An Easy Win For the Navy

Sailors Defeat the Civilians in a Cricket Match at Esquimalt.

Bowling of the Navy Men Was Too Much For the Victorians.

In yesterday afternoon's return cricket match at the Canteen grounds, the Navy turned the tables upon Mr. Drake's eleven, and won easily, with a score of 134 to 57, on the first innings. Mr. Drake's eleven folowed on, and scored 50 runs for the loss of four wickets, when time was called.

The features of the game were the splendid batting of Lieut. Le Fanu and Lieut. Prentis, for the Navy, and B. Schwengers' deadly bowling for the civilian team. He took four wickets with four sucessive balls. The civilian eleven were unable to cope with the Navy bowlers, Le Fanu, Greenstock and Woodward.

The Navy batted first, Le Fanu and Woodward opposing Baraclough and York. Le Fanu made a stand and played steadily, but Woodward was bowled by Barraclough, after making 8. Benbow joined Le Fanu, but he did not stay long, succumbing to a good ball from W. York, when he had 8 runs to his credit. Shewell went in and failed to play a fast ball from Barraclough, when he had 5 runs. Prentis, however, helped Le Fanu to put a little life into the game. Both batsmen played a steady game, and Prentis put together 22 before Barraclough beat him with a good length ball.

With the score 95 for five wickets, Butcher joined Le Fanu, but when only one run had been added, the partnership was broken up by Le Fanu being caught by W. York off B. Schwengers' bowling. Greenstock arrived and made a stand but Butcher was beaten by a fast ball from B. Schwengers, before he could score.

This was the beginning of a remarkable change, for B. Schwengers took the next three wickets with three successive balls, making the scare 113 for 9 wickets. Wilson was stumped before he could score; Tomlin also failed to score, being clean bowled, and Moore, after making 7, was caught and bowled by B. Schwengers. Greenstock was bowled after contributing 10. Glennie was not out with a score of 12. The innings closed for 134 runs.

Mr. Drake's eleven, needing 135 runs to win, did not appear to have a very formidable task before them, but Le Fanu and Greenstock shattered their hopes by sending wicket after wicket to the ground. Barraclough and C. Schwengers opened the innings. Barraclough attempted to send the first ball he received out of the grounds, and failing to get a good hold of it, was caught by Shewell. C. Schwengers and Sergeant were soon separated, the former batsman being clean bowled by Le Fanu, when he had made 3. Things looked very blue and they did not improve when Sergeant went out leg-before, with 8 to his credit. W. York put a ball into Greenstock's hands, after making 7, and Major Wynne was bowled by Greenstock, when he had 3 to his credit. B. Schwengers made a short stand. The next wicket fell rapidly, Mr. Justice Irving being clean bowled by Greenstock before he could score. Rogers joined Schwengers and runs came rapidly for a few minutes, but Schwengers was at length bowled by Le Fanu, after making 10 runs. A. Gillespie failed to score, being clean bowled by Le Fanu. H. A. Goward had a short life, but a merry one. He made a single and then drove a ball from Le Fanu clean out of the ground for 6 runs. But the next minute he tried to repeat the performance and sent the ball to Moore, who held it. B. H. T. Drake was not out, with 1 run to his credit. The innings closed for 57 runs.

Mr. Drake's eleven followed on and fared better, but time was called when four wickets were down for 50 runs. Rogers made 13 in capital style, when Woodward beat him with a good ball; B. H. T. Drake made 1, when Glennie caught him off Le Fanu's bowling; Sergeant was caught by Moore after contributing 4. H. A. Goward made three and in attempting to make a boundary hit, he was caught by Le Fanu. B. Schwengers and Barraclough made a stand, both being not out, the former with 17 runs and the latter with 8. The total was 50 for 4 wickets. The score was as follows:

NAVY:

Lt. H. B. Lefanu c. W. York, b. Schwengers	52
Mr. H. W. Woodward b. Barraclough	8
Mr. J. N. Benbow b. W. York	8
Lt. G. Shewell b. Barraclough	5
Lt. O. Prentis b. Barraclough	22
Mr. T. B. Butcher b. B. Schwengers	0
Lt. Greenstock b. B. Schwengers	10
Lt. H. G. Glennie, not out	12
Mr. R. A. Wilson st. Sergeant, b. Schwengers	0
Lt. G. N. Tomlin b. B. Schwengers	0
Sub. Lt. A. E. Moore c and b. Schwengers	7
Byes	6
Leg Byes	3
No balls	1
	134

The wickets fell as follows: 1 for 17, 2 for 38, 3 for 49, 4 for 95, 5 for 96, 6 for 113, 7 for 113, 8 for 113, 9 for 113, 10 for 134.

VICTORIA.

