From The Daily Colonist, April 6.

THE CITY.

William Beach and R. Rogers brought a carload of cattle through from the East last evening.

The annual general meeting of the shareholders of the British Columbia Southern railway company, is to be held here on April 20.

Mr. William Monteith has been appointed official liquidator of the affairs of the Victoria Iron Works Co., Ltd., now in process of being "wound up."

Application has been formally made for the enlargement of Langley municipality by the addition to its territory of the strip of land lying between the present southern boundary and the 49th parallel.

The Canadian Northwest Mining Co. (foreign) has been registerd by the provincial registrar of joint stock companies. The head office of this corporation is at Helena, and its capital is placed at $2,000,000.

The Progress Printing and Publishing Co., Ltd., of Chilliwack, has been duly incorporated with a capital of $2,500 and Messrs. G. R. Ashwell, S. Millard and W. M. Wood as directors. Besides engaging in the newspaper business the company will deal in books and stationery.

Tenders for the purchase of the corporation debentures, issued under the authority of the Electric Lighting By-law recently passed by the ratepayers, will be received at the City Clerk's office until 4 p.m. on June 13. The total amount of the issue is $55,000, or its equivalent in pounds sterling, the life of the loan being fifty years, and the rate of interest 4½ per cent.

During the past few days chickens have been given away to all who applied at the Lakeside hotel, Cowichan lake. The grand free distribution of poultry was the sequel to a panther visit, Messrs. Price & Jayne's hen-roost having been almost depopulated in a night, the death roll comprising 38 birds out of a tetal of 43. His pathership injured only the head and neck of each fowl, contenting himself with sucking the blood. Mr. Fraser's poultry yard in the same neighborhood has also been visited recently, the four-footed thief helping himself to the one and only duck in the place, and leaving the chickens unmolested.

One of the earliest and best respected settlers of Metchosin district, if not of the Province, was laid at rest in the Metchosin churchyard yesterday afternoon. The deceased, the late Robert Weir, was a passenger on one of the first sailing vessels reaching this country from Europe. He was a native of Scotland and was 85 years of age, having spent the last forty-one years of his life in British Columbia. The thriving condition of Metchosin is in a great part due to the late Mr. Weir's energy. His funeral yesterday was largely attended, the services being performed in St. Mary's church by Rev. W. H. Ellison, who spoke feelingly of the career of the deceased. Those who acted as pall bearers were: G. Cook, J. H. Smart, H. Helgeson, T. Helgeson, Arthur Peatt and Alfred Peatt.

The assignees of Green, Worlock & Co. yesterday were placed in possession of a list of the creditors attending the meeting in Pioneer hall last Monday, and thereupon decided to call a meeting, as requested, sometime during next week. They also prepared the following letter, which is published by request:

Victoria, B.C., April 5, 1894.

To the person or persons who inserted in the Victoria Times of Wednesday, April 4, 1894, a notice signed "Creditors," addressed to the creditors of Green, Worlock & Co:

Dear Sir or Sirs:—As by your notice above referred to, you are in possession of "important information as to the causes of the bank's failure," the assignees of the bank would feel obliged to you if you would place them in possession of all the facts you know of, and which would in any way tend to clear up the position of the bank and to save every dollar possible to the creditors of that institution. The assignees can assure you that all information which you may give will be treated as confidential if you so desire it. Awaiting your early reply, I am,

Yours truly,
(Sd) J. Stuart Yates,
For the Assignees of Green, Worlock & Co.

