

THE CITY.

THE Trades and Labor Council have given an expression of opinion in the matter of the Douglas street sewer extension, favoring day work.

MR. JOHN COHEN and Miss Olive Harriet Garrett, both of this city, have been united in marriage, Rev. W. L. East being performing the interesting ceremony.

THE annual general meeting of the Victoria and Sidney Railway Company is called for Wednesday the 10th of October proximo, at the company's offices, 95 Government street.

REV. DR. CAMPBELL yesterday afternoon united in marriage at the Rev. Mr. Mr. Christopher Stevens and Mrs. Annie Miller. The happy couple intend to make the Black Diamond City their home.

A PAPER on Primary Geography, by Miss Russell, and one on Primary Arithmetic, by Mr. A. B. McNeill, furnished the chief subjects of discussion at Friday's meeting of the Victoria Teachers' Association.

THURSDAY, October 4, being Canada's day at the exhibition, a fitting finale for the day's events has been arranged in the form of a grand popular concert, to take place in the Institute hall in the evening. The artists at present engaged are: Madam Laird, Mrs. Rowlands, Mrs. Milfin, Messrs. J. G. Brown, E. A. Wolf, and Clement Rowlands.

MR. F. H. WOLFE, agent for Wells Fargo & Co., yesterday purchased nine ounces of London river gold. It was an excellent quality of coarse gold, one of the pieces being valued at \$7; the price per ounce is \$17.50. Miners have always contended that Leech river would some day be found to be rich in placer and quartz mines, and the sample referred to proves that there are good mines somewhere in that vicinity.

Two fine landscape oil paintings by Mr. Stanley Tyler are on view in Sommers' picture rooms on Government street. One is a beautifully executed bit of trees and tangled underbrush on the edge of a grassy hollow, the effect being very happy. The other has in the foreground trees throwing their reflection on a sheet of water with fields stretching out beyond. The work is very artistic, and both pictures are well worth seeing.

At the residence of the bride's parents, Belleville street, yesterday afternoon, Mr. Fred. W. Grant, manager of the Nanaimo branch of Spencer's Arcade, was married to Miss Annie Spencer, eldest daughter of Mr. David Spencer. Rev. H. Cleaver officiated at the ceremony, which was very quietly celebrated, only a few intimate friends being present. Miss Jessie Spencer and Miss Charlotte, sisters of the bride, acted as bridesmaids, while Mr. J. Grant, the groom's brother, acted as best man. By the afternoon train Mr. and Mrs. Grant left for their future home in Nanaimo, followed by the good wishes of their many friends.

THE trouble in regard to the closing of what is claimed as one of the public streets of Victoria West, by Rev. W. G. H. Elliott, is not yet at an end, residents of the locality having instructed Messrs. Davies, Pooley & Linton to apply to the courts for an injunction compelling the removal of the objectionable fences. In reference to the statement recently made by Rev. Mr. Elliott with respect to his action, one resident states that this road was the first made on the island, having been constructed in 1859 by Hon. B. W. Patterson, governor at that time, and as such used ever since. The people of the neighborhood are surprised that the city council has not before this interfered and removed the obstruction of which they complain.

FOR some time past complaints have been numerous in regard to the reckless speed of the cars on the Douglas street tram line. The company say the motormen are to blame; the drivers contend that it is the company, as they are obliged to hurry to carry out their schedule trips. On Tuesday the result was that car No. 14, which had just left the depot, plunged into a band of cattle, and was considerably smashed up, though, strange to say, the cattle escaped injury. Yesterday John Allgood, who drives a delivery wagon for the B. C. Cattle Co., did not notice an approaching car on Douglas street, with the result that after the crash he was picked up badly injured from among the splinters of his cart. The front of the car suffered also. Allgood had several severe cuts and bruises, but is doing well at the hospital.

IMPORTANT DEPARTURES.

VANCOUVER, Sept. 22.—(Special).—The COLONIST was the first to mention the fact some two months ago that the Imperial Bank of Canada were going to open a branch of their bank in the city. Mr. D. R. Wilkie, general manager of the bank, is in Vancouver at the present time completing arrangements for the extension of the bank's business in British Columbia.

The Boston Harbor Company is in active operation up North. It has spent many thousands of dollars in an expensive plant, and made elaborate preparations to ship large quantities of lumber to the United States. Three months ago your correspondent had an interview with Captain Anderson in which that gentleman told him for publication that the Boston company would spend \$10,000 or \$15,000 to develop the harbor fishing line. When the item was published it was not believed; it is now an assured fact.

