From THE DAILY COLONIST, July 29.

LOCAL AND PROVINCIAL.

Episcopalian Picnics.

The first annual picnic of St. Saviour's Sunday School, Victoria West, will be held at Oak Bay, on Saturday next. The choir of St. Barnabas will enjoy their outing at Peddar Bay, on the 8th of August.

Germany's Representative.

Mr. Carl Lowenberg, of the firm of J. A. J. Caton & Co., has been appointed German Consul for this province. Mr. Lowenberg is authorized by his Government to open a register for all Germans living in British Columbia. By thus registering at the consulate, they will be able to preserve their citizenship.

Choral Communion.

St. Barnabas Church, at the corner of Cook street and Caledonia avenue, is the only one in the province having a choral communion service. It was introduced for the first time last Sunday, the service being Garrett's in F. Mr. Floyd had charge of the choir, and Rev. Mr. Beanland's officiated.

New Publications.

The latest addition to the newspapers of British Columbia is "The Business Review," a neat, eight page commercial weekly, published in New Westminster. It is enterprising and patriotic, and confident of success. For literary workers, still another weekly has made its appearance, bearing the title "Brains." It is interesting from the first to the last page.

Travellers.

The passengers from Victoria for San Francisco, by the Walla Walla, yesterday, included Wm. Alexander, J. Royan, Mrs. Fred. May, A. J. Ogilvie, Mrs. Ogilvie, Miss S. Cain, Miss Clement, Mrs. Powell and children, Wm. Powell and children, H. C. Norris and wife, N. Heisterman, A. Lewis, J. Colline, Mrs. E. Ross, F. R. Georgson and S. J. D. Lee.

Of Interest to Canners.

The Liverpool Journal of Commerce of July 7th, says:—"Commencing on Thursday week a weekly sale of tinned salmon will take place at the Law Association Rooms, Liverpool. It has been found necessary to make this departure in order to meet the increased demand of the trade. The firms associated with the movement are well known, and their position is calculated to command the highest respect and esteem."

To Appear this Morning.

It is expected that Chin Ha Mot will be arraigned in the Provincial court this morning, and formally charged with the murder of Isaac Cloak. The two principal witnesses, Fannie and an Indian named Jack, will be in attendance, and if the latter will talk it is expected that he will give most important evidence for the Crown. Fannie alleges that Jack accompanied the prisoner on the night of the burning of Cloak in his house.

Contradicted.

Mr. Geo. Johnston, the Government's statistician, telegraphs from Ottawa that our correspondent's statement, with regard to the population of Vancouver, is a "bad guess," and that it is considerably more than the COLONIST's correspondent states. If it is a bad guess as regards Vancouver, it is a much worse guess with respect to Victoria. Everybody in this city is quite certain that 12,000 is much nearer the actual population of Vancouver than 17,000 is to that of Victoria.

Married Last Evening.

The Reformed Episcopal church witnessed the marriage, at 6 o'clock last evening, of Mr. George Munkhouse Fort, of the Provincial Land Registry Office, and Miss Harriet S. Jesse, eldest daughter of the late Robert Jesse, of this city. The nuptials were celebrated by Rt. Rev. Bishop Cridge, in the presence of an interested and select few. The groom is a general favorite with all who enjoy his acquaintance, while his bride has long enjoyed the distinction of being regarded as one of the fairest, as well as one of the most graceful, and accomplished Victorians. Both Mr. Fort and his bride fully deserve the warm congratulations, which follow them on their wedding journey, on which they entered this morning.

The Salmon Run.

The salmon run, Sunday night, decided nothing, and the fishermen are as puzzled as ever as to how the season will turn out. Many of the most experienced fishermen are satisfied the run will not improve much, and, on the whole, the canneries will make exceedingly light packs. The catch varied from 40 to 400 fish to the boat. Two Dutchmen, working for W. H. Vianen, brought in 327 fish, Monday morning, which is the largest catch heard of except in the case of one of Ewen's boats, which is reported to have captured about 400 fish. Five other boats, belonging to W. H. Vianen, sent in 684 fish as the result of their night's work, and an Indian named Moses took 194. At the mouth of the river there were a few large catches, but the general run was from 40 to 75 fish to the boat.—Columbian.

Big Forest Fires.

Despatches from various parts of Washington describe the forest fires as destroying much valuable timber, and threatening several towns in the vicinity. At Cle-Elum fires are raging in the hills immediately adjoining that place on the north, between there and Roslyn, causing destruction to large bodies of standing timber. If the wind should veer to the south it would place Cle-Elum in a very precarious situation. At Snohomish much damage to timber is being done by forest fires. In some places, between Lowell and the Sound, the road is rendered almost impassable by fallen timber. Heavy fires are also raging north-east of there, the whole country in this vicinity being enveloped in smoke, making it very disagreeable as well as injurious to the eyes, throat and lungs. Forest fires have raged fiercely since Friday between Nooksack and Deming, in the heavy timber along the Seattle, Lake Shore & Eastern railway. Men watched the Deming depot all Friday night. The telegraph line has been useless.

