

The Colonist

FRIDAY, JUNE 30, 1893

COMMON SCHOOL EDUCATION.

Whatever difference of opinion there may be about the value of a college education to men who have to fight their way through the world, all are agreed that a good elementary education is in these days a necessity for boys and girls of every rank and condition of life.

As every parent, who is respectable, or who desires to be thought respectable, considers it his duty to give his children a good education, and as the State, in this part of the world, believes itself to be in duty bound to place the means of education within the reach of all classes of the people, it is important that the education provided should be sound and practical.

The children who attend the public schools should learn to read well, to spell correctly, to write legibly, and to be able to add, subtract, multiply and divide rapidly and accurately. This, it will be said, is a very narrow curriculum. Perhaps it is.

But there are people, in this and almost every other American community, who say that they would be quite satisfied with the public schools if the three R's were taught in them thoroughly, and if the children, when they left school, were able to write a letter neatly and correctly in every respect, and knew enough of arithmetic to work ordinary business calculations quickly and accurately.

This, it must be admitted, is a most undesirable state of things. The elements of education should be taught in the elementary schools thoroughly. This should be the first object of the teacher. Nothing should be allowed to stand in the way of the children becoming proficient in reading, writing and arithmetic. These are the essentials of school work.

THE DREADFUL DISASTER.

The news of the sinking of the battle ship Victoria and the loss of the greater part of her crew of more than seven hundred souls has sent a thrill of horror throughout the British Empire. The disaster in which more than four hundred men were, with hardly a moment's warning, hurried into eternity, is something awful to contemplate.

The sinking of the Victoria, almost immediately after her collision with the Camperdown, must undermine confidence in the efficiency of the armored ships, which are the nation's main defence. Will those ships, built at such a great expense, and on whose ability to defend the seaports and the coast of Great Britain so much depends, be able to withstand attack? Will they keep afloat when pierced and torn by the fearful engines of modern warfare? Will they, when struck by the powerful torpedoes of war ships, or battered by torpedoes, or pierced by the heavy shot of modern artillery, sink as the Victoria did, like an "iron pot"? Will a naval engagement in the future be attended by the same fearful consequences as followed the collision in the Mediterranean yesterday?

made. But it will be no comfort to know, after so many brave men have found a watery grave, that some one has blundered. The power of armored ships to resist attacks of all kinds, and their ability to keep afloat after they are injured, will, no doubt, also be subjects of quiet investigation. It is devoutly to be hoped that it will be found, in spite of the loss of the Victoria, that armored ships are to be depended upon, both for attack and defense.

A SPECIAL PLEADER.

The account given by Mr. Phelps of the attempts of the United States to settle the Behring Sea dispute by convention was so ingenious as it might be. He, we see, adheres to the contention that the Americans never claimed exclusive jurisdiction over the waters of Behring Sea because they purchased such jurisdiction from Russia. The denial that the Americans ever contended that Behring Sea was a mere common sea must strike those who have anything like a distinct recollection of the grounds on which the seizure of British sealers was justified by the American Government and American citizens.

But, independently of the persistent denial by the American counsel of what is a matter of history, Mr. Phelps' statement with regard to the convention is not so full or as fair as it might be. He is reported in our telegram of yesterday to have said: "The Government next endeavored to obtain a convention which, waiving its rights, would preserve the seals. The convention was only defeated by Canada's interference, on the ground that protection was needless after an agreement respecting a close season had failed."

We would like to know what rights the American Government waived in those negotiations? We venture to say, none whatever. What they did was to take advantage of the ignorance of the British officials with respect to the habits of the seals and the conditions under which they could be hunted in Behring Sea, and to propose a close season, which would have as effectively closed the sea to British sealers as if the American claim to its being a closed sea had been acknowledged. When the British sealers heard of the American proposals, they explained their true nature and intent to the British Government, and the result was that they were not accepted. But, if our memory serves us, the clever American negotiators were very near being successful. Did Mr. Phelps tell the Arbitrators that the close season proposed by Secretary Blaine meant complete exclusion from Behring Sea for sealing purposes of all except the Commercial Company's employees?

WHITHER ARE WE DRIFTING?

