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KING MORSE'S ISLAND.

The Strange Life of a Former Resident of San Francisco.

He Reigns Supreme Over the Island of Sophia in the Pacific Ocean, Which with His Title He Has Purchased.

Amid all the trouble which is at present worrying the islanders of the south Pacific there is peace in plenty on one of the isles, says the San Francisco Chronicle. There guano flourishes in untold quantities; there are cocoanuts plentiful enough for armies of apes to play base-ball with, and the natives are absolutely friendly with one another, knowing not the hideous war-club. The little Eden referred to is known on every navigator's chart of the Pacific as Sophia island, and the modern Adam who holds sway in it is a former San Franscan named J. H. Morse. He is rex, chief, lord, or whatever other title has passed to him with the island.

The isle is his by purchase, and his royal title, like many others, was obtained for money. When he bought the island King Morse discovered it to be absolutely bald. There were no people, no trees, no houses. But to the mind ambitious to do the thinking for a small nation these objections were very small ones and within the probability of removal.

So King Morse caused hairs to grow on the bald pate of his kingdom, and today he wields his scepter of authority over quite a community of dusky subjects with the ease and assurance of an expert club-swinger.

A schooner recently arrived here from a trading voyage to the South seas, and from her commander, Captain Mollstad, quite an interesting account of the white chief and his black kingdom was received.

The location of Sophia island is considerably farther south than either the Caroline or Gilbert group, and the nautical position is in latitude 10 degrees 45 minutes south, longitude 179 degrees 32 minutes east.

At one time it was peopled by quite a colony of natives, who were ruled by one of their tribe. The encroachments of the whites thinned them out, however, and a number of years ago the disgusted native chief went into insolvency for the benefit of his creditors—principally, however, for the benefit of himself. He disposed of his kingdom to some unknown person and his subjects swapped landlords. The new owner did not prove a pronounced success as a ruler, and this time, his second-hand subjects becoming disgusted, and, taking to their canoes, paddled away from Sophia to some friendly port in the Gilbert group, where they could be well fed and well ruled at the same time.

Having nobody to rule and feeling the weight and worthlessness of his ocean estate, the boycotted owner looked about for a good "buy."

It thus occurred that J. H. Morse happened along in a trading schooner one day and stopped at Sophia. After a good deal of bartering the tract changed hands a third time and fell into the possession of Mr. Morse in consideration of the sum of five thousand dollars.

With a laudable view of producing a new and novel type of race to distinguish his island from its many neighboring rivals, Mr. Morse induced a medley of whites, half-breeds, Samoans, and Gilbert islanders to take up their habitations in his colony, himself officiating from time to time as king, sheriff, clergyman, and employer.

The barren spots in the island were covered with a growth of banana and cocoanut trees in great abundance, and the island has been subdivided into homesteads and plantations. Houses were built and are still being erected. The island is rich in guano beds, which form one of the chief profits of its commerce with trading vessels.

King Morse governs his small empire with gentleness. He carries his code of laws in his mind, and does all the planning, ordering, and executing. He does not fear a revolution or a German protectorate, for he owns every foot of his territory. He is on the best of diplomatic terms with the chiefs of Bularlari, Taputeweal, and other islands of note, and is generally regarded as a power in South sea politics.

Mr. Morse, who is well known in this city, is a comparatively young man, and has for years been engaged in trading in the South Pacific. He is perfectly contented with his lot, and manifests no desire to mix again in the hurly-burly of the San Francisco world.

Captain Mollstall, who put into Sophia island to avoid dangerous gales on his way to this port, states that the little Eden is increasing its prosperity. The crops are good and the resources of the place are great, considering its size and population.

Reads Like Olden Times.

A touching incident occurred at the Swedish court the other day. A countrywoman asked and obtained an audience of King Oscar, whom she told that she had tramped all the way to Stockholm from her dwelling in a remote part of the country in order to pray his Majesty to remit the remainder of a sentence of seven years' penal servitude passed upon her sister four years ago for having attempted to poison her (the applicant), in order to obtain possession of her watch and dresses, and from the effects of which she had only just recovered. King Oscar was greatly affected and promised the good woman that he would do all in his power to grant her prayer.

"The Bobbies and the Burglar."

A new English game is called "The Bobbies and the Burglar." It is played on a checker-board with seven pieces; six bobbies and one droll little burglar. The burglar is placed on the middle square, and the moves are all directed toward him. Each piece has its own move, and the game consists in the capture of the burglar by the six bobbies in twelve moves. If at the end of the twelfth move the burglar has still a way of escape, the person who manages his moves has won the game.