The Penrith (Eng.) Observer of March 13 publishes in connection with an extended account of the loss of the Estelle an obituary notice of her engineer, Mr. Herbert Whiteside, of this city, from which the following extract is made: Herbert Whiteside was the youngest son but one of Rev. Stephen Whiteside, vicar of Shap. Born on March 27, 1868, he lived his boyhood among the boys of the place, and formed a necessary part of the village life. Many might be the pranks and practical jokes which he, along with his brothers, ringleaders in every escapade and foremost in every sport designed and carried out with startling audacity—but never a mean act or ungenerous word could be laid to his charge, for frank openness of disposition was written large upon his features. When, therefore, after a few years at Appleby school and in Stephenson's engineering works at Newcastle, he took to the seafaring life, which suited well his hardy adventurous spirit, and then finally came home to say good-bye at Christmas, 1890, he went away to Vancouver Island to make his fortune with the affectionate good-will of all who had ever known him. * * * We know that as he fought pluckily for life and battled with icy seas, he cast one glance towards his home and old comrades and native hills, he whispered a loving farewell to his widowed bride, and then, as he sank exhausted beneath the cruel waves, he committed himself to the keeping of the Almighty, whom he had worshipped humbly and without ostentation in the old parish church.

About 150 leading men of the city waited on the Attorney-General yesterday afternoon. Although the Premier had no notice of their visit, he kindly granted an interview. Mayor Teague introduced the deputation, and said they represented at least 8,000 of the best citizens of Victoria; their object in waiting on the Attorney-General, he explained, was to urge the passage of the Sunday observance section of the municipal act now before the house. He gave briefly several reasons why the said section should become law; and then called on Rev. Dr. Campbell, who said he had reason to believe that almost all, if not all, the influential citizens were strongly in favor of the 30th section of the bill now before the house, to amend the municipal act passing into law with as little change as possible. The deputation having learned that the Sunday observance section was jeopardized by the opposition it received in the house, and from other quarters, wished by their visit not to dictate but to strengthen, if possible, the hands of the Attorney-General who introduced the bill, and had so far bravely fought for it. Hon. Mr. Davie spoke in his usual plain, straightforward and courteous manner, and said that while he could not positively say that the section would be carried in the House, he would do all in his power to meet their wishes. He introduced the Sunday observance section into the bill not from a religious motive or a religious standpoint, but because he believed that all should have one day in seven as a day of rest, and this could not be secured as society was at present constituted without legislation to that effect.

A young man named Pickard, employed at the Albion Iron Works, had his arm badly crushed yesterday through an accident at the works. He was taken to the Jubilee hospital for surgical treatment.

Kaslo was represented in Victoria yesterday by a delegation of her solid citizens headed by Mayor Kane, and including Messrs. A. Carney, G. O. Buchanan, H. Byers, D. P. Kane, John Keen, William Baillie and W. O. Clymo. The object of their visit was to interview the Government in behalf of the Kaslo and Slocan railway.

The double attraction at St. Luke's Cedar Hill yesterday was a sale of work followed by a concert in aid of the churchwarden's fund. No fault could be found with sale, concert or attendance—they were all good and a nice little sum was realized as a result. The glee singing by the choir was particularly pleasing while Rev. Mr. Flinton's recitation and Mrs. Flinton's violin solo assisted greatly in the success of the evening. The programme was Glee, Choir; vocal solo, Mr. C. King; piano solo, Miss Miller; vocal duet, Mr. Flinton and Miss I. Tolmie; recitation, Miss D. Mebius; vocal solo, Miss I. Tolmie; Glee, Choir; Glee, Choir; vocal solo, Mr. Constance; violin solo, Mrs. Flinton; vocal duet, the Misses Tolmie; recitation, Mr. Flinton; vocal solo, Miss King; Glee, Choir; God Save The Queen; accompanist, Miss Groves.

The closing conversazione of the Diocesan Literary and Scientific Society filled Temperance hall to its capacity yesterday evening, the programme as usual being interesting, varied and attractive. Mr. Herbert Kent had entire charge of the music, and in addition to presenting numerous pleasing vocal numbers, introduced an orchestra of instruments seldom heard in the Province, whose performances well merited the enthusiastic welcome with which they were greeted and the rapturous applause with which they concluded. Refreshments were served in abundance, and in delivering the closing address Bishop Perrin thanked all who, during the season, had contributed to the success of the society's entertainments. These are now at an end for a time, though a public concert will be given very shortly, and summer picnics and outdoor reunions will be arranged as the heated term draws near.