What is the world coming to, what are the prospects of civilized society, what is the need of the reforms and changes that are taking place in the world, no questions which thoughtful men are ever weary asking? Fortunately, men are not willing to live for their own day only. "Eat, drink and be merry, for to-morrow we die," has not yet become the motto of civilized men. They still look to the future, they still feel an interest in their country and their race, they still wish to be able to form an intelligent opinion of the condition of posterity, sores, and even hundreds, of years hence. Such a desire is not by any means vain, and forecasts of the future, though necessarily uncertain, are not always unprofitable. Individual men often ask themselves what effect such and such a course of action is likely to have upon their children and their children's children, and they shape their conduct in the way they consider best, not merely for themselves but for their descendants. Should not communities which are supposed to be guided by reason, and to have for their object the welfare of those who come after them as well as themselves, act in a similar way? All men who think, know that the consequences of men's acts do not cease when the men disappear from the world's stage. History teaches them that whether men intend it or not, what they do and what they neglect to do cannot but have an influence on the world after they are dead and forgotten.

Considerations like these must convince us that when men try to look ahead and see whether the world is drifting, they are neither foolish nor presumptuous. One of those who have been peering into the future is Mr. Charles Pearson. He has written a book which he has named, "National Life and Character: A Forecast," which Mr. Llewellyn Davies has reviewed in the June number of the Contemporary Review. Mr. Pearson's outlook is not by any means a cheerful one. He believes that the decadence of the civilized world has already commenced, and that the very reforms which make for the well-being of society, are unfitting men for the struggle that is before them. The changes in laws and in social usages, which have the effect of making life more pleasant and of diffusing comfort throughout all classes, are, he maintains, enervating civilized men and rendering them unwilling and unfit to make the exertions which are necessary to enable them to maintain their superiority over what are now considered the inferior races. The time will come, he believes, when the Chinese, the natives of India, the negroes and the Indians of South America, having in their poverty and barbarism maintained their hardy virtues, will "multiply and advance, and squeeze into narrower quarters the hitherto dominant races of the temperate zone." He is a firm believer in the capabilities of the Chinese. It is his opinion that they are destined to beat the white races with their own weapons. That they will be their rivals in the arts, their superiors in commerce, and their competitors in war, the dislike which white men have for fighting

will increase, as through the advance of the useful arts and the operation of good laws life becomes more pleasant to the masses. He considers that the tendency of the present age is to take from men the faith in a Supreme Ruler of the Universe. The men of the future are to be of the earth, earthy. There is to be "a millennium of general comfort and international harmony." "All things," says Mr. Davies, "to Mr. Pearson's eyes are moving in the same direction—towards more general and equally diffused comfort, and towards fustian, dullness and vacuity," and the hand that guides is to be completely lost sight of. The world, according to Pearson, is tending towards hoghness. Things high and noble and elevating will be either forgotten or disregarded. "It seems reasonable to assume," says Mr. Pearson, "that the world will be left with out deep convictions or enthusiasm, without the regenerating influence of the ardor for political reform and the fervor of pious faith, which have quickened men for centuries past, as nothing else has quickened them, with a passion purifying the soul."

When white men have reached this very low level of existence, the Asiatics and other colored races are to come upon them like a flood, and wipe them off the face of the earth, or reduce them to a state of slavery. Well, all that we can say is, that when civilized and Christian men come to that pass, it will be of little consequence what becomes of them. But it is altogether incredible that the nations that are now the leaders and the masters of mankind will ever be brought under the yoke of their acknowledged inferiors. The spirit that is in them will fling up and impel them to put down and to keep down, the races that would try to presume upon their forbearance and their dislike of violence. It is not to be supposed that the fighting instinct will ever die in them. They will, like their fathers before them, consider that strenuous struggle, and even death itself, is preferable to the loss of all that Christians and free men hold dear. This seems to be Mr. Davies' belief, though he does not say so in express terms. The last paragraph of his article is an able and an eloquent justification of war. "To fight for the existence and honor of our country is the way to give a higher conception of the trust committed to the children of a nation. In this age, more than ever, and for England more than for the citizens of any other country, it should be a sovereign aspiration that we may help to make the country, for which we are ready to die and to kill, increasingly worthy of its destiny, a better instrument in the hands of the Ruler of mankind. Christianity imposes upon those who govern the British Empire the obligation of caring little about lives or feelings compared with the security of the Empire and its power to do its appointed work in the world. Mr. Pearson's book is a call to us to prove that to be good is not to be weak; that we know it to be our Christian duty to guard by strenuous effort, and by any required amount of suffering, the priceless inheritance which has been entrusted to us."