PROVINCIAL LEGISLATURE.

First Session of the Sixth Parliament.

FORTY-SIXTH DAY.

The Speaker took the chair at two o'clock. After prayers by Rev. Mr. Barber.

A petition from Richard Curnow and 18 others, residents of Nicola Valley and Spence's Bridge (re Nicola, Kamloops & Similkameen railway), was read and received.

VANCOUVER AMENDMENT BILL.

The House went into committee on the Vancouver City Amendment Bill, Mr Keith in the chair. There was a long discussion as to the powers which the bill conferred upon the city to prevent the sale of meat, vegetables, fish or poultry, save and except in the public market. The Attorney General, among others, vigorously opposed this proposition, and gave notice that, when the bill was reprinted, he should make a motion to strike out this section.

The expropriation clauses of the bill were also discussed with some spirit the contention of some being that corporations had already too great power to deal with and injure the property of citizens in the course of what were undertaken as public improvements.

Clause 27 was struck out. It reads: "For regulating and enforcing the cutting down of trees and clearing, burning, removing of all trees, timber, brush, logs and brush-wood from anywhere, within the city limits, and for charging the costs and expenses of the cutting, removal and clearing thereof to the properties off which such trees, logs, timber, brush and under-wood may have to be removed in the same manner and with the same remedies as provided for in this act for the collection of overdue taxes. The owner or owners of the properties affected, having failed to pay the same after due notice having been given them."

The committee rose and reported progress.

HON. MR. ROBSON said it was intended that the House should sit to-morrow, Thursday, night, instead of Friday night.

The House rose at 6 o'clock.

EVENING SESSION.

The House resumed business at 7:45 o'clock.

The second reading of the "Suitor's Fund Act" Amendment Bill was carried.

HON. MR. BEAVEN moved the second reading of the Benevolent Societies Bill, which he explained provided for incorporating benevolent and charitable societies.

The second reading carried.

MR. SMITH moves the second reading of the Game Bill, providing, "that it shall be lawful for any person holding a license under this Act, as hereinafter mentioned, to export or cause to be exported or carried out of this Province the heads, horns, or skins of such of the animals mentioned in section 10 of this Act as shall have been legally killed by such license holder."

MR. HALL objected on the ground that Mr. Hunter's bill had been rejected. He moved the six months' hoist.

After some discussion, the motion was lost, and the bill was read a second time.

MR. KITCHEN moved the second reading of the B. C. Dyking Co. bill, which was for the purpose of reclaiming Sumas prairie. Carried.

MR. KEITH moved the second reading of a bill relating to Industrial and Provident societies, which, he explained, was for incorporating co-operative societies. It was nearly a copy of the English bill of like nature. Carried.

The following were read a third time and passed:—

Vancouver Water Works Bill (No. 36)—Mr. Martin.

Nicola Valley Railway Company's Bill (No. 45).—Mr. Semin.

Ashcroft and Cariboo Railway Bill (No. 28).—Mr. Rogers.

Kootenay Lake Telephone Bill (No. 43).—Mr Kellie.

Vernon and Nelson Telephone Company's Bill (No. 29).—Mr Martin.

Burrard Inlet Railway and Ferry Company (No. 37).—Mr Cotton.

New Westminster and Burrard Inlet Telephone Company (No. 21).—Mr. Cotton.

UNIVERSITY BILL.

HON. MR. BEAVEN moved on consideration of report, that "no religious test should be required of any professor, lecturer, teacher, student, officer or servant of the university, nor shall religious observances, according to the forms of any particular religious denomination or otherwise, be imposed on them or any of them."

MR. BROWN thought this unnecessary. The bill already provided the university should be non-sectarian and secular.

HON. MR. BEAVEN—This clause provided that no religious test should be put, in addition to the teaching being non-sectarian.

MR. HALL supported the amendment.

MR. EBERTS took the same ground as Mr. Brown.

COL. BAKER pointed out that this amendment would guard against any denominational teaching. He would vote for the amendment.

Amendment carried.

NICOLA VALLEY RAILWAY CO. BILL.

was read a third time and passed.

HON. MR. DAVIE rose to a question of privilege. He had been absent from his seat when the Suitor's Bill passed its second reading. The second section would destroy public confidence in the administration of justice. It provided that any moneys paid into Court registries, should be paid out on the orders of the registrar instead of the judge as at present. It placed too much temptation in the hands of men getting a small salary.

