

LOCAL AND PROVINCIAL.

Yacht Race. The second class yacht race, for boats under 20 feet in length, which was to have taken place yesterday, has been postponed until Saturday morning at 10 o'clock.

Fell Down a Match. Third Officer Gillespie, while looking down the hatch on the steamer West Indian, stumbled and fell into the hold, yesterday morning. He dropped about 20 feet, striking upon some potato sacks.

Determined to Die. The inquest on the body of Lum Tong Gong, held on Monday, showed that the Chinaman, before performing the harikari, had sent two bullets from an old-fashioned pistol into his chest at once, he used the razor. A verdict of suicide was returned by the jury.

Matilla's Passengers. The following passengers for Victoria are on board the Umatilla, due from San Francisco to-night: W. A. Roberts, H. T. Frick, M. C. Mays and wife, Mrs. W. H. Donaldson, Mrs. Herriman and son, H. Elliott and daughter, A. Murray and wife, H. Hewitt, W. Whaley, W. M. Swain and wife, G. H. Root.

Drowned in the Skeena. John Williams, known familiarly about Victoria as "Buck Willis," was drowned in the Skeena river last week, and at last accounts the body has not been recovered. Williams was employed at the Standard Cannery and left Victoria, to go to work there, on the trip before the last. He was out in a small boat at the time of the accident, and fell overboard.

Grippe Among the Indians. Mr. Penney, who went up the West Coast to inquire as to the cause of the scarcity of Indians obtainable by the sealers, reports that this has been caused by the prevalence among them of the grippe, with many fatal cases. He says that Laura has gone up North, to meet Capt. Hanson, who will command her. The schooner Hesperus has also gone to the sealing grounds from Clayoquot.

Leaves Home for Seattle. A gang of swiftness were put to work yesterday at unloading the steamer West Indian, in place of white logboresmen, who refused to work under Joe Lipsett, the foreman, for Mr. Yorkie, the stevedores employed to take out the cargo, and the men claimed that Mr. Yorkie's foreman was not a union man, hence their objections to him.

Dr. Driver. The hall of the Young Men's Christian Association was crowded last evening by people desiring to hear Rev. Dr. Driver. The existence of God, and natural necessity of a revelation from Him, were treated thoroughly at home, and the lecturer held his audience till the close. The second lecture will be on "Miracles," tonight at 8 o'clock. It is not yet decided whether the challenge issued by the Secular Union will be accepted.

Charged With Robbery. Jack Bernadiz, who will be remembered as a prominent witness in the Fee murder case, is an inmate of the city police cells. He is charged with robbing the residence of Mr. J. H. Meldrum, on Sunday evening, while all the family were away, and stealing \$200 in cash and several articles of value. The arrest was made by Sergeant Walker, who, in yesterday's police court, applied for a remand of the case in order to procure additional evidence.

Accident on the Coquestra. A late number of the Chilean Times, received yesterday, contains a dispatch from Buenos Ayres, stating that H.M.S. Cleopatra, while firing a salute, March 21, upon entering the harbor of Montevideo, burst a gun. Several sailors were severely injured.

The Facts of the Case. An item in Sunday's paper states that poor Finnegan's white companion deserted him in the recent fatal accident on the Island railway. The fact is that Finnegan was at one end of the car and Fagan at the other, with a Chinaman beside each. All jumped together, but Finnegan, unfortunately in front of the car, where he became entangled. One Chinaman, who was alongside him, bravely endeavored to extricate him from a few seconds, and the other white man was too far from Finnegan to be of assistance, there is no ground for saying that he deserted the deceased.

Couple's Work. Mr. Chas. Packard, of Port Townsend, was married Monday evening to Miss Lilly Maculey. The wedding took place at the residence of the lady's parents, Rev. Father Nisley officiating. The happy couple left for Harrison's Springs after the ceremony.

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World Enriched. The present day for the world, which will be the first of the century, will be a truly pleasuring and restful day, and will be a day when the world will be enriched with the only thing that is new, and that is the only thing that is new, and that is the only thing that is new.

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Victoria Lumber Club. Everyone interested in the future success of the above organization is invited to attend a special meeting, to-morrow evening, in the rooms of Messrs. Hall & Lowe, when an important project will be introduced and steps taken to carry it out.

Contract Awarded. Messrs. Elford & Smith were yesterday awarded the contract for the new Wilson & De la Bouchardie, a figure of \$7,000. Construction will commence about the first of July.

Second Class Yacht Race. The sailing race boats of the second class, that is boats 18 feet in length and less, which was postponed on May 23, will take place Saturday afternoon at 2 o'clock. The course will be laid out on James Bay, and the start will be made from near the boat house.

Civic Election at Vancouver. At a meeting of the Vancouver board of aldermen, on Tuesday night, the mayor and the aldermen decided to elect Ald. Brighouse, signed a document agreeing to resign, and a by-law fixing Tuesday, June 23, as the day for holding an election, if the resignation is made unanimous, was introduced.