G. Barraclough c. Shewell, Lefanu	0
C. Schwengers b. Le Fanu	3
A. J. Sergeant b. Greenstock	8
W. York c. Greenstock, Le Fanu	7
Major Wynne b. Greenstock	3
B. Schwengers b. Le Fanu	10
Mr. Justice Irving b. Greenstock	0
P. M. Rogers b. Greenstock	10
A. Gillespie b. Le Fanu	0
H. A. Goward c. Moore, Le Fanu	7
B. H. T. Drake, not out	1
Byes	4
Leg Byes	2
No balls	2
	57

The wickets fell as follows: 1 for 4, 2 for 11, 3 for 26, 4 for 26, 5 for 36, 6 for 36, 7 for 42, 8 for 42, 9 for 56, 10 for 57.

VICTORIA 2ND INNINGS.

D. M. Rogers b. Woodward	13
B. H. T. Drake c. Glennie, Le Fanu	1
A. J. Sergeant c. Moore, Woodward	4
B. Schwengers, not out	17
H. A. Goward c. Le Fanu, Greenstock	3
G. Barraclough, not out	8
Byes	8
Leg Byes	1
Total	50 for 4 wickets

W. York, C. Schwengers, Major Wynne, Mr. Justice Irving, A. Gillespie did not bat.

The wickets fell as follows: 1 for 16, 2 for 21, 3 for 24, 4 for 50.

The following is the bowling analysis.

For Victoria—

	W.	N.B.	R.	W.	O.	M.
G. Barraclough	0	0	68	3	19	0
W. York	0	0	22	1	9	1
B. Schwengers	0	1	32	6	33	0

For the Navy—

	W.	N.B.	R.	W.	O.	M.
Lt. Greenstock	0	0	14	4	9	1
Lt. Le Fanu	0	2	35	6	8	1

Second Innings—	W.	N.B.	R.	W.	O.	M.
Lt. Greenstock	0	0	12	1	6	1
Lt. Le Fanu	0	0	11	1	3	0
Mr. Woodward	0	0	21	2	3	0

The Navy fielding was remarkably keen. Every chance was accepted and very few grounders were missed. Lt. Le Fanu's batting was a fine display. He played very steadily and non-plussed the bowlers for a considerable time.

A number of ladies watched the match with great interest.

The Warspite band was in attendance and gave several popular selections.

This is probably one of the last matches of the season, as the weather is becoming uncertain.

RUGBY CLUB.

Intermediates to Meet on Friday Evening Next to Organize.

A meeting of the Victoria Intermediate Rugby club will be held next Friday evening in the Philarmonic hall, Fort street, for the purpose of organizing for the season. All those interested in Rugby football are invited to attend. The prospects for Rugby football this season are very bright. Vancouver has two clubs, while Nanaimo has three, so that if a strong intermediate club is formed here, there should be no lack of interesting matches.

Next Friday's meeting is called for 8 p. m.

DURNAN AT WINNIPEG.

Toronto Oarsman to Row Towns Next Week.

Winnipeg, Man., Sept. 14.—(Special.)—Eddie Durnan, the crack Toronto oarsman, arrived today to prepare for his race with Towns. The race will probably take place on Saturday next.

JUNIOR LACROSSE.

Fernwoods Defeated by James Bays by Seven Goals to Three.

The junior match between the Fernwoods and the James Bays, which preceded the Victoria-Nanaimo game at the Caledonia grounds yesterday afternoon, was an interesting contest, for although the score which seems to indicate a one-sided game, this was far from being the case. Both teams struggled well for victory, which fell to the James Bays with a score of seven goals to three. For the Bays, F. Cullin scored three goals, and Haughton and Edmunds were responsible for the others. Sargison, Dwyer and Kelly scored the goals secured by the Fernwoods.

SPORTING NOTE.

In connection with the fall fair in Nanaimo, a bench show will be held under the authority of the Pacific Coast Kennel League.

Victoria Wins From Nanaimo

Players From Coal City Beaten by Eight Goals to Three.

Victoria Was More Than a Match For the Visiting Players.

The lacrosse match between Victoria and Nanaimo yesterday, which resulted in a victory for Victoria by a score of eight goals to three, was not very interesting. Despite the fact that the local team was playing a much worse game than ordinarily, the visitors were no match for them, and the game being one-sided, and somewhat ragged, the interest waned. However, the match was free from unpleasant features; there was no slugging, no fighting, and if a player did happen to get a crack on "the top of the block," it was easily seen that the stick was not laid on his head with intent. It was a clean, but none too interesting, game—in fact, it was as lady-like as a game of croquet. The home players were not passing well, nor were they shooting well, and although they had opportunities galore, they shot wild, or held the ball too long around the flags, and their passing being not up to the average, their chances were not taken.