THE COUNTESS OF ABERDEEN.

The leading article of a very neat monthly magazine, "Onward and Upward," leads the discerning reader to form a very high estimate of its editor, the Countess of Aberdeen. It is an "Irish Industries." These industries are evidently the cottage industries which the Countess and a number of other ladies have established and are fostering. It is not difficult to see that the writer of this article is a good woman. No one but a large-hearted and liberal-minded person could take such a lively interest in philanthropic work of this kind or would speak so kindly and so appreciatively of those who are co-operating with her in the good work. She has a good word for all who are associated with her in helping the women and girls of the Irish peasantry to be self-supporting. Protestants and Catholics, Unitarians and those of the wives of clergymen. Neither does she fail to do justice to the men who have interested themselves in the movement. The editorial shows, too, that the Countess of Aberdeen is a capable woman of business. Her style of writing is businesslike and her methods are systematic and no doubt effective. Her business capacity is proved by the way in which she has managed the Irish village at the World's Fair, an engraving of which is the illustration of the article. This village is, we are glad to see, the best paying exhibit at the Fair, and the assertion that it is not approved by the Irish-American Nationalists is denied by the Nationalists themselves, who in their denial pay the Countess a very handsome compliment.

The article is well written, and clearly shows that the writer could, if it were necessary, earn her living by her pen. It is pleasant to know that the wife of the next Governor-General of Canada is one of the world's workers, an earnest, conscientious, large-hearted woman, who cannot but exercise an elevating and a powerful influence over those with whom she associates. We would gather from the cheerful, hopeful tone of the article, from which we are trying to form an estimate of the character and capacity of the Countess of Aberdeen, that she is as bright and lively as she is kindhearted and energetic.

The Magazine "Onward and Upward" is besides being both interesting and instructive, a marvel of cheapness, its price being only one penny. Accompanying "Onward and Upward" is "Wee Willie Winkie," another of her ladyship's magazines edited by "Lady Marjorie Gordon and her mother." It is for children, and is prettily illustrated. Its price is only one-half penny. How so large and so delightful a periodical can be sold for so little money, without ruining some one, is a past our comprehension.

A LADY POLITICIAN.

Mrs. Leese, the lady politician of Kansas, and not long since candidate for the position of United States Senator, is a woman of energy as well as of ability. She has been lecturing in Chicago lately, and has spoken to large and enthusiastic audiences. This lady is a free theorist. She discusses the leading questions of the day, and that too with a practical object. Here is part of what she said on the silver question, which is so generally discussed in the newspapers and from the platforms of the United States: "Our martyred leader, Lincoln, declared that the system of contracting a debt without there were two kinds of money in circulation, gold and silver, was a crime against the kind, was a crime against the people. The demonstration of silver was that crime—it was a blow struck at the freedom of the people. It has been called the greatest commercial crime of the age, and the time is not far distant when the world will modify its appellation, and it will be known as the damnable crime of the C.P.R. The fruits from Honolulu will include a large shipment of Seattle, viz.: 1,000 bunches of bananas, 4,000 coconuts, with pipe apples, sweet potatoes, etc. Among this lot are island watermelons."

LIBELLED FOR DAMAGES.

The C.P.N. Co. has libelled the bark Doehrs, well known at this port and now loading lumber cargo at Hastings, for damages. The bark Doehrs, which was the bark's collision with the steamer Yosemite, Captain MacGarron was in Victoria yesterday endeavoring to arrange the matter.

MARINE MOVEMENTS.

The steamer Warrimoo sailed from Brisbane on June 19 with thirty first class and fifty second class passengers, and 130 tons of freight. She will take on 2,600 tons of cargo, principally fruit, at Honolulu, and will reach Victoria about July 7, according to the present schedule. The fruits from Honolulu will include a large shipment of Seattle, viz.: 1,000 bunches of bananas, 4,000 coconuts, with pipe apples, sweet potatoes, etc. Among this lot are island watermelons.

MARKET NOTES.

