A POPULAR HOLIDAY.

The Queen's Birthday Celebration in Victoria Once More a Royal Success.

Thousands of Visitors and Citizens Enjoy a Fine Afternoon at the Gorge.

Aquatic Championship Events—The Harbor Illumination—Pretty Parade By the Wheelsmen.

SPORTS of all kinds again monopolized attention yesterday, the events of the second day of the celebration proving fully as attractive, though less diversified than those of the opening day. Of course the regatta was the all-important event, but it was preceded by interesting items, in which the cricketers, cyclists and lacrosse boys participated, all of which served to work up the enthusiasm to a proper pitch for the crowning features of the regatta and carnival of boats in the evening.

The visitors were present in fully as great numbers as on Tuesday, and all had a thoroughly good time. During the afternoon, as usual on regatta days, the city was all but deserted; in the evening the business streets were again crowded. And yet, notwithstanding the fact that it was a great holiday and everybody was "celebrating," the police had few arrests to make—it would be unfair to say they had little to do. The thousands of sightseers composed an orderly and creditable community, and neither quarrels nor unseemly conduct of any kind were seen or heard of.

Very many of the strangers attracted by the celebration returned to their homes by last night's and this morning's boats; the others remain for the spring races at the driving park, the yacht and canoe races, and the amateur production of "Our Boys" at the theatre this evening.

TURNING THE TABLES.

Several hundred people witnessed the lacrosse match between the Victoria James Bays and New Westminster Juniors yesterday morning. The young players are the hopes of our lacrosse teams of the future—perhaps the teachers of those who will take our places, when the national game is to be worked out by brain, muscle and science—each individual play to be made like the moves on a checker board, the ball not touching the ground from start to finish, except behind the goals. It may be a lustrum, it may be a decade, it may be a quarter of a century before men will come forward, lacrosse players from the cradle, who will put such a game on the boards, but come it will.

Viewed from this lofty standpoint, yesterday's match was rather discouraging. The visitors displayed a little science, the Bays none. With the coming champions of the Province to instruct them, it seems almost incredible that better progress has not been made. They appear to think of little else but slashing sticks and banging the ball "shinny" fashion, and as for warning them, as Dan Tudhope sententiously remarked, "You might as well talk to a flock of sheep."

The visitors were much heavier, but heavy men frequently lack science, and it is not the only excuse the home team should advance for the bad beating they received.

Wake up, juniors; you'll be seniors some day, and yesterday's players will be pitted against you when you take the field to uphold the honor of Victoria.

The following is the result of yesterday's scrimmage.

First game—The ball was carried to Victoria's defence, where several wild shots were made on goal, P. McPherson finally tossing to Patterson and the latter swiping it through. Time—2 minutes.

The second game was long and exasperating on account of several good chances to score being missed by the Victoria home. Wild throws were made on both sides, and the rubber was muffed by the boys in blue far too frequently. By hard work, however, helped by the wide throws made by the visitors, they kept their rivals from scoring for 25 minutes, when the ball was forced directly in front of Victorias goal and kicked through in the struggle of home and defence.

The third game was taken in six minutes by a combination of Williams, McMurphy and Patterson, three players of good promise, and the fourth game by Patterson and Williams, in 15 minutes.

For Victoria, J. Bland did good work in goal and made some excellent plays. Outside of defence, the rest, without exception, need practice badly. W. Clark acted as referee, Messrs. Oddy and Blight being umpires. Mr. McMurphy captaining the New Westminsters and Mr. Tudhope the Victorias.

SUMMARY.

Game.	Won by	Scored by	Time.
1	New Westminster	Patterson	2 min.
2	New Westminster	(Doubtful)	25 min.
3	New Westminster	Patterson	6 min.
4	New Westminster	Williams	15 min.

MAINLAND BANKS WIN.

The cricket match at Beacon Hill yesterday morning, while it did not attract so numerous an attendance as might perhaps have been expected, proved fully as pleasant a feature of the celebration as it had given promise of being. Victoria sent to the wickets a team entirely Victorian, and drawn from the Bank of Montreal, Bank of British Columbia, and Green, Worlock & Co. The opposing forces, representing the United Banks of the Mainland, included members of the banking staffs of both Vancouver and Westminster, Messrs. Ransom, Beer and May playing for the Royal City.

