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Lynn, Mass., writes: "For
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blood purifier. The best is
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L. C.
SHOE STORE
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Parties shipping goods through me will
rk—"Care W. B. G., Spences Bridge."
W. B. GLADWIN.
Bridge, 20th April, 1885. apr25dw3m
OORE'S REMEDY
—FOR—
DISON OAK,
ER'S REMEDY CURES AND PREVENTS
dison Oak cures Piles, Burns, Cuts; Removes
and Freckles; Cold in the Head or Lungs;
. An invaluable Family Salve. Sold by all
TS A BOX. TRY IT
ap11w3m
NOTICE.
MINION HOUSE,
CORNER OF SIXTH AND MISSION STS.,
South of Market street, SAN FRANCISCO.
NLINESS, QUIETNESS AND RESPECTA-
ly guaranteed.
SPECIAL RATES FOR CANADIANS.
P. J. DALY, Manager.
Will see to the purchasing and Shipping of
any part of the Dominion. lyr2 Sa-Dy
SSIGNEES' NOTICE.
CLAIMS AGAINST C. MORTON, BOOK-
seller, Stationer, &c., Government street, Vic-
C., must be forwarded as proof to his ad-
and all debts due him must be paid on the
forthwith. By order of the assignees.
J. MOR. SMITH,
A. J. LANGLEY.
ia, July 17th, 1885. jy18d7m

Weekly British Colonist.

TWENTY-SIXTH YEAR. | VICTORIA, BRITISH COLUMBIA, FRIDAY, AUGUST 14, 1885. | VOLUME XXVII NO 31.

Weekly Colonist.

FRIDAY, AUGUST 14, 1885.

ISSUED EVERY FRIDAY MORNING IN TIME FOR THE MAIL

BY D. W. HIGGINS.

THE COLONIST BUILDING, GOVERNMENT ST.

TERMS—INVARIABLY IN ADVANCE.

THE DAILY COLONIST—Per Year, (Postage Free to any part of Canada).....$10
Parts of a year at the same rate
Per Week (if delivered).....25 Cents.
TRANSIENT ADVERTISING—Per line solid nonpareil—First insertion 10 cents, each subsequent consecutive insertion 5 cents. Advertisements not inserted every day 10 cents per line each insertion. No advertisement inserted for less than $1.50.
SPECIAL NOTICES among the local items or reading matter, 30 cents per line each insertion or $1.50 per line per month. If inserted in column "What Boats People Say," 20 cents per line each insertion or $3 per line per month. No Special Notice inserted or less than $2.
REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing Business, Government and Land Notices published at the following rates per line solid nonpareil, the duration of publication to be specified at the time of ordering insertion:
Not more than one week—20 cents.
More than one week and not more than one fortnight—40 cents.
More than one fortnight and not more than one month—50 cents.
No advertisement under this classification inserted for less than $2.50, and accepted only for every day insertion.
Liberal Allowance on yearly contracts.
"Calling attention" to an advertisement, 20 cents per line each insertion.
NB. Where Cuts are inserted they must be ALL METAL—not mounted on Wood.
Advertisements unaccompanied by specific instructions inserted till ordered out.
Advertisements discontinued before expiration of specified period will be charged as if continued for full term.

THE WEEKLY COLONIST — Postage free to any part of the Dominion.....$2 50
Six Months.....$1 50
Three Months.....75
WEEKLY ADVERTISEMENTS—Ten cents a line, solid nonpareil, each insertion. No advertisement inserted for less than $2.

TO SUBSCRIBERS AND INTENDING SUBSCRIBERS.

IN ORDERING THE WEEKLY COLONIST, TO INSURE DELIVERY, YOU SHOULD ENCLOSE THE AMOUNT OF SUBSCRIPTION IN POSTAGE STAMPS, MONEY ORDERS, COIN OR BANK BILLS. NO PAPER LEAVE THIS OFFICE UNLESS THE SUBSCRIPTION HAS BEEN FIRST PAID, AND NO NOTICE IS TAKEN OF ANY ORDER THAT IS NOT ACCOMPANIED BY THE MONEY.

BIRTHS, MARRIAGES AND DEATHS.

Persons residing at a distance from Victoria, who may desire to insert a notice of Birth, Marriage or Death in *The Colonist*, must enclose with each notice Two Dollar and Fifty Cents in P. O. Stamps, money order, bills or coin, is entire insertion.

THE WEEKLY COLONIST.

NOTICE.

A SPECIAL EDITION FOR SOUTH SAANICH, LAKE, METCHOSIN, SOOKE, COMOX AND OTHER DISTRICTS NOT REACHED BY FRIDAY'S MAIL IS PRINTED EVERY TUESDAY MORNING AND DISPATCHED THROUGH THE OUTOFFICE.