FRASER RIVER BRIDGE.

NEW WESTMINSTER, Sept. 22.—(Special).—C. D. Rand is still in the city urging the council to adopt his scheme in connection with the Burrard Inlet & Fraser Valley Railway. He has many prominent men with him, and is using all the influence he can make available. To return to his scheme would necessitate the re-voicing of the \$250,000 bonus by the city, and double the amount as pressed as to his favoring the new by-law. The money has been voted under the Bridge Aid Act, the contracts have all been let, and many of the people want to see the scheme carried out under present arrangements, which mean the immediate construction of the bridge.

SUSPECTED MURDER.

NEW WESTMINSTER, Sept. 22.—(Special).—Cheam Peter, an intelligent Indian, who has been employed as special constable at various times, is supposed to have been murdered yesterday. Constable Lester has gone out to investigate. Peter made several arrests on the Cheam river yesterday and left there for Agassiz with them in a canoe. Peter never reached his destination and it is pretty certain he was murdered on the way over and his body thrown into the Fraser by his pursuers.

BRITISH COLUMBIA'S DAY.

Enthusiastic Reception of the Delegations From This Province—Doings at the Fair.

Grand Illumination—Victoria's Splendid Exhibit—The Lieutenant-Governor Visits the "Monterey."

TACOMA, Sept. 22.—(Special).—By far the greatest and most successful day of the fair has been the British Columbia day, which has just closed. Over 1,000 British Columbians have been entertained and are going home enthusiastic over what they have seen. The crowning feature of the celebration was the fireworks and illumination to-night. Not only did the immense display light up the whole fair grounds, but also the whole city. Cassara's famous band arrived from San Francisco this afternoon and scored an instantaneous and tremendous success with its first concert to-night. When it played "God Save the Queen" the entire B. C. delegation stood with uncovered heads. Twelve thousand people were gathered in the main building to hear the concert.

The first B. C. excursion to arrive was that on the Yosemite from Vancouver, which got in at nine o'clock this morning. Four hundred people were aboard. The visitors were met at the wharf by a reception committee and escorted to the grounds.

At three o'clock this afternoon the Islander arrived with the Victoria excursionists. Director General Booy, Mayor Orr, British Vice-Consul J. B. Alexander and the reception committee, went out in the tray Otis and met the party down the bay. The boats saluted each other and steamed together to the wharf. There the reception committee boarded the Islander. An informal meeting was held, which was called to order by Trustee H. Stone. He and Director General Booy and President Harris, of the city council, made addresses of welcome and extended the freedom of the city to the visitors. Lieut. Governor Dewdney, Mayor Teague of Victoria, Mayor Anderson of Vancouver and President of the Board of Trade A. C. Pinnerfield replied in a happy manner to their remarks.

At the close of the reception Lieut. Governor Dewdney received an invitation from Capt. Kempf to visit the U.S.S. Monterey. The invitation was accepted. Governor Dewdney going off in Captain Kempf's gig. On his leaving, the Monterey saluted the Islander with a salute of 13 guns was fired in his honor and the British ensign was run up and saluted. The Yosemite takes her excursion back to-morrow at 9 a.m. and the Islander leaves with her at 1 p.m.

The first instalment of Victoria's splendid exhibit is one of the notable features of the fair. The object of displaying a ton and manufactured by the British Columbia Soap Works is attractive possibly the most attention. It has been given a good position in the building of Manufactures and Liberal Arts. The exhibits of cardboard boxes, hives, stove polish, vinegar and liquid blue are installed in the same building, while Brackman & Ker's exhibit of rolled oats and a fine display of Falconer's preserves and sauces occupy good space in the Agricultural and Horticultural building.

Arrangements have been completed to transfer the exhibits from the State fair at Yakima to the Interstate fair, on the closing of the former, September 23. This will swell the already complete display of natural resources to enormous proportions. The agricultural and horticultural building is already attracting much attention from visitors, because of the wonderful exhibits shown there and the artistic manner in which they have been arranged. The Kittitas county exhibit of minerals, wool, grain, grasses, fruit and vegetables has just been added. Oregon's fine display has been installed by the arrival of a quantity of minerals from the southern part of the state and a large amount of fresh fruit.