MR. BROWN objected to the attorney-general discussing the bill out of order. He could explain himself in committee.

HON. MR. DAVIE said he would oppose the bill in Committee.

The report on the Nanaimo Tramway Bill was adopted.

The report on the Upper Columbia Tramway Bill, the anti-Chinese clause was moved by Hon. Mr. Beaven, and defeated.

Report adopted.

House went into Committee on the Hot Springs & Goat River Tramway Bill, Mr. Cotton in the chair. Committee rose and reported the bill complete with amendments.

Committee Municipal Bill, Mr. Hall in the chair. The bill was read to the end of section 97. The Committee rose, reported progress, and asked leave to sit again.

The House rose at 11:30.

NOTICES OF MOTION.

BY MR. KELLIE—on consideration of the bill "relating to gold and other minerals excepting coal." That section 89 be struck out down to and including the word "debtor" on line 11, and insert therefor a clause to the effect that any partner in a claim making default in payment of his proportionate share of the annual assessment work, shall, after notice, be liable therefor, and his interest may be sold in default of payment.

HON MR. VERNON—on consideration of Report Land Act bill to add to section 10 the following clause: (a) Provided, also, that tenders may be invited by the Commissioner of Lands and Works for the leasing of lands for timbering purposes, the surveys of which have been made by the Government, and the person tendering the highest cash bonus shall, after paying the cost of such survey, be entitled to such lease, subject to the provisions of the Land Act.

THE NICOLA RAILWAYS.

TO THE EDITOR:—In this morning's issue of your paper you pointed out, in an article under the above heading, that if these two bills were passed by the House it would, perhaps, prevent the building of either line. The ground upon which you base this supposition is, that the promoters of the Nicola valley scheme claim that the granting of the two charters would probably result in the failure of both companies to secure sufficient capital to construct their railways.

Now, I am one of the promoters of the Nicola, Kamloops & Similkameen railway, and I venture to say, that we have already secured capital to construct our railway through the Nicola Valley, and we are able and willing to do it. In fact, we have given notice that we will agree to commence it within 18 months, and to complete the road from Spence's Bridge to Nicola Lake within three years of the passage of our Act of Incorporation. This we are willing to do whether the two charters are granted or not.

The other company (which you describe as "being hopeful of beginning the construction of their road this year") have thought fit to stipulate in their bill that they shall not be compelled to commence to build for three years, nor to complete within five.

The people of Nicola Valley are anxious that both companies should be authorized to construct their respective lines, and have so petitioned the House. Their idea is, and I venture to think it is a correct one, that by the granting of the second charter, one line is sure to be built, perhaps both.

We are very anxious to obtain legislative authority to construct the road from Spence's Bridge to Nicola Lake at the present session of the House, so that in the event of the Nicola Valley Company not going on with their railway, we shall not be compelled to come back to the House in a year or two to have our charter amended. We therefore made this proposition to the gentleman in charge of the Nicola Valley Bill: That our Bill should go through complete, but, that a clause should be inserted, by which the power for us to build from Spence's Bridge to Nicola Lake should be suspended for eighteen months, provided, that the Nicola Valley company within three months after the passing of their act should deposit with the Government $25,000 as a guarantee that they would commence the actual construction of the road by November, 1892, and complete the same by April, 1894, it being understood that if they failed to give such guarantee within three months, or, if having given this guarantee they should fail to comply with its terms, then, their charter, so far as building the railway is concerned, be null and void. If they did not like that proposition we are willing to give such a guarantee under similar terms and conditions.

An endeavor has been made to create sympathy for the Nicola Valley company, on the ground that they were the first in the field. With regard to that, I would say that our scheme was set on foot in 1889. In the autumn of that year Mr Merritt (a well-known mining engineer and one of the promoters of our company) travelled from one end of our proposed line to the other, and we have had mining experts examining and reporting on the country in the year 1890. In that year Mr. Merritt went to England and arranged for the necessary capital to carry our scheme through. The Nicola, Kamloops and Similkameen railway will traverse 230 miles, through a country rich in gold, silver and coal, and will extend to the southern boundary of the province. On the other hand, the Nicola Valley railway only opens up some forty miles, and it seems to me that, in the interests of the Province, it is desirable, if preference is to be given to either railway, that the preference should be given to the railway which opens up the greatest amount of country.