SPORTS AND PASTIMES.

British Columbia Team Plays Lacrosse and Polo With the Californians.

High School Cricketers Organize—The Hornets Banquetted—Westminsters Elect Officers.

San Francisco, April 5.—(Special)—"Lacrosse—California vs. British Columbia," was the card at the fair to-day. There was beautiful weather and a fair crowd witnessed a good game. Col. Robertson, of San Francisco, captained the home team, and Edmonds the British Columbia stalwarts. Four from each of the three cities represented Canada's twelve. They did credit to their national game, winning rounds of applause, and the match was decided in favor of British Columbia by a score of four goals to two.

The polo match this evening was won by the British Columbia lacrosse men, who defeated a team picked from the San Francisco polo league by a score of 3 goals to 0. The British Columbia team was composed of Macnaughton, Myers, Ryall, Coldwell and Spain.

WESTMINSTER REORGANIZED.

Westminster, April 5.—(Special)—The annual meeting of the Westminster Lacrosse club was held last night with a large attendance. The treasurer's report showed a good surplus from last year, and the election of officers resulted as follows: Hon. President, Mayor Hoy; President, James Leamy; First Vice President, Robt. Jardine; Second Vice, W. L. Johnson; Secretary, J. Mahony; Treasurer, L. A. Lewis; Executive Committee—R. G. Macpherson, A. B. Mackenzie, George Armstrong, C. S. Campbell and John Reid; Delegates—James Leamy, J. Cambridge and R. G. Macpherson; Alternates—Messrs. Lewis, McColl and Gow. The following were elected honorary members of the club: Hon. Justice McCreight, His Honor Judge Bole, and Messrs. J. W. McColl, R. J. Rickman, W. H. Keary, W. Moresby and F. R. Glover. The delegates to the Provincial convention were instructed to endeavor to have league matches arranged for two hours' play, instead of four straight games; they were also instructed to endeavor to have one official referee appointed for all matches, Mr. Taylor, of Vancouver, preferred.

AT MONTREAL.

Montreal, April 5.—(Special)—The annual meeting of the Montreal Lacrosse club took place last night, when it was decided to give the committee full power to deal with N.A.L.A. matters at the coming convention. W. J. Cleghorn was elected president.

THE WHEEL.

CANADIAN CLASSIFICATIONS.

Toronto, April 6.—(Special)—The racing board of the Canadian Wheelmen's Association has adopted the following important regulations: A fee of fifty cents will be charged for each race; race promoters must guarantee the value of prizes advertised; riders are responsible for entry fees and liable to expulsion if they are not paid; riders for championships must live in the country for six months; class "B" riders of the L.A.W. and professional riders of the N.A.C. are barred from riding against members of the Association. The following Canadian classes are made: Quarter mile, 35 seconds; half mile, 1.35 and 1 30; one mile, 3 minutes, 2 50 and 2.35; two miles, 6 minutes, 5.40 and 5 20; five miles, 15 minutes, 14 minutes and 13 minutes.

THE TURF.

THE NORTHAMPTON STAKES.

London, April 4.—The Northamptonshire stakes, 1,000 sovereigns handicap, was won by Rodeomont, Paddy second, Theseus third.

FILLING WELL.

Winnipeg, April 5.—(Special)—Nearly forty nominations have been received for the Horsebreeders Colt stakes, which will be raced for in the latter part of July.

FOOTBALL.

THE "INVINCIBLE HORNETS."

Nanaimo, April 5.—The invincible Hornets were banquetted this evening at the Palace hotel by a number of enthusiastic admirers of Rugby football. Needless to say, a right good time was spent by all present.

A BENEFIT MATCH.

Nanaimo, April 6.—(Special.)—The Hornets purpose arranging a Rugby match to be played here shortly, for the benefit of the hospital.

THE CUE.

CAPRON AND THOMAS MATCHED.