There are now four ocean sailing vessels on berth at Yokohama for the C.P.R. Co., viz., the American ship A. J. Fuller, 1,782 tons, Capt. Wallcut; the German ship Serene, 1,437 tons, Capt. Sauerbach; the American bark St. Katherine, 1,193 tons, Capt. Fraser; and the British bark Jessie Shipley, 845 tons, Mr. Blanche. The British Columbia Steamship Co., in regard to which Captain S. F. Scott went to England a short time ago, have decided not to wait up their business in this Province, but to wait for the advance in rates and then put their steamers in service. Captain Scott will probably embark in business in Vancouver.

Mr. J. Mackay, owner of the sailing schooner Enterprise, received a cablegram from the captain of the vessel on Friday last, stating that his boat had obtained a cargo of 3,220 tons of skins. This, together with previous reports, goes to show that the sealers on the Japan coast are finding plenty of seals.

WASHINGTON, June 23.—The Government is not disposed to accept as final the decision of the United States District Court at Seattle, that it has lost entirely the power to control the lands of the Puysallp Indians near Tacoma, by reason of the allotment of their lands in severalty, and Attorney-General Olney has given instructions to the U.S. District Attorney at Seattle to make an appearance immediately in behalf of the Indian agents.

NOT YET HARMONIOUS.

According to Mr. Smalley, the able and well-informed London correspondent of the New York Tribune, the Home Rulers were not, a week or so ago, a very happy family, and their allegiance to Mr. Gladstone was not nearly so strong as it was some little time before. In his letter of the 17th inst. he says: "The solid majority of forty is no longer forty and no longer solid. It never was solid. The alliance with the Irish is in some parts. The Irish themselves, heretofore unequally divided into two sections, are now split into three. Mr. Sexton's resignation and what followed upon it have disclosed dissensions suspected, indeed, but fore and now avowed open and probably irreconcilable. Mr. Morogh's resignation of his seat for Southport Cork is a sufficiently significant commentary upon the matter. Mr. Morogh is a Healyite and he goes off diamond hunting in South Africa, because Mr. Healy has been beaten and Mr. Sexton is for the moment victorious."

A CUNNING ESCAPE.

Frederick Day Pretends to Have a Very Sore Leg and is Sent to the Hospital. But He Suddenly Gets Well and Leaves With Only a Nightshirt and a Blanket.

About as one piece of scheming as has been heard of in these parts for some time was carried to a most successful termination early yesterday morning, with the result that a convict named Fred. Day, sentenced to nine months' imprisonment at the Provincial Jail for larceny, was allowed to get away, and, though he escaped with no covering other than a night shirt and a blanket, he has so well succeeded in keeping out of the way that the posse of officers in chase have been unable to find any trace of him.

Day was removed from the Provincial Jail on Wednesday to the Provincial Royal Jubilee hospital to have a broken knee cap attended to. The knee cap certainly was broken, and as there was nothing to show that it was not a new fracture when he was taken to the hospital, Dr. Richardson had the injured limb put up in bandages. On Friday, Dr. Day, in going his rounds at the hospital, noticed the new inmate, whom he at once recognized as an old patient of his, who, eight years ago, had been treated in the Royal hospital for a broken knee cap. At that time he had got around all right but a short time after his discharge he again fell on the knee and sustained an injury of a more serious nature, from which he did not recover for a number of months. Even then the bone was not knitted together, but only what the doctors call ligaments, and the two fragments of bone being distinctly separated one from the other. Having recalled Day's antecedents, Dr. Day examined the broken knee cap carefully. After feeling all about the knee, he instructed Dr. Richardson to telephone at once to the police that the hospital authorities would not hold themselves responsible for the escape of a prisoner, but that they would be glad to help in his apprehension. In his opinion, Day had the use of his leg just as much now as as any time for a number of years. As the bone was not knitted together, he had a very plaster Paris cast on the leg, so as to minimize the chances of getting away. This was in the afternoon. In the evening, Yank and a couple of guards from the jail came over to the hospital. After they had been there awhile, a buggy was driven up, and a woman recognized as Day's wife got out and went to the window of the hospital near where Day's bed was. Day got up and came to the window, where he stood and talked awhile with his wife. She then covered to the buggy, when Dr. Richardson went to the window and enquired what she was doing there. She said her husband wanted to see her, or something of the sort, but when she inquired what she was doing there, she had brought out a new suit of clothes, a pair of boots and hat, and a long knife. There was also a pair of rowlocks in the trunk. Her intention was to have her husband row across the Straits and get out on American soil. The woman was taken into custody, and the police went back to the hospital. Day's bed was empty. The bird had flown, leaving nothing behind but the plaster of Paris cast which had softened with some water and cut off with the sharp edge of a spoon. It was presumed he had taken the Richmond road, but further than this no one knew anything about him. Supp. Hesse, of the C.P.R., who was at the time just returned from an official visit to the Mainland, was then notified and officers have since been searching for the missing man. Up to late hour last evening he had not been captured.