To put us off with a promise of "running powers" over a railway not yet built, or even guaranteed to be built, seems to be trifling with the question, and unless your article was written in a sarcastic spirit, I fail to see its point.

Yours truly,
A. E. HOWSE.

Victoria, B. C., 1st April, 1891.

LEAVING WELLINGTON FAST.

TO THE EDITOR: The Nanaimo Free Press, in its issue of the 21st, has an item headed "Leaving Wellington Fast," which for pure, unadulterated, unalloyed, unmitigated misstatement, beats, by long odds, its past record in regard to matters connected with Wellington. It would app ar that a Free Press representative has been interviewing some of the men here, and he represents them as generally dissatisfied with the condition of things. He speaks of them as saying that existence in this camp is not all what he calls "beer and skittles." I have no doubt there are here, as doubtless, if he were to look around, in Nanaimo, not a few who consider that existence should consist in nothing else but "beer and skittles." But as the "beer and skittles" men generally expect the highest pay for the least possible amount of work, their grumble don't amount to very much, and they can't expect to receive very much sympathy. The grumblers are, however, represented as confessing that they make very good wages. What more do they expect or want? As to the troubles spoken of between bosses and men, those who have as good opportunities of knowing as any Free Press representative, know nothing of any such troubles other than those which are always more or less occurring where there are bosses and men under them. The Free Press representative would seem, from the general tenor of his remarks, to affirm that troubles of this kind only take place in Wellington. How is it in this respect, in Nanaimo—that paradise, as we are told, for the working man? Don't they have any troubles there? If they don't they are fortunate. But hold on—time brings many changes—and before very long Nanaimo may have plenty of troubles of its own to engage its attention, without interfering with or fomenting troubles here. The Free Press says the men here are anxious to leave the country and good work and wages, and why—because a lot of hoodlums, who prefer loafing, now that they dare not parade the streets, refuse to work and think that because they won't work others should quit work too. The sooner they divest themselves of this notion the better for themselves and the comfort of their families. It is a poor and miserable way of living, this loafing and living on charity, which is now grudgingly bestowed, especially when there is plenty of work and good remuneration for it.

The statement that many houses in North and South Wellington, that a short time ago were occupied by miners working in the camp, are now deserted and tenantless, is simply a vile, unblushing and malicious falsehood. There is not an untenanted tenement in the camp, to-day, that I am aware of. In regard to the many families that express their intention of leaving at an early date, this statement is also on a par with the Free Press' other averments. It would seem that the Free Press and its representatives are utterly incapable of dealing truthfully, even in the remotest degree, with anything connected with Wellington or Wellington affairs.

Wellington, March 28. WELLINGTON.

THE STRIKE HAS COLLAPSED.

The Wellington Collieries In Full Swing—Twelve Hundred Tons of Coal Turned Out Every Day.

(From our own Correspondent.)

The Wellington collieries are again running in full swing. About five hundred men are working underground, and twelve hundred tons of coal per day, are brought to day-light, at the different shafts, and carried to Departure Bay, there to be loaded on whatever ship may be in the harbor. Operations have been commenced on No. 3 shaft, and more men will be needed, and a much larger output of coal there is expected. At the present time all the houses in Wellington are occupied, and when the new townsite is finished, it is expected that two or three hundred new homes will be built there for the accommodation of the new comers. The strike has collapsed. Some of the men who had been on strike are beginning to wonder what they struck for. The two or three hundred men that have recently gone into the camp, say that the wages they are getting are better than they got in other places and they express a desire to make Wellington their home.

The system in the mines, as far as the management, ventilation and arrangements are concerned, is simply wonderful. A sketch of a coal mine resembles a townsite somewhat, inasmuch as the streets represent the tunnels. The air is directed through these underground passages, and, by means of canvas doors, a circuit is established, thereby giving every workman his share of fresh air. All through these passages rails are laid, and thereon the coal boxes are pushed by men or hauled by mules, for miles, it may be, until the shaft is reached, when the boxes are taken to the surface by means of machinery. It is expected that steam will be used for hauling the boxes to the shaft eventually. The men work by the light of pit lamps, every man having one fastened on the top of his hat, and invariably, when a miner is met on the way from the pit to his home, he is hardly recognizable on account of the coal dust which accumulates on his face while at work. It is stated, on good authority, that the coal deposits in Wellington and the surrounding country, are almost inexhaustible. A miner will earn from two dollars and fifty cents to six dollars a day; many of them are married and live in comfortable houses, owned by the company and held at low rental. Some of the bachelors live, four or five together, in cabins, and the balance board at the Wellington Hotel, where every comfort is provided by the proprietor, Geo. Kennedy.