George Snider, who played the home yesterday, has evidently not been in practice for some time, for he was a weak point on the home. F. Smith, H. Wilson, G. Tite, R. McDonnell and H. Jesse were playing well individually, but their team work, shooting and passing, will have to improve before next Saturday's match if the victory is to come to Victoria. Spain was doing good work at inside home. F. Cullin played splendidly, coolly and prettily, as he always does, and G. Milne was up to his usual mark, which means much. W. Lorimer and S. Norman were doing well on the defence, but S. Lorimer was not up to the mark in goal. For Nanaimo, McCanse, Haigh and Macrae played a good lacrosse and fought hard in an up-hill game. The team was, however, far too weak to match the local twelve.

It was nine minutes before the first goal was scored—nine minutes of ragged play, mostly around the Nanaimo goal. F. Smith scored with a shot from about 25 yards out. A minute later Tite Snider and McDonnell ran up and passing to F. Smith, he scored again. For the remainder of the twenty minutes, although Nanaimo was hard pressed, there was no more scoring, although G. Tite hit the post. In the second twenty minutes the play was poor. After thirteen minutes Nanaimo scored, Steele doing the trick. Two minutes later Tite scored, getting a tap on the head, as he shot. At half time the score stood three to one. Three minutes after play was resumed, Haley Wilson scored, after much scraping and ragged play around the visitor's goal, and a minute and a half later the same player scored again. Five minutes later McCanse for Nanaimo put a ball into Lorimer's net, and a quarter of a minute after the face, G. Tite scored. McDonnell got the next, after a good run at the end of eight minutes' play. The third twenty closed with the score standing 7 to 2. In the last twenty Snider added another goal after a minute's play, and Macrae for Nanaimo scored a minute later. At the call of time the score stood eight to three, although Victoria lauded another shot in the Nanaimo net just as time was called.

BURNED THE PAPER.

Columbus, Ohio, Sept. 14.—Clarence H. Jones, proprietor of the Press-Post, was rescued from a mob of several thousand people this evening by the police, and a squad of police is now guarding the building in which the printing plant is located. Today's edition of the paper contained both editorial and headlines referring to the dead President in a manner offensive to a grief-stricken people and popular indignation was soon manifested by the gathering of an excited crowd in front of the Press-Post office. Threats were made, but no overt act was committed, until the boys started with their bundles of papers for delivery to subscribers. The crowd made a rush for the first boy who appeared, seized his papers and made a bonfire of them in the street. This was kept up until there were no more papers to burn, and the crowds, which had grown to large proportions, became demonstrative, threatening to wreck the plant and mob the proprietor. All the employees had quit their places, but Mr. Jones remained in the building, and fearing to leave alone, telephoned for the police. Chief Diller soon arrived with a squad of men. He addressed the crowd, counselling moderation and appealing to them to disperse. His speech had a quieting effect and a few minutes later Mr. Jones, surrounded by half a dozen officers, emerged from the building, entered a hack and was driven away, amid the jeers of the crowd.

TWENTY-THREE DROWNED.

Ferry Boat Wrecked Crossing River in Croatia.

Buda Pesth, Sept. 16.—Twenty-three persons were drowned today by the wreck of a ferry boat which was crossing the flooded Kulpar river near Osalj in Croatia.

Amur Returns From Skagway

Brings a Number of Klondikers, But Little Treasure From North.

Queen City For West Coast—Tacoma Sails For the Orient.

Steamer Amur returned from the North early this morning. She brought 65 passengers, but few of those who arrived brought gold. Passengers state that the Amur grounded two hours and a half after leaving Skagway. She left the Lynn canal port at 9 p.m. and touched at 11:30 p.m., getting off without serious damage at 12:15. Some of the Dawson arrivals on the steamer state that in coming out over the White Pass railway, the train in which they were ran off the track between a tunnel and trestle, and one of the cars was suspended from the bank. A report was brought that the Stewart river is not turning out as rich as was expected. The Klondike creeks are panning out well. There is much talk again about alleged irregularities in high places regarding the recording of claims.

Steamer Cottage City sails north at 6 a.m. today, carrying an average number of passengers, and the Humbolt sailed north yesterday from Vancouver. The Hating also sailed north yesterday from Vancouver, leaving that port for the North at 8 a.m.

QUEEN CITY SAILS.

Takes More Mining Machinery for West Coast Mines.

Steamer Queen City sailed for Ahousett and way ports last night. She took up a good sized cargo including a deck load of machinery and lumber for Coast mines. Included amongst her freight was the fittings and machinery for an aerial tramway at Hayes' Mines, and a concentrator and machinery for the Golden Eagle mine. There was a large amount of general freight. Among the passenwere the folowing: W. Lorimer, W. Bishop, H. E. Newton, J. Hermwyck, J. H. Hall, J. H. Best, C. R. Hepburn, Mrs. V. R. Pearson, Miss J. Saunders, Mrs. O. Weer, Miss Sirdman, B. H. Woods, E. G. Taylor, M. Galtz and J. Thomson.

KVARVEN ARRIVES.

The Collier Returns from Douglas Island—Other Steamers Due.