NEW STEAMSHIP LINE.

SAN FRANCISCO, Sept. 22.—The Chronicle says: The rivals of the Pacific Mail Company for the Mexican trade on the Pacific coast have become the rivals of C. P. Huntington on the Atlantic side. Two concessions were granted to Don Elio Canton Julio from the Mexican government, one from Salina Cruz to San Francisco, the other from the terminus of the Tehuantepec railway on the Gulf of Mexico to New Orleans. General-General Consul of Mexico, says that he knows that this latter concession has been granted, and he is of the impression that both franchises were issued to the same company. Luis Loiza, whose firm is the agent of the Compania del Ferrocarril Occidental de Mexico at Guaymas, says that while it is possible that the company has secured the franchise for a line on the other side, he is not personally aware that such is the fact.

The terminus of the new line of steamers on the Atlantic side will be Progress, in Yucatan. Huntington's line runs from New Orleans to Vera Cruz, in the Gulf of Mexico. Progress is just across the gulf, and it is said the heads of the Pacific Mail had in contemplation for some time the proposition of attending the line to the Progress. Evidently affairs at Washington City keep the magnates there busy, and the opportunity slipped by. A great trade could have been built up by an American line of steamers between Yucatan and the United States, and the new line will probably reap the benefits. Progress is the port of entry for Merida, the capital city of Yucatan. England has the trade of Yucatan now, shipments all going by the Southern coast through British Honduras. The port of shipment is Belize. The natives

ship their cotton and hemp to England, receiving in return, for the most part, arms and ammunition. The proposition is that Huntington will buy the Tehuantepec railroad when he gets ready. To make a purchase though there must needs be a seller, and the Mexican government is not soiling as if it was anxious to part with its new road.

Mexico needs another line of steamers on the Pacific side. The exorbitant freight rates have not been the only thing which the Pacific Mail has thrust into the people, but the high rates of passenger transportation have soured the people on the Coast considerably. You can go to New York as cheaply as you can to Panama on the Pacific Mail steamers.

DISASTROUS CYCLONE.

SPRING VALLEY, Minn., Sept. 22.—Spring Valley, the beautiful and prosperous city situated amid peace and plenty, was struck by a cyclone at 11 o'clock last night, wrecking the north or residential part of the city. The fatalities resulting from the cyclone number seven; twenty-three persons being injured. The houses destroyed were without exception new, and many of them expensive and situated in the fashionable part of the city. It is impossible to estimate the damage done. Numerous deaths are reported from all the surrounding country.

BURR, Iowa, Sept. 22.—In the cyclone which passed from west to east between here and Algona last night ten persons were killed and from fifteen to twenty wounded.

ALBION, Iowa, Sept. 22.—Twenty-

THE INTER-STATE FAIR, TACOMA.

six persons are reported killed in Missouri county and thirty-nine injured, some fatally, while the greater part of the town of Cyclader, twenty miles west, was badly damaged by the storm which swept over this section of country last night. North of Cyclader, the family of Alex Goulden, four in number, were killed. At Whittemore, ten miles west of the village was not damaged. The killed and persons sought refuge in a house on the Durant place. All were more or less hurt, and two women will die.

CANADIAN NEWS.

Special to the Colonist. MONTREAL, Sept. 21.—Joseph Crepeau, Mayor of Ste. Anne des Plaines, who was to have been a candidate for the Commons in Terrebonne at the next election, is dead from injuries received in a lamp explosion. MONTREAL, Sept. 21.—Hon. Mr. Oulmet, who is here says the Dominion government will appoint a commission to report on the question of better harbor facilities in Montreal.

TORONTO, Sept. 21.—The executive committee of the Deep Waterways Association met this morning and adopted provisional rules, which, however, are not definitely shaped. It was decided that the convention should meet again in December at the place to be designated hereafter. The executive board will meet in Chicago on Oct. 15.

WINDSOR, Sept. 21.—At the assize here yesterday, Joe Truskey, who killed constable Lindsey of Comber on May 4, was found guilty of murder.

LINDSAY, Sept. 22.—Three men were killed, and an engine and thirteen cars forming a special freight train on the Grand trunk were wrecked, by striking a cow near Fraser station, on the 21st. The killed are Robert Johnson, engineer; Greenbury, the brakeman; and Malone, the fireman. All were married.