Mr. John Bryden, the superintendent of the Wellington Collieries, was connected with mines in Scotland for a long time, and for the last 30 years has been superintending mines on Vancouver Island. He is a gentleman who has wonderful experience in mining matters, and is well liked by all who know him.

Alexander Sharp, assistant superintendent, managed mines in Scotland for 12 years, and a few months after coming to Wellington was appointed to the position he now fills so efficiently.

There are four shafts, Nos. 3, 4, 5 and 6, connecting the Wellington mines with the surface.

No. 3 is the oldest shaft in Wellington, and is under the management of James Haggart, who has been in the employ of Messrs. Dunsmuir & Sons for a great many years.

No. 4 shaft was opened up about eight years ago and is, at present, the most extensive mine in Wellington. It has a ventilation of 120,000 cubic feet per minute. James Sharp, who was among the first employed by Messrs. Dunsmuir & Sons, has charge.

No. 5 shaft was opened about six year ago. J. B. L. Jones, who has been in the employ of the company for the past nine years, has the management, and he has, since it was first opened, been connected with it.

No. 6 shaft has two shifts, the day shift goes to work at seven o'clock in the morning and returns at three in the afternoon. The night shift goes into the pit at three and comes out at eleven at night. A. Bryden is in charge of this shaft, assisted by John Matthews, who has lately been appointed to the position, and who promises to be a mining man of the first rank.

PERSONALS.

J. Bowan, of Revelstoke, is in town.

W. C. Price, of Barkerville, is a guest at the Oriental.

H. J. Scott returned from the Mainland, last night.

R. T. Clarke, of London, Eng., is a guest at the Clarence.

Capt. S. F. Scott came down from Nanaimo yesterday.

Jam s Brady, of Wells, Richardson & Co., Montreal, of Paine's Celery Compound fame, is in the city.

L. R. C Boyle, president of the Revelstoke Smelting company, is expected from London, on Monday next.

T. Comerford, of the firm of Morgan & Comerford, who has been visiting in this city for the past few days, will leave for Nanaimo to-day.

Police Notes.

Only one drunk appeared in the police court yesterday, and he was disposed of as usual. Ah Wing, charged with assaulting Ah Sing, was remanded until to-day, as Mr. Walker, who was to appear for the prosecution, did not materialize. J. Lindsey's case, regarding the Douglas street obstruction, was dismissed. The case of Charles Petersen, who was charged with assaulting a little girl, was brought up, and the information was sworn to by Sergeant Levin. The case was remanded until to-day.

The Autoharp.

Mr. H. C. Heath, whose performance at The Victoria on the autoharp, last evening, was the subject of so much favorable comment, will only be in the city with these now well known instruments a few days longer. The autoharp should have a place in every home It is an instrument that everybody can afford, and, properly played, it produces the sweetest music imaginable. As the professor says, anyone can learn to play; the autoharp almost plays itself. With every autoharp sold, free lessons are given, the purchaser being taught how to use the musical wonder before its price is collected. Those who have not already invested will regret it if they fail to do so while the chance remains. Mr. Heath, the agent for, and teacher of, the autoharp can be found at The Driard until the end of the week.

From THE DAILY COLONIST, April 2.

LOCAL AND PROVINCIAL.

First of the Season.

Mr. H. Henley, of Clover Point, has the first new potatoes of the season, which he was kind enough to share with the COLONIST yesterday. The "spuds" are fully developed, and excellent eating.

Laying the Corner Stone.

His Lordship the Bishop of Columbia, has promised to formally lay the corner stone of St. Saviour's Church, Victoria West, on Tuesday afternoon next, at 3 o'clock. The ceremony will be a simple but impressive one.

The New Pastor.

Mr. McLeod, of Morin College, Quebec, who was appointed, at the recent meeting of the Presbytery of Columbia, to take charge of the Presbyterian mission at Craigflower, Metchosin and Sooke, will begin his labors on Sunday next, at the usual hours of service.

In Chambers.

There was only one summons on the books yesterday, that of Calhoun v. Thomson. The application for change of venue was ordered made. The costs in the application will be costs in the cause. Drake, Jackson & Helmcken for plaintiff; Charles Wilson for defendant.

Outbound Passengers.