Only one innings was disposed of, it being the desire of all concerned to witness the aquatic events on the Arm, and this single innings gave the game to the Mainland banks, whose score was 50 to Victoria's 36. For the visitors, Saunders carried his bat through for twenty, while for the home team Holmes recorded sixteen. The return match will be played at Vancouver on Dominion Day.

BRILLIANT AS BUTTERFLIES.

To the wheelsmen of Victoria and the visitors who with them participated in yesterday's Butterfly parade are due the congratulations and thanks of all Victorians, for this novel and picturesque feature of the celebration proved one of its greatest successes. The idea originated with the Wanderers and was well worked out, great ingenuity and marvellous patience being brought to the difficult task of decoration, with the result that some of the "creations" were artistic in the extreme and the work of the judges was far from easy.

The procession was aptly styled a butterfly parade—all the colors of the rainbow, in flowers, tissue paper, ribbons and bannerettes were blended in the adornment of the "bikes." None were topheavy and the procession, from the time it left headquarters at the market hall, until it dispersed, met with not the slightest misfortune, nor the loss of a single flag. Those who have taken part in similar parades know how much this means, for the management of decorated bicycles is no easy matter. The route was from the city hall, via Douglas, Fort and Government streets to the Provincial Government grounds and return by way of Government, Yates and Douglas streets. It was taken up promptly at the hour set and many hundreds witnessed and admired the display.

At the Market hall and while in motion the parade was inspected by a ladies' committee, to whom was assigned the selection of the best decorated wheels. Their choice fell upon Mr. T. W. Edward's mount, a very neat study in blue and gold, simpler than many of the others but artistic in design and harmonious in effect. Mr E. W. Bradley took second prize with a much more elaborate combination of natural flowers, bunting, tissue and banners, trimmed with hundreds of miniature butterflies which were afterwards distributed as souvenirs of the day.

The grotesque was not overlooked, for several of the riders came in comic costume and had decorated their wheels to carry out the character assumed and generally well sustained. In the parade a decorated jaunting car, manned by three jolly minstrels, was conspicuous and much appreciated. Its crew were clever entertainers and their assistance in the work was thoroughly appreciated.

After awarding the decoration prizes the ladies' committee paid a special compliment to this merry company and regretted that they had not still another prize to bestow.

"We recommend," they concluded, "that a special prize of $5 000 be awarded the occupants of the band wagon."

Unfortunately, lack of time prevented the suggestion being acted upon, but the compliment was duly acknowledged.

During its progress over James Bay bridge, the parade was reviewed by His Worship Mayor Beaven, who subsequently expressed his very favorable opinion of it. The club banner was borne at the head of the procession and was greatly admired by the visitors, especially Seattle's wheelmen, who won its companirn for "best representation in line."

THE AQUATIC SPORTS.

The place most justly famous of the numerous pleasure resorts in Victoria and vicinity, is undoubtedly the quiet arm of the sea leading to, and commonly known as, the Gorge, which citizens and strangers alike never tire of visiting, and where, on every occasion, fresh beauties may be observed.

The regatta is, as a matter of course, always the most prominent feature of the Queen's Birthday celebration, because of the unsurpassed facilities the Arm affords for aquatic sports, and to refrain from attending would be a deprivation to which no Victorian would willingly agree. The few miles distance from centre town formed but a trifling obstacle, so numerous were the means of transportation for those who had not the inclination to walk. In the first place, everything that would float and could be by any means propelled carried from the harbor its full capacity of passengers, and long before the time at which the sport was expected to begin, the small craft moved up the course in a great continuous procession. The sight that greeted those who went by the water route was an exceedingly pretty one, especially from the Point, after the Point Ellice bridge was passed, and the high banks with their bright evergreen covering came into view, and on either side there appeared the gaily decorated boat houses and landings of the pretty rural villas of which glimpses could be caught along the way.