PEMBROKE, Sept. 22.—John Bussor, convicted of numerous charges of burglary, was today sentenced by the police magistrate to fourteen years in the penitentiary. His two brothers, Joseph and Stephen, were sent down for trial at the next assize on a similar charge.

ST. CATHARINES, Sept. 22.—Thomas Gallagher was yesterday fined \$40 and costs for having a nickel in the slot machine in his store for winning goals.

BOWMANVILLE, Sept. 22.—The centennial anniversary of the landing of the original settlers in the township of Darlington and the town of Bowmanville, was celebrated here last evening. Hon. Edward Blake was among the speakers.

SHERBROOKE, Sept. 22.—The Conservatives of Compton have nominated Charles McClary, of Clifton, to contest the seat in the Provincial Legislature vacated by Hon. John Macdonald, resigned.

QUEBEC, Sept. 22.—The Quebec legislature will be called together for business on Oct. 25.

MONTREAL, Sept. 22.—Ex-Premier Marier is again very ill and his condition is causing his friends much alarm.

C. P. R. CHANGES.

VANCOUVER, Sept. 22.—(Special).—It is rumored that there are to be sweeping changes among the C. P. R. officials, and some old and tried servants in high places are to be retired. The officials will say nothing; they do not deny or affirm the correctness of the report. It is thought that Mr. Brown's retirement was the first move of war, and the move given is that it is imperative to economize in all the divisions and that prominent officials in the East must be made room for in the West. These rumors cannot be traced to their source, and may have originated from the fact that orders have been received, tending to cut down expenses in all the branches of the service here. If the alterations take place they are prophesied, the individuality of the Pacific division, will be materially changed.

JAPAN CONFIDENT.

Expects to Dictate Terms of Peace at Peking—Great Britain and Formosa.

Russia Sends Troops Into Korea Ostensibly to Capture Escaped Convicts.

The steamer Victoria, of the Northern Pacific line, which arrived from the Orient last evening, brought as a passenger Capt. Galsworthy (commander of the famous Kow Shing at the time of her sinking by the Nankai-Kan) who is now returning to England, and also the very latest mail advices of the war in the Far East. These confirm and detail in extent the plans of the Japanese forces in Korea, which have been outlined in cable advices.

So far these plans have not been disturbed by any serious reverse, and the victorious Japanese will be able—if, as is probable, they adhere to their commander-in-chief's arrangements—to push on to Moukden, the most important city in Manchuria to the ruling dynasty of China, from which, or Peking, it is proposed to dictate terms of peace to the Chinese. The Chinese and the Japanese are at the 5th. The Chinese are gradually drawing back further and further inland, following Wolsley's advice of other years. Their hope is to detain their more active enemies until winter, in a climate which means death to them, and thus terminate the campaign as Napoleon's awful expedition into Russia.

Moukden is being rapidly and strongly fortified, while at the same time thousands of Chinese troops are being poured into it so that it, as an anticipated point of battle is witnessed there, it must be one of the most important engagements of the war now in progress. In Moukden, the Chinese emperor is supposed to have at command 1,200 million dollars in treasure, in itself a great inducement to the enemy.

Estimating China's losses at their highest limit—killed, wounded, prisoners and deserters—say 40,000, she has still 50,000 troops in Korea and 100,000 in Manchuria, and she has yet to suffer defeat on her own territory, though undoubtedly worsted in several important battles on neutral ground.

It seems now a certainty that Japan will accept the gambler thrown down by China for winter invasion of Manchuria. The war department is forwarding winter stores to Korea to provide against the increasing rigors of climate as the march northward proceeds, and will fight on the aggressive as long as possible.

Though Japan's losses have been lightly passed over in the press dispatches, owing to the fact that they have been sustained in the securing of victories, not defeats, they have not been by any means insignificant. Besides the three great battles of the last fortnight, the dead were set down by her own press at 3,000, while nine good battle ships, including the Yoshino-kan, the Yoyoyana-kan and the Matsushima-kan, have gone.

The Japanese losses have been soostered, not by a general defeat, which was to have been expected from a contemplation of the Chinese policy of warfare. When the Victoria left Yokohama very conflicting reports were received from Port Arthur. "We were at Wanchow," said the Chinese here yesterday, "the China Gazette of August 22," "was passing Wei-Hai Wei on the morning of the 14th instant she witnessed a terrific explosion on shore among the forts. A column of smoke and flame shot up into the sky, and though the Western fleet was 15 miles out at sea those on board distinctly heard the heavy boom of the explosion; there was only one report. The Wen Chow went from Peking direct to Swatow yesterday, she was the only vessel with her in sight of Wei-Hai Wei at the time, and the Chinese would be likely to keep such an occurrence very dark, and the delay in re-ignoring news of the accident, if it was one, here is easy to be understood."

