The Colonist.

FRIDAY, MAY 26, 1893.

PUBLISHED EVERY FRIDAY MORNING.

BY

THE COLONIST PRINTING AND PUBLISHING COMPANY, LIMITED LIABILITY.

W. H. ELLIS, Manager. A. G. SARGISON, Secretary.

TERMS:

THE DAILY COLONIST,

PUBLISHED EVERY DAY EXCEPT MONDAY.

Per Year, (Postage Free to any part of Canada) $10 00
Parts of a year at the same rate.
Per week (if delivered) 25

THE WEEKLY COLONIST.

Per Year, (Postage Free to any part of the Dominion or United States) ..... $ 2 00
Six Months 1 25
Three Months 75
Subscriptions in all cases are payable strictly IN ADVANCE.

ADVERTISING RATES:

REGULAR COMMERCIAL ADVERTISING as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing Business, Government and Land Notices—published at the following rates: Per line Solid Nonpareil, the duration of publication to be specified at the time of ordering advertisements:—

More than one fortnight and not more than one month—50 cents.

More than one week and not more than one fortnight—40 cents.

Not more than one week—30 cents.

No advertisement under this classification inserted for less than $2.50, and accepted only for every-day insertion.

Theatrical advertisements, 10 cents per line each insertion.

Advertisements unaccompanied by specific instructions inserted till ordered out.

Advertisements discontinued before expiration of special period will be charged as if continued for full term.

Liberal allowance on yearly and half yearly contracts.

TRANSIENT ADVERTISING—Per line solid nonpareil:—First insertion, 10 cents; each subsequent consecutive insertion, 5 cents. Advertisements not inserted every day, 10 cents per line each insertion. No advertisements inserted for less than $1.50.

WEEKLY ADVERTISEMENTS—Ten cents a line solid Nonpareil, each insertion. No advertisement inserted for less than $2.

☞ Where Cuts are inserted they must be ALL METAL—not mounted on Wood.

COMMUNICATIONS.

All communications intended for publication or concerning matters of news or opinion should be addressed to THE EDITOR, accompanied invariably with the name of the writer. All other communications, in reference to subscriptions, advertisements, etc., matters of business, should be addressed to the BUSINESS MANAGER.

THE CIVIC ESTIMATES.

How it is Proposed to Expend the Civic Revenue for the Current Year, 1893.

Increase in Medical Health Officer's Salary and Appropriation for a Quarantine Hospital.

The civic estimates introduced in the Council last evening are as follows:

SUMMARY OF EXPENDITURE.

City Debt	$114 264 13
Municipal Council	5 6 0 00
Civic Salaries	76,9 8 00
City Institutions (maintenance)	38 676 00
Buildings and Surveys	14,450 00
Streets, Bridges and Sidewalks	26,00 00
Miscellaneous Expenditure	25,076 50
Education	38 700 00
Board of Health	64 2/3 0
Total	$399,021 68

DETAILS.

City Debt—Interest, $80,080.40; Sinking Fund, 33,708.78; Brokerage and Exchange, 475. Total, $114,264.18.

Municipal Council—Mayor and Aldermen, $5,600.

Civic Salaries—Treasurer, City Clerk and Assessor's offices, $11,723; Water Works, 4,920; Public Works, 15,243; Cemetery, 1,400; Park, 840; Police, 23,763; Fire Department, 13,183; Library 78; Pound, 960; Home for the Aged and Infirm, 600; Public Market, 960; Street Lighting, 4 620. Total, $76,963.

City Institutions (Maintenance)—Waterworks, $15,000; Cemetery, 250; Pound, 2 0; Park, 500; Police, 5,750; Fire Department, 6 950; Library, 220; Street Lighting, 5,000; Home for the Aged and Infirm, 3 600; Public Market, 500; Sewerage 500. Total, $38,676.

Buildings and Surveys—City Hall Repairs, $500; City Market Property, 1,500; Fire Department Buildings, 300; Electric Light Buildings, 250; Furniture, all Buildings, 500; Defining Streets and City Boundaries, 2,500; Naming Streets, 1,000; City Hall Addition, 6,300; Ross Bay House, repairs, 7,600 Total $14 450.

Streets, Bridges and Sidewalks—For all purposes, $26,000.

Miscellaneous Expenditure—Fire Insurance, $1,250; Election Expenses, 1,000; Advertising & Printing, 5,600; Salaries, 1,000; Postage, 800; Telegrams and District Messengers, 150; Telephone Service, 1,300; Fuel and Light, 3,000; Carriage and Express Hire, 500; Legal Adviser's Annual Retainer, 500; Legal Expenses, 2 500; Refunds, 500; Charitable Aid Fund, 1,000; Fund to Aid Provincial Royal Jubilee Hospital, 2,000; Celebration of the Queen's Birthday, 1,000; Preliminary Expenses Local Improvement By law, 250; Victoria City Official Map Act, 776.50; Commission on Revenue Collections, 1,600; Secret Service Fund, 250: Miscellaneous, not detailed, 2,000. Total, $25,076 50.

