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BACK TO THE OLD WATER REGULATIONS

COUNCIL DEFEATED IN FIRST ASSAULT

Aldermen Lectured by Leading Deputationists—Point Ellice Bridge Tenders to Be Called at Once.

The streets, bridges and sewers committee, which is another name for the city council sitting as a committee, was taken by storm and severely shaken up last night by a deputation of more or less irate citizens who wanted more water. The committee room was not big enough to hold the deputation, and the committee trooped up stairs to the council chamber, where the aldermen dropped meekly intu their seats, while the enemy took up a threatening position in their rear. On their way up stairs the worthy aldermen questioned each other as to whether the meeting was really a committee meeting, and if not, what was it!

The Mayor took all responsibility for the trying situation. Entrenched behind his elevated desk, which gave him a more advantageous position than that occupied by the aldermen with their back to the foe, he announced that a deputation, headed by Col. Gregory, had waited on him the previous evening and laid their grievances fully before him, and he had suggested that the deputation should attend the committee meeting and discuss the water question with the committee.

The water commissioner, Mr. Raymur, the city solicitor and the city engineer having taken up a neutral position on the flank, the assault was led by Col. Gregory, who employed mild tactics at the outset. He said that he was not inclined to find fault with the council. He was satisfied that the council had made regulations which they believed to be the best for the city, but he was afraid that they had not realized fully the effects of the regulations when they made them. Under the present arrangement the citizens were allowed to use water for irrigating purposes on two days in the week, and yesterday he had learnt for the first time that the water could be used on Sunday without technically infringing the regulations. If that was so everyone ought to have known about it. For his part, he had a lot of the ordinary size, and he found that he could not water it properly in two days. He could not stay home all day and neglect his business to keep on watering his garden, and he did not like to get up much before 5 o'clock in the morning. Victoria was supposed to be celebrated for its beautiful gardens and flowers, but its reputation in that respect could not be sustained unless sufficient water was available. For himself, he had tried his hardest to keep the regulations, but the pathetic sight of dying roses and fading buttercups had broken down his resolution. He had been tempted and he fell—on several occasions; and on one occasion he had been caught, and been mulcted in the sum of 50 cents. It seemed to him that the water might be used every day, half the city using it mornings, and the other half afternoons. He understood that there was usually an abundance of water. But, if the council had to make such a rule as that existing at present, it would be better to inflict a heavier fine, which would really stop the use of water, contrary to the regulations. He believed that the majority of the citizens were being deprived of water for the sake of the comparative few living on the high levels, which he did not consider fair. Those who had built away up ought to have considered the probable situation in regard to water supply, and should balance the trouble of having little or no water to wash with against the joys of living above other people's heads. No doubt a great deal of water was consumed in street sprinkling, but at the same time that service was very inefficient. Last year the citizens had been told that there were not enough watering carts, and it seemed to him that the council ought to procure another, regardless of cost. The carts ought to be used at night as well as by day, and he believed that night sprinkling was more effective than day work.

D. R. Ker took the floor next. He said that he did not wish to blame the council, but at the same time the council had certainly made a mistake. The gardens were having a bad time, and some of them had been given over to unsatisfied thirst and abandoned to their untimely fate. The desire of the citizens to keep their gardens in good shape was only in accordance with the work of the Tourist Association, on which a good deal of money was being spent. Efforts were being made to attract desirable people to Victoria, and the outside world was being told that Victoria was the home of lovely gardens. But what would be the result of the new water regulations? The gardens which now blossomed with roses would go back to sand and dust. He knew that the regulations had been made for the sake of those living on the highest levels, but he believed that, in some cases, these residents were short of water because their supply pipes were too small.

W. Burton, one of the high level residents, remarked that the meeting seemed to be considering the gardens, but what he and his friends wanted was water for the house.

R. S. Day, another high level resident, regretted that his neighbor, Mr. Macaulay was unable to be present, owing to illness. Mrs. Macaulay had told him yesterday that she could not get water for her house. Now that the Yates street pump was working at night, he was all right, because his tank was filled. He differed from Col. Gregory about the effect of the size of the pipes used. He admitted that gentlemen living on the lower levels might have some reason to complain, but he was sure that a great deal of water was wasted on the lower levels. He had seen hoses going all day on the lawns after they had been thoroughly soaked. His garden was on a slope, so that it drained rapidly, and yet he was able to keep it fairly green by watering only once a week. He felt bound to say that the two days a week regulation had not made much difference to the supply on the hill.