Extradition Methods.

When the A.O.U.W. met here in Victoria one of the prominent men of the order was Sheriff Smith, of Astoria, Oregon. While being shown the town by Chief Sheppard one afternoon he saw a man known as Harry Whelan, a longshoreman, who had been here several months. He informed Chief Sheppard that Whelan was wanted on three indictments of grand larceny at Astoria and that he would like to get him on the other side. Chief Sheppard undertook the job of getting Whelan to the American side, without the trouble and red tape necessary to secure extradition papers and on Monday night he sent Whelan aboard the steamer Kingston under arrest, and wired Chief Delaney, of Port Townsend. United States Custom Officer Todd, on board the steamer, acted as guardian of Whelan, and when the steamer docked at Port Townsend, Chief Delaney was there, and secured his prisoner. Sheriff Smith, of Astoria, came up to Port Townsend, and took charge of his man. It was not exactly the proper manner of extraditing a criminal, but the object was accomplished in a speedy manner.

Death of Mrs. W. H. Redmond.

The hosts of friends of Mrs. W. H. Redmond, in Victoria, Vancouver and Westminster, will be grieved sorely to learn of her death, which occurred yesterday afternoon after a brief illness. The deceased lady caught cold on Monday, and grew rapidly worse despite the best of medical attendance and all that loving care could do, and yesterday, afternoon she passed away, to the great sorrow of a loving husband and many friends. Mrs. Redmond was only 22 years of age. She was a native of Montreal, and a daughter of Mr. and Mrs. F. X. Martin of New Westminster. She was married just three years ago, and leaves a little son two years old and an infant of twelve days. The bereaved husband will have the fullest sympathy to-day in his great loss, for the deceased young lady had won many friends in this province, and few were more popular or more esteemed. The funeral takes place to-morrow morning, the services being performed at the R. C. pro-Cathedral.

A MUSICAL EVENING.

Spent Most Enjoyably with the Popular Wolff Family.

"This is in many respects unquestionably the best concert that's ever been held here."

Such was the remark of a well-known amateur, who ranks with the best of this city, as he conversed with a friend during the intermission in last night's concert, by the Wolff family, at The Victoria. He was quite correct, and yet his opinion was expressed before some of the best numbers on the programme had been reached.

Mr. Clement Rolands was, without doubt, the lion of the evening. His voice is rich, melodious and powerful, while his selections—C. A. White's "Madeline," in the first part, and "The Storm Fiend," in the second—were remarkably well made. Without a question, he can consider himself, from this date, a strong favorite with Victorians, who were not slow to recognize the magic and the power of his voice, last evening.

Dividing the honors with Mr. Rolands, were his winsome wife and her sister, Miss Minna Wolff. The former has a mezzo-soprano of rare sweetness, and thoroughly under control, while Miss Wolff is possessed of one of the most charming alto voices a lover of good music could wish to listen to. In their duets, the two ladies mentioned proved themselves artists; their voices blend perfectly—the result, no doubt, of long and careful training—and their interpretation of "In the Dusk of Twilight," (Offenbach), and "The Sailor's Sighs," (Balfe), pleased all. Duets are too seldom heard on the Victoria concert stage, while such duets as those on last night's bill are not heard in years.

Of the other features of the evening, Miss Minna Wolff's recitation "A Mother's Story" was one. As an elocutionist she is as much a success as she is as a singer. Her acting is natural, her voice magnetic, and her stage presence attractive. Mrs. W. W. Clarke also took a prominent part in the concert, as did Miss Tilla Wolff and Mr. Ernest Wolff. He is an accomplished pianist and violinist, and also sings a clear, pleasing tenor, which while a trifle light for solo work, is very useful in the choruses. The intention of the family is to shortly make a tour of the Provincial and Sound cities, which if merit is justly rewarded, will no doubt prove successful.

FIRE AND THEFT.

A Blaze in the Sample Room of the Clarence.

At some unknown hour, Monday morning, a fire was started in one of the rooms of the Clarence hotel, at the corner of Yates and Douglas streets.

It was in the sample room used by Mr. W. Alexander, of Winnipeg, a drummer for a fancy goods house. The room is a very large one, on the second floor, and was formerly used as the dining room of the hotel. It is surrounded by a balcony, from which access by the windows is an easy thing. The samples of Mr. Alexander were arranged about the room, and displayed in tempting array for the benefit of his customers. Early Monday morning, when the room was first entered, a smoldering fire was discovered. There was no blaze, but just a sickly fire on one of the cloths that were thrown over the sample cases.