Education—Amount payable to Provincial Government to June 30 1893 $7,700; amount payable to Board of School Trustees 15,500; teachers' salaries, July 1 to December 31, 1893, 15,500; total, $38,700.

Board of Health—Medical Health Officer, five months at $60, $300; Medical Health Officer, seven months at 100, 700; Sanitary Inspector, twelve months at 90, 1,080; caretaker Ross Bay suspect station, three months at 20, 60; Caretaker Ross Bay suspect station, 9 months at 45, 405; Caretaker Johnson house, Ross Bay, 12 months at 20 240; Caretaker Jubilee sanation, 3 months at 25, 75; Caretaker Jubilee station, 9 months at 45, 405; T. F. Sinclair, contract for removal of garbage, 3 400; Darcy Island station for lepers, 1,00; Subdivision 54 and 55 of Section XXV. Vic. District, 9,350; Isolation hospital buildings, 16,500; Sanitary office, 850; for all other purposes, 25 000. Total, $64,365.

Professor King Returns.

Professor King, the British boundary commissioner, returned from the North on the Dominion steamer Quadra, Sunday afternoon, and will proceed to Ottawa in the course of a few days. He met the officers of the American expedition on the steamers Hassler and Paterson at Wrangle, and before leaving the Northland saw all his parties as well as the United States forces at work in the field. The Thistle, Captain Nickerson, which will act as tender to the Canadian party, will go North in a few days.

CUSTOMS SEALS.

OTTAWA, May 23.—An important circular has been issued by the Comptroller of Customs with regard to sealed railway cars in transit through Canada in bond from one point in the United States to another point in that territory. Many customs officers at the frontier have been in the habit of accepting the American seals on the cars as sufficient and allowing the cars to go without further precaution. The new order requires that at the port of entry Canadian customs seals must be also attached to the car, and places the cars completely under the Canadian customs laws during their transit through Canada.

SEWERING THE CITY.

Important Report Presented to the City Council—Estimates' By-Law Introduced and Laid Over.

Ald. McTavish Takes the Mayor to Task for Defeating a Resolution of the Council.

Mayor Beaven presided at last evening's meeting of the City Council, the members of the Board present being Ald. McKillican, Belyea, Styles, Bragg, Henderson, McTavish, Munn and Baker.

After routine, motions were passed appointing Tuesday the 27th of June, the date for hearing complaints against the assessment roll, and the Court of Revision was named as follows: The Mayor, Ald. McTavish, Baker, Belyea and Styles.

On report of the Finance committee the sum of $1,000 was voted for the Queen's Birthday celebration.

Leave was granted Ald. McKillican to introduce a by-law to raise the revenue for 1893. The by-law was introduced.

The following report was received from the Sewerage Commissioners:

CITY HALL, May 17, 1893.

His Worship the Mayor and the Board of Aldermen:

GENTLEMEN:—We have the honor to forward copies of reports from the Sanitary and City Engineers and Sewer Inspector. With regard to the View street sewer, after careful consideration of the reports of the Sanitary and City Engineers, we have come to the conclusion that it is unnecessary and inexpedient to alter it.

We again beg to draw your attention to the absolute necessity of providing flush tanks for the sewers now in use, and placing the flap valves in the man-holes, and to remind you that no steps have yet been taken to carry out these essentials to the proper working of the separate sewerage system.

We have decided to accept the work from Mr. McBean.

Having carefully compared and examined the statements of last October and the present month, we find the balance due to Mr. McBean to be, as stated in Sanitary Engineer's report, $19 202.37, leaving a deficit of $564 49. To this should be added the Transfer Co.'s account of $4.50, and Commissioners' fees, say $100, which we regret we must ask your honorable body to provide.

With reference to the discrepancy with the previous statement, we beg to point out that the former Council saw fit, at the time office assistance was most needed in checking quantities, to discharge the Sanitary Engineer's assistant.

The sewers, which have been submitted to a severe test, have proved their efficiency, though working under disadvantageous conditions, and the sooner the system is extended to meet the requirements of the population, the sooner will Victoria, with its natural advantages, become what it should be,—the most healthy city on the Pacific Coast.

We also desire to place on record our conviction that the works have been carried out in a thoroughly satisfactory manner, and with every regard for economy.

We have the honor to be, gentlemen,
Your most obedient servants,
THOMAS EARLE,
JOHN TEAGUE,
Sewerage Commissioners.

The reports alluded to in the communication from the Sewerage commissioners were read.

ALD. BELYEA moved the adoption of the report, seconded by Ald. McKillican.

ALD. STYLES thought the best reason why the View street sewer should be lifted was in the report. The Council should adhere to their resolution and have the sewer lifted according to plans and specifications. He believed a part of the View street sewer was below level, which was not as it should be.