THE WEEKLY COLONIST.

The attention of subscribers is directed to the announcement in another column. The weekly edition of this paper is now permanently enlarged to Eight Pages or 56 columns of solid reading matter. While making this announcement we are also enabled to state that the subscription rates are reduced to the following scale:

For one year.....$2.50
For six months.....1.50
For three months.....75

Postage to any part of the Dominion, the United States and the United Kingdom will be FREE. Remittances may be made in money order, draft, postage stamps or cash.

Local and Provincial News.

From the Daily Colonist, August 8.

Personal.

Mr. William Halpenny returned on Wednesday from an extended trip through the inland between Victoria and San Juan river.

Mr. James Wolf has again resumed business in Winnipeg.

Mr. F. E. Taylor, U. S. A., wife and child, are in the city and stopping at the Driard.

Mr. M. Brown and C. F. Stacey, of San Francisco, are in the city.

Mr. L. J. Dotzer and wife and Miss Florence Dotzer, of New York city, are in the city.

Hon. R. T. Van Horn and wife, of Kansas City, Missouri, arrived yesterday and are stopping at the Driard. Colonel Van Horn is proprietor of the Kansas City Journal, one of the most influential papers in the west. He was a representative in congress for three terms from Missouri. Colonel and Mrs. Van Horn are waiting for the Alaska steamer, to take the trip north.

Mr. F. J. Baird, a leading citizen of Kansas City, arrived at the Driard yesterday. Mr. Baird is waiting for the Alaska steamer, to take the trip north. He is correspondent of the Kansas City Times, and will no doubt send some interesting letters to that paper from the land of the midnight sun.

Mr. J. Smith, of the Vulcan Powder Works, San Francisco, is in town and will leave for San Francisco on Monday.

Mr. D. W. Meyers of Portland arrived in the city yesterday.

Mr. Frank Johnson of Chicago is in the city.

Mr. F. W. Hays of Cheshire, England, is in the city and stopping at the Driard.

Mr. G. G. Grennell of Hamilton arrived yesterday.

Mr. H. Jaman of Pueblo, Colorado, is visiting in the city.

Mr. W. B. Turner, associate editor of the Pacific States Watchman, the A. O. U. W. home journal, arrived in the city yesterday. Brother Turner will remain a few days in the interest of the Watchman.

At the Wreck.

Work on the wreck of the Enterprise has been progressing rapidly for the past few days, and Mr. T. Harman, the diver, now has everything in readiness to raise the steamer. Last night twelve workmen were taken to Cadboro Bay, and to-day the wreck will probably be raised so that the engine, boiler and other interior appurtenances can be removed to the shore. The upper cabin and deck will be taken away and the hull abandoned.

For Alaska.

The steamer Ancon left Portland yesterday morning for Alaska and way ports and is due here this morning. There are several tourists at this point waiting to take passage north on the Ancon, and as this is the last summer month it is probable that an extra large excursion will be inaugurated. Although September is a pleasant month in Alaska, very few people visit the place in the fall and early winter for fear of the ice that forms early in the season.

What Some People Say.

That Brazil has still 1,000,000 slaves.

That camels are fond of tobacco smoke.

That New York City has 63,000 paupers.

That camp meetings originated in Kentucky.

That a horse cannot jump more than 27 feet.

That horses trot best when the temperature is 80 degrees.

That a good sized whale will produce two tons of whalebone.

That the number of plants used by man does not exceed 3000.

That a bullet travels a mile in three and two tenths seconds.

That wheat is cheaper now than it has been for nearly 100 years.

That a North Carolina man shaved a head of to cure a ringworm.

That gas is free to all in Lebanon, Penn., by ordinance of council.

That a divorce suit is in progress in Salem, Oregon, in which the wife, who is the defendant, is 76 years of age.

That Sir Charles Tupper has sailed for Ottawa, to confer with the Canadian ministers on the colonial exhibition arrangements.

That the Times has unsexed "Materfamilias."

That the origin of bottled beer has been traced back to 1548 and fastened upon Dr. Alexander Norvel, the second master of Westminster school.

That it is estimated that in 1882 the number of passengers carried by all the railroads in all parts of the world was 2,400,000,000, or an average of 6,500,000 daily.

That an eminent physician thinks that men should not run after they reach 40.

That a train traveling at thirty-five miles an hour clears fifty feet in one second.

That the pine tree serves as a refuge for more than 400 species of insects.

That New York is the wealthiest state in the Union; Pennsylvania comes next, followed by Illinois, third.

That the average duration of life in Russia is 26 years—the lowest of any European nation.

That it now transpires that the bank of Ireland refused to lend money to the Munster bank, because Farquharson wilfully kept back the securities.

That the flight of Farquharson, the manager of the Munster bank, brings to recollection the fact that £4000 was stolen from the safe a few years ago, and he is now supposed to be the thief.

