Late Advices From Hawaii.

Reports of Death of the Ex-Queen Causes Much Excitement.

Sequel to the Secret Marriage of Horace Craft and Helen Wilder.

Honolulu, June 9.—Great excitement was created especially among the native Hawaiians by a rumor brought by the passengers of the steamship Miowera which arrived from Victoria this morning that ex-Queen Liliuokalani was dead. The report as it came was that she had gone to New York to undergo an operation for cancer and had died immediately after the operation was performed. The basis of the rumor was said to be a press despatch received at Victoria just before the steamer sailed. No word was received by any of the ex-Queen's friends here.

KILAUEA IN ERUPTION.

The steamer W. G. Hall brings the report that the volcano of Kilauea on the island of Hawaii has become active again. When the steamer was at Punaluu on the southern coast of the island last Monday morning, about thirty miles from her volcano, her officers saw immense clouds of smoke rising from the crater. An effort was made to get communication with the Volcano House by telephone to learn more of the extent of the activity than was disclosed by the columns of smoke, but a connection could not be secured. There has been no steamer from the island of Hawaii since by which further news could be brought, but the Kinau is due from Hilo to-night. The last considerable eruption of Kilauea was in 1894.

TO IMPORT ITALIANS.

The local government has issued permits to the planters to bring something over a thousand Italian laborers from the northern part of Italy. In addition to granting the permits, the government gives a subsidy of one hundred dollars for every woman, the wife or other relative of laborers imported, who is brought here at the same time, not to exceed fifty women for every hundred men brought. The British steamer Victoria is announced to sail from Portugal about the end of this month with 700 Portuguese for Hawaii.

LAW IS GOOD.

The supreme court yesterday handed down a decision holding that the Hawaiian law for the penal enforcement of contracts was legal, and that the thirteenth amendment to the constitution of the United States is not in force here "during the present transition period." The decision was given in a case wherein two laborers on the island of Hawaii who had deserted service and were sent to gaol until they should return to their work, appealed on the ground that they could not since annexation be condemned to involuntary servitude.

In the case of the Japanese convicted for murder and manslaughter in connection with the Kahuku riots, Judge Perry yesterday denied a new trial.

SECRETLY MARRIED.

Society received a decided sensation two or three days ago when public announcement was made of the marriage of Miss Helen K. Wilder and Horace J. Craft. The marriage occurred on the morning of May 16, and was performed by Rev. John Nua, a native Hawaiian minister connected with the North Pacific Missionary Institute. Mrs. Craft left a few hours later on the Australia for San Francisco, where she is now spending the summer with friends near Niles. Their secret was well kept, and not until the public announcement of it was made did anyone except Mr. and Mrs. Craft, the minister who married them, and the witnesses who signed the marriage certificate know anything about it.

Helen Wilder was one of the best known young women of the islands. She is the daughter of the late S. G. Wilder. Her mother, Mrs. Elizabeth K. Wilder, is still living. Her father was one of the most influential men in the islands during his life. He occupied a number of positions in the government, among them being that of minister of the interior, and many of the public works in Hawaii are the result of his efforts. He was besides the founder of Wilder's Steamship Company, which controls a large part of the inter-island carrying trade. Her mother, Mrs. Elizabeth K. Wilder, who is still living, is the daughter of Dr. Judd, adviser to nearly all the Hawaiian kings, and a sister of Chief Justice Judd of the present supreme court. She is a woman of great force of character and a determined will.

Miss Wilder has a handsome fortune in her own right. Her social position is unassailable. She is universally liked. She has great independence of character. She took hold of the work for the prevention of cruelty to animals at a time when sentiment on the subject seemed to be dead. She secured appointment as a police officer for the purpose of carrying on the work. The result has been not only reputation to herself international in its character, but has aroused a sentiment in the islands that heartily supports her work. She carried out similar activities in other ways, some of them perhaps in unconventional ways, but always maintaining the respect and good will of the community.

Horace J. Craft was born in Ohio but for a number of years was a resident of Montana and was in business in Butte as a partner of the firm of Marsh & Craft. Closing out his interest there he came to the islands last September on the same steamer that brought Helen Wilder back from a visit of several months in the Pacific and Mountain States. They became acquainted on the steamer. He soon afterwards went into business here as the manager of the Pacific Cycle and Manufacturing Company. It was not long after his arrival here before the gossips began to connect her name with his and to predict an engagement. Mrs. Wilder, however, for some reason did not approve of him as a son-in-law, though she did not disapprove of him otherwise and he was a frequent visitor at her home. Failing to gain her consent, the young people took the matter into their own hands and were married on the eve of Miss Wilder's departure for the Coast. By pre-arrangement of the young couple, the other members of the family were taken into the secret as soon as the steamer sailed, and finally a few days ago Mrs. Wilder was told of her daughter's marriage. Much as she had opposed it, she accepted the situation, and insisted that the marriage should be announced at once.

