

VICTORIA'S VISITOR.

Hon. J. Israel Tarte Inspects the Harbor and the Esquimalt Dry Dock.

Address on Matters of Public Interest Presented by the Board of Trade.

Yesterday forenoon Hon. Mr. Tarte, accompanied by Mr. Louis Coste, Mr. F. C. Gamble, resident government engineer, the Mayor and Aldermen Tiarks, Williams, Macmillan, Humphrey, Glover and Partridge, and the City Engineer, made a trip around the harbor in the steamer Sadie, one of the points visited being the new pile bridge. The Minister, while non-committal in his remarks, generally expressed the opinion that while the pile bridge would be temporarily, in the erection of the permanent bridge proper provision would be needed for a draw as the upper part of the harbor must be kept open for navigation.

Mr. T. C. Smyth had an opportunity of explaining his proposed harbor improvement plan to the Minister, and in the afternoon Hon. Mr. Tarte visited Esquimalt, where he inspected the dry-dock.

At 5 o'clock, accompanied by Mr. Louis Coste, Mr. Tarte attended at the Board of Trade rooms, where there were assembled a large number of the members of the board and others to discuss matters of public interest. After a few minutes spent in introducing the Minister to those present, the meeting was called to order by Mr. D. R. Ker, president of the Board of Trade, who in the name of the board welcomed Hon. Mr. Tarte, expressing the hope that the stay of both the Minister and Mrs. Tarte would be a pleasant one and that this short trip of Mr. Tarte would be only the forerunner of more extended visits to Victoria in the future.

Mr. Ker then proceeded to read the address drawn up by the Board of Trade for presentation to Hon. Mr. Tarte, which directed attention to a number of matters of public interest affecting the province. Under the head of "Aids to Navigation," there was given a list of beacons, lights and buoys, requiring give additional protection to shipping, and in the connection it was especially urged that the San Pedro be removed from Brothie ledge and a stone lighthouse and fog horn be erected there. The list of lights, buoys and beacons required was: Stone lighthouse and steam fog horn on Brothie ledge; stone beacon and electric light on Fiddle reef; light and fog alarm on the Sisters, light and fog alarm at entrance to Narrows, Vancouver harbor; light and fog alarm on Egg island; light and fog alarm on Ivory island; light on Barr island, Clayoquot Sound; light and fog alarm on Cape Mudge; light on Pointe Llama, passage; light north entrance to Fraser river; light on Sawyer island; light on Berin island, Port Simpson; light on Gordon group, New Channel; Sandheads light-house; light and a light-ship established off the entrance to the Fraser river, fitted with fog horn; light on Pultney Point; light on the east end of Cormorant island; light on Leonard island; Clayoquot sound; light on Helmeck island; leading lights on Yellow island to show fairway between Maple spit and Reef bluff, present revolving light to be changed to a small fixed light; iron buoy on Rosedale reef; iron buoy, West reef, Sidney south spit; iron buoy, Turnbull reef, Moresby channel; iron buoy Entrance Point reef, Sansum narrows; iron buoy, reef off Shoal Islands, Stuart channel; iron buoy on sillammon reef; iron buoy on rock, Whaletown Bay, Cortes island; iron buoy on rock, Humming bay, Thurlow island; iron buoy on Walbran rock, Fitzhugh sound; iron buoy, Dall Patch; two small iron buoys, Metlakatla harbor; small iron buoy, Metlakatla Strait; light on small iron buoy on Clayoquot sound; small iron buoy on south of islands at entrance to Decoyou pass, Clayoquot sound; small iron buoy, end of northeastern spit, Stubbs island; small iron buoy, north end of moored off Fraser river; iron buoy, Lighthouse island, entrance of Nanaimo harbor and Departure bay; wooden beacon, 50 feet high, North rock, Stuart channel; small stone beacon on reef, north west entrance to Horseshoe Bay, Chemainus stone beacon, Shute reef, Piers island; stone beacon, Thresher rock, Gabriola island; stone beacon, Burnaby reef, Vancouver harbor; two leading marks, Brockton Point; one leading mark erected on shore west of Narrows; small stone beacon on rock in Shark spit channel, Mary island; wooden beacon thirty feet high, Shark spit, Mary island; stone beacon, Nelson rock, Metlakatla Strait; stone beacon, Hankin reef, Port Simpson. With the light and fog signal on Brothie ledge, the lighthouse and fog bell on Berens island, Victoria harbor, could be removed. The span bays moored off Alert Bay and Tugwell reef, Metlakatla, are of no use, the former being under water when the tide is running and the latter not having been required since the Alford reef buoy was established.