But all the craft in the harbor would accommodate only a small proportion of the intending spectators, and all the land conveyances available were kept fully employed in taking out those who were to occupy the "grand stand" of two miles' length, extending around the sides of the course, and which from an early hour in the afternoon was thickly lined with spectators.

The special cars of the E. & N. railway proved a great convenience and were made use of by thousands. The passenger barge nuisance was happily not there this year, and the only boat plying from the city with passengers was the Florence, a stern wheel, flat bottomed craft of considerable carrying capacity, which proved a welcome means of transport to a great many, and as the captain put in to the nearest bay to keep out of the course of any races he saw to be in progress, the trips by his boat gave no cause for complaint.

Considering that there were hundreds of craft on the water, the course was kept remarkably clear, and it is said that never before has the condition in this respect been so good. The finish of the two or three races was interfered with by the crowding in of small boats, whose passengers were carelessly oblivious of what was going on, but fortunately the results of these events were obviously not affected by the accident. A large share of the credit for keeping the course clear is due to Capt. Gaudin, the agent of the Marine Department, who was present in the launch of the Quadra to see that the marine law was not violated in the matter of carrying of passengers or otherwise, and being a member of the regatta committee and the official referee, interested himself in seeing that the pleasure craft kept in their proper place. The Quadra launch is an exceptionally fast one, and the judges availed themselves of its presence to have Capt. Gaudin take them over the course for the principal events.

A noticeable improvement in connection with the course was the position of the starter's barge and the reception barge. The former was moored on the west side about 50 yards from the Gorge bridge, and in line with it a rope was stretched across the Arm as a finishing line. The reception barge was about fifty yards further down the course, on the same side.

The marine men joining in the observance of the holiday, some of the tugs took private parties up to the Gorge, and lay at anchor during the afternoon. Among these were the Sadie and the Alert.

The band music added not a little to the enjoyment of those who heard it. These, however, formed a small proportion of the whole. A highland piper who played several lively airs as he was rowed along the course, was liberally applauded.

Like the average Canadian crowd, yesterday's was undemonstrative, and while there was no doubt of the keen interest taken in the contest the applause or cheering was slight. The Siwashes formed a notable exception. The whole population of the local reserves appeared to be out in their canoes, and shouted themselves hoarse in encouragement of their champions. One Siwash, who had the unenviable distinction of being the only intoxicated person in the crowd, when his favorites won threw his bottle into the water, so carried away was he by his joy. The amateur photographers were very numerous, and as they occupied the very best spots whence good "shots" could be made, some fine pictures may be looked for.

The officers of the course were: Starter, Capt. J. G. Cox; co-starters, Capt. Hughes-Hallett, Commander G. Huntingford and Capt. Eustace Rooke; judges, Lieut Cowper, Lieut. Gibbons and Lieut Muntz; measurers, J. H. Seeley, Lieut Gibbons and Capt. Gaudin; time keepers, J. G. Elliott and Lieut Masters.

Miss Edith M. Day, a descriptive writer for a Portland railway publication, had a place upon the starter's barge, and being favorably impressed with the day's events and the natural advantages of the place, will no doubt write of the celebration in a way which will be very gratifying to Victorians. Mrs Gilbert, an elderly lady who accompanies Miss Day on her travels, and Mr. Lewis of the business staff of the paper for which she writes were also spectators of the regatta, and Mr. Lewis secured with his camera a number of views which will well serve to illustrate the interesting article which may be looked for from Miss Day, and which will form one of a series descriptive of the ten thousand mile trip she has lately made.

One notable feature of the regatta was the completeness of the preparations in every connection, including the reception and entertainment of visitors, the starting and finishing arrangements, the laying out of the course and the hundred and one details which had to be attended to. The credit for this happy state of affairs is certainly due to Secretary Beaumont Boggs, who has now added the greatest to his series of successes in the way of celebration management.

SINGLE SCULL CHAMPIONSHIP.