The Mayor—Would it be agreeable to the residents on the higher levels if we went back to the old system, allowing them to use water whenever they can get it?

Mr. Day—For my part, I think it would; but I cannot speak for the other people.

Mr. Belyea was sarcastic. The worst of it was, he said, that he had no grievance. He had no water, certainly, but that could not be considered a grievance in Victoria. If there was enough water there would be no scarcity of it—which was self-evident. The water was out at Elk lake instead of being in Victoria; and it did not come is as fast as it was used. Any old regulations might be made or unmade, but the real difficulty lay in the fact that the works could not supply as much water as was required. The reason there was so much discontent was that people had got the impression, from reiterated statements of the officials, that the supply was sufficient. But it evidently was not so. (Applause.)

Mr. Rose suggested that the meeting should go into the question of the water supply along the line of Mr. Belyea's remarks.

The Mayor—I hope not. We should be here all night! Perhaps the water commissioner will now make a statement?

The water commissioner thought Mr. Belyea might be right, but it was certain that a great deal of water was wasted. The supply of water available was 2¼ million of gallons per day—that was 120 gallons per head for 20,000. It was about twice the amount of water consumed in other cities of America, and yet it seemed to be insufficient. However, there was no doubt that the new regulations had caused general dissatisfaction. The suggestion that the water should be used alternate mornings and evenings might work out satisfactory.

The Mayor then stated that he thought the deputation might depart reassured. The question realy rested with the water commissioner, but he believed that that official would act on the suggestion of the council in the matter.

Col. Gregory thanked the council and the deputation departed.

Later in the evening the committee agreed, on the motion of Ald. Williams, to recommend that the old system should be revived, the residents of the higher levels being allowed to use the water at any time during the day, and other people having the use of it for irrigating between the hours of 5 and 9 a.m., and 5 and 10 p.m.

The plans prepared by Mr. Bell for the Point Ellice bridge were examined by the committee, and it was decided to call for tenders for the construction of the bridge in Great Britain, Canada and the United States, tenders to be returnable in eight weeks' time from appearance of advertisements.

It was also decided that six months should be allowed for the construction of the bridge, and the work of building the foundations will be commenced immediately.

Sidewalk work to the value of $783.50 was recommended, as was also the laying of a drain pipe in Cadboro Bay road at a cost of $680.

The meeting then adjourned.

TOURIST ASSOCIATION.

Satisfactory Reports From Sub-Committees Received at Executive Meeting.

The regular weekly meeting of the executive of the Tourist Association was held on Tuesday, when a large amount of routine business was transacted.

A number of important communications were received and dealt with. Among other letters before the committee was one from a gentleman in Portland, who had visited Victoria through the efforts of the association, and who was so delighted with the place that he and his friend, who is a manufacturer, are thinking of locating here permanently. He wrote asking for certain information, which will be promptly forwarded to him.

Reports were received from the management of the launch on the Gorge, and from the Douglas summer gardens, both of which were considered very satisfactory.

The committee appointed to get out the special maps of Victoria and its environs reported that they expected that the maps would be ready in a few days.

Herbert Cuthbert, travelling representative of the association, reported on the arrengements made in the cities of Puget Sound for the distribution of the illustrated pamphlets and the placing of cabinets to hold same in some of the principal hotels. Mr. Cuthbert also made some suggestions in regard to the plan of campaign in Vancouver and other cities near by.

LEGAL NEWS.

The Long Vacation Commences on Friday—Chamber Applications May Be Made Every Thursday.

The long vacation commences on Friday next and lasts until Sept. 30th, during which time no courts will hold sittings. The Chief Justice has directed that Chamber applications may be made on Thursday of each week during vacation in Victoria, and Friday of each week in Vancouver, for such matters only as can properly be dealt with during vacation. New Westminster applications will be heard in Vancouver.

Mr. Justice Drake presided in Chambers yesterday and disposed of the following applications:

Bell vs. Clemiston—On motion by W. E. Oliver, for plaintiff, an order for interlocutory judgment was granted, notice of same, together with notice of motion, in two weeks for final judgment to be served on defendants.

Application by defendants to strike out reply in each of the five penalty actions against the White Pass route were stood over until Friday.

A. D. Crease obtained an order fixing remuneration of administrator, and for passing of accounts and distributing estate, in the matter of the estate of A. B. Gray, deceased.

Campbell vs. Geo. Henry alias Low Don Bo—J. H. Lawson, jr., for plaintiff, obtained leave to issue writ of attachment.

Applications to prove claims in the winding up of the Tribune Association, Ltd., were stood over for two weeks.