ALD. BELYEA corrected Ald. Styles. The View street drain had a continual fall and no report the Sewerage committee had ever seen showed the sewer to be below level.

ALD. STYLES gave Engineer Wilmot as his authority for the saying that "the sewer was below level."

ALD. BELYEA—That meant below the level of the plan. It was never suggested that the down grade of the sewer had been lost.

ALD. BAKER said that in January the Sewerage engineer had said to him that he would see that the portion of the View street sewer complained of was made good before he would recommend that the contractor have it taken off his hands. He claimed that the sewer was below level so that the water ran "up hill" instead of "down hill." After the reports of the Sanitary Engineer, the Council, if they did their duty, would ask him to walk out of his office to-night. He did not wish to say anything that would bring trouble on himself, but there was something queer about the business. His view was that instead of the city having an engineer to look after its interests, the contractor had the engineer, and that man's name was Edward Mohun. He declared the work done to be unsatisfactory, and that Alexander McBean had made money out of the contract. McBean did not wish to leave Victoria, but would remain here. He moved in amendment that the report be received and tabled for further consideration. Concluding, he said he would like to have a judicial investigation into the whole matter since the contract was let.

ALD. BRAGG seconded the amendment. He agreed with Ald. Baker. If the Sanitary Engineer was not doing what was right he ought to be "fired," but before doing this the Council, sewerage commissioners and engineers, should meet and have a consultation so that matters might be discussed "face to face." He thought a great deal of the trouble had originated with Mr. Mohun, who had not guided the Council as he should have done. A man who "had the gall" to draw $250 a month just for making reports, ought not to be in a responsible position like that. However, if there was anything wrong, the commissioners and the engineer were responsible.

ALD. MCKILLICAN thought a good deal of the discussion had been unfair and uncalled for, and that it was no part of the duty of the aldermen to ridicule the character of the commissioners, who were men of just as high standing as any man at the Board. If the View street sewer was unworkable it should not be taken over, but if not, then the report should be adopted. He was satisfied the balance of the sewerage was satisfactory, that was not sure about this View street sections.

ALD. BRAGG protested that he had not wished to throw out any insinuation about any man's character.

ALD. MUNN thought the sewers had not been handled as the Council or the citizens desired. For instance, no flush tanks had been put in, and men who pretended to know something about the sewers said they would be choked in six months without the tanks. The recent demand for a great deal of money looked like a big bluff to the ratepayers, and he did not hesitate to say that the whole business looked as if the Council and the Engineer were simply trifling with the people. Whether the head business management was the fault of the Engineer or not he was not prepared to say.

ALD HENDERSON wanted more time to look into the report. There was no doubt about it the engineer did seem to favor the contractor to the detriment of the city.

ALD. BELYEA showed from the reports that the contractor had not been paid the $1,000 for the broken pipe, as alleged by Ald Baker. If Ald. Baker and Styles had read those reports through, they would not have made such statements.

The amendment to lay the report on the table was carried by a vote of five to three, as follows:—

AYES—Ald. Baker, Munn, Henderson, Bragg and Styles.

NAYS—Ald. McKillican, Belyea and McTavish.

Lieut.-Col. Holmes wrote agreeing to let the Battery band play in the Park on alternate Saturdays. Owing to the strong protest received from the Mayor, he could not agree to the proposition that the band play on Sundays.

ALD MCTAVISH—What letter was that the Mayor wrote? The Council passed no resolution asking such a letter to be written?

ALD. MCKILLICAN defended the course of the Mayor.

ALD MCTAVISH (to Ald McKillican)—Did you instruct the Mayor to write that letter?

THE MAYOR said he had a copy of the letter downstairs.

ALD MCTAVISH—I would like to see it.

The Mayor went for the letter, which was read.

ALD MCTAVISH—I want to know who runs this city, the Council or the Mayor? I consider that that letter is tantamount to saying that if the Council passes a resolution that does not suit the Mayor, he will do all he can to defeat the Council. I think that letter was very ill advised, and I beg to move that the Mayor, in writing that letter, has, in the opinion of the Council, exceeded his duty.

After a dead silence for about two minutes, Ald. Belyea moved that the letter from Col. Holmes be referred to the Finance committee.

ALD. MUNN wanted to know if the letter referred to was written by Robert Beaven, mayor, or simply by Robert Beaven. The question raised by Ald. McTavish was one that should not be passed over lightly, and though, in the present case, many people would condone the offence, still the fact remained that if the Mayor wrote that letter as Mayor of the city, he did not do what was right.

ALD. STYLES agreed with Ald. Munn that the Mayor had no right to override the Council.

THE MAYOR—I did what I thought was right, and am answerable only to those who sent me here.

ALD. BELYEA said he was in the same position as Ald. Munn. Personally he did not express an opinion as to what he thought of Sunday music in the park, but as the Council were custodians of the park for the benefit of the public, he did not think it right to deprive any section of the community of the use of the park, and there were some who would not go there if there was Sunday music.