This race was open to all amateurs, to be rowed in boats twenty feet or under, course around the Island and return. There were four entries, Albert Henderson and Robert Johnson, of Vancouver; Wm. Scott, of Victoria; and H. Buck, of New Westminster. Before the start the oarsmen were called up to the barge, where the judges read a protest against Johnson from the New Westminster Rowing club and the James Bay Athletic association. Johnson replied that he was an amateur under the rules of the Canadian association of amateur oarsmen, and expressed his willingness to take the onus of substantiating his position as such. The race then proceeded and the protest is now to be decided by the James Bay association, under the auspices of which the races were held. The positions were: 1, Henderson; 2, Johnson; 3, Scott; 4, Buck. Henderson got away first, but pulled too far inshore, and Buck, heading for the land inside Echo Point, was soon out of the race. Scott and Johnson kept well together, the latter taking a slight lead as he neared Deadman's Island, and on the return had increased it at Snowden's boat house. From Echo Point home, he had it all his own way, winning an easy victory; Scott second, Henderson third. The race therefore, subject to the protest, goes to Johnson. Time, 13:29½, and Scott 13½ seconds later.

INDIAN CANOES—THIRTY FEET.

This was one of the most keenly contested and exciting events of the regatta. There were five canoes started, as follows: Kuper Island 2, Duncan's 1, Cowichan 1, and Esquimalt 1. The dusky braves were all as eager as could be for the fray and at the shot dipped their paddles simultaneously. The Saanich crew soon fell behind and never regained a place, but the other four kept on to the island with less than half a length between any of them at any time. After rounding the island the Cowichans took a lead, which they later on resigned to the Kuper Island boat. Third money was taken by the Penalahuiz boat, which was only a few seconds behind. Those who saw the race agree that it was one of the best ever held on the Arm, which is saying a good deal. Time 12:45, with second 12:56.

PETERBORO CANOE, TANDEM.

Canoeists all looked forward to this as a royal event, for once more the New Westminster victors, Blomfield and Hodge, were to contest for honors with Max Heap and H. C. Macaulay. Last year these two tandems had a game race, the Westminster boys coming in ahead, but then they were paddling a racing canoe, while Heap and Macaulay were in an ordinary. This year, however, the Victoria boys were on an equal footing so far as canoes were concerned. They paddled sitting down, the others kneeling as usual and handling their little craft exceedingly well. Another couple of contestants were A. S. Gore and Foster Macgurn, two youngsters who another year will take first money. They were given ten seconds time allowance. At the finish Blomfield and Hodge were leading, with Heap and Macaulay a good second, the boys third, but the latter saved their time allowance by half a second and thereby got second place.

FOUR OARED AMATEUR

Only two crews entered, both from the J. B. A. A. They were: J. W. Hutcheson, (stroke), J. W. Wilson, C. E. Bailey and J. Aden (bow), and W. Beaven (stroke), W. E. Fisher, G. L. Sankey and W. H. Langley (bow). The course was one mile straightaway from the Point Ellice bridge. Hutcheson's crew had the race a good deal their own way, but were given a good race and finished only four to six lengths ahead of their opponents. In this race at the finish the course was made a little difficult by small pleasure boats crowding too near the centre.

NAVAL CUTTERS RACE.

Four cutters took their places under the rope when the bugle sounded. They were two each from H.M.S. Champion and H. M. S. Nymphe, and the Jack Tars showed the pleasure seekers what many considered the finest race of the day. There is great rivalry between two of the Champion's crews. One of them has always been considered the smart crew of the ship, but recently the second lot of men have been training hard with the intention of setting the pace. The two Champion boats got away a second or so in advance, and would have held the lead but for a foul. At Curtis' Point the Nymphe crew, No. 1, led, but the Champions pulled up, and the four rounded the Island almost in a bunch. The Nymphe boys made a desperate effort from Snowden's boat house home, but the Champions won in 16:49, the second crew 16½ seconds later.

JUNIOR SINGLE SCULL.

This was an open race, the same course as the single scull championship, a mile straightaway from Point Ellice bridge. There were only two entries—E. Mallandaine and H. B. Haines, the latter just going in to fill. Mallandaine had a easy things of it and ended away ahead of Haines, who was, however, fouled by a skiff and unable to finish. The winner was in good shape and could have done the course a little faster if he had been pressed.