Montreal, April 5.—(Special)—Articles of agreement between Joseph Capron, of Galt, and Thomas, of this city, were signed to-day for a match for the billiard championship of Canada and $250 a side.

CRICKET.

READY FOR BUSINESS.

The Victoria High school cricketers held a meeting yesterday afternoon for the purpose of electing officers for the coming season, Instructor St. Clair, organizer of the club, being in the chair. The following officers were elected: President, Principal Paul; Vice-Presidents, A. J. Pineo, B.A., and A. B. Neill; Captain, E. P. Johnston; Secretary, W. N. Winsby; Treasurer, J. McTavish; Committee, W. B. Smith, B. Schwengers, W. Lorimer and C. Wilson.

GOLF.

THE LADIES MAY PARTICIPATE.

A general meeting of the Victoria golf club was held Thursday evening in the Temple building, when a constitution and by-laws were drawn up. An important item of business was the admission of ladies as members of the club, at a subscription of three dollars per annum.

THE RIFLE.

OFFICE BEARERS CHOSEN.

Nanaimo, April 6—(Special)—The annual election of officers of the Nanaimo Rifle Association resulted as follows: President, W. H. Young; 1st Vice-President, Dr. E. A. Praeger; 2nd Vice-President, Rev. R. R. Maitland; Secretary, W. W. B. McInnes; Treasurer, Ald. T. Dobeson; Patrons, S. M. Robins, A. Haslam, M. P.; Vice-Patrons, Mayor Quennell and local members of the Provincial Legislature; Range Committee—W. H. Young, W. McGregor, R. Watson and W. Flack.

YACHTING.

BENNETT A BUYER.

New York, April 5.—A special to the Recorder from Boston says: James Gordon Bennett has purchased the cup-defender Vigilant for a price somewhere in the vicinity of $30,000. A. G. McVey, the veteran yacht-designer of this city, received yesterday afternoon an authentic confirmation of the rumor to this effect which has been afloat for several days. The story of the purchase says further that the Vigilant will be taken to England this summer and will be raced during the yachting season in foreign waters. Captain Terry has been engaged as skipper.

MARINE MOVEMENTS.

Save for the presence in it of the dismasted bark Archer, Esquimalt harbor is at present deserted. The officers of H.M.S. Pheasant, one of the absentees, are understood to be engaged in an important work undertaken in consequence of the accident to M.H.S. Warspite some time ago. This is the determination of the character of the tides and currents at Seymour Narrows, a subject of particular importance to the navigators of mercantile craft as well as to the Navy, the locality in question being one of the most dangerous along the inside passage. H.M.S. Hyacinth is expected back from the South about the last of the month, and H.M.S. Champion is due home from Honolulu a fortnight later. The movements of the flagship are not definitely known at present, nor are the vessels chosen for northern cruising as yet announced, though it is believed this work will fall to the Pheasant and the Champion. H.M.S. Medea, a sister ship to the Melpomene, has been brought forward in England for commissioning, and news of her destination is awaited with interest. H.M.S. Satellite is not due for several months.

TO REPLACE THE "IRVING."

The C. P. N. company's steamer Transfer leaves to-day for New Westminster, from which point she will start on her new route on the Upper Fraser, replacing the William Irving. What will be done with the Irving is not yet exactly known, but her captain and crew are to have charge of the Transfer.

THE CHINESE TREATY.

San Francisco, April 6.—A special from Washington says that Warren B. English has expressed himself unqualifiedly in favor of the proposed Chinese treaty. This makes the whole Democratic delegation, including Senator White, in favor of the treaty, with the Republicans, including Senator Perkins, united in opposition to it.