ALD HENDERSON thought it was not the province of the Mayor to defeat the action of the Council, and did not think there could be any excuse for the action of the Mayor, who had opposed the whole thing from beginning to end

THE MAYOR wanted to know if he could not express his dissent to any by-law for instance that passed the Council? It would be an extraordinary proposition if his mouth was to be closed simply because a resolution of the Council was passed.

ALD. HENDERSON—Do you mean to say that you have a right to defeat the action of the Council? Suppose the Council were to pass a motion instructing the Sanitary Inspector to do a certain thing, would you have any right to instruct him not to do it? You know perfectly well you have no right to exercise any such power!

ALD BAKER moved that the letter be referred to the Finance committee to report.

ALD. MUNN wanted to know if it was to be a matter of practice that the minority were always to rule.

ALD. BRAGG wanted the band to play in the market.

ALD. BAKER's motion was carried.

Mr. J. Lowe, deputy minister of agriculture, wrote that the Dominion Government had passed an order in council granting $1,000 in aid of the care of lepers on Darcy Island for twelve months from the 1st of July last. The letter was forwarded as an enclosure from Messrs. Thos. Earle and E. G. Prior, M's P. The letters were received and filed.

A letter from the Secretary of the Department of Agriculture for the Dominion, acknowledging the receipt of the city's claim for $25 000 quarantine expenses, was received and filed.

A letter from the B. C. Pottery Co., enclosing interest account due on sewerage pipe was received and and referred to the Finance committee to report.

ALD. MUNN rose to a question of privilege. Some time ago it was decided to call for tenders for certain debentures. He wanted to know when it was the intention to lay these before the Council.

THE MAYOR explained that the debentures had been sold at a satisfactory price and he had advised all the aldermen of the transaction.

ALD MUNN thought it was not the way business should be carried on, that in so important a matter the Council, especially the members of the Finance committee should be ignored.

The committee appointed to deal with the matter of straightening Belleville street, reported an arrangement for the exchange of land so as to do the work. The report was referred to the City barristers to draw a by-law.

The Council adjourned at 11 p.m.

MONTREAL, May 22.—The steamship and railway companies complain bitterly of the way in which immigrants are being treated at Quebec while their goods are being fumigated. They state that immigrants are compelled to wait many hours in sheds while fumigation is going on, and that the system of fumigation completely ruins their effects, so much so, at least, that some poor people are compelled to throw away their stuff altogether.

BERLIN, May 23.—The Imperial yacht, Hohenzollern, which recently left the docks of the Vulcan Company, in Stettin, has steamed twenty-two knots an hour on her trial trip. The Emperor has sent this dispatch to the Vulcan company: "By this great work you have placed in my possession a vessel which, at least temporarily, is the fastest one in Europe."

RACING OVER THE STRAITS.

The Great Sweepstakes Match From Port Townsend Decided in Favor of the Yacht "Francel."

Seattle's "Gracie Felitz" a Very Close Second—The "Xoras" Chance Lost at Trial Island.

YESTERDAY'S sweepstakes race proved an unqualified success. The first event of this kind in yachting circles on Puget Sound has come to stay, and is already a fixture in popular favor. The winner of the sweepstakes, which was a nominal sum, was decided to be the cutter Francel, of Port Townsend.

There was a question between the crews of the sloop Gracie Felitz and Francel which had outrun the other in the run from Port Townsend to Victoria via Dungeness, and it was decided by the captains of the fleet, last evening, in favor of the Francel. The entries were the sloops Xora, Gracie Felitz and Margery, and schooners Pilgrim and Rainier, of Seattle, and the Francel, of Port Townsend.

The start was made from Port Townsend at 10 a.m. Sunday morning, Commodore Barneson giving the signal from the deck of the Francel, the run to Dungeness against a headwind being tiresome, because of a prevailing calm and light breezes.

At 3 p.m. Dungeness was reached and a stay made until 7 p.m., until the west wind freshened from the Straits. Twenty-five hungry yachtsmen dined at the only hotel, and near the end crumbs were at a premium, as the larder of the kitchen was drained of every vestige of food. The proprietor had a tired and hungry look, as if he would have to skirmish for something to eat.

At 7 p.m. the start for Victoria was made. The wind howled and the tide rips roared. The yachts were scattered by the tide, which was in the large flood.

The Francel and Xora led, the latter holding the windward position; the Margery and Gracie Felitz following close seconds. The schooners did not sail to Dungness, but stood directly across. At 9 p.m., the Xora reached a point near Trial island at the west end in the lead, but lost it soon after by not standing into the harbor until the harbor lights were made out correctly. The Francel, followed by the Grace Felitz, glided into the outer harbor just as daylight was breaking to the east.

A few minutes later the Xora dropped her anchor in the inner harbor, and the crews retired for a little snooze. The Pilgrim arrived next, followed by the Margery and Rainier several hours after the first arrivals. The strong head tide and light wind had prevented a quick run, but the race was alive with incidents of an amusing character. Several of the crew on board the Xora took the reflecting of the moon from a break in the clouds as a yacht bearing down on the starboard quarter.