PETERBORO CANOES, SINGLE PADDLE.

The course was half a mile straightaway from Echo Point to the starting barge. The event was between Blomfield and Macaulay, who paddled as pretty a race as was ever seen on the Gorge and ten feet from the finish there was not as many inches between the prows. Both were paddling hard and both seemed to be pretty well fagged. Just at a time when everything depended on a stroke Macaulay faltered and lost his place, Blomfield winning by half a length.

INDIAN CANOES—FORTY FEET.

It took two races to decide this event, not on account of such close finishes but because there were two racing canoes entered and the others refused to paddle against them. In order to settle the difficulty the committee decided upon a second race, one for the "racers" and the other for the ordinaries. The first was keenly contested, there being scarcely a length between the canoes at the finish. First money went to the Panalahuiz canoe, time 15:20, the Cowichans taking second, time 15:30.

In the second race a boat owned by Indian David, of the Saanich tribe, won in 13:41½, with the Cowichans 15½ seconds later, and the Penalahuiz third.

Both of the events were watched with the greatest interest and the crowd of spectators on every vantage point cheered the warriors as they passed, while all the steamers on the water blew their whistles and the ladies getting excited waved their handkerchiefs and parasols and clapped their hands.

SINGLE BANKED NAVY BOATS.

Here was another exciting race and one which was productive of just as much interest as were the others in which the bluejackets figured. Four boats entered, but there was one favorite, the Garnet's galley, as trim and neat a craft as was to be seen on the Gorge, and to all appearances a little faster than her competitors. Her crew too, was heavy and had the sand to pull through the whole race without getting wearied. This boat lead from the start, and at the island was around before the last boat had made the turn. She won in 16 33, which is not, however, as good time as was made in a trial on Tuesday, by about 40 seconds.

KLOOTCHMEN'S CANOES.

Two canoes entered for the klootchmen's mile and return, and the betting was about even, although the Esquimalt maidens were a heavier lot and had a canoe that looked faster. The race was an even one from the start, and, the turn being made at the same time, they started for home less than a quarter of a length apart. The Esquimalts won, Cowichans second. To many visitors this event was an eye opener, for not every one thought the klootches could paddle. They were mistaken, and some are now suggesting that it would be a good scheme next year to have klootches versus their husbands, with a handicap in favor of the former.

JAMES BAY FOUR OARED.

The lapstreak four oared Jame Bay crews was a good race marred by an accident at the finish which prevented the second boat from coming in. The entries were J. H. Austin (stroke), G. E. Jorgeson, H. Mallandaine, and R. W. Clarke (bow), and W. Beaven (stroke), W. E Fisher, G. L. Sankey, and W. H. Langley (bow). Austin's crew took the lead at the start and held it to the finish, winning easily.

SENIOR FOURS.

The senior four oared race, like the junior, was marred by an accident at the finish, and Hutcheson, getting his oar in quod with the kindly assistance of a passing skiff that must needs cross the course, took a header and went overboard, so that his crew could not finish. The crews were: G. Askew (stroke), F. A. Jackson, Wm. Scott and F. S. Widdowson (bow); and J. W. Hutcheson (stroke), J. W. Wilson, C. E. Bailey and J. Aden (bow).

CANOE UPSET RACE.

Here was a treat for the spectators. The conditions were: The paddle to strike the water at the first shot, paddler to vacate canoe at second shot, to tow or push canoe until third shot and then enter canoe and paddle to a finish. There were five entries, two Rob Roys and three Peterboros. The Rob Roys had a decided advantage, making better time from the start. When the second shot was fired everyone went overboard in short order, and then there was a pile of sport, while the swimmers made as good progress as possible. At the third shot there was a scramble to get into the canoes again. Kurtz, who was in a Rob Roy, was first to succeed, and had put in several good strong strokes before Hibben, who had the other Rob Roy was aboard. The third one was Page, who had a Peterboro, but the other contestants had to be towed ashore, not being able to climb in, although their attempts were freely applauded. The first prize went to Kurtz, second to Hibben, third to Page.