The Corner Stone. Work is advancing very well on the new Presbyterian church at Victoria West. The corner stone will be laid with due ceremony, on Friday next, and will be enjoyed by all present, and the contractors will then rush the work forward.

Horses Lost. A number of horses (six), belonging to Mr. John Haggerty, which came over from the Mainland, on Friday last, and were placed in a vacant lot at the corner of Quadra and Hastings streets, have, as will be seen by advertisements, either been stolen or strayed away. Naturally, Mr. Haggerty is anxious about his property, and is making the usual inquiries as to their whereabouts.

Dr. Driver. The hall of the Young Men's Christian Association was crowded last evening by those who went to hear the second lecture by Dr. Driver. Like the preceding one, it was held in the hall, and was a most interesting and profitable one.

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Public Hospital. The long pending meeting of the Jubilee hospital board will be held at 2:30 o'clock, this afternoon, at the office of J. P. Davies & Co. Arrangements will be made for the annual meeting of the directors, the officer's reports will be considered and tenders for the supply of a hospital ambulance will be received, and taken into consideration.

Race. A Three-Cornered Match. KAMLOOPS DISTRICT.—Kamloops, T. W. Hall (chairman); Nicola, James Calvert; Clinton, one to be sent; Salmon Arm, one to be sent; Revelstoke and Donald, C. L. Luder Fin. Sec.; Spallumcheen, J. P. Hicks; Similkameen, one to be sent; Nelson, James Turner, Cariboo, one to be sent; Salmon District, one to be sent; Creston, B. A. G. F. Hopkins; Port Essington, D. Jennings; Queen Charlotte Islands, A. N. Miller, Fin. Sec.; Kitse-guila, W. H. Pierce; Upper Skeena, J. C. Spencer; Kilo-mat, one to be sent.

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The Magazine Will Go. Ald. Munro, chairman of the park committee, received the following satisfactory telegram from Ottawa, yesterday morning: Ottawa, May 23. H. A. Munro, Chairman Park Committee.

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Deeply Regretted. By the sudden death of the late James Wilson, Marinho lost one of her most respected citizens; a wife, a devoted husband, and a child, an affectionate father, and his relatives a kind and generous friend. The fatal termination was so sudden, only a sister, who was returning to California, besides his wife, had the consolation of being with him during his last moments. The deceased was born in Sydney, Australia, and came to California in the early days, and to Victoria in 1859, with his father, the late James Wilson, of the Royal hotel, Wharf street. The deceased was a native of Sydney, Australia, and came to California in the early days, and to Victoria in 1859, with his father, the late James Wilson, of the Royal hotel, Wharf street.

SLUM SISTERS.

Women of the Salvation Army in the City of London. The Terrible Scenes of Distress and Degradation Witnessed by Them in Their Visits Among the Poor. One of our representatives, says the Pall Mall Budget, has made a personal investigation of the distress in east London. I'm company with a couple of Salvation Army's. The following is the report: "My friends were not clad in their coat-of-arms, but in their shabby, ragged, and tattered dresses, for these were the feathers for the slum brigade. Long experience has taught them wisdom; the slum dweller, if he sees fine feathers—and even the Salvation Army's—are a fine feather to him—scares coppers, and thinks of making up a 'stunning story,' and the ladies, 'want truth and nothing but the truth. Therefore they don't hideous hats and other ugly garments, and if you go with them you do the same."

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THIRTY-EIGHT YEARS APART.

A Family Reunion, Which Was a Total Surprise. Two brothers who had not seen each other for thirty-eight years, but who had been living and working within a few blocks of each other for months, were accidentally brought together recently. Their meeting, says the Chicago News, was followed by a family reunion which completed a family circle that had been broken since 1853.

In that year John Shepherson left his home in Onondaga county, N. Y. He drifted south and when the war broke out he was running a locomotive on a railroad in Texas. In some way a rumor reached his parents that he had entered the Confederate service and had been killed in one of the early battles. He was mourned as one of the unknown dead in an unnumbered grave of the battlefield.

Milton W. Shepherson was only two years old when John left home, and the younger brother knew his lost brother only as a family tradition. Milton came to Chicago in 1870 and for some time has been the engineer of the Weber music hall, building up the corner of Wabash avenue and Jackson street.

"After the war I returned to my old home, only to discover that my parents were both dead, that two brothers had been killed in the union army and that the remainder of the family had scattered so that I could find no trace of it. I then traveled about over the country, visiting almost every state in the union, always being in search of some of my old friends. I came to Chicago two years ago, and have been employed as engineer in the Tabernacle building at 363 Monroe street.

"A few days ago a gentleman came to see me while I was at work and began questioning me about myself and my early life. He ended by declaring that he was my brother Milton. I have lived about thirty-five years, and have done my share of roughing it, but I was never so entirely nonplussed in my life as I was at that moment. I soon discovered that he had told me the truth, and then I seemed to be a boy again for several minutes we cried over each other like children.