Steamer Kvarven returned yesterday afternoon from Douglas Island, after discharging a cargo of coal from Ladysmith at that point. The Kvarvan brought no further news regarding the Islander disaster, no other bodies having been found. The Kvarven will leave tomorrow for Portland to load lumber for China.

The Salfordia, which is now out eighteen days from Muroran, is expected to reach port today, en route to Vancouver to load lumber at the Hastings mills. Capt. Jones, the Vancouver pilot, arived last night to meet her. The steamer Victoria, which took a cargo of lumber from Noyo to Guayaquil, is expected today en route to Ladysmith to load coal. The Victoria is now 23 days from the Southern port.

THE SAILING SHIPS.

Red Rock Had Uneventful Trip—Matterhorn Arrives.

The British ship Red Rock, which arrived on Friday night from Liverpool, will come around to the outer wharf on Tuesday or Wednesday in all probability. She was delayed by head winds in coming north after rounding the Horn, and prior to that time she experienced light winds with occasional calms. The trip was uneventful. No vessels being sighted close enough to distinguish any signals. The Red Rock has a cargo of general merchandise of all sorts and kinds and naval stores. Included in her cargo is the new organ being brought out for St. Saviour's church, and the members of the congregation of the Victoria West church have therefore been somewhat interested in the trip of the Red Rock. This vesel was secured by R. P. Rithet & Co., to whom she is consigned, after the disaster to the bark Primrose Hill, which was lost during a hurricane in the English channel.

Another arrival from the sea is the ship Matterhorn, 53 days from one of the nitre ports of South America, for orders. She is anchored in the Royal Roads. The Placilla, from Caleta Buena, n ballast, for Tacoma, to load grain, will be towed to the Sound today. The bark Senator is being discharged at Esquimalt, part of her cargo having been ordered discharged by surveyors to allow of further survey. It is likely that all her lumber will have to be taken out.

FOR THE ORIENT.

Tacoma Sailed Yesterday for Far East—Tosa Maru Sails Tuesday.

Steamer Tacoma sailed for the Orient yesterday afternoon from the outer wharf, and will not return until January next, for she is to continue her voyage to Port Arthur this time, and after completing her voyage will go into the dry dock at Kowloon to be overhauled and repaired. Capt. Dixon, who returned a few days ago from a visit to Glasgow, went out in command of the Tacoma. Capt. Alwen, who had her, remained at Tacoma, intending to take command of the steamer Garonne on her trip to Nome. The Tacoma had about six saloon passengers and a large cargo of general freight, make up of flour, cottons, hardware, machinery and miscellaneous freight.

Steamer Tosa Maru, of the Nippon Yusen Kaisha line, will sail for the Orient on Tuesday, taking a heavy cargo of freight to Japanese and Chinese ports, and on Wednesday the Kamakura Maru is expected to arrive from the Far East. The R. M. S. Empress of India is expected on Tuesday.

ISLANDER INQUIRY

G. A. S. Potts Goes to Seattle to Secure Witnesses.

Apparently the steamer Islander disaster is to be more thoroughly investigated than was at first supposed, says the Seattle Post-Intelligencer. George A. Stewart Potts, a Victoria attorney, who is looking after the interests of a number of the survivors and relatives, was in Seattle yesterday interviewing several persons who were on the ill-fated ship at the time of the accident, and arranging to have them attend at Victoria on the 25th of this month, when the investigation will be resumed. Mr. Potts declined to be interviewed, but stated that owing to the general feeling in Victoria that the inquiry was being conducted in such a manner as to exclude some important evidence, representations had been made to the Dominion government, which resulted in the appointment of Mr. E. V. Bodwell, K. C., to attend the sittings of the commission on behalf of the department of justice. The result will probably be that the witnessses already examined will be recalled for cross-examination by Mr. Bodwell, and it is predicted that some new and important evidence will be introduced.

YACHTING EXPERIENCES.

Uncertainty of the Wind Causes Much Trouble for Amateurs.

On Sunday afternoon two yachtsmen took advantage of the favorable breeze and went for a cruise in a well-known local yacht. All went well until the yacht was headed for home. Then suddenly the topsail carried away and knocked one of the yachtsmen overboard. He managed to scramble aboard before the yacht could leave him astern and the topsail was hoisted and set. After travelling about a mile the wind began to drop and when the yachtsmen thought of rowing home they found that their oars had been lost overboard, probably during the excitement when one of the pair got a ducking. The wind failed altogether and the amateur sailors, despairing of reaching the harbor unless some means of locomotion was provided, fished out a broom from the cabin and used it as a paddle. The work was hard and the progress slow, but when nearly three hours had elapsed from the time the topsail carried away, the unlucky yachtsmen secured the sloop for the night. One of them was very cold, and both were of the opinion that yachting is not always a pleasant experience. They are not very likely to go for a cruise again when the wind is light and uncertain.

ROOSEVELT SWORN IN.