New York, April 5.—Samuel Gompers, president of the American Federation of Labor, has addressed a letter to Vice-President Adlai Stevenson for submission to the Senate, protesting against the ratification of the proposed Chinese treaty. In the course of his letter Mr. Gompers says: "To say that we are surprised and distressed that the administration of our country should negotiate a treaty of the character named, practically surrendering to the government of China rights which have been struggled for and achieved, is, to say the least, putting it mildly. That the immigration of Chinese into this country is undesirable and should be prohibited is not only self-evident but is even admitted in the proposed treaty itself. I am sure that no senator will need be convinced that if the provisions of the Scott and Geary laws have in a measure been successfully evaded and violated by the Chinese in consequence of the elasticity of their consciences and their disregard for any oath or affirmation, that they will have no difficulty to prove that they have lawful wives, children or parents in their houses 'or property therein of the value of $1000 or debts of like amount.' In fact the safeguards of the present law by which the American people may be protected against the wholesale invasion of Chinese laborers are swept aside by the proposed treaty. At present an awful problem confronts us. The appalling sight is witnessed of millions of our fellow-men and women actually idle and literally without means of sustaining life. If at any other time the flood-gates of immigration should be penned it is certain now, in the presence of such an awful crisis, that wisdom, patriotism, statesmanship, and humanity should forbid the step. In the name of more than half a million organized workingmen and women of America, I enter my most solemn protest against the ratification of the treaty and earnestly hope it will be rejected."

St. Mary's, April 3.—N. Ford, who was deputy collector of customs at St. Mary's in 1871, and who disappeared, leaving a shortage of $1400, was arrested in Detroit yesterday, and he consented to come across the river without extradition.

BRITISH COLUMBIA MATTERS

The Behring Sea Question Discussed in the Senate by Hon. W. J. Macdonald.

Benefits of the Fast Atlantic Service —Diversion of Travel to Canadian Route.

The following speech was delivered in the Senate on March 21, by Hon. W. J. Macdonald, in speaking on the reply to the address from the Throne:

Hon. Mr. Macdonald (B.C.)—I think the Behring Sea question is the one which comes most prominently before the House on this occasion. It is one in which I have taken great interest, and I have urged the question on the attention of the Government, and tried to get them to impress it on the English authorities. It must be very gratifying to Canada and to England also that the finding of the court at Paris has settled a very important international question—the question of maritime jurisdiction, and I think a great deal of good has been done in that way. In view of the importance of these questions, I was very much surprised to find an hon. member of this House, a gentleman of ability and astuteness, belittling the matter and intimating that it did not amount to anything. It was simply a question of two and two make four and of the capture of Holland by the Dutch. I think these questions are highly important. They represent the contentions of sixty-five millions of people, backed up by armed force. They are the contentions which have led to the seizure of British property and to the imprisonment of British subjects. Are not these very grave and important questions? they are also the contentions of a nation of people who are not all fools, people who know pretty well what they want and generally manage to get their own way. No question which has been before the country since the Treaty of Washington has been of so much importance as this question submitted to the arbitrators in Paris. My hon. friend from New Westminster, Mr. McInnes, intimated that he approved of the result of the Treaty of Washington, on account, no doubt, of the money paid over by the United States government, but I may say that that treaty was the result of an application of the same principle as was the treaty recently arrived at in Paris. A board of commissioners were appointed and a Canadian was given a seat on the board. He was the first one ever appointed in connection with the making of a treaty of that kind. I refer to the late Sir John Macdonald. I was a member of the House when the bill was brought in by the Premier, which had for its object the ratification of that treaty, and I recollect very distinctly that there was a howl from end to end of the country; that everything was going to ruin in this country, and the dissatisfaction was general. It may be that this treaty will be another example of the same kind. We cannot say what the results will be at this time. At the time of the Washington treaty even the friends of the Government complained that we had done a wrong thing, and I recollect that one of the first subjects upon which I spoke in this House was that very treaty, and I am free to say that I did not undertake the task with a very good grace, because the result was not one of which I approved. It now is clear that those who opposed that treaty were wrong and that it really was a benefit to Canada. It brought about peace between the two countries, and no one is inclined now to complain of its provisions. If the arbitration at Paris had stopped at the point of entering upon the task of framing regulations, all would have been well, and if this Government and the Government of the United States had been allowed to arrange their own regulations, things would have been better, but such was not the case. Regulations were suggested by the arbitrators, which I may say have not yet become law, which do not please the Government of this country, and do not please the Government of the United States, and they certainly do not please our people in British Columbia, or indeed the people of any part of Canada. I believe they are now under discussion at Washington by the British Minister there and the Secretary of State for that country, and here I claim the ear of the Ministers, while I suggest the policy to be pursued. While special care should be taken in any modification of the regulations, or in the framing of any of the regulations, that the Americans do not get undue advantage, I would suggest that experts, who know the habits of the seal, should be consulted, and, if any opportunity is presented, to see that regulations are framed with a little more fairness towards Canada and towards British Columbia. If the zone of sixty miles can only be lessened, and if the use of firearms in Behring Sea can be allowed, then the valid objections to the treaty would be overcome. I do not know what may be possible, but I trust that the Government will use the greatest care before assenting to any regulations covering the seal fisheries in the Behring Sea. I am myself not able to say what the close season should be, but I think there should be a close season to prevent the destruction of the seal species. Forty or fifty of our vessels have left British Columbia and have gone to different parts of the ocean, some away down to California, some across to Japan and to different points, but they are all working under a great deal of uncertainty. They have no idea whether these regulations will be enforced or whether the modus vivendi that has prevailed during the past few years will be resorted to or not. They would prefer the modus vivendi which would enable them to use the weapons they have used in the killing of seals. Now, the enforcement of the regulations will be found very cumbersome and expensive, and, in fact, almost impracticable. The Government of England having no direct interest in the matter, would, I think, use every means to avoid the great expense and great trouble and labor incident to the patrol of the Northern Pacific Ocean. What the outcome will be we shall see later on, but at the present time I am firmly of the opinion that the Government of Canada at least should not carry on any patrol of that kind. It would not be worth the expense. It would be cheaper to buy out the sealers at once and give them compensation for the vessels, which would not amount to very much.

