taken from this port by the steamship Port Augusta amounts to $2,860.54. The number of passengers were: Whites 2, Japanese 1 and Chinese 17.

Capt. Roberts of the Starr denies that he picked up deserters on Monday last.

Wm. Hales was charged at the police court yesterday with being of unsound mind. He was discharged.

The sidewalk recently laid on the Esquimalt road was yesterday discovered on fire near Mr. Speaker Pooley's residence. It was quickly extinguished.

FRENCH SWELL FASHIONS.

Latest Novelties Invented for Parisian Swelldom.

Gorgeous Underwear with Commonplace Outer Garments—The Magnificence of Robes de Nuit—The Latest Cuts for the Daily Dress.

Why are fashion notes always written for women? Newspaper correspondents never tire of discussing the latest French models for the ladies, but they rarely take up the subject of what Paris hosiers, shirtmakers, tailors, hatters, etc., are doing to render the lords of creation more dazzling. I propose in this letter to supply this omission.

What is it then which goes to make up a real double-extra, super-chic, Parisian swell, as he lounges about the Champs Elysees this hot summer weather? I shall have nothing to say of his moral or mental qualities—their presence or absence—but shall confine myself strictly to the suitable adornment of the outer man. To begin, let us stroll for a half hour through the famous house which supplied nearly all the courts of Europe with the royal and imperial linen.

The great month of Paris it would seem, is worn in bright shirts which have either one or two pleats. The first variety is made of the finest Lyons silk in the form of a blouse, the sample that I saw being in pale pink, dotted over with little red spots, and fastened at the neck with a heavy tasseled cord in red silk. The colors, however, are a matter of taste. I suppose it takes practice to sleep inside such a gorgeous garment. At first you doubtless lie awake.

REFLECTING ON YOUR OWN MAGNIFICENCE.

The nocturnal covering in two pieces costs less than the other, but you generally have to spend the difference on a dentist's bill, after having tried to pronounce the name. When you pass the night in a vest and trousers, made of bright-colored silk, resplendent with Russian embroidery, you are said to be sleeping in pyjamas.

On rising from such refreshing slumber, our hero would doubtless begin his daily toil by putting on a "morning shirt," and, thus arrayed, behold him ready to sip his chocolate and glance over the "arrest of perfumed notes which await him. This "morning shirt" is a work of art. Future archeological research will undoubtedly demonstrate that it is the sort of thing worn by Joseph before his celebrated Egyptian *debut*. The entire front, as well as the collar, is embroidered in the Pompadour style, which means that there are more colors there, blended curiously and harmoniously into graceful figures, than would ever be displayed by the most extravagant rainbow. This is the newest of all new creations, and is entirely in silk of some delicate tint, brightened by richly embroidered *fluers de lys*. I myself saw only one objection to it, aside from its price, 65 francs, and that was the extraordinary expanse of silken shirt tail. I don't see how a man could easily crowd it all inside his trousers.

I was surprised to hear that the Turkish Sultan is democratic enough to wear a linen night shirt. It appears that he, as well as the Khedive of Egypt, the President of Venezuela and a host of other notables, are regular customers of this house. The Sublime Porte has recently set a new fashion by ordering four dozen *robes de nuit*, beautifully embroidered with bunches of

ROSES AND FORGET-ME-NOTS.

Another novelty in summer wear is the Muscovite cravat, which has just been expressly designed to twine about the august neck of the Grand Duke Vladimir of Russia. It is in white linen *crepe*, embroidered in spots with little colored figures, and has this advantage over satin or silk, that it can be washed indefinitely.

The next operation in our young friend's toilette is to don a suit of underclothing. Fashion's latest triumph in this line may be had for 92 francs, which includes the price of the undershirt, drawers and socks, all complete. Each of these articles is woven from the very finest silk, not the spun quality, but the genuine Lyons super-extra, and the shades of color employed are exquisite. Some are tinted in the delicious mauve, others in heliotrope, sky-blue, or old rose, and it really seems quite a shame to conceal such Oriental magnificence under a commonplace coat and trousers.

The ordinary day shirt buttons always in front, and has the collar and cuffs attached to it. The proprietor showed me some dress-shirts which he has recently made for a well-known New Yorker, who orders two dozen each at 60 francs apiece for them. It is needless to add that the fronts of these shirts are magnificent with beautiful embroidery.