SHORT-SIGHTED POLICY.

The efforts of the collector to get in the poll tax of $3 from the men employed in the sealing trade is not meeting with marked success, and there is a feeling abroad that it would be just as well to leave the sealers alone.

A Times reporter saw Ald. Cameron on the subject this morning, and the alderman, who always has an eye to the welfare of local trade, emphatically disapproves of the attempt to collect the tax from the sealers.

"No effort," he said, "is made to collect this tax from sailors, and the sealers are in much the same position. They earn their money on the high seas and not in the city, and many of them come from the other side, and do not belong here at all. As a matter of fact, the tax can't be and isn't collected, because it cannot be got from the employers as in other business establishments, and the collector serves summonses on the men with the natural result that the men clear out of the city.

"The result is that many of the sealers, who receive generally from $150 to $200 apiece for their work, leave Victoria as soon as they are paid, and in their hurry to avoid the tax collector forget sometimes to pay their just debts before they go. It would be much better not to attempt to collect the money at all."

THOMAS HOSKINS'S NERVES.—Mr. Hoskins, a resident of Durham, Ont., for a score of years, was a martyr to stomach and nerve disorders. Schooled to prejudice against "patent medicines," he started using South American Nervine as, he says, "a last resort," but six bottles of this great remedy proved to be his salvation physically. It can be yours. Sold by Jackson & Co. and Hall & Co.—124.

TO CANVASS THE ORIENT FOR TRADE

HUGE SCHEME BEING PLANNED IN SEATTLE

Few Avail Themselves of the Excursion to the Forks of the Skeena River.

"A company has been formed by a number of Seattle men with Sol. G. Simpson as the president for the purpose of carrying out a large plan for the exploitation of the Oriental markets in the interests of American Manufacturers and merchants," says the Seattle Times. "The plan includes chartering an ocean steamship for a tour of several months, transforming the vessel into an exposition ship, and making a tour of all of the principal seaports of the far East, carrying exhibits of American products and wares, together with agents and salesmen, who shall display their respective wares in the most attractive manner and seek to interest dealers and others in their sale and consumption.

"While the plans of the company are not as yet fully matured, arrangements have been made to procure the steamship Oregon for the trip. For this purpose the steamship will be extensively remodelled in order to provide a large exhibition space on the upper decks where the exhibits may be properly displayed to the best advantage to the persons who visit the ship.

"The plans of the company include visits to all of the leading ports of China, Japan, Corea, Siberia, and possibly Australia. At each port launches and barges will be provided for the convenience of those on board in going to and from the shore, and to carry to the vessel all who desire to visit the vessel to inspect the various displays. Complete accommodations will be provided on board, both while at sea and while in harbors, for all the agents and others who accompany the vessel, thus obviating the inconvenience of expensive and in many ports unsuitable hotel accommodations.

"A fixed charge will be made for each agent or other passenger, such charge covering in full the transportation of the exhibit carried by him and the necessary accommodations for properly displaying it whenever the vessel is in port. This charge will be made sufficiently reasonable as to attract exhibitors in sufficient number to afford a floating industrial exposition, going from port to port for the purpose of enlightening the people of the far East in regard to the industries and products of America.

"According to the present plans the Oregon will sail from Seattle on or about November 15th and will be on the trip from four to six months and possibly longer, depending somewhat on the success which attends the venture.

"The company which has been organized for the purpose of carrying out this venture is known as the Commercial Oriental Exposition Company. Col. G. Simpson, in addition to being the president of the company, is the prime mover in the undertaking, and the undertaking promises large results, not alone in introducing American goods wherever the exhibit is taken, but in spreading the knowledge of Seattle as the chief port of import and export trade on the American Pacific."

HAS NOT PROVED POPULAR.

Notwithstanding the inducements offered by the Hudson Bay and C. P. N. Companies to popularize the Skeena river as a point of travel for excursionists, few will avail themselves of the excursion on the steamer Princess Louise leaving to-night, which is to connect at the mouth of the river with the steamer Mount Royal bound for Hazelton and intermediate places. The marvelous scenery along the route, together with the low fares charged would, it was hoped, be the means of attracting a large number of Victorians and Vancouverites to a country in which all are just now interested, but for some unknown reason the companies' efforts in this direction have not impressed themselves as they should on the public. The result is that no one was booked for the trip in the local office this morning. The steamer will be fairly well filled with passengers, however, the majority of these being bound for the northern mining camps and canneries.

REPORTED FOUND.