Having said so much about Behring Sea, and hoping that the Government will weigh what I have said on the subject of the regulations, I wish to say a word about the fast Atlantic service. There can be no question it would be of vast benefit to this country. The bringing of our mails and of a certain class of passengers and of light freight to our shores as quickly as possible would be a great stimulus to the country, and I confess to hearing with surprise the remark of the hon. gentleman from Halifax, who belittled and decried this service. It is quite unaccountable to me, because we all know that one of the matters which all nations hold to be of the highest importance, is the obtaining of rapid communication between foreign countries and their own ports. The hon. gentleman from Halifax asked what benefit such a service would be, what benefit it was to bring mails and passengers a few hours earlier than by ordinary lines. Why, the benefits are enormous. Any one can see the benefits which would accrue. As soon as we establish a line which will carry people comfortably, quickly and safely across the Atlantic, we will have a large travel, and we all know that incoming settlers, even immigrants, bring a great deal of money into the country, but still more would be brought by the wealthy travellers. Even the supplying of food, of fuel and other things required for their immediate consumption on arrival in this country, would be of vast benefit to the city of Halifax. The hon. the Minister of Agriculture speaks of the many passengers who go to Europe by way of New York, and the reason is obvious. They have there the fastest and the finest steamers, making the passage in half the time our steamers do. When we have a line of steamers on an equal footing with those entering the port of New York, we will be able to divert a part of the travel from the United States to Europe, as well as to carry all passengers from Canada. The hon. gentleman from Halifax also said that this was to be an election cry in Nova Scotia. If this is the case, what does it show?

Hon. Mr. Angers—That it is popular there.

Hon. Mr. Macdonald (B.C.)—It shows that the service would be appreciated by the people of Nova Scotia. It shows also that the sentiments of the hon. gentleman are not those of the people of Nova Scotia. It further shows that if the improvement of communication and the opening up of avenues of trade were left to a certain political party this country would be to-day a *terra incognita*. The whole of this vast Dominion would be occupied by a few fishing villages and Indian wigwams. Fortunately, the destinies of this country are in the hands of men who have courage and enterprise, who are full of hope for the future progress of this country, men who intend that Canada shall take a front place.