THE PUNT RACE.

Two punts entered, one from H. M. S. Champion and the other from the Garnet. The motley crews created a good deal of amusement. The "Garnet" was in constant danger of going bottom up, but when the race came, she took first prize, the "Champion" being awarded first for best decorations, so that honors were even.

ALL-COMERS' NAVAL RACE.

The Garnet's galley took the all-comers naval race, the Garnet's No. 2 second, the Champion's two boats (1 and 2) coming in third and fourth. It was a foregone conclusion that the Garnet crew would win, but the race was really between the two Champion crews, which finished only a length apart, the old crew still holding its own despite the desperate efforts of the new one to creep ahead.

SWIMMING, ETC.

The amateur swimming race was won by Fred. Payne, of the Champion, the professional by an Indian named Sca-nea-ma, who was, however, beaten by the amateur, both races having started together over the same course. The greasy pole contest was amusing, and as one by one the contestants went sliding off and had to take to the water, the crowd in the flotilla of pleasure craft, which had gathered around the barge, grew more and more delighted. Finally, a seaman named Baker made a clean run for it, and as easily as if he was going out on a boom went the whole length of the pole and secured the flag, entitling him to the prize. The horse marines race did not come off, owing to the lateness of the hour, although there were some boys on hand quite ready for the sport. The "finale" was announced by the firing of a single salute from the nine pounder, and everybody headed for home.

ENDED.

Honorary Secretary Beaumont Boggs deserves a great deal of the credit for the triumphant wind up to the second of Victoria's memorable gala days, he having had much to do with the presentation to delighted thousands of a spectacle of rare beauty last night, in the parade of lantern illuminated craft on the inner harbor.

The Railroad bridge, the James Bay bridge, and the government grounds were decked with myriads of vari-colored and vari-sized Chinese lanterns. Besides all private houses in the vicinity, the James Bay Club was radiant with light, and the anchored yachts danced on the ruffled waters like fairy ships on fire.

When all was ready for the parade and the expectant crowds promenaded the water front enjoying in silence the charm of the scene, the City band in the Government grounds struck up an overture, and as if in answer the band on the Sehome followed with a march, the music floating, softened and strangely sweet over the water.

The parade of boats started at 9:30, Commodore McTavish very kindly placing his steam launch, magnificently decorated, at the disposal of the secretary as a leader. There were 60 boats in line, all prettily decorated, the Peterboros turning out well. The procession started at the railway bridge, reaching the James Bay bridge and circling twice around, amid the acclamation and shouts of the people, and the very heavens being lighted up with the pyrotechnic display.

Long after the grand finale, large crowds lingered around the bridge, gazing on a bright beautiful picture that will not be seen again in Victoria—until next year.

TOLD IN PARAGRAPHS.

No more lantern parades for the wheelmen! The Butterfly procession proved infinitely better.

"Ta-ra-boom-de-ay, the 24th of May," was the terse way in which the Champion's copper punt artist inscribed the joy inspiring its crew.

Every boat along the water front was flying its colors yesterday, while all hands were "holidaying."

While making her first trip up the Arm yesterday the steamer Burt ran on a shoal and stuck fast. It is not thought that she is seriously injured.

Many of Victoria's visitors "took in" the Chinese theatre last evening, a fairly good specialty performance being presented for their edification.

The Mayor of Port Angeles, with Chief Merrit of the Angeles fire department, and the Chief of the Fairhaven brigade, spent yesterday in the city.

L. W. Hall, the last man in the fifteen miles bicycle race Tuesday, wins the handsome Oxford Bible offered as a special prize by Messrs. Kerr & Begg.

Yesterday, the Salvation Army officers and soldiers enjoyed a celebration all their own. It took the form of a picnic at Oak Bay and was well attended.

The Islander, the Sehome, the Isabel and the Evangel all had excursions yesterday, about two thousand visitors being brought in during the morning by these steamers alone.