WARSHIPS' MOVEMENTS.

The United States transport Grant arrived here Monday night, June 5, and sailed this morning for Manila. She had good weather all the way and little sickness. About a dozen of her men overstayed their leave and were left here, notwithstanding the transport waited at the anchorage outside the harbor for about ten hours while provost guards and the police were rounding up the stragglers. While the vessel was at the anchorage, one of the soldiers under the influence of liquor jumped overboard and began swimming around. This action created consternation aboard as a number of sharks had been seen in the vicinity. Everybody shouted to him to come aboard again and boats were manned to rescue him. But before they could get to him he changed his mind and swam to the gang plank and came aboard. None too soon, however, for a shark was within ten feet of him when he reached the safety of the gang plank.

The Philadelphia will sail for San Francisco Sunday morning, June 11. Admiral Kautz says she will not make a fast trip, as her bottom is so foul speed cannot be made without a great expenditure of coal.

The training ship Adams arrived here July 5 from Hilo and will remain here some time. The health of the apprentices is good. A day's target practice with the larger guns was had off Lahaina last Saturday.

The Russian cruiser Razobnik which has been here for two weeks will sail to-morrow morning for Asiatic waters.

SEWER CONTRACTS.

Contracts for constructing the new sewerage system for Honolulu were awarded to-day. The contracts for what is known as the outfall work, all that portion of the system between the pumping works and the sea, was awarded to Wilson and Whitehouse of this city for $29,500. The other part of the work was awarded to Vincent and Belcer, of San Francisco, for $69,929.50. The government furnishes the material.

MR. SORBY SATISFIED.

He Has Interviews With the Ministers at Ottawa.

Mayor Redfern has received the following letter from Mr. T. C. Sorby, who is now in Ottawa in connection with his harbor project:

Russell House, Ottawa, June 8, 1899.

C. E. Redfern, Esq., Mayor, etc., Victoria:

Dear Mr. Mayor,—I duly arrived here on Tuesday evening, having been delayed 12 hours by a mudslide. Senator Templeman and Mr. Earle are staying here, and Wednesday morning at 10 found us at the office of the minister of public works. He was away, and will be back next Monday, and may or may not be able to attend to business. However, later in the day, accompanied by Messrs. Prior and Earle, I obtained an appointment with the deputy minister and attended him to-day, accompanied by Mr. Templeman, and have had a long conference with him and the chief engineer this afternoon, which will be continued to-morrow. To report all that took place would be premature and calculated to mislead.

I can merely say I have now seen all the British Columbia members and senators, and we propose arranging an interview with the executive early in the week and attending in a body.

To-morrow I hope to see the minister of marine and fisheries, in whose hands rests the question of policy. Col. Anderson, the engineer of that department, as well as Mr. Lefleur, of the public works department, have expressed perfect satisfaction with the scheme from an engineering point of view, and have promised me their full support.

The question is one of policy and politics and expediency. The broad question is, the government has been fully stated to me by the deputy minister, and the problem before me is as to how far this can be molded in favor of Victoria. The British Columbia members are solid as to giving their best support to Victoria (and I think I may now safely include Mr. Maxwell), and will endeavor to secure legislation to this session. Herein I feel sure we shall succeed. The matter will require a vast amount of "engineering"; there are elements here ready to conflict at any moment, jealousies ready to ignite, and I am striving to secure the greatest benefits without wounding the "amour propre" of those who might feel slighted.

I will duly communicate anything definite, but in the meantime I must work around as best I can. Mr. Tarte is very sick. Yours faithfully,

THOS. C. SORBY.

I have just seen James Angus' letter to the Colonist of the 2nd. I am quite aware of all he refers to. The matter has my best attention, but I do not propose taking any further notice of his letters. I am not here to sacrifice the interests of the city of Victoria to my personal wishes, but to forego, if need be, my personal interests in furtherance of higher duties.

SAW THE ATLIN NUGGETS.

Well Known Vancouver Citizen Confirms Reports of Richness of New Gold Fields.

From Our Own Correspondent.

Vancouver, June 17.—Mr. R. R. Maitland has returned from Atlin. He said to the Colonist correspondent that the country is undoubtedly rich, and the nugget stories are absolutely true. The Pine creek claims where the chunks came from are not salted with Klondike nuggets.

"I saw many nuggets taken out myself," he says, "and the gold is Atlin gold. It is of different color, different weight, bits of quartz adhering to the nuggets are different, and the surfaces of the nuggets are different. Big gold is being taken out of Spruce, Wright, Dixie, McKee, Birch and Pine creeks. I saw a nugget lifted from a claim close to where I was working. It was worth $30. The premier nugget came from Pine creek, No. 5 above discovery. It weighed 14 ounces, 3 pennyweights. McDonald on 21 below took out $1,200 in three days. On Birch above discovery many pans run $10 and $12.