Coming now to the tailor's part in our hero's development, we ought to run over to England, for, in this department, the fashion, for the most part,

COMES TO PARIS FROM LONDON,

and it is proverbial that French tailors are not quite up to the mark. However, as their English rivals are numerous here, we can find what we want by a call at an establishment in the Rue St. Honore, where the most precious secrets in the sartorial art will be revealed to us, and in our own language too, which is a great comfort.

Frenchmen do not, as a rule, go in for out-door sports. Quite the contrary; in fact they look upon our propensity for that sort of thing as a most mysterious phase in human idiosyncrasy. Why a sane man should leave his shady seat on the boulevard in front of his favorite *cafe* and rush off into the country to wear himself out in batting a rubber ball back and forth over a net is more than their philosophy can explain. And why such a man should dress himself in fantastic garments to go through this extraordinary operation is equally beyond his comprehension. However, fashion says just now that all this be done, and the fashion-loving Parisian accordingly shrugs his shoulders and proceeds to obey the universal mistress. At the present moment, therefore, young Frenchmen are mournfully learning to balance themselves on two wheels, to keep a sail boat from upsetting, to play tennis, and before very long we shall doubtless see them in baseball suits trying to pitch a curve.

I was shown some of the costumes which these young martyrs put on while doing their athletic penance, and certainly they are worthy of more energetic wearers. They wear

TENNIS SUITS IN STRIPED CASHMERE,

the most striking being a combination of white and *gris perle*, and I was particularly pleased with a yachting costume called the Receda, made of blue flannel trimmed with zephyr cloth.

The ordinary morning dress must in vogue this summer is the Churchill, made of light-colored cloths and soft twills. The coat is cut away well at either side and buttons only once rather low down. False pockets are worn at the hips and the whole is heavily braided. The waistcoat is cut without any collar and the trousers are demi-Hussar, which means very tight-fitting over the foot and then swelling out round the knee like a small balloon.

For evening dress white vests are worn very commonly and the collar of the coat is in diamond silk without any step.

I think the fullnwing quite a success as a "fancy suit." They have just made it for young De P.—who was so much talked about here last winter in connection with a great society scandal—Short black coat very heavily braided and covered with yellowish lines in large squares; vest black, with fine net work of white lines spreading over it, and trousers a purplish gray with dark blue lines about an inch apart running lengthwise.

At a reception, the other day, I had half an hour's conversation with a genuine Russian Prince, who, by the way, will be one of the social lions at Newport this summer. As he was dressed in the most extreme elegance, I will say a word or two about his costume. He wore a frock-coat, which fitted him literally like a glove and yet the front was not buttoned, its broad silk lapel, with the little red button of the Legion of Honor, lying back quite flat in its undisturbed fold. This coat was made of a rich buff-colored cloth, with a ribbed surface, and possessed two remarkable features.—First, the unusual length of the skirts, which made you think that the Prince had put on his ulster by mistake; and, second, the fact that the sleeves fitted so tight at the wrist as to set you speculating at once on the probable method of getting out of them.

The waistcoat was in the same material, cut rather low, and showed a black silk cravat, on which was a large ruby set in massive gold.

THE PRINCE'S TROUSERS

were dark and tight fitting, his shoes of patent leather, and pointed at the toes, and his gloves were of undressed kid, to match the coat, with the stitching of the same color on the backs.

In the matter of summer hats there is little to say. James Gordon Bennett, who ought to be an authority on such questions, finding nothing to suit him here, always patronizes a London house, and judging from what he wears, the extreme style now for Derbys is high in the crown and straight on the block, with a very narrow rim rolled considerably at the sides. I saw a beautiful white silk hat the other day at Amour & Raynal's, who set the fashions for France. The price was 50 francs, which illustrates the well-known fact that any strictly first-class article for gentlemen's dress is but little cheaper in Paris than in New York.

The last achievements of Parisian shoemakers are common-sense shoes. A pair of common-sense walking shoes called Balmorals costs 45 francs, and fancy riding boots, all in patent leather, bring twice as much. They are selling here as a special novelty, a low summer shoe with uppers of woven straw trimmed with brown leather, and it is interesting to know that this shoe is manufactured for firms here in Philadelphia. A particularly tasteful pedal appendage has the uppers in patent leather with false lacers in front, and