Several blackened matches were found in the room, and it is likely that a lighted match, dropped carelessly, caused the fire. The damage was very slight, but on investigation it was found that some of the most valuable samples were missing. Half a dozen ivory handled fans had been stolen, and the police were at once notified. An investigation was inaugurated, but at a late hour, last night, no trace of the thieves or property had been discovered. The theory held by the police is that the room was entered by boys who in prowling about with lighted matches dropped one of them, thus setting fire to the room.

Chief Sheppard had his men busy at work on the case yesterday, but no arrests have yet been made. No report was made to the fire department and it was at a late hour last evening when Chief Deasy investigated the fire. He examined the room carefully but declined to express an opinion as to the origin of the blaze.

ANOTHER SEALER.

The Mary Ellen Reaches Port After a Short Cruise in Northern Waters.

The sealers have given up and will rest on the result of the protest that will be entered in each case. The serious misprint in the international agreement to which the name of "William" instead of "Sir Julian" Pauncefote was signed forms the basis of a strong protest.

The latest arrival from the north was the schooner Mary Ellen, which arrived and anchored in the outer harbor at one o'clock yesterday afternoon. Captain Jacobson, her commander, was rounded to by the U.S.S. Thetis off the Shumagin Islands and warned the same as all of the other schooners, after receiving a copy of the agreement and the President's proclamation, the Mary Ellen sailed into the Behring's Sea to wood and water. She then sailed direct for this port. After leaving the Sea, she was met and overhauled by the Nymphe, who gave her orders to keep out of the Sea. The boarding officer of the Nymphe was informed that the Ellen was *en route* to Victoria, so no seizure was attempted. The schooner got 90 sealskins, and one other after leaving the Danube.

HELENA, Montana, July 18.—The Lone Pine group of mines, in the Vipond district, Beaver Head County, has been sold to an English syndicate for $725,000.

THE VICTORIAN.

Her Initial Trip to the City Whence She Takes her Name—Presentation of Colors.

A Very Pleasant Trip—In a Heavy, Chopping Sea the Vessel Makes Her Mark.

Thoroughly Tested and Shown to be First-Class in Every Particular —To Vancouver To-Day.

The first trip of the new steamer Victorian to this port having been fixed for yesterday, her advent was anxiously expected by the citizens, and particularly by those who had contributed to the purchase for her of a complete set of colors. The occasion was the means of attracting to Port Townsend, where she was to be met, a large number of strangers, not a few of whom came from Vancouver Island.

Among the party who left Victoria, yesterday morning, were Mayor Grant, Ald. Smith, Ald. Munn, Ald. Richards, United States Consul Myers, Messrs. D. R. Ker, J. S. Yates, G. Cooper, (and wife), W. H. Ellis, Richard Jones, E. J. Thain, Joseph Heywood, James Mitchell, M. Young, W. Jensen, Fred. Pope, Capt. Cavin, Thomas Shaw, Arthur Turner, J. Loewen, M. E. Pierson, L. Goodacre, T. Norquay, H. Kessler, F. Campbell, jr., Capt. J. M. Cowper, B. Campbell, general freight agent, U.P.R.; W. H. Hurlbert, general passenger agent; Capt. Troupe, superintendent of Water Lines; Port Captain C. E. Clancy, J. Bissell, agent at Victoria, W. H. Bryant and G. W. Bullene, U. S. local inspectors, and J. F. Brown, port steward at Seattle.

A very pleasant and speedy run was made to Port Townsend, although it was at times hard for one to acquire that control of the pedal extremities necessary to walking the deck like a sailor. Moreover, there was aroused, in more than one instance, an almost overpowering inclination to worship at the shrine of Neptune, and to make those offerings which are frequently regarded as being no more than just, right and eminently proper. However, despite the ardor of the devotees, there were none of them absent from the breakfast table, good appetites being manifested, no matter how refractory digestion might subsequently happen to be. As the steamer progressed, a region of fogs was entered, but that was not a very extended one, and the thick clouds and choppy seas gave place to a bright blue sky and an expanse of water almost as level as a billiard table. After a while some of those who were on the upper deck, in the neighborhood of the pilot house, raised the expectations of the travellers by shouting, "there she goes!" but they had, in the distance, mistaken the George E. Starr for what is claimed by many to be the Queen of Puget Sound. However, it was not long before there passed up in front of the Olympian a noble looking craft, about whose identity there could not possibly be any doubt, and scarcely had she made fast to her wharf when the Olympian threw out her lines close behind her. The new boat, it was manifest was the general admiration. It was not long before the passengers from Victoria made their way on board the vessel, whose initial trip up the Sound had brought the strangers across the Straits, and as they realized her elegant proportions and the beauties of her fittings and adornment they were loud in their expressions of admiration and praise. Messrs. H. E. Levy and M. Young had two suspicious looking bags to be opened, and in a very short time there were exposed to the view of the ladies and gentlemen, who had gathered in the cabin, the flags and signals, which were to be presented to Capain Troupe the designer and, for the time being, the commander of the new candidate for the patronage of the travelling public. Among those assembled, in addition to a goodly company of ladies, were the following: Mr. C. E. Mallette, of Port Angeles; Mayor Tibbals, Messrs. W. A. Sawtelle, F. A. Bartlett, President of the Chamber of Commerce; Dr. Glennan, Dr. Conover, Judge Swan, Colonel Lyons, State Senator F. W. Hastings, Representative A. A. Plummer, C. F. Seal, of the Merchants Bank; Col. Green, of the North West Fruit Co. of Seattle, &c., &c.