"Charlie Lambert, of Vancouver, cleaned up $600 on his claim in three days. When Mr. Leatherdale, of Vancouver, was standing by I took my penknife, and, turning over the hardpan, picked out the coarse gold on my knife blade. While some of the stories of great discoveries told recently are not true, much gold is being taken from the creeks mentioned.

"As for our paternal government at Victoria, it makes me indignant and exasperated when I think of the suicidal policy they have adopted regarding Atlin. Just imagine thousands of claims being tied up and unworkable, many of them recorded over and over again, some of them ten and twelve times. The boundary difficulty is no excuse. The fees have been accepted and have gone into the government exchequer every time a duplicate claim is recorded, and all other fees have been religiously corralled. Is it not a serious matter that the government has accepted payment for one claim twelves times over? It will take Judge Irving six months to straighten things out.

"The alien law is working great harm in some instances, and in other instances is unworkable. Americans are coming in just the same right along and handing their powers of attorney to Canadians, whom they pay for acting as their dummies."

The late Malcolm Dunn, Dalkeith Palace Gardens, was a prominent figure in Britain in forestry and horticultural affairs. He was long a member of Dalkeith West Church.

The Warrimoo Again in Port.

Delayed a Day at Honolulu—Tourists Arrive—Italian Laborers for Hawaii.

Terrific Storms Devastate the Australian Coasts—Volcanic Eruptions Described.

Trade is evidently booming at Honolulu, for when the Warrimoo arrived from the South Seas yesterday morning by way of the Hawaiian group, the explanation of her two days' delay was somewhat unique—she had reached Honolulu on schedule time, but had there been delayed for more than twenty-four hours as no wharf was disengaged at which she could dock. The trip on the whole was an eventful one, commenced in hurricane weather and finished in summer sunshine which made eminently successful the cricket and other deck games with which the tedium of the voyage were relieved.

There were more than the usual number of pleasure-seeking travellers in the cabins, the majority of those ticketed for saloon passage being classified as tourists, and the complete list being made up as follows: Mr. H. G. Morrar, Mr. and Mrs. Calkins, Mr. David Jones, Mr and Mrs. A. Lisle, the five Misses Lisle, Mr. T. Lisle, Miss Wyndham, Mr. and Mrs. Allen, Mr. A. W. Marshall, Mr. A. Malcolmson, Mr. J. Murphy, Mr. G. Atkins, Mr. W. F. J. Arthur, Mr. R. J. Sanford, Mr. H. D. Lloyd, Mr. W. B. Lloyd, Mr. Havelock Smith, Mr. G. W. Woodd, Mr. H. Davidson, Mr. T. Paget, Mr. Wasom, Mr. J. Burker, Dr. and Mrs. Campbell, Mrs. A. Cropp, Miss M. Jones, Mrs. J. T. de Bolt, Mr. and Mrs. F. W. Glade, Miss Von Holt, Miss F. Carter, Miss C. Carter, Mr. J. M. Henton, Mrs. J. H. Daff, Mr. R. G. Alderman, Mr. A. E. Levy, Mr. B. Ellerton, Mr. A. Parker, Miss A. Wing, Mr. B. C. Cameron, Mr. J. Vance, Mr. M. Coblet, Mr. A. G. Ross, Mr. E. Thorne, Mr. J. Burns, Mrs. West, Mr. S. Kirshberg, Mr. D. Levene, Mr. T. H. Matthews, Mr. J. Andrews, Mr. T. Jackson, Mr. A. Hooper, Mr. W. Turnbull, Miss E. Vernon, Mrs. M. F. Maybaw, Master William O'Rourke, Miss E. O'Rouke, Mr. and Mrs. J. B. J. Skertchley, the former one of the most expert mineralogists of the Australasian continent; and Col. and Mrs. Whyte, from Honolulu.

Col. Whyte is one of the few passengers who is not travelling for pleasure. He leaves the ship here, and will spend the next few months in visiting Washington, Oregon and the Mississippi valley, completing his engagements so as to be present at the Omaha Exposition in the fall. His mission is to induce the settlement of a desirable class of Americans in the Hawaiian islands, this enterprise being a private one purely and entirely, backed by private capital, and seeking neither financial assistance nor concessions from the state. E. P. Dillingham & Co. are the backers of the scheme, and it is proposed to expend $1,000 per month.

In brief, Col. Whyte's project is this, to quote the Honolulu Advertiser: He takes with him 300 stereopticon views illustrating every important phase of island life and industry. Among them are such pictures as will give a clear idea of the plantations, of fruit and vegetable culture, and of the prospects for the small farmer. The Colonel will describe in a lecture each of his large collection of views. His first points of call will be the cities of Western Washington—he will then get out into the smaller towns and among the farmers. He has in mind several districts in which most desirable families are invited, and will endeavor to interest them and their friends in the Hawaiian islands and their ultimate destiny.