MARINE MOVEMENTS.

The steamer Warrimoo sailed from Brisbane on June 19 with thirty first class and fifty second class passengers, and 130 tons of freight. She will take on 2,600 tons of cargo, principally fruit, at Honolulu, and will reach Victoria about July 7, according to the present schedule. The fruits from Honolulu will include a large shipment of Seattle, viz.: 1,000 bunches of bananas, 4,000 coconuts, with pipe apples, sweet potatoes, etc. Among this lot are island watermelons.

LIBELLED FOR DAMAGES.

The C.P.N. Co. has libelled the bark Doehrs, well known at this port and now loading lumber cargo at Hastings, for damages. The bark Doehrs, which was the bark's collision with the steamer Yosemite, Captain MacGarron was in Victoria yesterday endeavoring to arrange the matter.

MARINE MOVEMENTS.

The steamer Warrimoo sailed from Brisbane on June 19 with thirty first class and fifty second class passengers, and 130 tons of freight. She will take on 2,600 tons of cargo, principally fruit, at Honolulu, and will reach Victoria about July 7, according to the present schedule. The fruits from Honolulu will include a large shipment of Seattle, viz.: 1,000 bunches of bananas, 4,000 coconuts, with pipe apples, sweet potatoes, etc. Among this lot are island watermelons.

MARKET NOTES.

There are now four ocean sailing vessels on berth at Yokohama for the C.P.R. Co., viz., the American ship A. J. Fuller, 1,782 tons, Capt. Wallcut; the German ship Serene, 1,437 tons, Capt. Sauerbach; the American bark St. Katherine, 1,193 tons, Capt. Fraser; and the British bark Jessie Shipley, 845 tons, Mr. Blanche. The British Columbia Steamship Co., in regard to which Captain S. F. Scott went to England a short time ago, have decided not to wait up their business in this Province, but to wait for the advance in rates and then put their steamers in service. Captain Scott will probably embark in business in Vancouver.

Mr. J. Mackay, owner of the sailing schooner Enterprise, received a cablegram from the captain of the vessel on Friday last, stating that his boat had obtained a cargo of 3,220 tons of skins. This, together with previous reports, goes to show that the sealers on the Japan coast are finding plenty of seals.

WASHINGTON, June 23.—The Government is not disposed to accept as final the decision of the United States District Court at Seattle, that it has lost entirely the power to control the lands of the Puysallp Indians near Tacoma, by reason of the allotment of their lands in severalty, and Attorney-General Olney has given instructions to the U.S. District Attorney at Seattle to make an appearance immediately in behalf of the Indian agents.

before the American people are, according to Mrs. Leese, land, money and transportation. She has ready-made solutions for them all. In this she is a long way ahead of American publicists of the male persuasion. Many of them have doubts, and are looking for more light, but this lady economist and statesman has banished such long ago, and she has evidently all the light she wants, to enable her to solve the most abstruse of public problems.

SPORTS AND PA

The James Bays Sports at the Driving Park Keenly Contested. B. C. Jockey Club Races at Vancouver—The American Derby—Other Events.

As a whole, the field day of the James Bay Amateur Athletic Association was just as thoroughly enjoyable as the well remembered water carnival under the same auspices last summer. Unluckily the attendance was not equally good, though it would be unkind to think that the fashionable public who were the Association's guests on the first occasion were unwilling to contribute their little round half dollars for value received in legitimate amusement on the second. Yesterday's weather was decidedly restraining—alternately clouds and shower—the street cars had a series of misfortunes and fell by the wayside, and the laying of the corner-stone of the new P. O. House of course necessitated the presence of a large number who otherwise would have been at the games. For these, and half a dozen other reasons, there was a very limited attendance at the Driving Park when 2:15 o'clock came—the time for starting the first event.