That there is a terrible consternation among French gourmets at the outbreak of a new epidemic, the consequences of which they dread almost as much as cholera. It is a plague among the geese in the Tarn district, where they have been extensively indulging in the fatal leaves of the silantus glandulosa.

That Judge Lynch's sway in the United States seems to be increasing. Since January 1st 99 people have been lynched in various parts of the country, 96 of whom were males and three females, 58 white and 41 colored. The South claims 75 as against 24 in the North. Forty-four were strung up for murder.

Memorial Resolutions.

The following resolutions speak for themselves:

WHEREAS, by the death of ex-President Grant, we are called upon to mourn the loss of one who through his strength of individual character and services rendered to the commonwealth leaves behind him an imperishable record of patriotism.

Resolved, That the American residents in Victoria desiring to pay a proper tribute to the memory of our illustrious countryman General Grant have arranged to hold a memorial service on Tuesday — inst., at Christ Church Cathedral.

Resolved, That the offer of Reverend Bishop Paddock of Washington Territory to deliver a discourse upon the occasion be accepted.

Resolved, That a copy of these resolutions be sent to the bereaved family, with assurance of heartfelt sympathy in their sad affliction.

"Lives of great men all remind us,
We can make our lives sublime,
And departing leave behind us,
Footprints on the sands of time."

T. H. LUBBE,
R. J. STEPHENS,
JOHN KURTZ,
E. G. TILTON,
Committee.

Address and Reply.

REV. W. W. MALACHI,—We the undersigned members of Christ Church Cathedral, and other friends in Victoria, by your acceptance of the accompanying purse, and $235 in gold as slight token of the esteem in which your labors amongst us are held, and the regret we feel at your departure for England. We heartily wish you a safe and pleasant journey and trust that the blessing of God will rest upon you and your married life, and that it may please Him to give you a long life of usefulness in His service.

August 5th, 1885.

To the members of Christ Church Cathedral, Victoria, B. C.:

MY DEAR FRIENDS AND PARISHIONERS,—I have to acknowledge as best I can the receipt of the very pleasing testimonial, in which you so much overrated my humble efforts to do my duty as a minister of Christ, also of the very handsome present in which you have far exceeded in liberality any such token of general goodwill towards a clergyman of your church.

Although my present lot will be cast far away from you I shall not forget your many acts of kind consideration; and while I pray God to bless you in things temporal and spiritual, I must also express my regret that time does not permit me to give the assurance to each one of you in person of the pain I feel at the severance which has occurred.

Again wishing that God may bless you all, I am, yours very sincerely,

W. W. MALACHI,
Curate of Christ Church Cathedral.

REVIVAL.—It is very evident from the interest so well sustained in the special meetings now being held under the auspices of the Y. M. C. A., that a work of no ordinary character is going on. In the Presbyterian church, Pandora street, last night was held another very successful meeting. The evangelist preached a sermon with characteristic force from Acts 2, 39. Those who have not attended these meetings are not aware of what they are losing. The usual meetings to-day will be held both afternoon and evening.

SALE OF HORSES.—Mr. G. Byrnes the auctioneer will hold an auction sale of horses this morning at 11 o'clock on the estate of the late Sym Todd, at Mr. Tait's stables on Fort street.

POLICE COURT.—The old time worn case of Mah Kee for having demanded $600 from Ah Ling was again resumed. The paymaster on the road between Chemainus and Nanaimo was examined, also Kwong Fook and the case was remanded until Tuesday.

Supreme Court.

(Before Justices Crease, Gray, McCreight and Walkem.)

Wraight vs. Young—This was an appeal from the judgment of the chief justice ordering judgment to be entered for the defendant, after a jury at the trial had awarded the plaintiff a verdict for the full amount claimed by him.

Mr. Theodore Davie, who appeared for the plaintiff, argued that the chief justice had no power to over-ride the decision of the jury, as they were the sole judges of the facts. He cited Roy on Evidence, 89; Graves vs. Key, 3 Esp. R. 83; Black vs. Wood 9, 2 B. D.; Sewell vs. B. C. Towing Co. 2, 2 B. D.; Coupe vs. Wade, the Times of 25th June, 1885, in which the judgment of the chief justice was reversed; Hamilton vs. Johnson 5, 2 B. D.; Harris vs. Truman 9, 2 B. D.; Jones vs. Hough 5 Ex. D.; Dunn vs. Simms 41, L. T. N. S.; Met. Asylum Co. vs. Hill, 47 L. T.; Yorkshire Banking Co. vs. Eaton, 5 C. P. D., 109, and Rounds vs. Rind 7, Ontario Reports. In the alternative, Mr. Hett claimed a new trial, as the verdict was against the weight of evidence.