Reaches Buffalo and Takes Oath of Office.

Buffalo, Sept. 14.—President Roosevelt arrived in Buffalo at 1:40 and took the oath of office at Ansley Wilcox's residence.

The wretch Czolgosz now stands accused of murder. It was with malice aforethought and as such was murder in the first degree, the punishment for which under the laws of the state of New York is death in the electric chair. The President's body will be taken to Washington on Monday morning. The corpse will lie in state in Washington and the interment will be made in Canton, Ohio, on Thursday.

Decision By Trustees

Conclusion of Enquiry Into the Charges Against Physical Instructor.

Mr. St. Clair Cautioned to Be More Careful of His Language.

A meeting of the board of school trustees was held yesterday afternoon at the city hall to consider the charges against the physical instructor, Mr. St. Clair, made in a letter written to the board by Mr. P. R. Brown. Mr. St. Clair was asked what he had to say and commenced reading from a long prepared speech, which led trustee Drury to say that he had attended the meeting for the purpose of investigating a charge and not listening to a long speech which did not touch upon the point at issue. As the board took no notice of Mr. Drury's protest that gentleman left the meeting and the board sat for some time listening to Mr. St. Clair's presentation of his case, one or the other of the trustees asking from time to time that he be asked to keep to the point, but he requested to be allowed to proceed in his own way and was allowed to conclude. The gist of his defence was that he had used the word sneak to Mr. Brown's son but not in an offensive way or with an offensive meaning.

Principal Tait, of the Victoria West school, said that much which had been said by Mr. St. Clair was erroneous. He was on the ground and heard Mr. St. Clair call the boy a sneak and order him out of the line. The boy could not have done much or he would have seen it. Mr. St. Clair himself said the boy had simply moved.

Miss Gardiner in whose room the boy is, said he was the same as any other boy. He had been called to order several times but for nothing serious. Mr. St. Clair did not repeat on Thursday that the boy was a sneak, but he did say that he would not take back what he had said. He could not have spoken violently to the boy or she would have heard him. After the boy had gone she heard Mr. St. Clair say to the class that he was a nice boy.

The board after a few minutes' deliberation directed the secretary to write Mr. Brown to the effect that the board believed he had misunderstood in part at least the facts on which his charges were based, and had entirely misunderstood the spirit in which his boy had been reprimanded by Mr. St. Clair; and also to write to Mr. St. Clair to a similar effect cautioning him at the same time against the use of expressions which might be open to offensive misinterpretation.

BUSY SESSION.

Cases of More Than Passing Interest Before the Magistrate.

Yesterday morning's session of the city police court lasted until some time past the noon hour and even then all the business had not been concluded, the Brooks and Rogers case having to be put off until afternoon. Gordon Fleishman, arrested for passing a forged check on Richard Bray, saved the court some time by pleading guilty to the charge. He was sentenced to a year's imprisonment with hard labor, a very light sentence for the offence. Mr. F. Macrae, who appeared for him, and on whose advice he pleaded guilty, made a plea for a light sentence on account of the youth of the prisoner and even suggested that he might be allowed out on suspended sentence, but the magistrate said it was too serious a charge for that. Fleishman had in his possession a number of other forged checks which he had tried to pass around the city.

Wong At, charged with having committed an aggravated assault on a fellow countryman during the row in the Chinese quarter on Monday night, had his case remanded until this morning, and in the meantime was allowed out on $250 bail. The Chinaman, who was hurt was also bound over to appear and give evidence. So far the police have been unable to obtain much evidence against the accused, the Chinamen present being as dumb as the proverbial oyster when questioned. A whiteman who witnessed the assault, says the police got the right man, and that they arrived just in time to prevent a murder, as he was striking his victim over the head with a hatchet. But this witness has left the city.

Nan Nuke, the Chinese woman who tried to prevent Deputy Sheriff Siddall from arresting a Chinaman, who was wanted for contempt of court, was fined $40, despite her protests that she had not interfered with the officers, and that she did not know that he was an officer.

The three men arrested on suspicion of having stolen a piece of cloth from a Japanese tailor, but who were only charged with vagrancy, did not put in an appearance, and warrants were issued for their arrest. They have left the city. The trio are Dick Richards, who under the name of Prof. Earlston, gave a couple of balloon ascensions and parachute drops at Oak Bay; Claude Baker, who was Earlston's assistant, and Lee Harold.

Cargo Ships Discharging

Red Rock Will Begin to Unload at Outer Wharf Today.

Alex. Black at Esquimalt—Empress Due From the Orient Today.