There is a very practical side to the mission, in that Col. Whyte carries with him a definite proposal to each and every desirable family. The Horners of Honolulu have placed in his hands 1,000 acres of rich land suitable for small farming, and in addition the vast Parker estate in the same neighborhood has been opened and offered in the same way. The profit-sharing plan will be presented to prospective settlers as the most equitable on both sides and the easiest to understand.

The promoters of the Hilo railway are very much interested in the project, and in backing the mission of Col. Whyte, Mr. Dillingham represents this combination of capital. The lands which it is hoped to open up will be along the proposed line along the northern coast of Hawaii.

The Planters' Association has not acted with Col. Whyte, for the reason that since the objectionable character of Oriental labor on the plantations was so forcibly emphasized by the Kahuku riots, their attention has been diverted to Italy as a supply market. The importation of a very large number of Italians has now been definitely decided upon, by a combination of plantation magnates who have received valuable assistance from Consul Schafer, at whose requests the government of King Humbert has consented to an extensive emigration to the islands.

There is some difference in the terms upon which Italians come to the islands. In the case of the Portuguese—700 being now en route from Lisbon by the steamship Victoria, consigned to W. G. Irwin & Co., and under contract to work for them—the local government bears 30 per cent. of the cost of bringing families. In the case of these Italians the government will constitute 50 per cent. toward the introduction of families. The last legislature allowed $50,000 toward assisting the immigration of either Americans ore Europeans, and this appropriation is available for use in connection with the introduction of the Italians.

The inception of the project for introducing Italian-born citizens is due in great measure to Hon. S. M. Damon. That Italy afforded a promising field for labor had been pointed out by several, notably by A. Marques, who during the "eighties" wrote many articles on the subject, but Mr. Damon in 1897 made practical experiments with eminently satisfactory results.

In his report of the Warrimoo's voyage Purser Bellmaine notes that the steamer left Sydney on the 22nd ultimo, with a fresh southwesterly gale to carry her up the Australian coast to Cape Moreton, and reached Brisbane at daylight on the 25th, Her Majesty's birthday being celebrated at sea right loyally. She left Brisbane the same day at 8 p.m., and anchored outside in the Roads awaiting the mails, which were not received on board until 2:30 a.m. the next day, when anchor was weighed at once. Then came strong head winds with a heavy head sea and continuous bad weather until passing New Caledonia, the engines having to be frequently slowed down and much time being lost in consequence. From this point on, favorable weather was the rule until arirval at Suva, the Fiji capital, about noon on the last day of the month. The trip being continued the same day, the Fijian group was cleared at 7 a.m. on the 1st June, and moderate winds encountered which held with the ship to Honolulu, reached at 8 p.m. on the 8th. Owing to there being no available wharf accommodation, the vessel had to anchor outside until the following day, when she continued on her voyage to British Columbia ports at six in the evening. On the last leg of the run strong trade winds were experienced with considerable head sea to 32 degrees north, from which point fine light winds with a smooth sea and fair weather made glad the passengers' hearts until Victoria was reached. In her holds the Warrimoo had on her just-completed voyage the following cargo: 79 bags shale, 225 sacks hides, 135 bales skins, 6 cases treacle, 20 packages general merchandise, 160 cases preserved meats, 6 cases coffee, 4 bags sugar, 100 cases preserved pineapples, 6 cases frozen rabbits, 2 cases kidneys, 60 bunches bananas, 136 cases pineapples, and 695 empty beer kegs.

When Sydney was left behind the colonies were deep in the subject of colonial federation upon which a general vote is to be taken next Wednesday, affirmatively, it is anticipated. The country was also just recovering from the thrill of horror that had passed over it in consequence of the second terrific hurricane to ravage the Queensland coast this year, fifty vessels, large and small, being lost with very many lives—indeed the destruction of the big steamer Loch Sloy was alone attended with the sacrifice of 34 human lives. H.M.S. Pylades was hard and fast on a coral reef and likely to remain so, and half a dozen searching steamers were patrolling the coast in the hope of picking up survivors from the Loch Sloy or other equally unfortunate craft. At Fiji the news from Tonga was picked up that preparations are rapidly advancing for the marriage of King Geoge, whose matrimonial tangle was fully described in the Colonist a few weeks ago; and also that Loperi volcano was in eruption in the New Hebrides. Still another volcanic disturbance was reported at Honolulu when the steamer called there, together with interesting decisions in pending legal matters of international importance.

IN THE GRASP OF THE STORM.

Death and Devastation Mark the Wake of an Australasian Hurricane.