According to the Seattle Times the steamer Islander has been definitely located at the bottom of the channel to the south of Douglas Island, and, while in deep water, the men in charge have every hope of ultimately raising her. The steamer Henry Finch, which, as stated in last evening's Times has been engaged in connection with the work, has recently been in collision. The accident occured about 12.30 o'clock at night. The Henry Finch had returned from the scene of the Islander wreck and was anchored near Juneau, The Barron came along from the island in the darkness, and with a good head of steam. No one aboard the Finch seems to have seen the Barron approaching, and if the watchman of the latter craft noticed anything wrong he made no outcry. Then they suddenly crashed together. The Barron went head-on into the port bow of the Finch, cutting through the planks and framework. The damage was mostly confined above the water line, and owing to that reason the Finch did not sink. The Barron stood by to render any assistance, but finding it unnecessary, proceeded on and tied up to her dock. A marine survey was to be held on the Finch the following day, and it was the impression that she would be compelled to abandon the raising of the Islander for some time, and go on the drydock for repairs.

RAILS FOR W. P. Y. RAILWAY.

An immense shipment of steel rails is coming on the steamship Tremont from New York for the proposed extension of the White Pass & Yukon railway in Alaska. The vessel left Boston for New York last week, and is now loading the rails at that place. The consignment of railroad material aggregates 3,000 tons. The rails were turned out by the Maryland Steel Company. About 1,000 tons of the stuff is to be discharged at San Francisco, when the liner arrives at that port, and will be transhipped to Seattle by rail, the rest remaining aboard to be discharged when the vessel comes to the Sound. The Tremont, in addition, will have more than 1,000 tons of general merchandise when she sails from New York for Seattle.

SUIT AGAINST DAWSON CONSUL.

Henry D. Saylor, United States consul at Dawson, Yukon Territory, has been sued for $10,000 damages in the Supreme court at Seattle by the Sterling Coal Company, a Portland corporation. The company owns the steamer May West, of St. Michael. The May was rented out anew at Dawson, early in June. When she was ready to start, the master, Captain Ensign, went to the consul and demanded the register of the vessel, which had been deposited in Mr. Saylor's office, according to law. The captain, however, could not produce the receipt for the papers. It had been mislaid by his predecessor. The consul refused to give Ensign the papers without the receipt. The steamer had already freight and passengers on board, but dare not sail under the circumstances for fear of seizure. She had to remain at her dock until July 8th, and her owners wants reimbursement. Consul Saylor went to Seattle and the papers in the suit were served on him.

PORTLAND WAS STRAINED.

The Nome steamer Portland, which had such an exciting experience in the Behring Sea and Arctic ice this spring, accompanied by the Jeanie, was damaged to a much greater extent than at first thought by her officers. When the liner returned to the Sound she showed but a few scratches above the water line. Last Thursday, however, the vessel was placed on the Merchant's drydock at San Francisco, and then it was found the hull below the water line was badly scarred and strained. The forepeak was found to be slushing with water which had strained through the stem; the copper sheathing was gashed and cut, the bilge keel was wrenched from its fastenings, and the vessel under the hull looked like it had been attacked with sharp knives from bucking the ice. The iron-wood sheathing had protected the hull along the water line, and for that reason the main damages did not show until the liner had been pulled out of the water.

PRESIDENT HILL INVITED.

Board of Trade Desires to Entertain Great Northern Railway Magnate.

In line with the suggestion made in the Times, L. G. McQuade, president of the board of trade, took steps to secure a visit to this city of James J. Hill, president of the Great Northern railway, and yesterday the following telegram was dispatched to Mr. Hill, who is at New Westminster:

Victoria board of trade invites you to visit the city as a guest of the board, and will be pleased to entertain you at a banquet if agreeable to yourself.

L. G. McQUADE,
President.

DECORATED BY EMPEROR.

List of Americans Who Have Been Honored by the Kaiser.

(Associated Press.)

Berlin, July 30.—The German Emperor has conferred a number of decorations on Americans incidental to the visit to the United States of Prince Henry of Prussia.

The Red Eagle of the third class is bestowed on Samuel H. Ashbridge, mayor of Philadelphia; Julius Fleishmann, mayor of Cincinnati; Rolla Wells, mayor of St. Louis; David R. Francis, ex-governor of Missouri; Arthur Eddy, of Chicago, and Gustav H. Schwab, of New York.

The Red Eagle of the fourth class is given to W. S. Chesney, general manager of the St. Louis Terminal; Gustav Decher, president of the German Maennecher, of Chicago; Chief of Police McKinney, of St. Louis; Prof. Camillo Von Klenze, of Chicago; and Rev. Dr. Gustav Zimmerman, of Chicago.