British ship Red Rock came around to the Outer wharf yesterday afternoon, and this morning she will commence discharging cargo. The ship Alex. Black, which arrived on Sunday in tow of the tug Lorne, will come to the Outer wharf also in a couple of days. She had an uneventful passage, and getting a good slant around the Horn, made a fine passage up through the Pacific. The Alex. Black, which, like the Red Rock, brings a cargo of general merhandise and naval stores, the latter part of her cargo being landed at Esquimalt, brings a passenger, O. Constable, an Englishman who has been so pleased with his voyage out that he wants to return with the ship when she loads grain at Tacoma for England. It is not expected that there will be any trouble to secure labor to discharge the ships, although it is not likely that the 'longshoremen will be employed, as they are sticking out for the higher wage demanded on the arrival of the Largo Law. On the Fraser, according to Mainland correspondent of the Colonist, the 'longshoremen are also out with a demand for advanced pay. Mr. Kelly, secretary of the local 'longshoremen's Union, having a few days ago gone to Steveston to organize them into a union. They then asked 40 and 50 cents an hour, which was refused, the wages offered being 30 cents for inside men and 40 cents for outside men. The shipmasters have decided to put the crews of all three ships on one vessel and load one vessel at a time.

The ship Senator, which is being discharged at Esquimalt, was the scene of an accident to one of her crew yesterday, a seaman named Atkinson being struck by some timber, his leg being broken as a result. The ambulance of the Jubilee hospital was called and he was taken there for treatment.

There is now quite a fleet of sailing vessels in British Columbia waters. In Esquimalt and the Royal Roads is the Chas. Cotesworth, Senator, Alex. Black and Matterhorn, and the Red Rock is at the Outer wharf. The Placilla was towed from the Roads to Tacoma on Sunday by the tug Tyee. At Chemainus five ships are loading lumber, the Rufus E. Woods, Hawaiian Isles, Republic, Admiral Tegethoff and Fort George; the Kinross is loading coal at Ladysmith, the Battle Abbey, City of Hankow and Servia are loading in Burrard Inlet, and on the Fraser Largo Law, Havila, Combermere and Blythswood are loading salmon.

A SAILOR'S PASTIME.

Capt. Porter Writes Poetry and Makes Fancy Woodwork During Voyages.

During the tedious days when calms make life monotonous, Capt. Porter, a Nova Scotia man who commands the British ship Red Rock, writes poetry, and when not writing poetry he is engaged in the manufacture of fancy woodwork. He has table tops containing 1500 pieces of artistically arranged mottled wood, and photo frames of many hundreds of pieces of fancy woods. There is a large array of fancy carpenter work, which Capt. Porter has made on the voyage from Liverpool to this port, he carrying a special set of tools, and having a workshop arranged on board for the purpose. When not engaged thusly he writes poetry, and has two well filled books containing his verses, each poem being inscribed with the latitude in which it was written and often founded on an incident of the voyage. Thus, there is a poem written when the Red Rock was about three hundred miles off the coast of Spain en route down the Atlantic on the incident of a huge flock of chickadee, which had reached the ship exhausted and famished, and which after being fed on board, had flown away, leaving many dead on the vessel, and as it was hardly likely that one of the flock would survive to reach the land, the master of the Red Rock has made the incident the subject of some verses. When at Liverpool on his last voyage the death of Her Majesty occurred, and he wrote some verses "In Memoriam," a copy of which he sent to King Edward.

ISLANDER BOATS SOLD.

All Lifeboats of the Lost Steamer Purchased by the C. P. N. Co.

The four steel and two wooden lifeboats belonging to the lost steamer Islander, which were brought down from Juneau together with the oars and five lifebelts, were sold by auction yesterday morning on the wharf across James Bay, where the Willapa and Maude are tied up. With the exception of the five lifebelts which were bought by Mr. Wey for one dollar, the boats and equipment went to the C. P. N. for in the neighborhood of $800. The bidding was mostly between the representative of one of the Sound Steamship companies and the C. P. N. company. The first boat put up, one of the steel lifeboats, was sold for $70, and another boat identically the same, went for $230. The same price was paid for the next one offered and the other steel boat brought $120. The two wooden lifeboats brought $45 and $55 respectively. The oars were sold for $1 per pair. The bidding on the large boats was started at $50, and mounted bit by bit at $5 a bid. There was a small gathering present, nearly all being interested in the operation of steamers. The sale was conducted by Mr. Hardaker.

LONDON BRIDGE.

Details of the Great Improvement Scheme.

From London Leader.

London bridge will very soon be bandaged up, so to speak, with a view to the extension of its limbs and its general widening and cleaning.

The history of this important improvement deserves brief mention. So far back as 20 years a scheme for the enlargement of the bridge was devised, but rejected.

Since then a variety of other proposals have been made, proposals which resulted in the construction of the Tower bridge (opened 30th Jun. 1894).

But the relief expected for the old bridge from the new one has not come. A great deal of the heavy traffic from the wharves and warehouses on the south side and of the timber traffic from the Commercial Docks was indeed diverted to the Tower bridge, but the diversion was largely counter-balanced by the increase in cabs, buses, and the lighter sort of vehicular traffic.