The report recommended that as there is always considerable diversity of opinion as to the particular spot for placing lights or buoys, an honorary board of officers of the navy and mercantile men be appointed to act with the local agent of the department of marine in deciding where the aids to navigation shall be placed.

Referring to quarantine matters, the report stated that though the importance of observing strict quarantine regulations is already recognized by the Dominion government, so far as the four coast cities are concerned, "it appears possible for ships to enter sub-ports of this province without obtaining pratique and to become in consequence a menace to public health. This board cannot too strongly urge the strict quarantine regulations be enforced upon all ships calling at such sub-ports, and that the quarantine station at William Head, being most conveniently situated for that purpose, should be fully availed of."

Other matters touched on were the necessity for some slight dredging at the outer harbor; the urgency of protecting the deep sea fisheries and the prevention

of smuggling; and the great importance of an independent railway line into the Southern Kootenay country from the coast. In connection with this last mentioned subject the resolutions passed by the board at its quarterly meeting were set forth in full, and it was urged that as it was understood that the Dominion government is about to acquire a railway from the coast through the Crow's Nest Pass it would be manifestly unfair to British Columbia if similar aid were not extended to an independent railway to be built to Kootenay from this coast. The report proceeded:

"The principal mining development in this province is at present confined to deposits near the railways or navigable waterways near the United States border. The promoters of the British Pacific railway have, however, given notice of their intention to apply at the next session of the Dominion parliament for a charter for a railway which will open up the central and northern portions of British Columbia and continue eastward to form part of another transcontinental line some hundreds of miles north of the C. P. R. Such a line is essential to the development of districts rich in mineral, agricultural and pastoral lands which are at present only accessible by a wagon road. The Cariboo district has already yielded placer gold to the value of nearly fifty million dollars, and the establishment of hydraulic works recently established are most encouraging. The enormous cost of getting machinery into this district retards extensive realization of the province's wealth, and altogether prohibits the working of the quartz deposits which are known to be rich in precious metals and to extend over a very large area. The proposed railway, besides connecting the coast with the mining districts and a great area of arable land, would also open up a trade of immense benefit to Canada generally, the districts affected being beyond the sphere of foreign competition. This board, therefore, heartily endorses the proposed British Pacific railway and would urge upon the Dominion government the importance of aiding the scheme in the most liberal manner."

Extension of foreign trade was spoken of, the benefits that the Canadian-Australian steamship service had conferred on Canada being alluded to and being urged as a reason why the Dominion government should seek other trade channels such as are offering in Central and South America and South Africa. The lumber trade would be greatly stimulated by a direct steamship service with these places and a large trade in fish and in other lines as well could also be established. It was believed that arrangements could be made with the steamship services now existing between the Sound and Mexico, to have the vessels call at Victoria, and the Board recommended that a Dominion government commercial agent be appointed to work up the business as a preliminary step towards subsidizing the Canadian steamships to Mexico and South America. The appointment of a similar agent in South Africa was also advocated. The report spoke with satisfaction of the proposed cable project to the Pacific and noted that attention was being paid to Fraser river improvements. The Board hoped that the necessary instructions would be forwarded by the government to enable the commissioners of the Congress reservation question. Attention was called to the wasteful slaughter of salmon by the fish traps at Point Roberts, and the hope was expressed that the Dominion government would insist on the United States government to bring about a discontinuance of the practice.

The report closed with urging that the Dominion government would act in conjunction with the United States in the early building of a line to the Yukon, and the board asked that the Dominion government would look into the matter of reducing letter postage from three cents to two cents an ounce.

Hon. Mr. Tarte, in reply, said it was with him, not only a pleasure, but a duty, to meet the noble men of Victoria, and to discuss with them subjects of public interest to the city and province. He had on his present visit discovered British Columbia, so far as he was concerned, to be a laughing stock, and had seen in this province the biggest trees and mountains he had ever looked at. After reading the extensive bill of fare presented in the address, he could see that the Dominion could easily invest several millions in the development of British Columbia. (Laughter.) His government were in power, whether rightly or wrongly, and were here to administer the affairs of Canada for the public benefit. The gentlemen present might rest assured that he would lay before his colleagues the matters alluded to in the address that did not come within his department. He would, however, things spoken of that did come into his department.

In regard to the Fraser river, a full survey would be made, and then his idea was to submit the result to a commission of professional men to see if the river could be controlled. The government would no doubt grant the money to do it. If it could not be controlled, then the sooner the fact was known the better. He was quite in accord with the policy of aiding railways in Canada. He had supported that policy in the old days, in perhaps what some might call his better days (laughter and applause)—and he was still in favor of that policy. He believed that in the development of British Columbia and the West there should be no party politics. British Columbia, he was sorry to say, was not known in the East as it should be, but the only way the government could get a proper knowledge of this country was to come and see it for themselves. As the matters referred to in the address, they would receive the attention of the government when he returned East.

the matter of the railway to Kootenay, and said he would be pleased to hear Mr. Tarte make some definite statement on that subject.