Those who receive the Crown order of the third class are John N. Partridge, police commissioner, of New York; Detective Capt. Titus, of New York; Henry Rubens, of Chicago, and Wm. Vocke, of Chicago.

The Crown order of the fourth class is conferred on Consular Agent Baumbach, of Milwaukee; George C. Boldt, manager of the Waldorf-Astoria hotel, New York; F. F. Cokley, station master, St. Louis; and Wilhelm Schmidt, of Chicago.

The Emperor presents autograph photographs of himself to the designers of the yacht Meteor III.; C. C. Harry Smith and Henry Barbey.

The foreign office announces a list of presents made by Prince Henry.

BELONG TO HONDURAS.

Great Britain Has Withdrawn All Claims to Sovereignty Over a Number of Islands.

New Orleans, La., July 30.—The steamer Condor, which has arrived here from Huerto Cortez, Honduras, brings the news that the British government has withdrawn all claim to sovereignty over the bay islands or Utila, Ruatana, Bonacca or Guanja, Elina and Barbarat, and acknowledges that they belong to the Republic of Honduras. Great Britain's formal acknowledgment was carried to the islands by the cruiser Psyche, which sailed from Havana under sealed orders on July 17th. The British residents at Ruatana were assembled, and a proclamation was read to them by the captain of the Psyche, declaring that under treaties made between Great Britain and the United States in 1850, and with Honduras in 1861, His Majesty's government could no longer regard the islands as a British possession, and would henceforth withdraw all jurisdiction or claim to the allegiance of the natives. The population of the islands is almost exclusively of British origin, coming from Jamaica, but there are some Americans from the Western States who have recently come in. English is the only language spoken. The islands do a large fruit trade, mainly with New Orleans. The United States government is the only one having a consul in the islands.

THE PROHIBITIONISTS.

Meetings in Toronto to Organize for the Referendum Campaign.

Toronto, July 30.—The convention of Ontario prohibitionists to organize for the referendum campaign opened to-day with about 600 delegates in attendance. President Mackay, in his address, said that they had reminded the provincial government of its promises in vain, and claimed that in the recent elections the effect of the temperance vote was plainly shown. Every politician in the land was now convinced that the prohibitionists were a power that could not be ignored. Prohibitionists no longer practiced and talked temperance and voted party. Those who did so must now fall to the ground and go back and sit down.

GET INSTANT RELIEF FROM PILES.—This most irritating disease relieved in ten minutes by using Dr. Agnew's Ointment, and a cure in from three to six nights. Thousands testify of its goodness. Good for Eczema, Salt Rheum, and all skin diseases. If you are without faith, one application will convince. 35 cents. Sold by Jackson & Co. and Hall & Co.—127.

FOUGHT VALIANTLY UNDER MANY FLAGS

THE STORY OF LORD DUNDONALD, THE SEAMAN

Some of the Feats of the Ancestor of New Commander of Canadian Troops.

Canadians will soon welcome to their shores in Lord Dundonald a soldier of distinguished ability and excellent record, who is a man of remarkable and unusually interesting lineage. He is the grandson of the Earl of Dundonald who as Lord Cochrane wone a singular renown as a sailor. The admiral's fame is secure as the greatest single-ship fighter whom the world has ever seen. A man of extraordinary powers, he fought under many flags. In the British navy he was during the great war with France the terror of the French and Spanish coasts, and on the latter went by the sinister nickname of "El Diablo"—"the devil." Quitting the British navy for personal reasons, he devoted himself to the work of freeing the smaller nations from despotism, which attracted so many generous and adventurous souls in the twenties of the nineteenth century. Chili, Peru and Brazil owe their enfranchisement from the yoke of Spain and Portugal in no small measure to the astonishing feats of the Scottish sailor-adventurer. The Chilian navy always numbers an Almirante Cochrane among its ships, and it is in honor of the singular feats which Cochrane performed in command of the infant navy of the republic. Pre-eminent among Lord Cochrane's characteristics was a perfectly uncanny ingenuity. This ingenuity has for some generations been a family trait, and his grandson has invented a number of useful military appliances, including a galloping gun carriage, which is known by his name.

Early Days in the Navy.

Thomas Cochrane, tenth Earl of Dundonald, was born in 1775, and succeeded to the Earldom in 1831. All of the deeds which made his name ring through the civilized world were performed under the name of Cochrane. His father, a scientist and inventor of great theoretical skill and complete lack of business ability, had taken a dislike to the navy, and destined his son for the army. For the military profession certain eccentricities of his upbringing caused him to take a violent dislike, and after some years of parental opposition he got his way, and in 1793, in his eighteenth year, a lad six feet tall, he went to sea.