SOME PROMINENT VISITORS.

Dr. Seward Webb, of Palace Car Renown, Pays Victoria a Flying Visit of Pleasure.

One of Port Townsend's Leading Citizens—Beatty of the "Lake Line"—Much Travelled Miss Day.

The Islander made a special trip yesterday, and about 4 o'clock in the afternoon arrived here from Vancouver with an excursion party headed by Dr. W. Seward Webb, president of the Wagner Palace Car Co., by whom the boat had been chartered for the occasion. It will be remembered that about four years ago Dr. Seward Webb chartered the Islander for a trip to Alaska, taking a large party of friends with him. He always travels "special," and thus the Islander was secured. The party consists of Dr. and Mrs. W. Seward Webb, Mr. and Mrs. Oliver Harriman, jr., Mr. and Mrs. F. Egerton Webb, Jas. Lawrence (Groton Mass.), Wm. A. Potter, Julian H. Kean (New Jersey), and Mr. Burnett, secretary to Dr. Webb. They have been on the way since March 29, New York being the starting point. They went first to Chicago, then to New Orleans, San Antonio, El Paso, Southern California, Monterey, Yosemite valley, San Francisco and via Portland, Tacoma, Seattle, to the C. P. R. at Missoula Junction, and thence to Calgary, Edmonton and McLeod. Three days were spent at Banff, and the points on the Shuswap & Okanagon line were also visited. The trip over the C. P. R. and branches was made in accordance with the desire specially expressed by President Van Horne that his friend Dr. Seward Webb should see that country. The special train in which the party travel consists of six palace cars, and is said to be the handsomest ever seen on the Coast, having been fitted up in the most modern style by the Wagner Palace Car Co. The cars are furnished with all the appointments of a first-class city house. They are very substantially built, vestibuled throughout, and the train represents a total weight of three hundred tons, and and a length of 450 feet. The arrangements already made will prevent the party staying here for the two days of the celebration, and they will probably leave for Vancouver this afternoon. They go from Vancouver to Seattle, and thence via the Great Northern to Helena, Montana, and by the Northern Pacific through the famous Yellowstone Valley; thence to Chicago to take in the World's Fair, and the trip will wind up at Dr. Webb's country seat at Shelburne, Vt., on the shores of Lake Champlain, where he has a large stock farm and magnificent summer residence. Nine thousand miles have already been covered, and it will take six thousand miles additional to complete the trip, which has so far been without the slightest accident or delay, even from a hot box.

The Kingston brought amongst her passengers on Sunday evening John Leatch, manager of the Postal Union Telegraph office at Port Townsend, P. A. Cook of the same office, and J. C. Pringle, of the Port Townsend Cell. The last two returned the same evening. Mr. Leatch is one of the owners of the yacht Francel, and will remain here during the celebration. He is at the New England.

Miss Edith M. Day, who has come to write up the celebration in the interest of an illustrated railway journal, is one of the most welcome visitors, as Victoria has everything to gain by the publication to the world of her natural advantages, so well illustrated on holiday occasions such as this.

Henry Beatty, formerly manager of the C. P. R. steamships on the great lakes, arrived in Victoria on Sunday evening, and will remain for the celebration. He is at the Driard.

NOTICE TO SEALERS.

The Senior Naval Officer at Esquimalt Issues a Proclamation Which Will be Read With Interest.

The following notice which has just been issued, will be read with interest by all Victorians, but especially by those immediately interested in the sealing industry:

"To the owners and masters of all sealing vessels under the British flag and others concerned: I, Harry Francis Hughes Hallett, captain of Her Majesty's ship Garnet, and senior naval officer present, hereby give warning and remind you that sealing is prohibited in the Behring Sea, and call upon you to inform me without delay, through the Collector of Customs at Victoria, of the place and date which your vessels employed in the seal fishing are to rendevous during the season 1893

"Should you fail to comply with this demand, I hereby give notice I shall consider that the orders relative to sealing have been evaded, and shall cause any such vessels to be seized, warning or no warning, if caught in the Behring Sea.

"Orders relative to sealing in the vicinity of the Russian Islands have already been published, and all vessels found within the prohibited distances with sealing implements or skins on board will be liable to seizure."

CONDENSED DESPATCHES.

Pope Leo yesterday gave a formal reception to one thousand pilgrims from Malta. Archbishop Face of Rhodes introduced the pilgrims and read an address on their behalf, to which the Pope replied in the Latin language.

The striking Hull dockers have caused disturbances throughout the day. Two non Unionists were beaten until unconscious by Unionists. The police were stoned when they interfered, and had a hard struggle before they could rescue the two men.