Mr. Davie in reply argued that the verdict of a jury could only be disturbed where it was of such a character that reasonable men could not have arrived at the same conclusion, citing Jenkins vs. Morris 14 ch. D., and Solomon vs. Bitton 8, 2 B.

The court reserved judgment until 17th August.

Coroner's Inquest.

The inquest on the Enterprise disaster was continued yesterday afternoon before Mr. Coroner Johnson.

Edward McDonald, sworn, testified that he was deckhand on the Enterprise at the time of the collision, and was in the lower hold in his room reading the Police Gazette; the Chinamen were in the after room on the port side, in the lower hole; about an hour before the accident two Chinamen came down into the lower hold, and he got out of his bunk and drove them out; passengers had no right in rooms of the lower hold; my room from the Chinese cooks room, where the Chinamen were found, is about ten feet; heard the Rithet's whistle; heard the Enterprise answer the one whistle; two or three minutes after heard the slow bell; heard the stop bell a minute after; a few seconds after this heard the crash; immediately jumped from his berth and ran towards the ladder; when he got to the foot of the ladder the water was about to his middle, the distance to the ladder from room is about fifteen feet; got to the deck and cleared away the starboard quarter-boat; got it in the water, placed passengers in her and put them on the Rithet; picked two women out of the water; the boat was so crowded that we had to paddle; the Enterprise sank below her rail; rails were two or three feet under water; this was on the starboard side; she had listed to starboard on account of the heavy cattle; it was not more than twenty seconds before the lower hold was full of water.

To Mr. Irving—The starboard boat would comfortably hold about fifteen; had about twenty in the boat, with myself and the bartender; the five boats were of similar size; the boats were all in good order; four were on davits and one spare boat; there were life-preservers in all parts of the boat, easily got at; the life-preservers were very buoyant; those who had them on floated easily; the steward and purser fitted preservers on ladies when witness was getting boat out.

To Mr. Gannaway—Did not notice when Chinese were in lower hold whether they had the door closed after them.

Henry T. Bishop, sworn, testified that he was purser of the Enterprise at the time of the collision; was in the purser's office writing; heard the Rithet and Enterprise whistles; looked out from the starboard side and saw the Rithet coming; at this time the Enterprise was a little to the north of the point; merely glanced out of the window, and resumed work; about twenty minutes afterwards passengers came running into the cabin crying, "Look out! look out!" got off the stool I was sitting on and went to the door, when the collision occurred; did not see the collision; went aft with the rest of the passengers into the saloon; gave the passengers life preservers, and helped to put them on the ladies; put one on myself; went down to the ladies cabin to see if there were any ladies there; this was on the lower deck; saw Mr. Chas. Todd there; there was a little water on the floor; on the way up heard passengers on the freight deck call for help; opened the door connecting the ladies cabin with the freight deck and saw a passenger crushed with a trunk across his legs; the water here was about up to witness' knees; did not attempt to get to the lower hold; no passengers are allowed there; Chinese and Indians are in the habit of going down there to sleep or smoke opium and frequently driven out; jumped overboard; the water was rising fast and passengers were all provided with life preservers; do not know cook's room where bodies were found; don't know whether any life preservers were in this room; was picked up by the Rithet's boat; assisted to take passengers on board the Rithet; saw Captain Rudlin on board the Rithet; did not see any officer in charge of the Enterprise after the collision occurred; when I saw Capt. Rudlin it was after I had changed clothes on the Rithet.

To Mr. Irving—The steward and pantry boy helped the passengers to life preservers; there was no difficulty in getting them out; there were 91 passengers on board; 33 of these were Chinese and Indians; do not know the Chinamen drowned; collected tickets from the passengers before the collision; had to send deck hand Turnbull down below to get tickets from the two Chinese who were in the lower hold; they had gone down there several times.

To Mr. Gannaway—There was considerable shock and noise at the collision enough to arouse sleeping persons, and also afterwards especially among the Chinese.

Jacob Lenz, sworn, testified that he was a passenger on the Enterprise at the time of the collision; was near the pilot house and saw the Rithet coming; she blew a whistle; the captain of the Enterprise went to the house and answered with one whistle; there was another in the pilot house; the captain remained there until the collision took place; the captain tried to get to the right side of the Rithet; at this time the steamers were only a short distance apart; remained on deck until the steamers touched and then ran for the cabin; did not see Capt. Rudlin or the mate after that; saw the purser helping the passengers to life preservers; got a life preserver in the saloon and went back to near the pilot house; there was a foot and a half of water on this deck; had to wade through the water and climbed from the Enterprise to the Rithet; some one else took my life preserver; don't know who it was.

To Mr. Irving—Saw some of the Chinese in the saloon getting life preservers; there was no difficulty in getting life preservers.