POSITION OF B. C. SEALERS.

Messrs. R. Seabrook, Richard Hall and Captain William Grant, representing sealing interests, waited upon Premier Davie yesterday to ascertain if in his opinion any practical result could be obtained by cabling to Lord Rosebery requesting that British warships only be empowered to interfere with British sealers. Hon. Mr. Davie did not think that a message as suggested would be of benefit, the Behring Sea bill having already passed its second reading.

The following cable dispatch was received last night from London in regard to the position of vessels which have already sailed: "Many inquiries have been received here from Canada concerning the status of a vessel under the proposed Behring Sea act in case that vessel shall have proceeded on its sealing voyage before the publication of the act at the port of departure. The exact language of the Behring Sea bill on this point is as follows:

"'Where, upon any proceeding against a person and ship in respect of any offence against the act, it is proved that the ship sailed from its port of departure before the scheduled provisions were published there, and that such a person or master of a ship did not, after sailing and before the alleged offence, receive notice of these provisions, such a person shall be acquitted and the ship shall be released and not forfeited.'"

HUNGARIANS CONCILIATORY.

Buda Pesth, April 6.—The Hungarian newspapers show anxiety to conciliate the Emperor, who the editors fear may have misinterpreted their mourning for Kossuth. The most influential journals propose that the Reichstag formally demonstrate the country's loyalty to its sovereign. They say that while they regard Kossuth as the founder of their freedom, the Hungarians look to the throne as the guarantee of their future. Francis Kossuth favors the plan of a parliamentary demonstration of loyalty. He has given up his plan to make a tour of the provinces, as he fears his presence might lead the people to ill-considered acts or utterances.

ONE SIDED OPINION.

London, April 6.—The Pall Mall Gazette, commenting on the debate on the Behring Sea bill in the House yesterday, says it is a great pity discordant voices should have been heard. The arbitration tribunal afforded an honorable and practicable escape from a difficult position and the means of strengthening the excellent relations existing between England and America.

FIRE IN LIVERPOOL.

Liverpool, April 6.—A fire broke out late this afternoon at the Prince's dock, on the Mersey, and destroyed some of the dock buildings before it could be got under control. The new machinery which was to be placed in the British steamship Black Rock was on the dock and most of it was ruined.

BEHRING SEA BILL.

Washington, April 6.—The President received the Behring Sea bill from the Senate late this afternoon, and immediately gave it his approval.

Reorganized Latter Day Saints.

Amoni, Iowa, April 6.—The reorganized Church of Jesus Christ of Latter Day Saints convened here to-day in general annual conference, 294 delegates being in attendance, presided over by President Joseph Smith. It was shown that the church membership now numbers more than 3,000, and that $81,000 had been received toward the support of the church during the past year. The question of authorizing the bishop to lend the London, England, Saints £200, to aid them in building a chapel, was considered, but no action was reached.

From The Daily Colonist, April 7.

THE CITY.

The examinations of candidates for provincial land surveyors were concluded yesterday.

Proninicial Officer Hoosen is the possessor of a handsome gold and amber hair-pin, which was found on the Goldstream road Thursday evening. The owner can recover her valuable property by proving it hers.

One of the crew of the wrecked bark Archer, writing from San Francisco to a friend in this city, states that a number of the crew are thinking about coming to Victoria to see if they can recover some of their private effects. They are all badly off for money and clothing, and their present condition, as the letter states, is not an enviable one.

Application was made to the Supreme court yesterday for the release of three Chinamen who reached this port Wednesday morning by the Tacoma, having been deported by the United States Government from Tacoma, as it was supposed they had been smuggled into the United States from Canada. Mr. Justice Drake made the necessary order.