The following passengers left on the steamer Danube last night for Port Simpson and way ports: H. L. Poudrier, J. Macaulay, R. Brittle, H. Anderson, P. J. Pratt, B. W. Bingley and F. Gamble. Mr. Poudrier's party is well equipped for the exploratory and survey work they have on hand.

Fatal to the Health.

Near the Lion brewery there are at present several fields, which have been so treated during the winter months, that they now send forth a fragrance that is far from being either pleasant or healthy. Numerous complaints are coming in from this locality, and the health officer is respectfully requested to take some action.

Andrew and Earsman.

This new firm of commission, insurance and general agents and real estate brokers, has established itself at 39 Langley street, opposite the law courts. It is composed of Messrs. John A. Andrew and John Earsman, both H. B. Co. men, and well known in business circles. They will, no doubt, do well.

Cupid Among the Teachers.

During last month, two public school teachers of the fair sex were wedded to the men of their choice, but their devotion to scholastic work is such that they have signified their intention to continue school work until the end of the year. The two country district schools will therefore continue to run as before.

City Library Returns.

The total number of books distributed to ladies and gentlemen during the month of March from the Free Library was 3,010. Ladies, 1,432, and gentlemen, 1,578. The total number of cards issued was 54; ladies, 20, and gentlemen, 34. The greatest number of books taken out in one day was 242, an average of 125-5-12 per day.

Revenue Returns.

The inland revenue returns for this city for the month of March are as follows:

Spirits	$5,471 33
Malt	671 19
Tobacco	434 00
Cigars	809 85
License	10 00
Petroleum inspection	39 00
Fines, etc	71 40
Total	$7,506 82

Bank of Montreal.

The Victoria branch of the Bank of Montreal opened its doors to the public yesterday morning, with Mr. Campbell Sweeney, manager at Vancouver, temporarily in charge. Mr. G. H. Anderson, formerly of Lindsay, Ont., will hold the accountant's desk here; Mr. W. R. Beaven acts as teller; and M. James A. Angus fills the clerkship. The permanent manager will be appointed from the east in the course of a few weeks. An immense burglar proof Taylor safe, with time lock, has been put in here, and the premises are now well and conveniently equipped. The first deposit entered in the new books was made by Mr. F. B. McNamee, one of the bank's old customers in Montreal.

Shuswap and Okanagan R.R.

Mr. Geo. Riley, of the Shuswap and Okanagan railway is in the city. He reports the work on the road progressing nicely, and that 36 miles of grading are finished. The track will be laid from Sicamous to Enderby about the 1st of May. Four hundred men are daily employed at the work, paid at the rate of two dollars per day, and Mr. Riley says that more men are required, and all who apply get work.

The roads in the Okanagan district are very bad, and the settlers are, comparatively speaking, hemmed in. Freight hauled from Sicamous to Enderby costs ten dollars per ton. The farmers of the Okanagan and Spallumcheen valleys can depend upon having this year's crop transported by the Shuswap and Okanagan railway.

Prefer Trial by Jury.

An Indian, charged with stealing a watch, a Chinaman committed for trial for helping himself to another man's money, and J. J. Daley, charged with bigamy, were before Mr. Justice Drake, yesterday morning, to say whether they would be tried summarily or by a jury. The Mongolian and the Siwash chose the jury. Mr. S. Perry Mills, Mr. Daley's counsel, stated that his client had been detained in jail illegally, not having been given the benefit of saying whether he wished to be tried under the Speedy Trials' Act. He asked for a few days in which to answer the question of the Court, and an adjournment was granted until Tuesday. Report has it that Mr. Mills will then move for the discharge of the prisoner upon the ground that his arrest was never justified, and all proceedings in the case have been irregular.

A Story of Bad Luck.

The sealing schooner Minnie, Capt. Jacobsen, returned to port, yesterday, with 285 skins, and the same old story of wild seals and bad weather on the coast. The Minnie called at Hesquoit on Good Friday, and there found the Favorite, which had not been sealing, however. The following catches were then reported: C. H. Tupper, 7; Venture, 6; Henry Dennis, 1; Beatrice, 13; Kate, 11; Rosie Olsen, 17; Aurora, 20; Juanita, 15; Mary Taylor, 45; W. P. Sayward, 17; Penelope, 110; Sea Lion, 300. Six schooners left Hesquoit on March 23rd; the weather has, so far, been generally unfavorable, and the seals are very wild. The 285 skins brought by the Minnie comprised her own catch, that of the Mary Ellen, and also a few from the Indian schooner, Mountain Chief. As passengers, the Minnie brought the Bonilla Point telephone operator and the cabin boy of the Geneva, which schooner called at Hesquoit on the 27th,—she had no skins. The May Belle was met in the Straits, bound for the happy hunting grounds, and, off San Juan river, a dismantled bark was reported, the character of which could not be determined.