Stewart Keenan, sworn, testified that he was a deck hand on board the Enterprise; was at the wheel about three minutes before the collision; the mate relieved me; the Rithet was in sight; the Rithet blew her whistle as witness came from the pilot house door; Capt. Rudlin passed in as witness came out; remained on the lower deck until the collision; the two steamers were heading straight for each other; the Enterprise was rounding the point; didn't observe the swinging at all; there was a strong flood tide; if the helm was put over she would swing a few seconds afterwards; she did not port until it was seen that the Rithet was going to run foul of her; she had not been to port while rounding the point.

To Mr. Irving—When standing on the gangway on the port side within ten feet of where the Rithet struck; when the Rithet was 150 feet off the Enterprise she altered her course; witness stated he did not know the distance between the two boats at the time the Rithet altered her course; the Rithet sheered for us in the bell struck for slow on the Enterprise.

Robert Ward, sworn, testified that he was a passenger on the Rithet; was standing aft on the port side; had just left Capt. Insley at lunch; saw the Enterprise coming on our port side about 400 yards distant; her position was apparently as though she was going to cross the Rithet's bows; it was so apparent that a passenger who was with me remarked it; we had rounded Cadboro point; there was no obstruction between the two steamers; could see the Enterprise from where I stood; the Rithet kept on her course, her usual route to New Westminster; the was before the whistle blew; the Rithet blew one whistle; she ported her helm immediately afteward; they were about fifty yards apart then; the Enterprise blew one whistle, and also appeared to have ported her helm; it seemed as though she could not clear the Rithet; she was coming across our bows; the Rithet gave two signal bells; the signal and crash of the collision were almost simultaneous.

Coroner Johnson here stated that the inquiry was to ascertain the cause of the death of the two Chinamen; whether there was any criminal neglect that led to their death, and if so to indict the offenders in a criminal court. The evidence, so far, proved that within a few seconds the lower hold, in which the Chinese were, was filled and the Chinese drowned before they could get out.

Mr. Irving said that the inquiry was to see if there was any negligence on the part of the vessel's officers. It was certain that someone was to blame for the collision of two steamers well equipped and in calm waters. It would be an easy matter to find the cause of the death of the two Chinese, but the jury would require to find through whose negligence the collision was caused.

Laughlan McLean, sworn, testified that he was mate of the Rithet at the time of the collision; was in the pilot-house at the time; at the time the whistle sounded was on the upper deck lashing gangway, about twenty feet from the house; the quartermaster was in the pilot-house at the time; think the captain was at lunch; after the whistle was blown he turned to the pilot-house and asked him if he knew the coast well in that locality; he said he did; could not say whether the Enterprise answered the whistle; did not notice anything peculiar in the Enterprise's position at the time the whistle blew; a couple of minutes afterward, as he was going toward the pilot-house, the quartermaster sang out, "He is going to cross our bow!" looked ahead and saw that the Enterprise was taking a sheer across our bow; she was about 1500 yards away; decided to stop the engine and reversed her to full speed; as he passed the quartermaster he asked how the helm was and was answered hard a-port; tried it, and found it so; kept the engines reversing until the vessels struck; they were reversing fifteen or twenty seconds; then stopped the engines, left the pilot house and went to the boats; when the Enterprise sheered across our bows think that she was carried by the tide; she was running at an angle of about 22 degrees; she recovered, and we struck her on the port side; did not pay particular attention as to how the steamer was coming, as I was not in charge of the boat; when I joined the boat was given to understand that I had nothing to do with the navigation of the boat; my duties were to look after the freight deck.

To Mr. Irving—Have certificate as master; know the course; have been on it for two years; we were about 500 or 600 yards from shore; the Enterprise had rounded the point; the Enterprise could have gone to within 50 or 60 yards of the shore; at the time the engines were stopped the Enterprise could have got 500 yards nearer shore; did not consider the Rithet too near shore.

To a juryman—There was no chance to save her when she was sheering across our bows.

To the Coroner—There is such a tide at this point that the helm will not answer for a little; have seen the Rithet almost have to turn round at this place on account of tide; my going into the pilot house was disobeying orders; have never steered the Rithet during four months I have been on her.

Mr. Gannaway thought when he went first into the investigation that some one was much to blame but since hearing the evidence he had concluded that no one was to blame but that it was one of those accidents that happened without any negligence and which might not occur again in these straits in the next thousand years. He had a theory which he would submit to the jury. Mr. Gannaway here exhibited a sketch of the point where the accident occurred, and which he submitted was caused by the unusual action of a rip tide sheering the vessel from her course, and not through any negligence or lack of competency on the part of the officers of either steamer.

Mr. Irving briefly addressed the jury drawing attention to a few facts in the evidence and referring to their duty.