On the other hand, the pedestrian traffic over London bridge found practically no relief, as will be seen from the fact that while the number of pedestrians using the bridge during the 24 hours of 27th April, 1893 (before the Tower bridge was opened), was 111,160, the largest number of people passing over the bridge in one day of the week 11-18th February of tre present year was 116,902.

The necessity for enlarging London bridge could therefore no longer be delayed. A scheme to that end was prepared, approved by the corporation, and passed by parliament in the session just closed.

Here are its salient features. The roadway will be widened 3 feet, from 34 feet to 37 feet, and each of the footways 5 feet, from 9 feet to 14 feet.

The old balustrades with their solid masses of stone, upon which the dust used to gather and drift into pedestrians' eyes, will be replaced by open balustrades (after the style of Waterloo bridge), through which the dust will be blown into the river. A great source of public annoyance will thus be removed.

Furthermore, the bridge will be lighted from the centre with the electric light, and refuges for pedestrians will probably be provided round the electric light columns.

Next, the alterations in the balustrades will very likely put an end to the recesses in which the tramps have slept by night.

Lastly, the bridge will also be provided with a better system of drainage than it has enjoyed hitherto, while the roadway will be repaved with granite (which would, indeed, have been the case a long time ago if it had not been thought better to wait for the present improvements).

To prevent too much inconvenience to those using the bridge a temporary wooden foot bridge will be constructed outside the present footway, its weights being carried on the buttresses of the bridge.

Unlike the splendid temporary structure made at the time of the rebuilding of Blackfriars bridge, this temporary wooden bridge will be for foot traffic only.

Altogether, these improvements will cost about £100,000. It is calculated that each side of the bridge will take just over twelve months, so the new London bridge should be ready for use in a little more than two years from now.

MOVEMENTS OF TROOPS.

The C. P. R. R. M. S. Empress of India, which is due today, will land a detachment of B. Battery, R. H. A., consisting of a warrant officer and several men, who formed part of the British field force in China during the recent troubles. The detachment will be met at the landing place of the Yosemite by the Fifth Regiment band, which will escort it through the city on the way to the barracks at Work Point, where the men will rest till Saturday next, when they will proceed East en route for Liverpool.

A draft of 20 men for company 48 R. E., will leave England about the end of October for Esquimalt to engage in submarine work. They will be in command of Lieutenant, the Honorable F. G. Hood, R. E.

Captain the Honorable H. H. S. Addington, late Royal Fusiliers, residing at Duncans, has been ordered home to serve with the 4th Battalion, Royal Garrison Regiment, now being organized.

That tired, languid feeling and dull headache is very disagreeable. Take two of Carter's Little Liver Pills before retiring, and you will find relief. They never fail to do good.

Entries Close In Five Days

Exhibition Managers and Horsemen Will Perfect the Race Track.

Intending Exhibitors Are Urged to Make Their Entries at Once.

Yesterday forenoon Mayor Hayward met representatives of local horsemen and others interested in the success of the speeding events at the coming exhibition, to consider ways and means of putting the race track at Bowker Park in perfect condition. The meeting was unanimous as to the necessity of taking immediate action, and the only question discussed was the most effectual way of carrying out the general desire. It was finally decided that all present should co-operate with the exhibition managers in pushing the work to completion, and measures were taken to put on a sufficient force of men, under capable supervision, to make the track all that can be desired.

A general meeting of the board of management will be held in the city hall this evening at 8 o'clock.

The secretary desires to draw attention to the fact that Monday next, the 23rd, is the last day for making entries, and he desires all those who intend to exhibit to make their entries without delay.

Applications for space are also earnestly desired to file their applications immediately.

F. Landsberg who possesses one of the most complete collections of Indian carving and curios on the Pacific coast, has signified his intention of placing it in the main building. The collection includes a walrus skin Kyak, a stone statue of Sir James Douglas carved by a Skidegate Indian, masks, boxes, spoons, implements of war, and other interesting objects of native skill.

WOMAN'S EXHIBIT.

It is hoped that the Women's department at the coming agricultural exhibition will be made as successful as it was five years ago. It is evident that there are many people busily employed, and it would be a great help, if those having articles to enter would send in their entry forms, filled in, with the entrance fees, to Miss Perrin Bishops-close, if possible this week, so that the space necessary for each department may be arranged, and confusion thereby avoided on September 28, when the articles for exhibition must be sent in.

As far as possible, glass cases will be provided for lace and other valuable articles.

The following special prizes were by mistake omitted from the list already published:

Wedding cake, value $25, presented by J. C. Darling, Esq.

Silk umbrella, value $5, presented by Messrs. Sea & Gowen.

Dress lengths, value $5, presented by C. C. Russell, Esq.

Goods, value $10, presented by R. Matinotti, Esq.

Chair, value $5, presented by L. F. Wallenstein, Esq.

Dry goods, value $5, presented by Messrs. Westcott Bros.