In regard to the Japanese fleet and retreat from Wei-Hai Wei, the Tokio press fully confirm the story given publicly by the New York Herald that the presence of the Japanese ships was revealed to the Chinese by the fact of the English war vessels firing a night salute.

Concerning the attitude of the foreign powers, Great Britain is reported to have squeezed a promise out of China not to concede Formosa to any other power. Japan's attempt to occupy Formosa and seriously threaten both Hongkong and Shanghai, but it is difficult to accept the assertion that an agreement has been concluded in fulfillment of which England will at once revoke her neutrality in the event of Japan's attempting to occupy Formosa and give active assistance to China.

The Tokio papers report that at the instance of the British and Russian ministers to Peking, the Viceroy Li recently agreed to a suspension of hostilities with a view to a possible settlement. The interveners then applied for Japan's consent, but were met with a firm refusal even to entertain the idea.

As to Russia, the Asahi (Tokio) announces as an official information that "two Russian convicts have escaped from their work on the Siberian railway and have crossed the Korean frontier. Immediate application was made to the authorities in Seoul for their arrest, but no satisfactory reply having been given, a body of 5,000 Russian troops has entered Hamhung-do, the northernmost province of Korea, in pursuit."

Among the latest notes of the war may be given the following: The Victoria, in passing through the Straits of Shimooki, the signed news tropships bearing Japanese reinforcements to Korea, those being the first of an additional force of 25,000 troops; the U.S.S. Concord has arrived to join the American forces on the scene of hostilities; the captain of the Japanese warship engaged at Wei-Hai Wei reports that the forts are more powerful than was anticipated, the volleys being effective at 1,200 metres, but the shots then passed over the men-of-war; the Kow Shing, which was sunk by Japanese warships, has been raised by the Japanese government, and is being paid an indemnity of \$750,000.

Captain Galsworthy, the commander and one of the survivors of the British steamer Kow Shing, which was sunk by Japanese warships, Nankai, off the coast of Japan, was a passenger on the Victoria when she left the Pacific steamer Victoria last evening. He is on his way to London, where he will make report in detail of all the circumstances connected with the sinking of his vessel at the Foreign Office. His statement of the whole affair, as given in the inquiry conducted in the Yokohama courts and in several interviews has already been published in the world over. The engineer of the Kow Shing, the only other survivor of the

doomed ship, has gone to London via the Suez Canal.

SALMON FOR FRANCE.

NEW WESTMINSTER, Sept. 22.—(Special).—Two Frenchmen are in town to make arrangements with the new cold storage company to store fresh salmon for them, pending shipment to Paris. The Frenchmen talk of entering into business on a large scale. The new cold storage warehouse will be ready for business in eight weeks.

NANAIMO'S WATER SUPPLY.

NANAIMO, Sept. 22.—(Special).—At a special meeting of the city council, held for the purpose of considering the question of the purchase of the water works, it was unanimously decided to secure an estimate of the probable cost of making the Nanaimo river fit for business on a large scale. The further steps with regard to purchasing the present works, as the shareholders are asking considerably over \$100,000.

METHODIST CONFERENCE.

LONDON, Sept. 22.—(Special).—The Conference committee on Missions in Japan showed that the work has been thoroughly canvassed. Changes will be made in the constitution of the missions council. The debate was animated. Doctors McDonald and Eby, and Messrs. Cundy and Stetson spoke of the importance and progress of the work. The Central Board of Missions meets in Toronto on the 5th proximo. Rev. James Woodworth was elected superintendent of missions in Manitoba, the Northwest and British Columbia.

THE "ROYAL TAR"

Brings Interesting Reports From the Colonists of New Australia—Two Sealers More.

Arrival of the N. P. R. Liner "Victoria" From the Orient—Gossip of the Front.