Will be Investigated.

There was trouble between the contractor and the sub-contractor at the new St. Andrew's cathedral, yesterday, and, in consequence, the latter has been served with a summons, charging him with malicious destruction of property. The whole affair will be ventilated in the police court, today.

At the Pro-Cathedral.

Mr. Fred Dougall and Miss Pauline Blanche Medina, youngest daughter of Mrs. Catherine Medina of this city, linked their names and fortunes at St. Andrew's pro-Cathedral, last evening, Rev. Father Nicolaye officiating. S. B. Gillespie and wife supported the happy pair, who after the ceremony left for Portland on their first tour as man and wife.

In the Cells.

Police Constable Redgrave was successful last night in capturing C. Winterhalter, who is wanted for the robbery of Switzer & McCluskey's safe. The force had been looking for him all day, and it was not until late in the evening that Mr. Redgrave located him at the Prince of Wales saloon. Winterhalter denies his guilt, and very strongly objected to being arrested.

In the Dry Dock.

The steamer Yosemite, belonging to the Canadian Pacific Navigation Company, has been sent to the dry dock, at Esquimalt, to be thoroughly cleaned and repaired. She will remain there for upwards of three weeks, and all who are of the opinion that she is, in any particular, unsound will be convinced to the contrary, if they will pay her a visit. The company desire inspection, and say that she is one of the soundest vessels of the fleet.

Missing Steamers.

The steamers Burt, of Victoria, and Velos, of Vancouver, are reported in trouble of some kind, the exact nature being in doubt. The Velos was bringing down two scows-loads of lumber from Vancouver, and, not arriving two days after she was due, the Burt was sent to find her and render any assistance if it was needed. Now it is reported that the Burt is on the rocks, near Plumper's Pass, and the Velos has not yet been heard from. The Mystery went out to the pass, last night, and has not yet returned.

The Abyssinia's All Right.

It is stated that the accident to the steamship Abyssinia must have been very trifling, otherwise Commodore Marshall, of the line, who was in this city several days after the accident was reported, would have had some advice of it. It is believed here by some that the Abyssinia ran aground on some shoal and that the damages she sustained were not very extensive, for had they been as serious as at first reported it is thought word would have been telegraphed to Vancouver as well as to Sir William Pierce's works at Fairfield-on-the-Clyde, Scotland.

The Potter Wins.

The much talked of race between the steamers T. L. Potter and City of Seattle took place Thursday evening on their trip from Tacoma, and resulted in the defeat of the latter. The Potter's time was one hour and 20½ minutes. The Seattle was beaten by five minutes. The failure of the Potter to enter the race the evening before slightly inflated the Seattle people. This riled the Potter's crew and led to the brush. The officers on the Seattle at first denied that they had made any effort to race, but finally admitted that their boat had been fairly beaten. The Potter has made the run in one hour and twenty-six minutes in her race with the Bailie Gatzert, in December, but on that occasion both wind and tide were favorable, while Tuesday there was a light wind and flood tide.

Easter Meeting.

The annual meeting of the congregation of the Reformed Episcopal church was held last evening, Rev. C. E. Dobbs presiding. After routine business, the report of the retiring wardens was read and adopted, and which showed receipts for the year 1890 to be $4,046, and the expenditure $3,988. The amount contributed by the special efforts of the ladies' committee amounted to nearly $900.

The Rt. Rev. Bishop Cridge nominated Mr. John Newbury, and the congregation elected Mr. A. Langley warden for the ensuing year. The following gentlemen were elected to serve as the church committee viz.: B. W. Pearse, A. A. Green, J. D. Pemberton, Chas. Hayward, Wm. Wilson, H. D. Helmcken, A. J. Langley, Senator Macdonald, Hon. D. W. Higgins, George Hargreaves, P. R. Brown, R. W. Fawcett and C. W. Jenkenson

A cordial vote of thanks to the retiring officers and to the ladies' committee brought the proceedings to a close.

A rather high wind was blowing all yesterday, and the much dreaded "dust" did its disagreeable work. It is high time the watering cart appeared on the scene.