If the people are not here it's their misfortune not our fault," was the philosophical observation of the officers of the day—and they decided to wait for no one, but carry out the programme without delay. The result was a well managed meeting, every thing being run off quickly and in its proper order, and the crowd—for there was a crowd before the day was over—having plenty of time to see the close of the sports and still reach their homes before the dinner hour. The City band furnished good music during the day, and the track was in splendid condition for everything being run, being smooth and hard. A resume of the various events is given below:

One Hundred Yards (club)—There was a misunderstanding at the start in this race, the pistol being fired accidentally and the majority of the competitors being called back to line. Ward (C. W.) and Gowen came winning, the latter being contented (quite properly) that they were only supposed to obey the pistol. Gowen led Ward by about five feet. To obviate any hard feeling, all but Ward and Gowen ran in the second heat, which resulted in a good race between Haines and Bailey, who came in first and second respectively, with Fraser a close third. The final race was won by Gowen, with Bailey a very good second.

High Jump—Of the six athletes entered only two were on hand promptly and the remainder of the Kingdon & Minor prize, therefore, lay between F. Morley and T. Dunn. The latter was the victor, and kept ahead until the quarter, when Vanouover Dan, who was second, broke badly, and Stanton took the lead, coming out with the pole in the second round he, however, went to pieces, and although he was only a neck behind in the third round, he was unable to finish. In the second heat, T. Dunn's Harry Clead off and kept ahead until the quarter, when Vanouover Dan, who was second, broke badly, and Stanton took the lead, coming out with the pole in the second round he, however, went to pieces, and although he was only a neck behind in the third round, he was unable to finish.

One Hundred Yards (open)—J. Murray and C. Blair, of the Victoria Amateur Athletic Club, were the victors in this race. H. Fleming and J. Sharp of the Victoria Amateur Athletic Club, and J. T. Braden of the Victoria Amateur Athletic Club, were the victors in this race. H. Fleming and J. Sharp of the Victoria Amateur Athletic Club, and J. T. Braden of the Victoria Amateur Athletic Club, were the victors in this race.

MARINE MOVEMENTS.

The steamer Warrimoo sailed from Brisbane on June 19 with thirty first class and fifty second class passengers, and 130 tons of freight. She will take on 2,600 tons of cargo, principally fruit, at Honolulu, and will reach Victoria about July 7, according to the present schedule. The fruits from Honolulu will include a large shipment of Seattle, viz.: 1,000 bunches of bananas, 4,000 coconuts, with pipe apples, sweet potatoes, etc. Among this lot are island watermelons.

LIBELLED FOR DAMAGES.

The C.P.N. Co. has libelled the bark Doehrs, well known at this port and now loading lumber cargo at Hastings, for damages. The bark Doehrs, which was the bark's collision with the steamer Yosemite, Captain MacGarron was in Victoria yesterday endeavoring to arrange the matter.

MARINE MOVEMENTS.

The steamer Warrimoo sailed from Brisbane on June 19 with thirty first class and fifty second class passengers, and 130 tons of freight. She will take on 2,600 tons of cargo, principally fruit, at Honolulu, and will reach Victoria about July 7, according to the present schedule. The fruits from Honolulu will include a large shipment of Seattle, viz.: 1,000 bunches of bananas, 4,000 coconuts, with pipe apples, sweet potatoes, etc. Among this lot are island watermelons.

Mr. J. Mackay, owner of the sailing schooner Enterprise, received a cablegram from the captain of the vessel on Friday last, stating that his boat had obtained a cargo of 3,220 tons of skins. This, together with previous reports, goes to show that the sealers on the Japan coast are finding plenty of seals.

WASHINGTON, June 23.—The Government is not disposed to accept as final the decision of the United States District Court at Seattle, that it has lost entirely the power to control the lands of the Puysallp Indians near Tacoma, by reason of the allotment of their lands in severalty, and Attorney-General Olney has given instructions to the U.S. District Attorney at Seattle to make an appearance immediately in behalf of the Indian agents.

before the American people are, according to Mrs. Leese, land, money and transportation. She has ready-made solutions for them all. In this she is a long way ahead of American publicists of the male persuasion. Many of them have doubts, and are looking for more light, but this lady economist and statesman has banished such long ago, and she has evidently all the light she wants, to enable her to solve the most abstruse of public problems.