From the residence of F. W. Vincent, 10 Erie street, to St. James church, and thence to Ross Bay cemetery, was the route of the funeral of the late Mrs. Emily Harriet Ward yesterday afternoon. At the church Venerable Archdeacon Scriven officiated, and the following gentlemen acted as pall-bearers: Robert Irving, J. Nicholles, J. C. Prevost, J. A. Thomson, E. H. Hiscock and G. A. Carleton.

At the conclusion of their regular weekly meeting last evening, the Daughters of England entertained the members and friends of the brother society. A concert programme was provided, after the rendition of which a dance was given. It is the intention of the entertainers to hold a fine concert in Institute hall on the 24th inst., and they are now making arrangements to secure the best local talent for the event.

At the usual weekly meeting of the Sir William Wallace society last evening, the programme given was as below: Selection on pipes, Piper McDonald; song, "Dear Little Shamrock," Mr. Patterson; humorous reading, Mr. Muir; song, "The Bonnie Wee Window," Mr. Russell; recitation, Mr. Blackwood; song, "Highland Brigade," Mr. Glen; sailor's hornpipe, Mr. Anderson; song, Mr. McLachlan, of Salt Lake City, Utah; song, Mr. Duke, a late arrival from Chicago, who intends to make Victoria his home. After a few remarks by several of the members, the meeting was brought to a close by the singing of Auld Lang Syne.

An apparently new sloop, flying the Stars and Stripes, was found lying on the beach near Foul Bay on Thursday night, her captain and crew having deserted her to visit the city. She had neither name nor number, nor had she papers of any kind. Sergeant Langley and Officer Hutchison accordingly took her in charge and brought her to the city, under seizure for violation of the customs regulations. The owner yesterday called at the Customs House, pleaded ignorance of the law, and explained that he had just run over from Port Angeles with his son, in search of work, and had no intention of wrong doing. He will be given an opportunity to tell his story to-day.

With a little more money in addition to that realized from their entertainment last evening, the ladies of St. Andrew's Presbyterian church will have sufficient funds to organize what is to be known as the Talent Society. On the commencement of its career each member of the society will be given a dollar, which, together with their talent, they are expected to utilize in the most advantageous way in view of having large returns at the end of a year, the specified time allowed each to work. The programme of last evening's concert comprised the following numbers: Piano solo, Mr. Burnett; vocal solo, Miss Carmichael; violin solo, Miss Brown; vocal solo, Miss Wey; vocal solo, Miss Jamieson; piano duet, Mr. and Mrs. Temple; and a lecture, Rev. Mr. Fraser. "What Our Church Stands For" was the subject of Mr. Fraser's lecture, which, from a practical standpoint, was particularly interesting.

An influential delegation from Kaslo waited upon the Government yesterday morning in connection with the desired railway. It consisted of Mayor Geo. T. Kane, G. O. Buchanan, A. Carney, Hamilton Byers, D. P. Kane, John Keene, W. O. Clymo and William Baillie. Hon. Premier Davie and Messrs. Vernon and Baker were the members of the Government present. The wishes of the deputation were expressed by Mr. Buchanan, who said that the railway necessary to the success of the mining interests of Kaslo cannot be financed without the aid of a guarantee similar to that extended to the Nakusp & Slocan road, and he asked that in this respect Kaslo be placed on the same footing as other districts. Mr. Clymo stated that if there were a railway to carry the ores to Kootenay lake the smelting could be done there in place of at Swansea or in the United States. Other members of the delegation strongly backed up the arguments of the first speakers. The Premier acknowledged that the case had been presented very clearly, and promised that the Government would consider the matter without delay, with a view to an early answer being given the deputation.

C. P. R. Service to P. E. I.

Moncton, N.B., April 6.—It is reported here to-night that the C. P. R. is negotiating for the purchase of the Cape Tormentine railway connecting Sackville with Cape Tormentine, and that the company will put on a steamer between Cape Tormentine and Charlottetown.

Chilian Cabinet Resigns.

Santiago, Chili, April 6.—The Radical and Liberal ministry formed on Wednesday was not satisfactory to President Montt, and they resigned yesterday.

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