The coroner in addressing the jury said he would remind them that the object of the inquest was limited to ascertaining whether any person was criminally liable for the death of the Chinamen, and not to find whether the officers of the vessel were competent—that was the duty of the court of inquiry at present in session—who undoubtedly would obtain the correct solution. The steamers were both running in smooth water, under a bright sky, with no fog or smoke to interfere. He could not agree with Mr. Gannaway that no one was to blame, for certainly in an accident of this kind some one must be at fault, though to a certain extent he believed his theory of the accident. There was no doubt whatever in his mind that the Enterprise was keeping on her course. She was nearer to the Vancouver shore. It seems that the captain and mate were both at the wheel, and that they were on their proper course. It was shown that there was no want of skill in the management of the steamer, but that they were competent and reliable men for their duties. The other steamer's course was on the other side, near Discovery Island. Capt. Insley was undoubtedly a competent seaman and understood the various rocks, shoals and tides of the course to New Westminster; but it seemed strange that Capt. Insley should have gone to lunch while in this tortuous channel where the accident occurred. No doubt the man in charge of the wheel was competent to fill his position, but he had no certificate of competency. Had the captain been on deck he would have known the reason of the sheer to port and have shifted his course and thus avoided the catastrophe. The Enterprise was carried towards the Discovery Island side, and the man at the wheel of the Rithet kept it amidships until it was too late to avoid a collision. With reference to the Chinese it was clearly shown that it was impossible for anyone to have saved the sleeping Chinamen, for the rush of water was too quick. They perished solely in consequence of the collision and sleeping in the hold of the vessel. Whether Capt. Insley was at fault in the discharge of his duty it was them to determine. His honor quoted authorities to explain to the jury what criminal negligence on the sea meant, and thought that there was nothing in the evidence to prove that Capt. Insley had acted with criminal carelessness; but there was certainly a lack of judgment in leaving the quartermaster in charge of the wheel at a critical moment.

The jury retired at 5:45 to consider their verdict.

After being absent for two hours they returned with the following verdict:

We find that the Chinamen, Wong Fook and Lee Sam Hook came to their deaths by drowning, on board the steamer Enterprise, in collision with the steamer R. P. Rithet, on the 28th July, off Cadboro Point; and that the collision occurred from want of care and skill in the navigation of the steamer Rithet under difficult circumstances, the master having left the steamer in charge of an ordinary quartermaster.

W. P. BROWN, Foreman.
THOS. L. DAVIES,
WILLIAM BICKFORD,
F. CAMPBELL, JR.,
JOHN BEGG,
W. CROSSMAN.

His honor thanked the jury for their careful consideration of the case and dismissed them.

The Enterprise-Rithet Investigation.

The official investigation of the recent collision was continued yesterday before Captains Lewis and Devereux and Inspector of Steamboats, E. S. Vigor.

Captain Rudlin, being sworn, deposed: I was master of the steamer Enterprise; have been twenty-two years a master in these waters; when the accident occurred I was at the wheel, perhaps for two minutes; saw the Rithet about three minutes before the accident; there was a strong flood tide at the time, and the Rithet took a sheer on her starboard helm; she straightened up a little before striking; the helm of the Enterprise was put to port just before the tide struck her; when the accident happened I was landed by the tackle; when the Rithet's deck with the mate; I then went to help save two Frenchmen who were thrown overboard; then helped rescue some Indians. I never heard Captain Insley speak until I heard him from the pilot house; I got into a small boat and pulled around the Enterprise; there was no way for me to get aboard the Enterprise except by swimming; could not see where I could do any good by going aboard the Enterprise; thought I could do more good by helping to tower the Rithet's boats; I rung one big bell to stop and then two to back her; that is always what I have been accustomed to; the Yosemite has a different system of bells; had none to an agreement with the engineer on Monday as to the bells to be used on the Enterprise.

George McCondach, being sworn, deposed that he went out to the Enterprise as carpenter to make pumps to try and raise her, but found too much water; the deck had not been lifted by the Rithet as the stanchions were still fast; the cut in the Enterprise runs from pilot house back cutting into upper deck.

Mr. N. G. Johnson, sworn, testified that he was a passenger on the Enterprise; there were a number of ladies; heard the whistle of the Rithet and answer; when he heard the crash asked the ladies to be quiet; saw some Indians helping people into a boat; climbed on top the cabin, and, going forward, got down on the Rithet's deck; saw a man jump into the water with nothing on but a pair of overalls; he was a splendid swimmer; did not hear Captain Rudlin give any orders; heard Insley say to Rudlin, "How did this thing happen?" heard no answer; did not hear Captain Insley say, "Why are you not on your own boat?" the vessels were together about fifteen minutes; saw tied people kicking seats open to get life-preservers.