Mayor Grant having invited Captain Troupe to come to the front, grasped the burgee with one hand in such a way as to display its size and the beauty of its textural and the elegance of its design, began with a few remarks as to the relations between the people of the Sound and those of Victoria. He said he had been requested on behalf of the citizens of Victoria, who had raised the required funds to present, on their behalf, this set of colors to the excellent and truly admirable steamer which had been named after their own city. He highly praised not only the architecture of the steamer, but the beauty of its fittings and embellishments, the whole having been produced upon this coast. The hull, the cabinet work, and, indeed, almost everything, had been produced in Portland, and its people—indeed those of the entire Pacific coast—had every right to be proud that they had been able to turn out a ship like this. He spoke of the friendly relations that existed between the two adjoining nations which occasions like this went a long way to cement. He and his friends had come from the land of the Union Jack. This was the land of the Star Spangled Banner, and their neighbors to the north had reason to feel gratified—to be proud, indeed—that the people who in this way had achieved so much were sons of the same British family. He believed that the principal stock out of which the United States nation had grown came principally from the British Isles. The people of Canada and of British Columbia were proud, he repeated, of their American cousins, and only jealous of them because in matters like this and of business they had got somewhat ahead of them. He trusted that the good feeling that existed would be more and more increased, the Stars and Stripes and the Union Jack being more intimately associated, because liberty always accompanied them. He hoped that the signals which were presented to-day would never require to be used as emblems of distress, that they would only require to be used on occasions of congratulation, and that the Victorian would never be required to haul down her flag to any one (loud cheers).

Captain Troupe said that, on behalf of the steamer Victorian, he most sincerely thanked Mayor Grant and the citizens whom he represented for this handsome present. Speech-making was not his forte, but he most heartily hoped that the steamer Victorian would always do honor to the noble city from which she took her name. Were he to say more, he felt that he should be running on a rock, and the signals told him he must haul in sail.

This terminated the proceedings, the visitors and hosts separating to "do the town," to meet again at the festive board.

It was generally remarked by all that the town had made wonderful progress of late, and that the general appearance of the place and its inhabitants was indicative of prosperity.

Later in the afternoon a very handsome luncheon was served, the following being the

BILL OF FARE.

Eastern Oysters.
Chicken a la Reine.
Sherry.
Boiled Salmon, Lobster Sauce.
Cucumbers. Potato Croquets.
Ponet Canet.
Tenderloin Steak, plain, with Mushrooms.
Lamb Chops, breaded, with Tomato Sauce.
Parisian Potatoes. New Green Peas.
Pommery Sec.
Smoked Beef Tongue. Boiled Ham.
Roman Punch.
Chicken Salad. Crab Salad.
Green Apple Pie.
Steam Cherry Roll, Brandy Sauce.
Assorted Cake. Maccaroons. Edam Cheese.
Victorian Ice Cream.
Bent's Crackers.
Cigars. Cognac.

The arrangements for the comfort of the passengers, and the provisions for their refreshment, were particularly creditable to Purser F. M. Bucknill and Steward Charles Petrie.

The cloth having been removed,

Mayor Grant began by expressing his pleasure at being present, but regretted that he had not been able to witness a trial of the relative speed of the Victorian and the City of Kingston. He referred to the enterprise of the Union Pacific railway in supplying steamboat facilities in these waters, and said that people might make up their minds that the Victorian would be in time every time. He returned his heartiest thanks to the company, to Capt. Troupe and to the people of Port Townsend for their hospitalities, which he was sure, would be remembered by Victoria.

Captain Troupe having briefly returned thanks

Mr. Ellis, who was loudly called for, said that he was sure all present would be highly gratified at the manner in which they had been treated by the officers of the Union Pacific railway. Every citizen of Victoria would feel delighted that this excellent boat had been called the Victorian, it being the first time that the city had received an honor that all would appreciate. From the build of the boat and her general appearance he was satisfied that she had been well named. She was a beautiful boat and Victoria was a beautiful city, and the steamer would, he had every reason to believe, be ahead of anything on the water and on the Sound.