The first lieutenant of Cochrane's first ship was Jack Larmour, a man who had risen by sheer superiority of seamanship from the forecastle to the quarterdeck. The Earl's son and his rough lieutenant became fast friends, and Cochrane most zealously applied himself under this able instructor to the learning of every detail of his profession, becoming in a remarkably short time a consummate seaman. Early in 1795, after little more than a year's service, he was acting third lieutenant of his frigate, and early in 1796 he was lieutenant. High rank and the lax regulations of the day caused this rapid rise.

The Cruise of the Speedy.

Early in 1800, Cochrane, now 24 years of age, got his first ship, a little brig named the Speedy. "This famous brig," to quote the biography by Hon. J. W. Fortescue, "was, to use Cochrane's own words, little more than a burlesque on a man-of-war, even in the year 1800, being of about the size of an average coasting brig, with a burden of no more than 158 tons. She was 'crowded rather than manned' with a crew of 84 men and 6 officers. Cochrane himself included, and was armed with 14 four-pounders, 'a species of gun little larger than a blunderbuss.' Indeed, on one occasion Cochrane derisively walked the quarterdeck with a whole broadside of the Speedy's shot in his pockets."

Such as she was, the Speedy soon became the terror of the Spanish coast. He captured innumerable of the coasting vessels which plied along the Spanish coast. "The ordinary movements of cruisers consisted in coming inshore by day and standing off at night. Cochrane, contrary to all precedent, made a practice of keeping out of sight in the offing all day and running in shore just before dawn . . . . . as the enemy's coasters generally crept out at night in order to avoid capture." By the number of his captures and the ingenuity with which he befooled them he kept the Spanish coast in alarm, and special efforts were made to entrap him. On May 5th, 1800, some gunboats tried to entice him into the harbor of Barcelona. He was too wary, and next day found that a large Spanish frigate was waiting to snap up the little Speedy. Then he decided to attack the big ship. Her crew, reduced by men sent away in prizes, was only 54 souls. The Spaniard had 32 heavy guns and 319 men. The fight that follows "remains unmatched in the annals of naval warfare for skill, calculation and daring."

A Wonderful Fight.

"Hoisting American colors, in order to puzzle the frigate until the brig had reached a favorable position, Cochrane suddenly ran up the British ensign and made straight for her. The Spaniards fired two broadsides without result, and then the Speedy, running in under her lee, locked her yards in the Spanish rigging. Cochrane, who had reserved his fire till this moment, now poured in his broadside with great effect. The Spanish guns, as he had foreseen, owing to the greater height of the frigate out of the water, could not be depressed so as to play effectively on the Speedy; and while their shot flew harmlessly over the heads of the British, the Speedy's guns, elevated and trebly shotted, told with formidable execution on the Spaniard's main deck. Twice the Spanish officers gave the order to board, and twice the British, hearing the order, sheered off just at the moment of its execution, at the same time giving the Spaniards a broadside and a volley before they could recover themselves. The enemy, seeing the futility of attempting to board, now returned to their guns, cutting up the Speedy's sails and rigging, but doing little further damage. But after an hour of this work Cochrane saw that if he meant to succeed he must end the action forwith. Telling the men that they must take the frigate at once or be taken themselves, he ordered some of them to blacken their faces, and then called all hands to board. The doctor, Mr. Guthrie, gallantly volunteered to take the helm, and to remain for a time the only soul on the Speedy. All was soon ready. The doctor laid the Speedy alongside with admirable skill, and in a few seconds the whole of the crew was on the enemy's deck. The bulk of the Spaniards were stationed to repel men who might board by the head; but when they saw the blackened faces break through the white smoke of the bow guns they were for the moment transfixed to the deck with horror at so diabolical an apparition. Cochrane had counted on Spanish superstition for the gain of a momentary advantage, and he was not deceived. Before the Spaniards could recover themselves the rest of the Speedy's men had fallen upon their rear, and the whole mass was engaged in a gallant but confused struggle in the frigate's waist. Seeing the Spanish colors still flying, Cochrane ordered them to be hauled down. The Spaniards, supposing the act to be that of their own officers, without further ado surrendered, and the Gamo of 32 heavy guns and 319 men was the prize of the Speedy, of 14 4-pounders and 54 men. Even so the victory was hardly complete, for there were 263 unharmed Spanish prisoners on board and but 45 British sailors to guard them. Cochrane drove the Spaniards forthwith into the hold, and there kept them at bay by means of one of their guns pointed down the hatchway, with men standing over them with lighted matches. . . . . The British loss in the action was one man killed and Lieut. Parker and seven men wounded; that of the Spaniards included the captain and thirteen men killed and 41 men wounded."