Making one of the fleet of sailing vessels now in the Royal Roads is the British ship Royal Tar, which arrived from Honolulu on Friday. She made the passage here in nineteen days, and to Honolulu from Sydney, N.S.W., with a cargo of coal, in thirty-five days. Prior to this trip the ship made two voyages to Montevideo from Sydney, carrying with her on each occasion 370 passengers, and it is these passengers who now comprise the population of the little colony known as New Australia, in the interior of South America. The vessel landed the first colonists in Montevideo on July 1, 1893, and her second detachment on January 2 of this year. She was the first and only vessel employed in the colonization scheme, and although Captain Kennedy, her present master, was not in charge on the first trip, he commanded the ship on the second voyage, and has therefore some knowledge of how the little colony is progressing. In conversation yesterday he gave a decidedly different report of the colony to what has been told in Australian papers. He says the last he heard of the people was that they were doing well. They are, he says, following all kinds of occupation for a livelihood, and have been very successful so far. The people are of mixed nationality and are all—until recently were—British subjects, and residents of New South Wales. Captain Kennedy does not report any of the atrocious crimes against the colonists the Australian papers speak of. He is now awaiting orders to land cargo for Sydney, and upon his return he will speak of the colony in the conveyance of colonists to New Australia.

THE "VICTORIA" ARRIVES.

The Northern Pacific steamship Victoria, Captain Pantou, arrived from Japan and China shortly after five o'clock last evening with the largest cargo she has yet brought from the Orient. It consisted of 3,895 tons general merchandise, of which about 130 tons is for Victoria. The report of the trip, as kindly prepared by Purser Galt, is as follows: Left Hongkong August 23, 8 a.m.; left Yokohama September 1, 8 a.m.; left Kobe September 6, 8 a.m.; left Yokohama 9:45 a.m., September 7. Moderate to light winds and fine weather were experienced on the China coast. Left Yokohama September 8 at 4 p.m., and a strong wind and head sea prevailed to the meridian, which was crossed in 40 deg. N. latitude on the 15th instant. Thence to port moderate winds and fine weather. On the 18th instant passed the schooner Walter Earle, bound east, in lat. 46 deg. 50' N. and long. 154 deg. 55' W. Passed Cape Flattery at 0:40 p.m. 22nd instant, and arrived at Victoria at 5 p.m. Time on passage—14 days 18 hrs. 30 min. All but two of the vessel's stowage passengers are for Victoria, there being altogether 54 Chinese. As saloon passengers the ship brought Dr. and Mrs. Rogers, who are going home to Washington after a stay of several years in Yokohama; Mr. and Mrs. Brookhurst and family, of Yokohama, who are going home to England; Mr. T. R. Gibson, of Shanghai, who is returning to England after having been engaged several years in missionary work in Shanghai, and Captain Hunt, who occupies a position in the English army at Hongkong.

THE "LOBBY'S" WORK.

Tug Lorne arrived in port last evening, after having towed the ship Oriental, coal laden for San Francisco, to sea, and the British ships Alexander and Gray Castle into Royal Roads. The Alexander is twenty-two days out from Honolulu and is bound for the Hastings mill for a lumber cargo for Canada. The Gray Castle comes from Shanghai and is here for orders. She expects to go to Tacoma to-day. The Lorne leaves for Port Townsend with the ship Andros, and after returning here will go to the Columbia river with the ship Iroquois.

UNVENTFUL CRUISES.

No particular tale of woe was told by either of the two sealers which arrived home yesterday, but both report good catches and on the whole satisfactory cruises. While the Diana was in Japanese waters, an accident occurred to one of her boats and three guns were lost, but notwithstanding this she piled up a catch of 2,384 skins. Before leaving the Copper Island coast, Nelson, the Diana's skipper, spoke the Rattlesnake, which wished to be reported with 1,250 skins. The Katherine (Captain Gould), one of the two to arrive, is also of the Behring sea fleet. She brings 1,050 skins, but little news. On the 1st instant she spoke the Alnoh with 1,000, to which no doubt have been added three or four hundred more since then, as a few days of good sealing weather were had later. The Venture was spoken with 1,000 skins on the 9th inst.

"THEM DOUBLE-CROSS FELLERS."

A True Story of How Harry Bethune Won the Hardest Race of His Life.

Each Thought He Had a "Snap" Till He Saw the Other Crouch for the Start.

"Yes, that was a great race," mused the Podgy Mar, as he flicked off the ash and felt for a match. "I'm down on them double-cross fellers like pizen," put in the Thin Man, wiping the moisture off his plug of Climax, and overlooking the suggestive hand of the Night Clerk.