The Canadian Pacific railway has reduced its rates in freight between New York and San Francisco to $1 per 100 pounds for the cheapest class of freight, and $2 76 per 100 pounds for the highest. This was done to meet the reduction on the same classes of freight made by the Southern Pacific, which are 10 per cent. lower than those of its rivals.

In observance of the Pope's episcopal jubilee, the Czar of Russia has presented him with two magnificent vases on mother-of-pearl pedestals.

Questions having been raised as to Commissioner Blounts eligility for the Hawaiian mission, it is declared in official circles that he is in every way competent.

La France, of Paris, has advices from Madagascar that England is supplying arms and ammunition to the Hovas, and that, in expectation of hostilities, levies of men are being made throughout the Island.

Kaiser Wilhelm reviewed the battalion of instruction in the presence of his suite yesterday at Berlin. Many of the royal family and the attaches of the foreign embassies and legations were present. After the march past field service was held, Chaplain Kessler officiating. At the dinner following the field exercises the Emperor toasted the army as "Strong, efficient and faithful." In conversation with his Generals he said he would not call the Prussian reserves under the colors this year, as he did not wish to keep the men from the polls next month or to interfere with harvesting.

THE EXPECTED VERDICT.

SAN FRANCISCO, May 23.—There is much rejoicing in local sealing circles over the information which has reached here in dispatches from Paris, that the arbitration will open Behring Sea to sealers of all nations, and will also declare a limit of thirty miles around the northern breeding islands of both Russia and the United States, and a limit of ten miles on the mainland coast of both Siberia and Alaska. At the present time the modus vivendi is in force, and Behring Sea is closed to all sealers under its provisions. Nearly every vessel in the sealing fleet had expected orders on starting out, to stay out from Behring Sea. The fleet is composed of about ninety vessels this year, and nearly all of them are off the Japanese coasts. Reports from those waters are that seals are very plentiful this year and the sealers are likely to make big catches. There are some twenty-five vessels hailing from this port and the remainder belong to Puget Sound, Victoria and Vancouver, B.C. It is expected that some of them will next month run into Yokohama or Hakodate in Japan to secure fresh provisions and mail. In view of their doing so a number of managing owners of vessels at this port will send out to Japan by the steamer Oceanic, sailing this afternoon, letters of instructions with a view of anticipating the verdict of the Behring Sea tribunal, which it is confidently expected will throw open the sea this year. Such a result would be cabled to Yokohama, and written instructions would make the master of a sealer feel safe in following out what he knew to be the desire of his owners. The instructions to be sent out vary, but their import will be about the same. A sample one informs the captain of one of the largest sealers on the Japanese Coast that he must stand by for a cable dispatch, which, should it state that Behring Sea is open, would be sufficient orders for him that as soon as seals became scarce around the Japanese Coast and the Kurlie Islands, to proceed along the Siberian Coast outside of the ten-mile limit to a point north of Copper and Behring Sea islands, taking care to keep outside the thirty-mile limit. Then after sealing in those waters to proceed across Behring Sea to the Alaska side and return to this port.

Wilson v. Perrin.

In this case the Divisional court has given a unanimous judgment in favor of the appellant. Mr. Robert Cassidy for the appellant, Mr. A. E. McPhillips for respondent.

PORT SAID, May 22—The Brazilian man-of-war Almerante Barosa has been totally wrecked near Pas Chareb Port, off the coast of Middle Egypt, in the Gulf of Suez.

"This," said he, "is plumbago. That's what Ned Hanlan uses on his shells when he rows. It's away up stuff—Hiyou Skookum."

NEWS FROM OVER THE SEA.

A Distinguished Party Who Arrive "Just in Time for the Celebration."

Victoria Seaman Drowned at Sea—To Study Sealing From the Forecastle.

Many visitors of prominence arrived yesterday from the far East by the C.P.R. steamship Empress of India, just in time for the celebration, for which many of them will remain. The Earl and Countess of Jersey with their suite are obliged to hasten forward on their journey and so deny themselves the pleasure of a short stay on the Coast. They had as travelling companions across the Pacific, Lord Grey de Wilton; Lady Margaret Villiers; Hon. Justice, Mr. and Miss Tottenham; Col. and Mr. F. Robinson; Col. Parsons; Lieut. Pollard; Captains Moore, McLeod, Marshall and Morris; General Massey; Major and Mrs. Hawkes; Lieut. Hobbs; Hon. J. and Mrs Astley; Hon. O. and M. W. Bridgman; Major Collis; General, Mrs. and the Misses Calthorpe.

There were besides a number of prominent clergymen and professional men returning from the Colonies to the Motherland, conspicuous among them Dr. K. Florenz Dr. Gray, Rev. F. R. Graves, Dr. and Mrs. Hartigan and family, Rev. Mr. Harris, Rev. Mr. and Mrs Moore, Dr. and Mrs. Macklin, Rev. William Owen, and Rev. and Mrs Taylor.