Hon. Mr. Tarte replied that he could not give a pledge of millions of dollars without consulting his colleagues. Mr. H. Dallas Helmeck, Q.C., directed the minister's attention to the Songhees reserve, and asked for some information as to whether it would be settled soon.

Hon. Mr. Tarte had no doubt the Minister of the Interior would grapple with the subject at once. Hon. E. G. Prior, M.P., in a neat little speech expressed the pleasure he felt at seeing Hon. Mr. Tarte, and would assure that gentleman that, though on the opposite side of politics, if the present government brought up any measures of benefit to British Columbia he and Mr. Earle would be found in harmony with such measures. Mr. Prior paid a little compliment to Hon. Mr. Tarte's energy as a member of the House, and then, referring to the wreck of the San Pedro still lying on Brothie ledge, said that neither the past nor the present government could do anything to move her until an act was passed giving authority to do so, and Mr. Tarte well knew the hopes of the progressive Liberals that no acts were passed last session. (Laughter.)

Hon. Mr. Tarte—"Thank God." (Roars of laughter.) Hon. Mr. Tarte, also welcomed Hon. Mr. Tarte, and said he was glad to hear him say he was ready in his better days to support the progressive railway policy pursued by the last government. (Laughter.) If that policy should be continued he (Mr. Tarte) and Mr. Prior would not differ with it; if the present government adopted other policy as well as our railway policy, I can assure Mr. Tarte of our undivided support. (Laughter.) He was glad to hear that Mr. Tarte would give his attention to the matters that had been brought to his notice, and though quite aware that Mr. Tarte could not pledge his government to the expenditure of large sums of money, he hoped the progressive railway policy which was already in operation in Canada, would be continued. He closed by assuring Mr. Tarte that the government would not continue the British Pacific railway, and representatives of Victoria in parliament. The meeting was closed by Mr. Ker thanking the Minister of Public Works for his attendance and reminding him that on this visit he had only seen the Yukon and the province, and there was no reason to believe that the eastern portion was any less valuable in resources.

TRAFFIC PARALYZED.

It is Now a Full Week Since an Eastern Mail Has Reached Victoria.

No Definite Knowledge of When the Blockade Will Be Lifted.

It is now one week since an Eastern Canadian or Eastern States mail last reached Victoria, and not only have business operations been considerably interfered with by the non-receipt of letters, but the news stands have about exhausted their supply of periodicals, and freight is piled up at either end of the snow-blockaded section of the line in heavy quantities. On the Canadian Pacific it is "the fleecy flakes," not floods, that is causing all the trouble, even the railway men admitting that the fall of snow during the past week or so has been the most mischievous in the history of the road. General Superintendent Abbott, who went to the scene of action as soon as the delay became serious, is now at North Bend, from which he hopes to be able to reach Victoria yesterday in the following telegraphed memorandum to Mr. George Courtney, the company's manager here: "The snowdrifts between North Bend and Yale are bad and considerably more numerous than they have been experienced in the Selkirk. The worst between the North Bend and Spuzzum. The rotary with a large gang of men is expected to reach North Bend this evening. The snow rotary has not been brought up from the Selkirk and will be available in case of accident and everything possible is being done to get trains through, but with no expectation of getting through to-morrow (Friday) night. All the passengers are well. This means that Hon. Justice and the British representative, cannot under any circumstances reach Victoria to-day or to-morrow, and that the opening of the Behring route must in consequence be postponed until next week. It means too that Victorians need not look for any Eastern mail to-day, nor yet count with certainty upon its getting through to-morrow. As soon as the blockade is broken the railway officials expect to move things with a rush, and from seven to ten days' mail, inclusive of British, will probably arrive together.

The American roads to the South are reported to be sharing the difficulties which have paralyzed through traffic on the Canadian Pacific, though they have not been so seriously embarrassed. The chief delays on the Northern Pacific have been along the Portland Pacific route, but even these are now disposed of. Mr. E. E. Blackwood receiving advice yesterday that the road is again open clear through to St. Paul for freight as well as passenger business. The interruptions on this line have been shorter lived than on either of the two other competing lines, traffic being completely blocked Monday in one direction only and on Tuesday in the other.