SPORTS AND PA

The James Bays Sports at the Driving Park Keenly Contested. B. C. Jockey Club Races at Vancouver—The American Derby—Other Events.

As a whole, the field day of the James Bay Amateur Athletic Association was just as thoroughly enjoyable as the well remembered water carnival under the same auspices last summer. Unluckily the attendance was not equally good, though it would be unkind to think that the fashionable public who were the Association's guests on the first occasion were unwilling to contribute their little round half dollars for value received in legitimate amusement on the second. Yesterday's weather was decidedly restraining—alternately clouds and shower—the street cars had a series of misfortunes and fell by the wayside, and the laying of the corner-stone of the new P. O. House of course necessitated the presence of a large number who otherwise would have been at the games. For these, and half a dozen other reasons, there was a very limited attendance at the Driving Park when 2:15 o'clock came—the time for starting the first event.

If the people are not here it's their misfortune not our fault," was the philosophical observation of the officers of the day—and they decided to wait for no one, but carry out the programme without delay. The result was a well managed meeting, every thing being run off quickly and in its proper order, and the crowd—for there was a crowd before the day was over—having plenty of time to see the close of the sports and still reach their homes before the dinner hour. The City band furnished good music during the day, and the track was in splendid condition for everything being run, being smooth and hard. A resume of the various events is given below:

One Hundred Yards (club)—There was a misunderstanding at the start in this race, the pistol being fired accidentally and the majority of the competitors being called back to line. Ward (C. W.) and Gowen came winning, the latter being contented (quite properly) that they were only supposed to obey the pistol. Gowen led Ward by about five feet. To obviate any hard feeling, all but Ward and Gowen ran in the second heat, which resulted in a good race between Haines and Bailey, who came in first and second respectively, with Fraser a close third. The final race was won by Gowen, with Bailey a very good second.

High Jump—Of the six athletes entered only two were on hand promptly and the remainder of the Kingdon & Minor prize, therefore, lay between F. Morley and T. Dunn. The latter was the victor, and kept ahead until the quarter, when Vanouover Dan, who was second, broke badly, and Stanton took the lead, coming out with the pole in the second round he, however, went to pieces, and although he was only a neck behind in the third round, he was unable to finish. In the second heat, T. Dunn's Harry Clead off and kept ahead until the quarter, when Vanouover Dan, who was second, broke badly, and Stanton took the lead, coming out with the pole in the second round he, however, went to pieces, and although he was only a neck behind in the third round, he was unable to finish.

MARINE MOVEMENTS.

The steamer Warrimoo sailed from Brisbane on June 19 with thirty first class and fifty second class passengers, and 130 tons of freight. She will take on 2,600 tons of cargo, principally fruit, at Honolulu, and will reach Victoria about July 7, according to the present schedule. The fruits from Honolulu will include a large shipment of Seattle, viz.: 1,000 bunches of bananas, 4,000 coconuts, with pipe apples, sweet potatoes, etc. Among this lot are island watermelons.

LIBELLED FOR DAMAGES.

The C.P.N. Co. has libelled the bark Doehrs, well known at this port and now loading lumber cargo at Hastings, for damages. The bark Doehrs, which was the bark's collision with the steamer Yosemite, Captain MacGarron was in Victoria yesterday endeavoring to arrange the matter.

MARINE MOVEMENTS.

The steamer Warrimoo sailed from Brisbane on June 19 with thirty first class and fifty second class passengers, and 130 tons of freight. She will take on 2,600 tons of cargo, principally fruit, at Honolulu, and will reach Victoria about July 7, according to the present schedule. The fruits from Honolulu will include a large shipment of Seattle, viz.: 1,000 bunches of bananas, 4,000 coconuts, with pipe apples, sweet potatoes, etc. Among this lot are island watermelons.

MARKET NOTES.

There are now four ocean sailing vessels on berth at Yokohama for the C.P.R. Co., viz., the American ship A. J. Fuller, 1,782 tons, Capt. Wallcut; the German ship Serene, 1,437 tons, Capt. Sauerbach; the American bark St. Katherine, 1,193 tons, Capt. Fraser; and the British bark Jessie Shipley, 845 tons, Mr. Blanche. The British Columbia Steamship Co., in regard to which Captain S. F. Scott went to England a short time ago, have decided not to wait up their business in this Province, but to wait for the advance in rates and then put their steamers in service. Captain Scott will probably embark in business in Vancouver.