Consul Myers remarked that those present were guests of Captain Troupe, and were, indeed, his troops. They had fought a good fight in his company. Captain Troupe had expressed the hope that the Victorian would be up to the times. Everything in the world was the result of evolution, and he expected that in the future the vessels on the Sound would not only be multiplied but beautified. The Victorian, from one end to the other, was the most beautiful ship he ever saw. She was up to the highest art in shipbuilding. Another thing which had afforded him satisfaction was that his vessel was not the product of foreign skill which had been developed in this new Northwest. What had been done in the past could not fail to be reproduced and improved upon in the future. The Victorian was, in this sense, eloquent and prophetic.

Mr. Bissell expressed his pleasure at the improvement which had, in this way, been introduced into the Sound. He was sure that the company would supply all the facilities that were wanted—first class in every respect. He concluded by saying that he had to-day been given to understand that he was shortly to be transferred to another position, and therefore took this opportunity of saying good-bye, extending to all his best wishes.

Ald. Smith, ex-Ald. Goodacre, Ald. Richards and Ald. Munn also spoke, the latter particularly pointing out the great future that lay before this coast.

Mr. H. E. Levy and Mr. M. Young, who were loudly called upon as having been instrumental in getting up the flags that had to-day been presented, made some very felicitous remarks.

Mr. Frank Campbell was also honored.

To the toast of the Press replies were made by a representative of the COLONIST and Mr. Sears of the Times.

Mr. Ker spoke on behalf of the Board of Trade.

Mr. Shaw, of the Albion Iron Works, said that the Victoria was a success in every detail, and a credit to the City of Portland.

Mr. Kessler stated that from a mechanical point of view the steamer was a perfect success, and no better constructed vessel could be found in any part of the world. She was the best vessel on the coast. He had also been astonished at the taste displayed in her finish. The trade of this coast was increasing, and upon it, it was beyond question, that as good vessels could be built as anywhere in the world. Inside of fifteen years ships would be built locally fully equal to any that could be impotted.

Further remarks were made by Mr. Whelan, after which the Ladies was responded to by Mr. Turner.

Mr. Elitte, port Steward at Portland, also made some felicitous observations.

About seven o'clock the steamer was headed for Victoria, and in the course of the trip displayed the highest seagoing qualities, all present being high in their praise of her build, her finish, and withal, her steadiness in an exceedingly choppy sea. Captain Troupe, by whom her plans and specifications were prepared, deserves the highest praise for the success which he has achieved in this model boat, which has more than realized the expectations that were formed of her. As a gentleman remarked, on the return trip, she had a real baptism of rough weather and behaved magnificently.

On her arrival at her wharf, at Victoria, the vessel was greeted by large numbers of people, despite the lateness of the hour, and had a thorough inspection by hundreds of critical visitors.

LITTLE LOCALS.

Steamer Sussex, of the Upton line, arrived from China and Japan, after a favorable trip yesterday afternoon.

C.P.R. S. S. Empress of China arrived at Port Said, on the morning of the 27th.

M. J. Bissell, local manager of the Union Pacific Railway at Victoria, has been transferred to an important position at Walla Walla.

At the annual meeting of the New Westminster and Vancouver Tramway Company the following officers were elected: D. Oppenheimer, president; Ben. Douglas, vice-president; S. T. Mackintosh, secretary and treasurer. Directors: D. Oppenheimer, Ben. Douglas, H. V. Edmunds and S. Oppenheimer.

The members of Alexandra Lodge, No. 116, Sons of England, met, last night, at Steitz restaurant, to give a parting entertainment to their vice-president, Brother Leggo, who is leaving to make his home in St. Thomas, Ont. A very pleasant time was spent and hearty farewells were exchanged.

THE EMPRESS OF INDIA.

Departure of the Big Steamer, Last Night, for China and Japan.

The Empress of India departed for the East at 9 o clock, last evening, with a big cargo of freight and 60 passengers. She also carried 127 Chinese from Vancouver. The Empress dropped anchor in the outer harbor at 7:37 o'clock. She was met by the tender, which carried out the passengers and mail from Victoria. One saloon passenger and 37 Chinese boarded the Empress at this point. Among her passengers were: Mr. G. A. Keefer, of this city; Hon. John Leary, ex-Mayor of Seattle; Hon. R. J. C. Walker, of Philadelphia, and Hon. F. Sugimura, the Japanese consul at Vancouver, and his wife.

A number of passengers came over on the Empress from Vancouver, and were landed by the tender. Among them were D. E. Brown, general freight and passenger agent for C.P.R., at Vancouver; General Freight Agent Kerr, C.P.R. of Winnipeg; and F. M. Conway, travelling auditor for C.P.R. Mr. Fred Drummond, Charles Stevens and William Angus, of Montreal, also came over on the big steamer, and were met by Mr. F. Angus, whose guests they will be while in the city.

Among the Chinese, who took passage from here, were Hong Yuen, of Wah Yuen & Co. of this city; and Kwong Yuen, of Hip Lung & Co., Portland. Both are very wealthy men. The former is making a short visit home, for the first time in many years, and the latter is returning to China to secure from that government some electric light concessions. He is interested in a syndicate that propose to light some of the cities of the celestial empire with electricity.