When the just-arrived steamship Warrimoo left her home port in New South Wales on the 22nd May, the government steamers Warrego, White Star and Victory were patrolling the southern seaboard in the hope or aiding some survivors of a recent hurricane; organized parties of settlers with native guides were doing similarly humane duty elsewhere; dozens of bodies were being given burial; and the big steamships Loch Sloy and Pylades (the latter one of H. M.'s warships) were piled up on dangerous reefs, the former a total wreck and the latter likely to become one. Twenty-four lives had been lost in the destruction of the Loch Sloy, with perhaps 100 to 130 more along the tempest-swept coast. President James Clark of the pearl shelling company bearing his name had, with a private relief party, buried in all 38 bodies of storm victims, and in a message sent from Thursday Island said: "Wreckage and death mark the way all along the seaboard from Cape Melville to the bottom of Bathurst Bay. Although shipping was perfectly protected from the southwest, when the hurricane came from the southwest everything went on the rocks, more or less, in shallow water. The only vessel saved of 40 that were anchored for safety along this stretch of Queensland coast had dragged into deeper water by sheerest accident. We recovered but 10 of 52 vessels lost by our company, these minus sails, masts and gear and the men who had manned them. We found others under three fathoms of water, broken beyond repair; others were on the rocky beach, ground and splintered into kindlings. The loss of life among our men alone is over 100, and more than 400 widows and children are left destitute." The loss of the Loch Sloy is attributed chiefly to the absence of a lighthouse on the southwestern part of Kangaroo island; the disaster occurred between Cape Bedout and Cape Cuvier. The ill-starred Loch Sloy was a sister ship to the Loch Maree, which loaded at Sydney two years ago, sailed and was never heard from more. The Loch Sloy sailed from Glasgow last January, in command of Capt. Nichol and with a crew of five apprentices, twelve seamen, two stewards, cook, sailmaker, carpenter and boy, McMillan, Tweedale and Cleland being her three mates. Mrs. Nichol accompanied her husband, and Capt. and Mrs. Leicester, Mrs. Cartridge, Messrs. Lamb, Logan and Kirkpatrick were passengers. The voyage was tempestuous, but without serious mishap until Kangaroo island was sighted at 5 o'clock in the morning of the 5th of May. It was about the middle of the mate's watch, and he with an A. B. were in the wheelhouse. Five minutes before the ship struck there was no sign of land, and the crew on duty were refreshing themselves with coffee after a hard fight with the storm. They had hardly got the cups to their lips when the lookout reported land ahead, and the helm was thrown over to port. Then the captain took command, and all hands were called up to bout ship. The mainyards were swung around, and the foreyards were being hauled round when the ship struck the reef about 600 yards from shore, and going at race-horse speed. Everyone by this time was on deck, passengers included. The ship bumped heavily, ripped, and before thought could bear fruit in action was among breakers that swept clean over her, carrying everything moveable with them. All struggled for the rigging, three passengers (including the two ladies), Capt. Nichol, the three mates, the sailmaker, three seamen and three apprentices climbed to the mizzentop. William J. Simpson, one of the apprentices, describes what happened subsequently. He says:

"Within two or three minutes of striking, the mainmast fell with a thundering crash over the weather side, carrying with it those who were on it. From our position on the mizzen we could see the ship breaking up fast, and shortly after the fall of the mainmast the foremast also carried away and toppled over on the lee side. About 20 minutes after the actual grounding the mizzen followed and everything was over. I had seized a life-belt and had this on when I was cast overboard. I remember nothing until finding myself floating aong the wreckage, some of which I clung to, and by means of which eventually I reached the rocks. There I found Mitchell and McMillan and Kirkpatrick. We picked up a case of whiskey and a few tins of herrings, and from these we were able to make a meal. We found ourselves in a sort of cave, but succeeded in reaching the summit of the cliff. Kilpatrick, who was suffering severely from the effects of the sea, along remaining, and Mitchell and I then set out in search of settlers. We walked several miles without success, and spent the night under some bushes. The following day McMillan and Mitchell went in search of water, while I stayed behind with Kilpatrick. McMillan returned with news of the discovery of water, and left again for an additional supply, but he never came back again. On the 27th I managed to help Kilpatrick to the cliffs, and after wandering about for some time Mitchell found us and piloted us to a place where water had been found. We three then stayed in the same spot for one or two nights. We came to a gully where a plentiful supply of water was to be obtained. We remained there one night, and next day Mitchell and I proceeded along the coast, leaving Kilpatrick too exhausted to move further until we could bring him assistance. We left him two bottles of whiskey. He was not then delirious. We continued to walk along the coast until we reached Cape Borda lighthouse. Mr. Smith, the second keeper, met us three or four miles from the light station. We were then exhausted. We subsisted upon grass, dead penguins washed ashore in the breakers, and shellfish. We suffered terribly through insufficiency of clothes, and walking bare-footed made matters a great deal worse. I never saw any bodies on the beach, and all that could be seen of the wreck the following day was the jib-boom."