Jacob Lenz, sworn, said he was a passenger on the Enterprise; saw the captain go into the pilot-house and answer the Rithet's whistle; went off; saw Bishop giving ladies life preservers; was helped aboard the Rithet; the only person I saw doing anything was Bishop; the vessels were too near when the whistles blew; I think the Enterprise did all she could to get out of the way; I think Captain Rudlin could have got to the Enterprise had he wanted to; am sure he had time.

Mrs. Harris, sworn, deposed that she was a passenger on the Enterprise; was standing aft with her granddaughter and other ladies; saw the Rithet a long way off; thought we had struck a rock; my granddaughter came and said, "Save yourself; we are sinking;" saw water on the cabin floor; the purser was very kind; the boats could not have been together more than a quarter of an hour; saw Captain Rudlin on the Rithet; thought it strange that neither captain or mate came to the ladies' assistance, one lady jumped into the water; I was the last that left the vessel; a man swam to us and cut our boat loose; he was a brave man and I should like to thank him; heard no outcry for life-preservers.

Adjourned to 10:30 this morning.

AUCTION SALE.—Mr. W. R. Clarke the auctioneer will sell to-day at his salesroom on Yates street at 11 o'clock, a quantity of furniture and some horses, harness, etc.

ACCIDENT AT SCHOOL.—At recess this morning at the Central school, while Miss Aggie Cameron, assistant teacher in the girls' department, was running rapidly down stairs her dress caught in some way and she was precipitated to the foot, severely bruising her right arm and generally bruising her. Fortunately, no bones were broken, though the young lady is unable to raise her arm, and is suffering severely from the shock.

TAI CHUNG & CO.'S AFFAIRS.—A meeting of the creditors of Tai Chung & Co. was held at the office of Strouss & Co. yesterday. There was a large attendance. The liabilities of the firm are stated at about $33,000. Book debts, $40,000; landed property, $19,000; stock, $7,000. Many of the book debts are worthless. The meeting endorsed the action of the assignees, Messrs. Rithet and Anderson. The concern will probably be wound up.

ST. ANDREW'S AND CALEDONIAN SOCIETY.—At the usual monthly meeting of the above society a surplus amounting to over $600 was declared by the committee of the annual gathering. The committee, in recognition of the valuable services rendered by the indefatigable secretary, Mr. James Russell, voted him a tangible sum. To his efforts, to a great extent, is due the unprecedented success of the late gathering of the clans.

BRITISH TOPICS.

Russia's Unfriendly Attitude—Is El Mahdi Really Dead?

NEW YORK, Aug. 2.—A cable special to the Times from London of August 1st says: The frank statements in the Russian papers that the Zulfikar pass matter will be kept open until the English elections are over have increased the feeling here that war is inevitable and the steps which the government is taking to get ready for it receive unanimous assent. The appointment of General Roberts to Indian control is hailed, even by Radical papers, as admirable, and the statement that an intrenched camp is to be forthwith constructed in the Peshin valley is generally welcome. The Russian papers confess dismay at El Mahdi's death, assigning Lord Salisbury a free hand in Central Asia, and the Novoe Vremya expresses the hope that Russian diplomacy will find a way to prolong the English embarrassment in Egypt. The Vandmositi prints articles daily on England's foreign and mercantile and military power.

There is much delight here over the Mahdi's collapse, with an underlying fear that it may be a trick, with a view of resurrection and consequent enhanced prestige. Abdullah Foo is said to be more active than his uncle and he may be able to continue the rebel advances. Partisans of Ismail Paaha have been strenuously at work on Lord Salisbury, but have met with a decided refusal of aid in effecting the restoration of the ex-Khedive.

John Dixon Dyke, uncle of Sir William Hart Dyke, chief secretary for Ireland, while ascending the steps of the railroad station at Sittingbourne to-day, missed his footing and fell to the bottom of the stairway. He was picked up unconscious and died a few minutes later. Mr. Dyke was and had been for many years a magistrate and was 80 years of age.

NEW YORK, Aug. 3.—The Herald's London cable special of August 2d says: Among the court presents of the Princess Beatrice all the royal family gave jewels save the Crown Prince of Germany, her sister, who presented some silver candlesticks, and the Prince of Wales who gave only an oil painting of Windsor Castle. These paltry gifts are regarded as an additional slight.

Fell to the Ground.

LONDON, July 24.—The baronet who is charged by Mrs. Wilkinson, a widow lady, with having abducted and ruined her daughter when the latter was only twelve years old, is Sir George Orby Wombwell, 53 years old, the husband of the daughter of the Earl of Jersey, and the father of a family including one daughter married to the eldest son of the Earl of Dartrey, and four other children. There was another examination of the case yesterday before Sir James Taylor Ingham at the Bow street police court. Mrs. Wilkinson again went on the witness stand, and repeated her testimony that Sir Geo. Wombwell had daily tracked her daughter to and from school, had finally inveigled her into a carriage and taken her to a secluded house, where he forcibly effected her ruin. Mrs. Wilkinson, however, became confused under cross-examination, and the magistrate decided that he could not hold the baronet upon her testimony. The case will now be sent to the home office, and it is understood that a private enquiry is to be made by the government.