Advices by the Empress are chiefly interesting where reference is made to the doings of the Victoria sealing fleet or the schooners from Puget Sound. Four Russian warships are announced to have left on patrol duty along the coast and their islands, to see that the provisions of the agreement entered into with Great Britain are not violated.

Several of the sealing fleet have suffered damage from rough weather, the Artetis, whose misfortune was reported briefly by cable, being the most unlucky. Her report on reaching Yokohama was that, in a terrific storm on April 26, her bowsprit and sails were blown away, her boats all went overboard, and one man, Thomas H. Waterman, A B, was lost. An inquiry into the circumstances of the drowning was held by Mr. James Troup, the British Consul at Yokohama, the evidence disclosing the pathetic fact that while the crew saw their companion manfully swimming toward the vessel, they could not go to his rescue or extend aid to him of any kind, the boats having all been wrecked by the storm and there being no life buoys aboard. The verdict returned was that:

"The deceased, Thomas H. Waterman, seaman on the British schooner Aristis, was washed overboard and drowned on the morning of the 26th April in the North Pacific, and that it was not in the power of the master or anyone on board to render him assistance to save him, or to have prevented the accident." The consul further remarked that he had already, in a report of a previous death at sea, recommended that the schooners carry life buoys, and he thought it was very desirable they should be carried. He trusted his recommendations would be carried into effect.

The Seattle schooner Anaconda, Captain Lawson, was also obliged to return to port for repair. Her report was: Experienced a heavy southerly gale on April 26, with mountainous sea which carried away sails and smashed five boats. Decided to run for Yokohama for repairs. On the 28th, about 250 miles off Oginohama, sighted a junk; bore down on her and found her to be the Taisai Maru, dismasted and leaking. The falls having been lowered, supposed the crew had taken to the boats. She had no cargo. Took away ropes, sails, etc., and set fire to the hull.

A young man named Yamamoto Saburo, a graduate of the Marine Productions School, who a few months ago accompanied Mr. Kaburagi of the Imperial Estate Bureau to the Bonin Islands, is stated by the Kokumin to have shipped for a term of three years on a Victoria sealing schooner. During Mr. Yamamoto's visit fifteen foreign sealing schooners entered the harbor of Futami, in the islands, and animated by a desire to obtain an insight into the methods of pelagic sealing followed by the foreign hunters, he sought employment on one, and left with her on March 20 for the North.

H I J M.'s training ship Kengo safely returned on April 23 to Yokohama after a cruise in Australian waters and the South Seas as well as along the Pacific Coast, calling at Honolulu en route to Japan. She was due at Yokosuka on the 31st ult., but owing to the troubles in Hawaii she remained at Honolulu until the arrival of the Takachiho, and was thus delayed about twenty days. The only event to mar the cruise appears to have been the death of one of the cadets on the voyage.

Two of the Northern passenger steamers, the Barbara Boscowitz and the Maude, returned from the North on Sunday, but neither brought any news of interest. The latter stopped at Nanaimo on her way down and took on a load of coal for the C. P. N. company, a portion of which she discharged yesterday into the steamers Premier and Yosemite. The steamers had splendid weather during their entire voyage. A number of the sports at Port Simpson are providing amusements of various kinds for the Queen's birthday celebration, but their programme will not be very extensive. Besides the coal the Maude brought down several bundles of bear skins for the Hudson's Bay Co. As passengers she brought George Cunningham, jr., C. Morrow, W. F. McCrae, W. Brett, D. Murray and H. Noble. The Boscowitz's cargo consisted of box lumber and oolachans, and her passenger list included the names of S. Pugsley and W. Moiles, thirteen Indians and two Chinamen.

After being in the hands of carpenters, machinists, painters and upholsterers for the past two months, the City of Kingston returned to Victoria a little later than usual Sunday evening, resplendent in fresh paint. She has been renovated from stem to stern, and her general appearance much improved. Capt. Roberts and his crew are again in command, First Mate Brandow having recently returned from New York to fill his old position. The Kingston being a much superior boat to the North Pacific, the travelling public will, no doubt, welcome the change. Instead of sailing at 8 o'clock, as heretofore, on Sunday evenings, the Kingston will leave two hours later. Yesterday she made a special trip from the Sound, bringing a large number of passengers to witness the Queen's Birthday celebration.

The Provincial museum is to be open each day during the celebration, a fact which should not escape the visitors. There is much to see in the museum, and no expense entailed.

MARINE MOVEMENTS.