BIRTH.

HAWES.—At 196 View street, on March 28 h, to the wife of G. S. Hawes, a daughter.

MACINTOSH.—A South Turner street, on the 27th inst., the wife of W. R. Macintosh, of a daughter.

MCCAHILL.—On the 26th inst., the wife of M. McCahill of a son.

MARRIED.

FIELD—THORPE—At St. John's Church, Victoria, B. C., on the 26th March, 1891, by the Reverend Percival Jenns, W. Herbert Field, of Nanaimo, B. C., second son of W. G. Gooding Field, Esq., of the County Court, East Stonehouse, and Mutle, Plymouth, England, to Agnes Elsie Thorpe, eldest daughter of J. Bateman Thorpe, Esq., of The Hut, Port Erin, Isle of Man, and Manchester, England

DEATH.

SAUNDERS—Drowned, at Alberni on the 21st inst., Frederick, only son of F. S. Saunders, aged 15 years.

AGENTS WANTED AT ONCE.
WE WANT STEADY, RELIABLE MEN to act as traveling or local salesmen, for the sale of our Nursery Stock. Steady employment, good pay, outfit free. The Fonthill Nurseries contain over 400 acres choice stock, newest specialties; a good chance to represent an old-established Canadian firm.
Apply, giving references, to Stone and Wellington, Nurserymen, Victoria, B. C.
ap2-1mo-d&w J. ALLEN CLARK, Mgr.

REMOVAL.
T. S. GORE, BURNET & CO.
LAND SURVEYORS & CIVIL ENGINEERS,
have removed their office to No. 14 Chancery Lane, opposite New Law Courts.
ja30-1yr-d&w

Esquimalt & Nanaimo R'y
TIME TABLE No. 13,
To take effect at 8.00 a.m. on Saturday Oct 11th, 1890. Trains run on Pacific Standard Time.

GOING SOUTH. READ UP.	No. 1 Passenger Daily.	No. 3 Passenger Saturdays Mondays.	STATIONS.	Miles from Victoria	GOING NORTH. READ DOWN.	No. 2 Passenger Daily.	No. 4 Passenger Saturdays Mondays.
	Ar 12.M	Ar 5.00	VICTORIA	0		Dp 6.00 A.M	Dp 2.30 P.M
	12.10 P.M	5.44	RUSSELL'S Vic. W	1		5.54	2.44
	12.30	5.54	BEACON HILL	2		5.44	2.34
	12.45	6.04	ESQUIMALT	3		5.34	2.24
	12.57	6.14	HOWPERSON'S	4		5.24	2.14
	1.05	6.22	COBBLE HILL	5		5.16	2.06
	1.10	6.27	MOPERSON'S	6		5.11	2.01
	1.17	6.34	KOKSILAH	7		5.04	1.54
	1.23	6.40	DUNCANS	8		4.58	1.48
	1.33	6.50	CHEMAINUS	9		4.48	1.38
	Dp 2.30	Dp 8.30	NANAIMO	47		Ar 1.40	Ar 11.40 A.M
	Ar 5.25		WELLINGTON	50½		Dp 1.00	Dp 10.00
	Dp 6.00 P.M	Dp 6.00 P.M		78		Ar 8.30 A.M	Ar 6.30 P.M

On Saturdays, Sundays and Mondays

Return Tickets will be issued between all points for a single fare, good for return not later than Monday evening.

Return Tickets for one and a half ordinary fare may be purchased daily to all points, good for three days, including day of issue.

No Return Tickets issued for a Single Fare, where such fare is twenty-five cents.

Through rates between Victoria & Comox.

A. DUNSMUIR, President. JOSEPH HUNTER, Gen'l Supt.
H. K. PRIOR, Gen. Freight and Passenger Agt
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For full information concerning rates, times of trains, routes and other details furnished on application to any agent, or
E. E. BLACKWOOD, Freight and Ticket Agent, 33 Govt St., cor. Bastion, Victoria,
D. CHARLTON, Ass't Gen. Pass. Agt., 21 First st., corner Washington, Portland, Or.
feb11

NOTICES.

"LAND REGISTRY ACT."
Lots 1725, 1726 and part of Lot 182 E, Victoria City; and the East half of Suburban Lot 52, Esquimalt District.
A CERTIFICATE of Indefeasible Title to hereditaments will be issued to Carlo Joost on the 7th day of May, 1891, unless in the meantime a valid objection thereto be