CARNIVAL AT PORTLAND.

It Opens To-day and Will Last a Month.

The business men of Portland have subscribed $15,000 to guarantee the expenses of a carnival to be held in the Exposition Building from September 18 to October 19.

A notable exhibit of all the industries of the Pacific Northwest will be made in the big Exposition Building, and athletic exercises, a horse show and a military tournament will be held on Multnomah Field adjoining. Two full military bands have been engaged, and there will be many fine features in the amusement line.

The carnival is in charge of a committee comprising 28 representative business men, of which Gen. Owen Summers is president, I. N. Fleischner vice-president, A. B. Steinbach treasurer, and J. D. Mann secretary.

Art Exhibition.—The "At Home" given by Mr. Martindale's students in the studio over Somner's Art Store, attracted many visitors yesterday, who were well pleased with the efforts displayed. The exhibition will be open this afternoon from 3 to 6 and this evening from 7.30 to 9, and will be continued during the week.

For Sailors' Home.—The Wesleyan chaplain at Esquimalt, Rev. J. P. Hicks, is assured of support outside Victoria, for the Soldiers' and Sailors' Home which is to be built at Esquimalt. Mr. Chester Massey, of Toronto, one of the members of the firm of Massey-Harris Company, intimates to Rev. Mr. Hicks that he will send $500 as his subscription.

A. G. Wrigley returned by the North Pacific yesterday from the Sound.

Capt. F. H. Beecher came over from the Sound on the North Pacific yesterday.

F. H. Blashfield has returned from a trip to the Sound.

Survey Is Completed

Cable Steamer Britannia Makes Soundings to Where Egeria Completed Her Work.

Laying of Long Cable Will be Commenced in January Next.

The survey for the Pacific cable to connect Victoria with the Antipodes has been completed. Some time ago H. M. survey ship Egeria made soundings between Victoria and Fanning Islands, where the first landing will be made, and now the cable steamer Britannia, which arrived at Honolulu on September 3rd, has surveyed the waters between Fanning Island and Australia. Mr. Peake, the engineer of the Pacific Cable Company, who was here a short time ago, and who went in the D. G. S. Quadra to select a landing for the cable at Uchucklesset on the West Coast, was on the Britannia. He left that vessel at Honolulu and took passage to San Francisco en route here and thence to England. The Britannia was to lie over at Honolulu for ten days and then proceed to London via Singapore and the Suez Canal.

The Britannia left Auckland several months ago and made soundings over a zig zag course to Suva where she arrived on July 29. During the trip between the two places some very bad weather was encountered, but the soundings were made continuously.

At Suva a site for the landing of the cable has already been selected and at Norfolk and Fanning Island stations have been laid out.

The Britannia left Suva early in the morning of August 3, steaming through heavy weather until she reached 12 deg. S. taking in all 184 soundings, the greatest depth found between Suva and Fanning Island being 3,150 fathoms, taking an hour and twenty-two minutes to record.

Fanning Island, which is described by Captain Leach as a mere atoll, was found to have but one place available for a cable landing at a spot called Whalers Landing, and two carpenters and four sailors were left there to put up the sectional cable house while the Britannia sounded northwards for some three hundred miles returning to find the house built.

The Britannia continued soundings up to 8 deg. 18 min. North Latitude and 157 deg. 7 min. West Longtitude. The Britannia is fitted with cable tanks and running gear for cable, only large enough to take up shore lengths, 130 miles of which she handled in Adelaide.

A special ship is being built for the laying of the cable by the Telegraph Construction Company, who are the contractors. The work of laying the cable will commence about January. The longest stretch will be the initial jump from Victoria to Fanning Island, a length of 3,600 miles and costing something like $700 a mile. This line will pass within 220 miles of Hawaii.

C. W. Clarke, the engineer in charge of the soundings on the Britannia says that "from Norfolk Island to Fiji, from there to lonely Fanning Island and up to Victoria the bottom has an average depth of about 2,800 fathoms with only one range of submarine mountains that came within 700 feet of the surface near Norfolk Island. We christened the range after our vessel."

The stretch of the cable from Victoria to the break in the reef at Whaler's Anchorage on Fanning Island, is a long one over 3,600 miles but the bottom discovered has been uniformly good for the requirements of laying the cable.

It is not an easy job laying a cable. The theory of coiling the cable up in tanks and sending it over the stern from a drum is a simple one, but high seas and storms render the task much more complicated. To break the cable means a loss of profits that would make two or three such casualties disastrous, although the locating of a broken or damaged cable is accomplished with wonderful celerity, considering the magnitude of the task of fishing up a wire from two thousand fathoms deep.

The sluggish deep sea ooze brought up by the soundings of the Britannia is under the microscope, by no means the foul ill-smelling mud that might be imagined. Dainty globes of crystal, tiny spiked shells perfect in their miniature construction show the beauty of living organisms that lie far out of sight.