Cochrane was captured by three French line-of-battle ships, after a cruise in the Speedy of thirteen months of active mischief, "during which time she had taken or retaken more than 50 vessels, 122 guns and more than 500 prisoners."

The Pallas and the Corvettes.

In 1806 Cochrane was in command of the Pallas, a 34-gun frigate, and with her terrorized the French coast of the Bay of Biscay. He was dreaded by the French as he had been by the Spaniards. In April he looked for some French corvettes in the Garone. He sent all of his men except about 40 in the boats up the river to capture one of these. They took her before daybreak, but two more corvettes came down to rescue her, and the British seamen beat these off with the fire of the guns of their prize. But meanwhile three more French corvettes appeared at sea, bearing down on the Pallas, which had only 40 men on board.

"Without a moment's hesitation Cochrane sent his few hands aloft to tie up the furled sails with rope-yarn, and ordered them to stand by with their knives. All was soon ready; the word was given to let fall and in an instant the yarn was cut away, and down fell the whole cloud of the frigate's canvas together, as though not forty, but 400 perfectly drilled men were aboard her. The sight was too much for the three corvettes. They turned and ran off along shore; and away started the defenceless Pallas in pursuit, while her handful of men, all grinning their broadest, as we may guess, strained every nerve to sheet home. Had the Frenchmen noticed how slowly this was done they might have discovered the trick, but they were scared beyond all power of observation. Very soon the Pallas came up with one of the flying corvettes and opened fire from her bow guns. She could not have manned more for want of men, but these were amply sufficient. After half a dozen shots the French captain deliberately ran his ship ashore, and the crew, taking to the boats, made all haste for the land; had they made for the Pallas instead, they could not, by Cochrane's own admission, have failed to capture her. The stranded vessel having been dismasted by the shock, the Pallas ranged up alongside, and was engaged in completing the wreck by firing into her hull when the other two corvettes came up to the rescue of their consort. Again the same trick was repeated, with the same result. The Pallas dashed straight at the nearest, and a second corvette was run ashore in desperation and dismasted. Leaving her to take her chance, Cochrane was returning to the river in order to pick up his men, when he observed the third corvette making for the river likewise. Finding herself intercepted, she, too, was run ashore and abandoned, and thus three corvettes, mounting between them 64 guns, deliberately committed suicide before a defenceless frigate, through sheer fright at the fall of her sails. It is one of the curiosities of war."

In 1808 Cochrane was in command of the Imperieuse, in which the future Captain Marryat, the sailor-novelist, was a midshipman. The Peninsular war had commenced, and Cochrane harried the French in aid of the Spaniards. In particular he garrisoned Rosas, which the French were besieging, and defended it with wonderful pertinacity and ingenuity. Marryat has given a graphic description of this siege in "Frank Mildmay." In 1809 he was foremost in the great attack by explosion vessels and fire-ships upon the French ships in Aix Roads. From that moment his fame was secure as a sailor of marvellous skill and resource.

Service With Chile.

A succession of quarrels with the Admiralty and the government, into which it is unnecessary to enter, caused Cochrane to leave the British service under circumstances of great bitterness. The Spanish and Portuguese colonies in South America were then in revolt, and Cochrane, enthusiastic in the cause of liberty, offered his services to the revolutionary government, which had been set up. In 1818 he entered the service of Chile as admiral and commander-in-chief of the naval forces of the republic. The resources at his command were wretched, and his first enterprises were unsuccessful. Then with extraordinarily inadequate forces he captured Valdivia, the most strongly fortified port in Spanish America. Embarking then upon the design of ousting the Spaniards from Peru, Cochrane successfully cut the Esmeralda and another frigate out of the harbor of Callao. "Two hundred and forty men in fourteen boats cut out a powerful frigate, manned by half as many again as themselves, from within a circle of 27 gunboats, and from under batteries of three hundred guns, and brought her off in triumph, with the admiral and two hundred of the crew prisoners on board, at a cost of less than a dozen lives." The affairs ranks as one of the most brilliant in naval history. "It is also one of the finest examples of the mingled calculation and daring which were Cochrane's peculiar gifts."

Hunting a Portuguese Fleet.