"The remainder of the family was notified and my brother Robert and two of my sisters, Mrs. Hall, of La Porte, Ind., and Mrs. Hanson, of Rochester, Minn., arrived in the city, and the reunion such as you read about in fiction."

Strange Find of a Full-Bled Ship in a Cave in Far-Away Australia. A story which smacks of the marvelous is the theme of much speculation at Sydney, Australia, says the New York Journal. In May, 1890, four men left the Australian metropolis for a prospecting tour in the mountains of New Zealand. During the tour, they had done much hard work around the base of Mount Rasperul and in the immediate vicinity.

In the following month they penetrated the unknown wilds on the headwaters of the river Walkato. October 3 their crowbars loosened an immense ledge of rocks which arose like a precipice from the bed of a small creek tributary to the Walkato. When the debris was cleared away, a small creek some ten feet in length was revealed. Within two feet of the opening this crack became a wide-mouthed subterranean chamber. A little more labor admitted the men into the opening. Priming their miners' lamps they started on a tour of exploration.

Bones, charcoal and rudely constructed pottery was found everywhere; some mummified remains of a small race of people with long, pointed hair, and a few copper weapons were also found. Finally they emerged into an immense chamber, the dome of which was several hundred feet above their heads. But the Titanic nature of the cavern did not excite their curiosity as much as a strange-shaped object which was dimly outlined in the center of the chamber.

In their bounded amazement they approached the uncanny object and found it to be a sailing vessel of marvelous symmetry and surprising beauty. The deck was of rosewood or of some material much resembling that valuable cabinet timber, and the masts of ebony, polished as finely as the case of a music-box. The remains of sails which hung idly around copper wire ropes or cables proved that they had been of pure yellow silk, almost as thick as a farmer's grain sack.

The vessel was upwards of one hundred feet in length and some thirty broad. Although there were many copper wires and bands used in its construction, not a single nail or screw of any metal was to be seen; every joint being secured by hardwood screws or pine. Here for once is room for unbounded speculation.

When, how, and under what circumstances was this piece of unknown marine handiwork transported to the South Pacific island and buried hundreds of feet in the interior of a lofty mountain? No means of egress or ingress were found except the narrow opening revealed by the crowbar's work.

If You Are in the Swim. If you want to be in it up to the neck, to use a rather expressive vernacular phrase, you must write "Town," instead of "City," on local letters. "City" is the title to the postal globe, and its use will show the postal clerks and letter carriers that you know what's what. If it should happen to both these hard-worked individuals, so much the better. For the aforesaid "they" say it is English not to think of the convenience of humble and unknown tollers.

The Greatest Travelers. In point of actual distance covered, the greatest traveler in the world is said to be Chief Engineer Sewell, of the White Star fleet, who is well known. While in charge of the engine department of the vessels of that line, notably the Britannic, Mr. Sewell completed 139 round trips between Liverpool and New York, traveling the enormous distance of 818,400 nautical or 941,000 standard miles, nearly four times the distance between the earth and the moon. This is said to be only about two-thirds of the total distance traversed by Mr. Sewell since he became a sea-going engineer. Chief Engineer Kitchen, who was in charge of the Adriatic's engines for sixteen years but who now superintends the Britannic's, boasts a similar record. He has made 164 round trips between Liverpool and New York, and has traveled over 954,800 nautical miles, or 1,106,600 standard English miles.

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ONE ENJOYS.

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation permanently.

For sale in 75c. Bottles by all Druggists. CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, CAL. LOUISVILLE, KY. NEW YORK, N.Y.

TOLME ESTATE. GLOVEDALE STOCK FARM. Importers and breeders of Driving and Saddle Horses, Shorthorn Cattle, Leicester Sheep and Berkshire Swine. The Standard Blood Stallion MIDGARD, 5589. FOLIOED MARCH, 1888.

By MAMBRINO DUBLEY, born around 1816, sire of Grattan, 235; Crescent, 236; Manly, sire of Dudley, by Woodcock, Manbrino, 237; sire of Abner, by Woodcock, Manbrino, 238; sire of the dam of Superior, 239; sire of the dam of Superior, 240; sire of the dam of Superior, 241; sire of the dam of Superior, 242; sire of the dam of Superior, 243; sire of the dam of Superior, 244; sire of the dam of Superior, 245; sire of the dam of Superior, 246; sire of the dam of Superior, 247; sire of the dam of Superior, 248; sire of the dam of Superior, 249; sire of the dam of Superior, 250; sire of the dam of Superior, 251; sire of the dam of Superior, 252; sire of the dam of Superior, 253; sire of the dam of Superior, 254; sire of the dam of Superior, 255; sire of the dam of Superior, 256; sire of the dam of Superior, 257; sire of the dam of Superior, 258; sire of the dam of Superior, 259; sire of the dam of Superior, 260; sire of the dam of Superior, 261; sire of the dam of Superior, 262; sire of the dam of Superior, 263; 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