Mitchell, who was the first of ten all told to reach shore—three dying of exhaustion and Kilpatrick being lost in the bush—thus describes his swim ashore:

"I was clinging to a barrel and saw great waves rising behind me strewn with debris. At one time I would go a little under water, and would see and feel timber just gliding by. The rock we were thrown on seemed the only place possible which anybody could reach. It was a kind of shelf just out from a rock. The ship struck about half a mile from land, and rose a little with each wave until she was completely covered by huge waves. The cargo consisted chiefly of gunpowder, whiskey and cornflour. The gunpowder caught alight in the water. It was a difficult and hazardous climb for the survivors to reach the top of the rocks, as they were almost perpendicular. From the place where they were thrown, we sailors got to the top, and had to leave Kilpatrick down on the shelf."

Mitchell said further that he found some water and supplied others. During the next two days the survivors hunted everywhere for assistance. For three days Kilpatrick was left on the shelf. He was unable to get up, but after some trouble the others managed to pull him to the top. It was then agreed that McMillan should go out and try to secure assistance. Kilpatrick gave him big boots and a coat. As M'Millan did not return in three days the remainder made for Cape Borda. They saw a steamer and a bark passing close inward, and knew from that a lighthouse must be somewhere in this direction. On the way here they ate oilplaces and roots of shrubs, and had a little water for the greater part of the journey. They saw the reflection of the lighthouse the night before they were rescued. They saw no dead bodies floating about. Kilpatrick only went about two or three miles from the wreck, and would not leave water. He tried to come on, but only got about 30 yards, and then fell to the ground, so they were obliged to leave him there with water close at hand. Captain Lester was on a holiday trip, and intended returning home via China, he and his wife buying a yacht of their own.

The dead, in addition to Captain and Mrs. Nichol and the three mates, include all the passengers save Kilpatrick (for whom there is small hope) and the following members of the crew: Harding, Brown, Buchanan, Cleland, Misbourne, Calcutt, Terry, Finlayson, Martinordy, Smith, Honston, Blonwasty, and O'Brien.

Another feature of the storm was the stranding of the British cruiser Pylades, bound from Plymouth (where she had just gone into commission) to Sydney, to relieve the Royalist. She too had approached very near to her journey's end when disaster overtook her, being caught in the same blow that was the original cause of misfortune for the Loch Sloy, when off Thursday Island. Before her course could be altered the cruiser was fast on North-West reef, where she is still pounding to pieces, all efforts of her own and the fleet of tugs sent to assist her having proved equally ineffectual. The vessel lies with her head to southeast, and sways badly with the swell. It is generally agreed by marine men that she will be a total loss. She was on her way to Samoa to relieve the Royalist, which was then to return to England.

A MAGNIFICENT SPECTACLE.

The Great Volcano of the New Hebrides Again In Eruption.

Some mighty forces appear to be working in the heart of the earth, for word is received by the just-in Warrimoo that co-incident with the seismic disturbances at San Francisco recently, old Kilauea, the great volcano of Hawaii, sent a column of smoke, cinders and lava into the air, while 2,100 miles away the mighty New Hebrides volcano Ambrim joined in the eruption, neither Ambrim nor the Hawaiian Vesuvius having been in general eruption since 1894. As to the eruption of Ambrim, Rev. T. Smail writes as follows from Nikana, Epi Island, New Hebrides:

"Another great volcanic disturbance is in evidence. A few weeks ago Lopevi showed signs of unwonted activity, and we feared another violent eruption. This did not occur, however. On the 15th April we heard again the peculiar rattling din that proclaims one of our two volcano neighbors in eruption. This turned out to be not Lopevi, but Ambrim.

"By afternoon its majestic pillar of cloud stood high in the air, a column fully 10,000 feet in height, almost perpendicular and rose-tinted. It may be merely a coincidence, but Lopevi also showed much more smoke than usual. On former occasions I have not noticed any synchronism in their activity. The high black column of smoke went steadily up all Sunday, and towards evening windows and doors rattled, and finally the houses shook with the vibration, although we were 35 miles away.

"This continued all night, the roar from the volcano being at times alarmingly loud and heavy. The quality of the sound resembled distant thunder, but somewhat lighter and more rattling in tone; it has the boom of a country threshing-mill, together with the crackling of a road-metal crusher.

"A curious phenomena was seen yesterday, and once previous, viz., a rain cloud in close connection with the column of smoke, and evidently caused by it. The smoke went spiring up in the centre, and the rain kept falling at the edges, but not encircling it. I cannot say whether this water was thrown up as vapor from the bowels of the mountain, condensed by the cool air and then precipitated as rain, or merely ordinary atmospheric moisture thrown down by some action of the volcanic smoke in the clouds.

"There has been no financial damage or loss of life, for the very good reason that those who make their homes in these parts know better than to trust to either of the fire-crowned kings of the Hebrides. The eruption appears to be at its height at this writing (May 1)."