"Say boys, did any of you ever hear of how Harry Bethune played it on the hayseeds up the line?"—This from the Pale Man, who paused to communicate the fire from the stump to a fresh cigarette.

"No, give us the yarn," chorused the gang, and the chairs scraped closer around the office stove of a down town Victoria hotel. The reporter shook a stormy reef out of his starched ear, and the Pale Man proceeded— "Well, at that time Harry Bethune was perhaps the most notorious 'job' sprinter in America and found himself in San Francisco. But his reputation had preceded him and he found it impossible to make any mutually profitable arrangement with any of the crowd of local runners. At that time Bethune was particularly flush, having a month before run second to Jim Robinson in Los Angeles, by which little fix he and Robinson's backers cleared up \$4,000, and Bethune's supporters laid up a large stock of experience.

"Finding himself too well known to do business, Harry resolved to try the comparatively unexplored regions of British Columbia, and shortly after he landed in Victoria clad in overall cotton print shirt and a stubby beard. From here he drifted over to Vancouver. By this time he calculated that he looked sufficiently seedy and began his plan of campaign in the small towns along the Canadian Pacific.

"He arrived at Ashcroft and put up at the Argyle House. Though very anxious to get a job, none of those offered seemed to suit. The disgusted man was fast drinking himself into a stupor at the bar when somehow the conversation turned on foot racing.

"There were twenty or thirty cattle-men and ranchers around and they all joined in, and finally Bethune, who looked half 'jagged,' offered to bet twenty dollars that he could beat anyone in the neighborhood 100 yards, straight dash.

"Several in the room commenced to laugh at this, for he looked a jay if ever there was one, and Bethune getting hot pulls out a roll and says that he beat the Chinese lottery for it in Victoria and is ready to wager the whole bundle that he can give anyone present two yards in a hundred and beat him at that.

"'Do,' Ireland—you all know 'Do,'—was there, and he steps up at this, and says if he isn't bluffing he'll cover the money, and back one of his ranch hands to run the stranger. Bethune counts out \$500 and asks 'Where's your man?' He was there all right, and gave his assent to the arrangement almost before the 'Do' could ask him if he was agreeable. 'It's a go,' he says, speaking with a strong English accent that amused the gang.

"They put up the \$500 with Johnny Carpill, the race to be run right away on the street in front of the hotel. It's still quite light though getting on in the evening, and the track and a two yards mark having been marked off by the local doctor (he is agreed on as starter), little time is lost. Both men strip, and as a protection to their feet put on extra socks. Then Bethune lounges around the crowd and gets up four or five hundred more on the side among the admirers of the local man without much trouble, and then the men go to their marks.

"The doctor is something of a novice at starting, and he begins to make inquiries as to how he shall arrange to get them off on level terms, a proceeding totally unnecessary on his part, for both men on toeing the marks fall as if by instinct into the peculiar kangaroo coil so much practised by all who essay to win Sheffield handicaps. The doctor seeing the men so well prepared, pulls the trigger and before the flash leaves the barrel they're away, speeding down the main street at a pace never before not seen in that locality.

"For fifty yards the local man holds his start, but after that Bethune gains on him though gradually. Ten feet from the tape he is alongside, and then with one last effort he breaks it six inches in advance and falls exhausted. He is soon on his feet, and his opponent coming up to him says: "Well, you're not Harry Hutchens, for I left 'im at Sheffield last Wintertide, but I never thought there was a b-y man in this country could give me two yards, training or no training, unless it's Bethune—and as sure as I'm Jack Gibson if you're him I'll get even on you."

"Some six months passed before Gibson got his chance, and it came at Detroit where Bethune gave him the double-cross for \$6,000.

"I allers said," mused the Thin Man "them double-cross fellers is pizen."

Prevent disease by keeping the system regular and the blood pure. Eschjay's Liver Lozenges. 25 cts. at druggists.

VICTORIA COLLEGE.

BEACON HILL PARK. (LATE CORRIG COLLEGE.) The Leading Day and Boarding College for Boys and Girls. Modern buildings, fronting on the Park and Strain. First-class Teaching Faculty—British University Graduates. University, Professional, Commercial and Modern Courses. Reasonable fees. Cricket, football, swimming, athletics, etc. Autumn term begins Monday, Sept. 10, 1894. PRINCIPAL J. W. GIBSON M.A.