ANOTHER UPTON STEAMER.

The Sussex Arrives Yesterday with Four Thousand Tons from the Orient.

Shortly after 9 o'clock, yesterday morning, the steamship Sussex, the third of the Upton line, steamed into the dock at the outer wharf, with Pilot Thompson at the wheel. The Sussex is built especially for freight, and brought one of the largest cargoes that has ever come into this port. Her freight consisted of nearly 4,000 tons, most of which is destined for shipment East, via the U.P.R. She brought 400 tons for Victoria and 600 tons for Sound ports. In her cargo were 24,000 chests of tea, which is the largest tea shipment ever made from Japan.

The Sussex brought over 87 Chinese passengers and 16 Japanese. The passage was made in 16 days. She left Yokohama at 6:45 a.m., of July 12th, and had fair weather until the 15th, when fogs and mist were encountered, and prevailed all the way over. The Sussex drew 18 feet forward when she came in. Her officers are: Captain, H. F. Holt; first officer, G. M. Porteous; second officer, D. E. Parsons; third officer, A. J. Henderson; chief engineer, Pannington. She will leave here to-night for Portland.

HARBOR IMPROVEMENT.

TO THE EDITOR:—Very many people prattle about the improvement of Victoria harbor, but there is not among the whole number one who can give a reliable opinion as to what the improvements should consist of or of the cost. In fact, as regards the latter, some put it down at thousands, others at millions of dollars.

Victoria harbor is really an extensive sheet of water, adequate to three or four miles of wharves: well protected from winds and rough waves.

Deepening the harbor is generally considered to be the most important requisite, and whilst opinions vary as to the extent of the deepening, no one knows how much or how little rock would have to be removed.

Such being the state of the question, it appears necessary, or at all events advisable, that a survey of the bottom of the harbor should be made to the depth required, so as to find out the amount of rock or the depth of mud. Many believe the rocks to be mere isolated clumps with large valleys of mud or clay between. These points require to be determined, in order to learn, with some approach to certainty, the cost and feasibility of the desired deepening, and so forth.

It seems that the citizens should make this absolutely necessary survey, through the corporation, probably; and this having been done, the city would be in a position to approach the Federal Government with a definite plan when asking for assistance.

A scheme exists for making a breakwater from Holland point to Brotchie Ledge. Were this carried into effect doubtless a magnificent harbor would be created, at a big cost, to be sure; but, before this grand plan be put into execution, would it not be wise to learn what improvements can be made in Victoria harbor?

If it can, at moderate cost, be rendered commodious for ordinary vessels drawing say twenty-five feet, the Indian village would become twice, at least, as valuable as now, and this increase of value might justly be claimed to pay in part the improvement desired. It really seems that the Indian village should be devoted to some enterprise for the general good, such as the improvement of the harbor or construction of the railroad to the north end of the Island, and the general good must overcome local greed; but, in any and every case, the Indians must be justly, liberally, legally and conscientiously satisfied.

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July 28th, 1891.

NEWS OF THE PROVINCE.

NANAIMO.

NANAIMO, July 29.—Mr. and Mrs. Black, of the Union bakery, have again been called upon to mourn the untimely death of a child. This morning their son, aged six months, died of convulsions.

The funeral of Jas. Bradley took place, to-day, in charge of the Knights of Pythias and M. and M.L.P.A.

A grand reception was tendered, in the Baptist church, last evening, to Rev. G. E. Good, recently appointed pastor of the church.

Mr. McBrown is rapidly improving from the burns which he received at East Wellington.

Ship Kennebec is loaded, and waiting a tug.

Several citizens presented themselves at the public meeting called by the mayor for the purpose of considering the ways and means to forward a good exhibit from this city to the exhibition to be held in Toronto. The following committee was appointed:—Mayor Hilbert, and Messrs. M. Wolfe, W. H. S. Perkins, C. C. McKenzie and Thos. Keith. Mr. A. Haslam, of the Nanaimo sawmill, offers to donate $50 towards the above if the Council will donate $100.

The letter box postal system will be inaugurated in this city on the first prox.

MONTREAL, July 29.—Duncan McIntyre and Tyler, of the Grand Trunk, sailed for Canada to-day.

PERSONALS.

D. A. Quigley, of Vancouver, is in the city.

E. B. Hill, of Fairhaven, is at the Oriental.

Ald. R. Nightingale, of Nanaimo, is in town.

D. E. Brown and J. A. Fullerton are at the Driard.

James F. Brown, of New York, is at the Oriental.

J. A. Sargent, of New York, is at the Oriental.

W. L. Ogle leaves for Vancouver this morning.

Rev. Father Van Nevel returns home this morning.

Moses Lenz goes to California on a visit next week.