ALL ENDS HAPPILY.

The troubles of King George of Tonga, described in the newspapers several weeks ago, are approaching an acceptable solution, for his subjects have consented to an extra tax to meet the amount of the royal treasurer's steal, and the great council have decided to dispose of the irritating rivalry between the two prospective brides by the drawing of lots. In other words, His Majesty is not to be allowed his amiable will to marry both girls, but they must toss for the crown. Of course, George Tabou II. reserves the right of veto if the choice of fate is not to his liking. The wedding cake bought in Auckland for £120 before the date originally set for the royal marriage has been renovated and re-decorated for the occasion, and all the Tongan nobility are gathering at the capital for the great event. The natives have for months been collecting quantities of cloth, etc., for gifts on the momentous occasion, so that His Majesty will not fare so badly after all.

AN EXPLOITATION COMPANY.

With Seven Pounds Capital Essays to Handle Millions—Receiver Called In.

From Colonial Goldfields Gazette, June 3.

The statutory meetings of the creditors and shareholders of the British Columbian Exploitation & Gold Estates, Limited, were held on Friday, in last week, at the Carey street offices of the board of trade, Lincoln's Inn Fields. Mr. A. S. Cully, assistant official receiver, in commenting upon the case, remarked that the facts very clearly showed the way in which the value of properties were sometimes inflated by promoters or companies formed to acquire them. The company was registered in July, 1896, with a capital of £7, the promoter being Mr. John Sheridan, who was assisted by Mr. E. H. Seddon and Mr. Cottam. The objects of the company were of an extremely wide character. The prospectus stated that the company was formed to explore, purchase and carry on the business of mining, mine owners and mine prospectors generally, but more particularly in the colony of British Columbia and the adjacent territories under British influence and control. In August, 1897, the nominal capital was increased to £200,000, and under an agreement then entered into a Mr. G. W. Jones, who was stated to be Mr. Sheridan's nominee, was to pay the expenses up to and including allotment, and to receive 2 per cent. on the nominal capital. The first prospectus, which was issued in August, 1897, contained the following headnote: "A pioneer parent company—A company with 10 proved claims—Seventy-three freehold claims under consideration—Great gold finds in British Columbia—Rush of diggers—Sixty-eight prospectors with more than a million dollars in gold dust and nuggets—Next season's estimate yield $50,000,000—Rich finds daily." (Laughter.) A reference was also made to ten mining claims situate near China creek, in the Lillooet district, British Columbia. The official receiver was informed that Mr. William Shaw, who was a clerk in the employ of Mr. Sheridan, obtained an option in July, 1897, to purchase the claims for £3,000, and 7,500 shares in a company to be formed. Under a subsequent agreement, Mr. Shaw assigned his interest in the option to the company for £12,000 in cash and £28,000 in shares; but, owing to the fact that the prospectus only brought in applications for 1,499 shares, the company never acquire the option, although the directors went to allotment on that small subscription. It became necessary for the company to acquire some property, and in October, 1897, it acquired a lease of the dredging rights for three miles of the Quesnelle river, Cariboo, British Columbia, the purchase price being £75,000 in shares. It was interesting to study the terms of the lease. In the first place, it was granted by the gold commissioner of Cariboo to a Mr. Reichenbach for twenty years, at an annual rent of $150 and a royalty of 50 cents on every ounce of gold obtained; but both rent and royalty were subsequently reduced. Mr. Reichenbach assigned the lease to Mr. Frank Spencer for $1 and other valuable considerations, and in October, 1897, the latter assigned his interest in it to Mr. William Shaw for £30,000 in cash or shares. Mr. Shaw next assigned the lease to the company for £75,000, and 45,000 shares were duly allotted to him, the other 30,000 being allotted to Mr. Spencer. The issue of a second prospectus in October, 1897, brought in applications for only 24 shares, which were duly allotted. (Laughter.) In order to provide working funds the company entered into an agreement with Mr. Henry Mockford, who took over a portion of the company's rights and undertook to pay them 30 per cent. on the net profits. Nothing, however, had yet been done on the property, and it was impossible for the official receiver to express any opinion upon the value of the lease. The only other asset of the company was £96, representing unpaid calls, and, apart from a sum of £3,105 due to Mr. Jones, the liabilities only amounted to £310. In conclusion, the chairman stated that the official receiver would probably consider it his duty to apply to the court for a public inquiry into the affairs of the company. The case was left in the hands of the official receiver to be wound up in the usual manner.

DUELLING FOR DREYFUS.

Brest, France, June 16.—As the outcome of quarrels over the Dreyfus affair two duels were fought here to-day between two officers, naval and artillerist, and professors at the public schools. One of each profession was wounded.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

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Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

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Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

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is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

The Tables Are Turned.

James Bay Lacrosse Men Surprise Vancouver—Six Goals to Nothing.