Mr. J. Mackay, owner of the sailing schooner Enterprise, received a cablegram from the captain of the vessel on Friday last, stating that his boat had obtained a cargo of 3,220 tons of skins. This, together with previous reports, goes to show that the sealers on the Japan coast are finding plenty of seals.

WASHINGTON, June 23.—The Government is not disposed to accept as final the decision of the United States District Court at Seattle, that it has lost entirely the power to control the lands of the Puysallp Indians near Tacoma, by reason of the allotment of their lands in severalty, and Attorney-General Olney has given instructions to the U.S. District Attorney at Seattle to make an appearance immediately in behalf of the Indian agents.

A.A. (1125) Bradley, Wolff, Clarke, and J. Deeming (1875), and L. W. Hall (1825). For the first few laps J. Deeming, Wolff and Bradley rode well together, spurring frequently and all riding well; Ackland quickly got down to good solid work, and was observed repeatedly. In the fourth lap he was about twenty yards from the pole when he had the misfortune to get a fall, and his stock went down several points. He was up again in a moment, however, and Potter catching up to him (though with his second lap in the handicap still to make), the Dublin boy had the advantage of Potter's pace-making for the rest of the race. And he made good use of it. Potter did not hope to win, so he said, but he made a strong race for Ackland, and the latter held it well. On the last lap, a friend in the crowd, who had evidently been watching the procession in, J. Deeming taking second by a close six inches, and Bradley third. Bradley's time was 14.21, corrected, about 16.45. Potter's time was close to 15.30.

REGATTA AT BURRARD INLET.

A regatta will be held on Burrard Inlet on the 13th July, the contestants participating being the members of the Vancouver Boat Club and the Burrard Inlet Rowing Club. Four oared crews from each club will compete, and the Jordan medal will be rowed for.

THE MATCH FOR THE MEDAL.

VANOUVER, June 24.—(Special)—In the single scull race H. J. Franklin won the gold medal from H. Wilson, by several lengths. The medal was presented by Mr. A. Linton.

THE TUFF.

HORSE RACING AT VANOUVER. VANOUVER, June 24.—(Special)—The extra meeting of the B. C. Jockey club took place here this afternoon. It was a beautiful day, and the sport was keen and enjoyable. In the quarter mile race, Fred and Forber, ridden by Rosell and Keefe, respectively, made a pretty race of it, Fred winning both heats in 40 and 30 seconds. Fred is quite quick for a quarter, but he was out of the race in the second heat, the half mile dash and repeat in 55 and 57 seconds from Fred, Grey Eagle and Kicking Bob; Forber finishing in fine form a length ahead of the other horses.

The trotting and pacing race, best three in five, kept the crowd guessing to the finish. Vanouover Dan won the first heat without a hitch in 2:45. In the second heat T. Dunn's Harry Clead off and kept ahead until the quarter, when Vanouover Dan, who was second, broke badly, and Stanton took the lead, coming out with the pole in the second round he, however, went to pieces, and although he was only a neck behind in the third round, he was unable to finish. In the second heat, T. Dunn's Harry Clead off and kept ahead until the quarter, when Vanouover Dan, who was second, broke badly, and Stanton took the lead, coming out with the pole in the second round he, however, went to pieces, and although he was only a neck behind in the third round, he was unable to finish.

One Hundred Yards (open)—J. Murray and C. Blair, of the Victoria Amateur Athletic Club, were the victors in this race. H. Fleming and J. Sharp of the Victoria Amateur Athletic Club, and J. T. Braden of the Victoria Amateur Athletic Club, were the victors in this race. H. Fleming and J. Sharp of the Victoria Amateur Athletic Club, and J. T. Braden of the Victoria Amateur Athletic Club, were the victors in this race.

One Hundred Yards (club)—There was a misunderstanding at the start in this race, the pistol being fired accidentally and the majority of the competitors being called back to line. Ward (C. W.) and Gowen came winning, the latter being contented (quite properly) that they were only supposed to obey the pistol. Gowen led Ward by about five feet. To obviate any hard feeling, all but Ward and Gowen ran in the second heat, which resulted in a good race between Haines and Bailey, who came in first and second respectively, with Fraser a close third. The final race was won by Gowen, with Bailey a very good