R. B. Bryan and wife, of Olympia, are at the Oriental.

Robert Kerr, of the C.P.R., Winnipeg, is at the Driard.

C. B. Fox, Customs officer of Port Townsend, is at the Oriental.

George Riley, secretery-treasurer of the S. & O. railway, is in town.

James Cunningham came over from the Mainland last evening.

W. Worden, commission merchant, of Nanaimo, is at the Oriental.

Thomas D. Lindsay, an old Victorian, now residing at Moberly, Mo., is here on a visit.

Postmaster Noah Shakespeare returned from his visit to the Mainland, Tuesday evening.

J. W. Sladen, the leading undertaker of Tacoma, is enjoying a summer holiday with Victoria friends.

Wm. H. Brownlee, of St. Catharines, Ont., is a guest at the Oriental. He will remain here for a month or two.

Frank Murray, of San Francisco, son of Mr. James Murray of Pandora street, is in town on a visit to his many friends.

Wm. Christie, of the C.P.R. telegraphs, who is confined to his bed by acute pneumonia, was reported as a little better yesterday.

Thos. C. Blatchford, C.P.R. conductor, of Medicine Hat, with Mrs. Blatchford, is holidaying here. They are guests at the Oriental.

F. X. and Mrs. Martin and L. A. Martin, of Westminster, and Miss Redmond, came over from Westminster last evening to attend the funeral of the late Mrs. W. H. Redmond.

J. Norcross (late of Cheltenham Training College, England), who obtained the highest marks in the recent examination for second class, grade A, has been appointed to the Enderby school.

LITTLE LOCALS.

The Y. M. I. picnic, which was to come off August 8th, has been postponed.

Admiral Hotham, C.B., had a long interview with Collector Milne on the sealing question Tuesday.

Argument on the appeal in the case of Davies vs. McMillan was concluded on Tuesday, judgment being reserved.

A new engine has been ordered by the Tramway Company for the electric power house. The engine is to be of 500 horse-power.

Mr. A. M. Muir's plans for the Oak Bay hotel have been adopted by the Improvement Company, and construction will commence shortly under the architect's supervision.

Three very tame cases—one a drunk, one a case of supplying liquor, and one a violation of the park by-law—formed the list in yesterday's police court. Messrs. Belyea and McMicking presided.

Rumor has it that the Naval authorities are anxious to have the new powder magazine of "C" Battery made available for the use of the combined services.

The Vancouver World says: "The matter of the injunction served upon the city at the instance of Mrs Elizabeth Studden, restraining the city from paying the salary of I. H. Hallet on the ground of illegal and insufficient appointment, will be argued in Victoria this, Thursday, morning.

VICTORIA MARKET REPORT.

FLOUR—Portland roller	$ 6.75
Salem	6.75
Snowflake	6.75
Hungarian	7.00 @ 7.25
Victoria	5.50
Wheat, per ton	50.00
Oats, per ton	40.00 @45.00
Barley, per ton	40 00
Middlings, per ton	30.00@32.50
Bran, per ton	27.50@30.00
Ground Feed, per ton	40.00@42.50
Oil Cake, per ton	35.90@40.00
Corn, whole	50.00
" cracked	50.00
Cornmeal, per 100 lbs. Canadian	2.50
Oatmeal " Saanich	4.50
Beans, large white, per 100 lbs	5.00
" small " "	5.00
" Bayo "	5.50
Potatoes (island), per ton	25.00
Potatoes, New, per lb	1½
Tomatoes, per lb	10
Onions, new, per lb	3
Hay, baled, per ton	20.00 @ 22.50
Squash, per lb	2
Straw, per bale	1.25
Beets, per lb	2
Carrots, per lb	2
Garlic, per lb	50
Raspberries, per lb	8
Cherries, per lb	25
Cucumbers, per doz	50
Apples, New, per bx	2.50
Apples per lb	5 @ 8
Cherries, per box	1.50@2.50
Plums, per lb	20
Oranges, per case	3.25 @ 5.00
Peaches, per lb	15
Goo-eberries per lb	10
Lemons, California, per case	4.50 @ 5.50
" Sicily, per case	7.50 @ 8.50
Green peppers, per lb	12½
Rhubarb, per lb	3
Asparagus, per lb	12½
Peas, green, per lb	5
Beans, 3 lbs	25
Beans, green, per lb	12½
Cauliflowers, per doz	1.25
Eggs, Island, per dozen	35@40
" Imported. "	25
Butter, roll, Island, per lb	32½ @ 37½
" fresh, per lb	35
" California, per roll	60
Cheese, Canadian per lb., retail	18 @ 20
" California "	20
Hams. American "	18@20
Bacon, American, per lb	16 to 20
" Rolled "	14½—16
Shoulders, per lb	12½—13½
Lard "	15@20
Meats—Beef "	10@18
Sides "	9@12
Mutton, per lb	10@18
Lamb, forequarter	1.25
" hindquarter	1.50@1.75
Pork, fresh "	16@18
Veal, dressed, per lb	15@18
Tallow "	5@6½
Chickens, each	1.00@1.50
Teal, per brace	40
Quail, per doz	2.40
Beef cattle	5½@5½
Sheep	6@6½
Hogs	8 @ 9
Calves	7@8
Hides. "	6@8½
Skins, sheep, each	25@50
" Calf	8
Fish—Salmon, per lb	09
Cohoe	5
Cod	15
Black Cod	10
Salt "	8
Halibut, "	10
Miscellaneous	5
Sturgeon	25
Kippered Salmon	20
Smoked Salmon	25
Flounders, 3 lbs for	12½
Smelts	25
Fresh herrings, per 4 pounds	50
Labrador " per doz	20
Trout	"
Hoaters	