The Great Northern is tied up somewhere west of the Cascades, between Walla Walla and Everett, but its management, like that of the C.P.R., expects to have trains moving again by the west, to-day. It was on Sunday last that the stoppage of connection came on this route.

Word was received from up the line yesterday that Postmaster Robert McManus, of Northfield, had received serious injuries in a runaway accident, a compound fracture of one of the limbs being included in the injuries sustained.

MERCHANT MARINE.

Sickness and Mutiny Aboard the "Andora" Now Lying in Royal Roads.

The "Islander" Meets With a Trifling Accident and is Detained at Comox.

Her present visit to British Columbia is anything but pleasant for the British ship Andora, now in the Royal Roads awaiting orders. She arrived from Talcahuano, Chili, on Sunday last, and to add to the trouble on board occasioned by the illness of the captain and mate a mutinous spirit has prevailed among several sailors during the past few days. Captain Passmore, the skipper, and his mate are both in the hospital and the vessel is in charge of the second officer. What the exact nature of the mutiny is, or how grave the situation is, is not known. The vessel is at anchor, but it is stated authoritatively that the mutinous sailors are in irons and have been for the past day or two, as a result of having refused duty and having made an endeavor to desert.

THE "PURITAN" SOLD.

Seventy dollars bought the wreck of the four-masted American schooner Puritan at the auction sale conducted in Mr. George Byrnes' rooms yesterday morning. The vessel was finally knocked down to Mr. J. McHardy, the well-known diver. In less than three hours after the purchase Mr. McHardy had sold out two-thirds of his interest, and expected to meet a buyer for the remaining third before the day was over. He intends, nevertheless, visiting the wreck and obtaining all that is of any value belonging to it. In the forenoon the vessel was towed to the pier, and was run by a donkey engine, boiler, etc.—apparatus worth at least seven hundred dollars. But at this time of the year great difficulty is experienced in salving a vessel lying on the Puritan is, exposed to a tremendous sea almost constantly. Diver McHardy, however, is an experienced man, and, if money is to be made at an undertaking of the kind, he is the one to make it.

A MISHAP TO THE "ISLANDER."

Through the breaking down of an air pump the C.P.N. steamer Islander, on route North, is detained at Comox and unable to proceed until repairs are effected. The vessel came yesterday in a telegram to Mr. E. W. Vincent, an assistant manager of the C.P.N., who was also advised that the manager, Capt. John Irving, was on his way to Victoria. He, and also Capt. Meyers of the Danforth, were with plenty of material, and latter will remain in charge. The break to the air pump would not delay the steamer much more than four hours were she in port, but being where she is the inconvenience and loss of time will be much greater.

THE CITY.

During last night and a portion of yesterday there was an utter lack of telegraphic communication east and south of Victoria.

Last night the members of the Pacific Club entertained their friends at a smoking concert, and with plenty of musical talent and genial hosts the guests thoroughly enjoyed themselves.

The Noble Five Consolidated Mining & Milling Co. intend making application to the legislature at its next session for permission to appropriate water from Crook creek for mining and other purposes.

Mrs. BARRETT, the Port Townsend evangelist, who is conducting services in the Central Methodist church, will address a meeting of the W.C.T.U. at the Y.W.C.A. rooms, Johnson street, this evening.

Mrs. HENRIETTA GRAMHAM, a widowed resident of 127 Menzies street, died yesterday after a brief illness, in her 37th year. The funeral is arranged to take place at 2:30 to-morrow afternoon from St. James' church.

Messrs. Wilson & Campbell give notice in the Gazette of yesterday that application will shortly be made to the court for a private act incorporating a company to privately own and operate the Greenwood City, Anacosta, Midway and Boundary Falls.

PREPARING the agenda for a coming meeting of the Women's Council was the main business disposed of at the regular meeting of the W.C.T.U. yesterday afternoon. The meeting was enthusiastic, and before its conclusion municipal politics were also discussed.

The funeral of Mrs. Margaret Johnson Stott took place from the residence of her sister, Mrs. McLean, yesterday, Rev. W. L. Cleary officiating at the residence and grave. The pallbearers were Mr. J. B. Lovell, Wm. Christopher, John Murtry, Alex. Jack, D. H. Riddell and R. H. Jameson.

The advices received from the Palo Alto mine continue most encouraging. The shaft is now down 75 feet and the mine is constantly widening, and increasing in value, the latest assay giving \$38 to the ton. Work on the mine will be pushed night and day until it is placed upon a shipping basis.

MOCKINGBIRD.

The Rival Schemes for Securing Independent Railway Connection Discussed in All Details.

The Provincial Government Promise Consideration and Suggest a Combination of Interests.