Cochrane was treated by the Chilians with gross ingratitude and quitted their service. His services had been extraordinary. With three vessels, in the words of his latest biographer, Mr. Fortescue, he did the work of an army, with his boats the work of a squadron, and he "dominated the South Pacific with a sinking ship." He took service with Brazil, then engaged in a conflict for independence with Portugal. He was given a fleet of eight ships. The seamen and marines were of the worst quality. With four ships he encountered the Portuguese fleet of thirteen vessels, got them in a position which promised a victory, and found that his crews would not fight. He put the best of the men of the whole squadron on two of his ships, and proceeded with them to blockade the City of Bahia, in which the Portuguese fleet had taken refuge. The two ships kept the thirteen shut up until finally the Porutguese actually evacuated the place through dread of him. What followed sounds incredible. Thirteen warships and nearly seventy transports crowded with soldiers and Portuguese civilians set out. Cochrane with his two vessels hung on their rear, capturing transport after transport, and sending them back to Bahia. When the Portuguese, seeing Cochrane's ship alone, turned on him, they could do nothing. The astonishing chase lasted for fifteen days; out of the sixty or seventy transports that started only thirteen remained; half the Portuguese army had been captured, and the whole Portuguese force was driven from the South Atlantic. One of Cochrane's subordinates actually followed the fleet into Libson harbor, and burned four ships under the guns of a line of battleship.

Cochrane himself with his single ship sailed to Maranham, and by clever ruses bluffed the Portuguese from the two northern provinces of Brazil. The usual display of ingratitude followed, and Cochrane left the service of Brazil. He spent a couple of years in the service of Greece, then in insurrection against the Turks, but failed to induce the Greek sailors to show either courage or patriotism. He quitted them in 1828. In 1832 his rank in the British navy was restored and he was gazetted a rear-admiral of the fleet. In 1847 he commanded on the North America station.

It was soon after this that he pressed upon the admiralty "the secret war plans which he had discovered while yet a captain, and carefully kept close during his service under foreign flags. In 1846 these plans were formally submitted to a board of experts, composed of the Surveyor-General of the Ordnance, Sir John Burgoyne, and Lieut.-Col. Colquhoun, which decided that two out of three of them were at variance with the principles of civilized warfare, and must therefore be kept secret."

SPORTING

BASEBALL.

SPRING RIDGE DEFEATED.

The Spring Ridge nine went down to defeat before the Chambers street aggregation yesterday, the score being 37 to 27. Maynard and Bragg were the battery for the winners, and Bowes, Clark and Selman were in the points at various times for the Spring Ridge lads.

LAWN TENNIS.

ENTRIES CLOSE TO-DAY.

Entries for the open tournament of the Victoria Lawn Tennis Club, which commences on the Belcher street courts on Monday, close to-day. The prizes and challenge cup presented by Messrs. Challoner & Mitchell are on view at their store, Government street. Entries are received by Messrs. Alexis Martin, R. H. Pooley, P. S. Lampman, D. M. Rogers, P. Carr-Hilton and B. G. Goward, the honorary secretary.

CRICKET.

MR. DEWDNEY'S ELEVEN WON.

A match was played between two elevens of the Victoria Cricket Club, captained by Hon. E. Dewdney and B. H. Hurst respectively. The former team scored 138 runs for eight wickets to their opponents' 84. D. B. Bogle and W. H. Binns were top-liners for the victors scoring 30 each, while Mr. Arthur had the highest score for the others, securing 33. The scores were as follows:

Hon. E. Dewdney's Eleven.

D. B. Bogle, b Boorman	30
W. Gregson, st Bell, b Anderson	13
W. H. Binns, b Janion	30
F. Richardson, b Hurst	21
Mr. Scott, b Arthur	2
Hon. E. Dewdney, b Janion	5
W. P. Gooch, c O'Toole, b Jackson	5
B. Williams, not out	9
H. G. Walker, run out	1
Byes	17
Leg byes	1
Wides	2
No balls	2
Total for 8 wickets	138

B. H. Hurst's Eleven.

F. S. Jackson, b Gooch	20
Mr. Clayards, b Binns	0
E. Arthur, c Hilton, b Gooch	33
B. H. Hurst, c Gregson, b Gooch	2
Q. D. Warden, b Gooch	3
Mr. O'Toole, b Binns	0
A. Anderson, c Walker, b Gooch	8
A. A. Green, absent	0
Mr. Cormann, b Binns	1
Mr. Janion, not out	5
Mr. Bell, absent	0
Byes	11
Wides	1
Total	84

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