Bark Richard III, coal laden, sails for the South, this morning.

RICH BUT UNCULTURED.

One of the Oddities Created by Successful Operation in Western Mining Schemes.

There is a man in this city, says the New York Telegram, whose peculiar career has been in harmony with his peculiar character. He was born in the south, has had some education, though he cannot be considered an educated man, and has lived in many parts of the world. He is one of those men whose indomitable will power makes success with them a foreign conclusion. He is now about forty-five years of age, the possessor of a tremendous fortune, which he has made by speculating in western mines since 1875, when he lost a comparatively small fortune which he had inherited. This calamity, instead of depressing him as it would many men, seemed to bring out all the latent power in his nature. He went west immediately with his large family, lived with the greatest economy and was happy in the confidence of his ultimate success. This success came to him in very short time. He found himself to be the possessor of an admirable judgment of the value of mines, and showed an extraordinary skill of driving a hard and close bargain. As one of his friends has said of him: "He has made his money by squeezing it out of others. He would, by taking advantage of a man's embarrassed financial situation, get all his property out of him, and then, with a fine magnanimity, present his victim with fifty dollars as a gift."

A few years after his advent in the west he found himself a millionaire. As soon as the discovery was made it dawned upon him that the west was too small a place for him. So he came to New York expecting to take the town by storm. But, strange as it may seem, he has not succeeded in this ambition. On the contrary, there are few people who know that he lives in this big city. He, the possessor of two millions, is thrown into the shade by scores of New Yorkers, each of whom possesses many millions more. But he is well content. His experience in New York has taught him to affect a contempt for wealth, though he still continues to accumulate it. "Money," he says, with a fine scorn which is very amusing to those who know him, "money is not worth striving for. There are other things in the world of greater importance than mere pelf." He is particularly fond of making this remark to those persons with whom he has business relations. He certainly convinces them that there is no use in striving for money with him, for in the struggle for it he is sure to win. This, however, is only one of his many aphorisms. He loves to pose as a philosopher and to scatter bits of wisdom around him, some of which have a strangely familiar sound, as though they had been said before by some one else. He is also very religious, and he invariably throws the cloak of his religion over his little prevarications and hard business dealings. His life in the wild west seems to have inspired him with an intense desire to be a gentleman and to surround himself with gentlemen, and his efforts thus far have resulted in some curious episodes. His rude speeches to his guests at table are the talk of those who have met him, and his peculiar manners have already inspired one novel writer to put him in a story. He has an intense admiration for Napoleon, whom he takes for his model, and imitates in a manner which gives delight to those who can appreciate it. Altogether, he is a most curious example of a civilization which is rapidly dying out, of the type which is neither boor nor gentleman, but a cross between the two, the result of a state of social transition which produces in him a mixture of natural vulgarity only imperfectly concealed by a veneer of spurious refinement.

DESCENT OF THE BARINGS.

History of a Great Commercial Family Extending Through Centuries.

Two centuries ago there lived at Bremen, in Germany, a pastor of the Lutheran church named Franz Baring, or Baering. In those days, says Spare Moments, the ministers of his order might be men of great learning, but their circumstances were at the best moderate. His son, John Baring, went to England and established himself as a clothmaker near Exeter, in Devonshire. From the ranks of the cloth drapers and the linen drapers, quite as often as from among the goldsmiths, the merchants and bankers were then recruited. John Baring's son, Francis, born in 1740, was sent at an early age to learn the "art, trade and mystery" of a merchant, and before he died he made himself, by consent, the first merchant in the world.

He was a director in the Honorable East Indian Company, then one of the highest rewards to which a merchant might hope to attain; for a time he was the great company's chairman; for twenty-two years he sat in parliament, then a far more exclusive body than it has become under the extended suffrage; in 1793 he was made a baronet; in 1810 he died. But his first title to honor is that he founded the house of Barings. His sons were the first Baring brothers.

Davy Crockett's Monument.

A monument is to be erected over the remains of Davy Crockett, the famous Tennessee hunter, who killed 108 bears and performed various other deeds of valor. It is now more than sixty years since this