Nanaimo Suffers a Bad Defeat at the Hands of Westminster.

At the Caledonia grounds yesterday the James Bay lacrosse team defeated the Vancouvers by six goals to nothing. The visitors put up quite as neat a game and as fast a game as they usually do, and a decidedly better game than they did with so disastrous results to Victoria the previous Saturday.

The only difference was that on their native heath, Victoria's players did not need their overshoes; and Belfry, Williams, Lorimer, Blain, Norman and Smith were out to illustrate just how a match should be won by scientific combination playing, while all the rest of the team did their level best to help out the object lesson.

It was Victoria's lucky day, too. The mascot was feeling good and Old Tulip had seen the new moon over his right shoulder and picked up four horseshoes within a week.

To be critical, the Vancouvers appeared to lack confidence in one another, and missed the fine touch of self-sacrificing science that produced many of Victoria's finest combination plays, with a goal scored for their final tableau.

The game on the whole was fast, clean and thoroughly lacrosse. There was little or no jangling; not a single player had to be sent to the fence, and only two violations of the rules developed during the afternoon. Mattheson, the Vancouver goal keeper, lost his temper, and sent a deliberate hot shot at Stephen. Luckily he did not hit his man, although the throw was made with the most sincere intentions in the world, and had the aim been as good as the will, Stephen would probably have been in the doctor's hands to-day.

As for the second technicality—it is to be laid at the door of Vancouver's field captain, the veteran Suckling. Whenever a face-off became necessary in the progress of the game, for the passage of the ball out of bounds, or similar reason, he insisted on calling up his men, while the referee insisted (and saw that he was obeyed) on the players keeping positions in the field until the whistle sounded for play. It was probably an oversight or a failure on Captain Suckling's part to remember rule IX, subsection 1, which clearly sustains the referee's action.

But there was nothing in the match from beginning to end that could be taken as evidence of any ill-feeling. It was a clean match, and a good match—and the best team won.

SUMMARY.

Game.	Won by.	Scored By.	Time.
1	Victoria	Stephen	10 min.
2	Victoria	Smith	8 "
3	Victoria	Smith	2 "
4	Victoria	Smith	12 "
5	Victoria	Tite	6 "
6	Victoria	Williams	16 "

Referee, W. E. Ditchburn; timekeepers, T. R. Cusack and George Snider; umpires, George Wilson and S. Oppenheimer; field captains, George A. Coldwell and A. E. Suckling; weather, good; attendance, medium.

THE MATCH IN DETAIL.

It took the teams less time than usual to settle down to work, there being scarcely any end to end playing, even in the introductory game. Blain got the ball in the draw, and the home field had considerable more to do than the defence brigade. Belfry and Williams showed conspicuously in their checking and stick-handling respectively, until finally the ball landed after a series of adventures in Williams' stick, to be advanced by him to Smith, and passed by Smith to Stephen, who did the honors.

On the face-off for the second game, the ball went with a rush to the Vancouver end. It looked like the beginning of one of those accidental, unsatisfying, half-minute games, but it was not to be by such that the victory would be won. White missed one fairly good chance to score, and immediately after redeemed himself by a very accurate pass, resulting in a display of splendid combination, for which Blain, Williams, Smith and Stephens were the cast. After this came shot after shot on the Vancouver flags, which were blessed with a stone-wall defence for the time being. A short siege at Victoria's end and the ball went back again with a combination started by Williams and participated in by Blain, Williams again, Tite and Scholefield, the latter making a too slow throw and thereby losing the rubber to the enemy. Blain soon after recovered and lobbed to Williams, who entrusted the shot to Smith, the latter throwing and Tite's stick assisting the ball through by a glance-off.

The third game was faster, if anything, than its predecessor, the end coming when Blain, Scholefield and Frank Smith got together in a wise play, Victoria's flags having only once been jeopardized during the game.

There was some splendid work done by Vancouver's home in the fourth, and some equally remarkable defence by Norman, Lorimer and Belfry, the latter covering an immense amount of territory and playing his game everywhere in royal style. The end of this game came in a pass from Belfry to Williams, the latter transferring to White, who passed to Tite. Tite advanced to Frank Smith, and Smith did just what was necessary.

Again in the fifth, Victoria's changes of losing at least one game seemed particularly rosy. It was such a tight squeeze that about one per cent. would have been a fair estimate of the chance to escape. But somehow Norman scooped the ball back from the very gate of victory (for the other fellows), and then Lorimer sent it far out of the dangerous locality. Victoria's home then got into the firing line, and Willams passing to White, that player gave to Tite, and the game was disposed of by him, with a clean overhand shot.

In the sixth Lorimer, Norman and Belfry were equally brilliant in defence work and Williams, Blain, Tite and White in feeding and attack. In this game more than in any other of the day, Victoria outplayed their opponents perceptibly. At the end of sixteen minutes' play Blain got