The subject of direct connection with the Kootenays by an independent line from Victoria and the sister cities of the Mainland, was thoroughly considered yesterday at two important meetings in this city. The first of these might almost be termed a continuation of a conference opened Wednesday night between the delegates appointed by the boards of trade of the three Coast cities—Messrs. Gordon, E. Corbould and John Hendry, of Westminister; Mr. Campbell, of Vancouver; and Mr. C. C. McLagan, of Vancouver; and D. R. Ker and A. C. Flumerfelt, of this city—and the representatives of the rival schemes in the field for diverting a portion, at least, of the important trade of the Kootenays in the direction of the coast. Practically there is little difference in the two projects, the one that of Dr. Milne and his associates, known as the Burrard Inland and Fraser Valley railway proposition, and the other that of the Vancouver, Victoria and Eastern Railway Co. The representatives of each were present in force and went thoroughly into the details of their proposals with the delegates of the boards of trade.

Afterwards the subject was raised by appointment upon the provincial government, Hon. Mr. Turner, Hon. Mr. Martin, Hon. Mr. Eberts and Hon. Mr. Fooley being present at the interview, which lasted upwards of two hours. During this time the whole question of constructing a railway from the Coast to Kootenay—a question necessarily covering a very wide range—was discussed from every standpoint, the delegates laying before the government the information they had received from the promoters of the two schemes, which were regarded by the government as being very satisfactory. The regret was, however, expressed that there should be two such strong opponents in the field as rivals, the object of both being the main identical, and the hope was voiced that an amalgamation of interests might be brought about. The government being alive to the importance of the contemplated railway, an urgent necessity of constructing another independent line into the Kootenay, gave the delegates the assurance that the matter as presented would receive most earnest and immediate attention.

The delegates returned with their cordial reception at the hands of the government, and with the manner in which Hon. Mr. Turner and his colleagues received the propositions for which they had been spokesmen.

AGAIN AT WORK AT HIS BENCH.

Let's have a short talk with short words. As for myself, I always did like people to talk so I could understand them the first time, and not have to overhear them afterwards to find out what they want to say. Did you ever see people that make you think of a rabbit in the grass, always looking out for things to get scared at and to run away from? Of course, now what is natural in a rabbit man is to be a man. The rabbit can't fight, and so he has to run. But a human being ought not to get fustered so easily. We ought to stand our ground better. Yet grown men seem to be as fidgety and full of alarms as defenceless little animals.

Here is one who says: "If any one knocked at the door it set my heart all in a flutter." We won't say that this man wanted for the world's championship skating race, to be held on the M.A.A.A. rink here this winter, by permission of the International Skating Association, was announced to-day as follows:

"Friday, February 5, 1897.—1. International amateur race, 500 meters; 2. International amateur race, 1,000 meters; 3. Saturday, February 6.—3. International amateur race, 1,500 meters; 4. International amateur race, 5,000 meters. Gold, silver and bronze medals will be given to those finishing first, second and third.

"The competitor who wins three of the four events will be awarded the championship gold medal and the title 'Champion of the world in distance skating, 1897.' Entries accompanied by a fee of \$2 must be made before January 31."

In addition to the above the A.S. of Canada will hold a competition at several distances for which several prizes will be awarded.

THE OAR.

GAUDAUR'S FAIR PROPOSITION. TORONTO, Nov. 19.—Gaudaur has replied to Barry's challenge to row for the championship. The champion says he will not go to England unless he is allowed fair expenses, but if Barry comes to Canada he will row him for any amount. Should the Englishman decline to do this Gaudaur will row him on the Thames next spring for £250 a side.

THE TURF.

"STAR POINTER," KING OF FACERS. PHILADELPHIA, Nov. 17.—After several postponements, Star Pointer, the favorite pacer, won the championship of the world for three successive years, won the laurels to-day by defeating Joe Patchen, the other king of the turf, in three straight heats in a match race for \$1,000 a side at Belmont park. Besides this he succeeded in going the fastest heat in any pacer race ever held in this state. Star Pointer was the first heat of the race and Star Pointer made it in 2:04 1/2, beating Robert J.'s record made at Point Bresto by 1 1/2 seconds.

CHESS.

LAESKER IS WORLD'S CHAMPION. MOSCOW, Nov. 19.—The fourth and fifth games in the championship chess match resulted in Steinitz and Laesker winning one game each. The latter beat Steinitz yesterday in a Guico Piano after 65 moves. The score closes 4 to 1 in favor of Laesker who thus becomes champion chess master of the world.

KOOTENAY TO COAST.

The Rival Schemes for Securing Independent Railway Connection Discussed in All Details.

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