The Royal Mail steamship Empress of India, in command of Capt O. P. Marshall, R.N.R., dropped anchor off the outer wharf at 8:30 o'clock yesterday morning, having left Yokohama at 4 o'clock on the afternoon of the 12th inst. With a smooth sea and good weather overhead the voyage across was an extremely pleasant one and the passengers express themselves as highly pleased with the hospitable treatment received at the hands of officers and crew. Only a few incidents worthy of chronicling occurred during the entire voyage.—A Chinaman, whose death resulted from heart disease, was buried at sea two days after the vessel left Yokohama, and on Saturday last a large steamer, supposed to be the N. P liner Victoria, was sighted at a distance. After a careful inspection of the Empress' passengers by the quarantine officer, those on the steamer Isabel, which was acting as tender, were granted leave to board her, and in less than half an hour the big liner started for Vancouver, having transferred her Victoria mail, passengers, etc. As passengers she brought in sixty-one in the saloon. The cargo consisted of 2 000 tons of mixed freight, including a large quantity of this year's growth of Japanese tea, being the first shipment of the season; 60 tons of general merchandise for Victoria and 75 tons for Vancouver. Among the passengers were many very prominent English people who, after taking a tour through Oriental cities, are on their way home.

A CHANGE OF ROUTES.

After the steamer Islander makes a special excursion trip from Vancouver to-morrow, she will be taken off the route and laid up for a time. The Yosemite takes her place this morning, continuing to run on the same schedule time as the Islander. The Fraser river trade is now being carried on solely by the R. P. Rithet.

THE MERMAID'S REPAIRS COMPLETED.

The Victoria sealing schooner Mermaid, having completed her repairs necessitated by her recent collision at sea with a monster whale, left Yokohama for the sealing grounds on the 3rd inst.

CHRISTENED THE "SWAN."

In the presence of a small gathering the hull of the new steamer building for cannery purposes was launched yesterday afternoon and christened the Swan. As a description of the vessel has already been published it is unnecessary to give further particulars. She sits very nicely in the water, and when finished will no doubt reflect credit on her builders, Messrs. Turpel & Stevens. Her machinery will be placed in position immediately, so that she may soon be ready for service.

WITH BELLINGHAM BAY VISITORS.

Early yesterday afternoon the steamer Schome arrived in port with over 130 excursionists from New Whatcom on board. A few hours after her arrival, the little steamer Burt also came in from Bellingham Bay points bringing a large number of passengers. Both are expected to make special trips to day.

"WORTH A GUINEA A BOX."

STILL ROLLING

St. Helens, England, is the seat of a great business.

BEECHAM'S PILLS are made there. They are a specific for all Nervous and Bilious Disorders arising from Weak Stomach, Impaired Digestion, Disordered Liver and all Female Ailments.

THEY ARE COVERED WITH A TASTELESS AND SOLUBLE COATING.

Wholesale Agts. Evans & Sons, Ltd. Montreal. For sale by all druggists.

C. P. Navigation Co., Limited.

TIME TABLE NO. 19,

Takes effect March 25, 1893.

Vancouver Route:

Victoria to Vancouver—Daily, except Monday, at 2 o'clock a.m.

Vancouver to Victoria—Daily, except Monday, at 13 o'clock, or on arrival of C. P. R. No. 1 train.

New Westminster Route:

LEAVE VICTORIA for New Westminster, Ladner's Landing and Point Roberts—Monday at 23 o'clock; Wednesdays and Fridays at 7 o'clock. Sunday's steamer to New Westminster connects with C. P. R. train No. 2 going east Monday.

For Plumper's Pass—Wednesdays and Fridays at 7 o'clock.

For Mosaby Island—Friday at 7 o'clock.

For Pender Island—Friday at 7 o'clock.

LEAVE NEW WESTMINSTER for Victoria—Monday at 13 o'clock; Thursday and Saturday at 7 o'clock.

For Plumper Pass—Thursday and Saturday at 7 o'clock.

For Pender Island—Thursday at 7 o'clock.

Northern Route:

Steamships of this Co. will leave for Fort Simpson and intermediate ports every Monday at 18 o'clock. When sufficient inducements offer will extend trips to West Coast points and Queen Charlotte Islands.

Barclay Sound Route:

Steamer Maude leaves Victoria for Alberni and Sound Ports the 1st and 15th of each month.

The Company reserves the right of changing this Time Table at any time without notification.

JOHN IRVING, Manager

G. A. CARLETON, General agent.

Union Steamship Co., B.C., Ltd.

Head Office and Wharf, Vancouver, B.C.

Vancouver and Nanaimo—SS. Cutch leaves C.P.R. wharf daily at 1 p.m., returning from Nanaimo at 7 a.m. Cargo at Company's wharf until noon.

Vancouver and Comox—SS. Comox leaves Company's wharf every Monday at 8 a.m. for Comox direct, returning on Tuesday.

Vancouver and Northern Logging Camps and Settlements—SS Comox leaves Company's wharf every Wednesday at 11 a.m. for Gibson's Landing, Sechelt, Welcome Pass, Lund, Cortez and Read Island, returning the same route; and to Port Neville and way ports every alternate week.

☞ Steamers and Scows always available for Excursion, Towing and Freighting Business. Ample storing accommodation on Company's wharf. Particulars on application to office.

WM. WEBSTER, Manager,
Telephone 94. feb14 P. O. Box 217

LADIES who have to earn their living can make it easier by selling our HYGEIA ELECTR