JOHN BRIGHT

Attacked in the House of Commons.

LONDON, July 29.—In the House of commons, last evening, Mr. Callan moved that Mr. Bright's speech at the recent banquet to Earl Spencer be considered a breach of privilege. Mr. Bright expressed his regret at using the words, if they were censurable, but is nevertheless true that the Parnellites had assaulted Earl Spencer and the crown officers. Sir Michael Hicks Beach thought it inadvisable to make such occasions cause for a motion of breach of privilege. In the course of the debate several Irish members made acrimonious remarks. Mr. Callan then asked leave to withdraw his motion, having accomplished his object. He had supreme contempt for Mr. Bright's language, and had no confidence in the justice of the house. Leave to withdraw was refused and the motion was rejected, 154 to 23. Mr. Callan's attack on Mr. Bright was against the advice of Mr. Parnell, and Mr. Bright had the sympathy of the whole house throughout. He had paired for the remainder of the session, intending to be absent, but returned from Rochdale for the especial purpose of defending himself.

An Alderman Charged with Bigamy.

WILKESBARRE, Pa., July 24.—Alderman William Vaneer was arrested yesterday for bigamy. He is 50 years old. Four months ago, it is charged, he married Letitia Simmons, a soldier of the Salvation Army, aged 14. He lived with her two weeks, then left her, and, as alleged, married another woman named Eroth. He lived with her one month, and then went off with Lucy Buckler, with whom he has sinced lived. It was stated on hearing that he had married three other women before he married Letitia Simmons. He was commited for trial.

San Francisco Passengers.

The steamship Geo. W. Elder sailed for San Francisco yesterday at noon with the following passengers:—J. G. James and wife, Mrs. Evans, J. D. Nelson, Mrs. Redgrave, Mrs. M. McDowell, Mrs. C.F. Stacey, Mrs. Geo. Grant, H. S. Flood, R. R. Parkenson, D. T. Hellathews, John Partridge, Frank Partridge, R. H. McDonald, W. Frank, W. H. H. Adam, wife and 3 children, Samuel Mahon, J. Renwick.

Marine

The George W. Elder sailed at noon yesterday for San Francisco.

The bark Rover of the Seas has been chartered to load salmon for London.

STEAMER PHANTOM.—J. P. Davies & Co. will sell the steamer Phantom, a well found craft of 36 tons, built at Seattle and nearly new, at 12 o'clock, noon, today, as the steamer lies at Porter's wharf. The Phantom is well found in every respect and has a good record for speed. She is fitted up for a passenger or freight boat and is ready for immediate service.

CAPT. PASSMORE, who was shot and stabbed on board the British bark Albulla at Hastings, will, it is thought, recover.

BASEBALL.—A match game of baseball will be played this afternon at Beacon hill between two picked nines, selected by G. H. Gower and T. H. Bates. The game will be called at 2:30 p. m.

As Others See Us.

A writer in the West Shore in referring to Victoria says: Victoria is more than prosperous—she is solid. From her business blocks to her government buildings—all is stability. Her business firms are solid, and what cannot be said of some of Oregon's thoroughfares, even her roads are solid. Wherever you find the English doing business there will you always find a volume of business to be done, and wherever the English element is predominant there will you always find prosperity. Give an American twenty thousand dollars and he will either make one hundred thousand or lose the entire amount of his original capital. Give an Englishman the same amount of money and he at once seeks for a permanent, secure investment. The English look to a steady development, not to a rapid growth. Their buildings are constructed to stand; their roads are made to last, and their trade once established is retained.

Victoria holds the key to the entire trade of British Columbia. The large fishing interests of Fraser river, the extensive coal interests of Vancouver Island, the immense fur trade of the thousand islands to the north, all pay tribute to Victoria. The Indian in his frail dugout, with his squaw by his side, makes his annual thousand mile trip to Victoria to dispose of his yearly collection of furs. The miner after his year's hard toil in the gold fields of the Stickeen and Fraser comes to Victoria to lay in his winter's supply of provisions. It is in Victoria that those of profligate tendencies from the coal fields of the north spend their hard earned wages, and it is in Victoria that the cry of "dull times" is never heard.

Nowhere on the Pacific coast are there such drives as those leading out from Victoria. A drive to Esquimalt, the British naval station, four miles distant, is a most pleasant one. With not a loose stone or a rut to mar the general evenness of the road; with the glistening surface of the waters of San Juan de Fuca and the Roy