The suggestion has been made, and it is a good one, that next year the city offer a substantial prize for the building most artistically decorated in honor of the Queen's birthday.

A little China boy visited the police station yesterday accompanied by a very black eye, which he claimed to have received from a white boy, a resident of Victoria, who knocked him down and robbed him.

Strange to tell neither father nor mother appeared yesterday to claim the little "losted" toddler found at the Hill on Tuesday and taken to his home by Mr. Dumbleton, nor were the police advised of any lost child.

Seattle's bicycle contingent went home last night, and the Vancouver and Westminster wheelmen return to the Mainland this morning. All express thorough satisfaction with the manner of their entertainment.

The Wanderer's Club banner, the handiwork of Miss Edwards, is a very pretty combination of the club colors, in two shades of blue silk and gold. On one side is the club monogram and on the reverse a winged wheel.

The Xora had a new gaff made yesterday and will be in trim for to-day's race. The breaking of the gaff crippled her so that she could not do her best in the local race and prevented her from entering in the International.

Bishop Perrin was among the spectators of the events, and for a time occupied a prominent position on the verandah of Snowden's boathouse, from which perhaps the best view of the races could be obtained.

The boxing contest held in the American hotel last evening resulted as follows: First match (featherweights), Coltster vs. Rowan, won by Rowan, prize, silver watch; second match (middleweights), J. Gurney vs. Slade; won by Slade on account of Gurney losing his temper in round two, prize, silver watch; third match (heavyweights), B. May vs. J. Blace; won by May, prize, silver watch.

After the finish of the yacht race from the outer wharf of Victoria to Oak Bay the American yachts will start for home this afternoon. The Anacortes and Bellingham Bay yachts, the Ariel, Cruiser, Myth, Wanda, Hornet, Nellie and J. J. Hill will sail in a fleet under command of Commodore Leaming, making Roche Harbor by evening. The Xora, Margery, Rainier, Pilgrim, Gracie Feliz and Francel leave together for Port Townsend and Seattle, by way of Port Angeles.

Everybody down Sound knows Captain S. J. McKay, of Fairhaven. At every regatta for the last two years he has handled the tiller of the winning yacht, and upon every occasion he is the same bluff, hearty and rollicking yachtsman, who creates a laugh by spinning his odd yarns. But Captain McKay wanted a mascot for the International race. He got one. While in camp on San Juan Island he ran across a bear cub, which he managed to capture after receiving several scratches. He brought his bearship upon the yacht Wanda, and had bruin chained. While sailing in the local and international regattas the bear stood the motion of the boat well at first and seemed to enjoy the sport, but when the tide rips were struck off Albert Head buoy a change passed over the little passenger's phiz. The bear actually got seasick and took to lemons as readily as one of the human family. The captain takes the bear home with him and says he will never enter a sailing race hereafter without having Jack located on the poop deck.

A THIRD DAY OF SPORT.

Although the formal celebration of Her Majesty's birthday came to an end last evening, practically the holiday-making will be continued to-day. The chief events of interests will be the Jockey club races, opening the spring meeting at the Victoria Driving Park, the yacht and canoe races at Oak Bay and the amateur production of "Our Boys" at The Victoria in the evening.

It was to receive a number of flyers to take part in the race meeting, that the Islander waited at Vancouver last evening, Belle Watts, Conde, Ed. Wilkes, Rifton, Jim Murphy, Johnnie Hooker, Johnnie Allen and a number of others taking passage. These form only a small portion of the stable, and each of the three days of the meeting promises to abound in close contests and exciting finishes. One o'clock is the hour set for the first race to-day, and special street cars will be on the line long before that hour to bear the crowds of spectators to the track. To do away with a nuisance too conspicuous for toleration any longer, the directors of the meeting have this year made a rule that no dogs be allowed on the track. Owners will please "take notice and govern themselves accordingly."

To-day's programme is made up of the trotting and pacing, 2:35 class, three in five heats; the half-mile dash, and the Queen's Plate, 1½ miles dash for a purse of $500 and the plate. All the races have filled well and no doubt will attract a large attendance.

The programme for the yacht race at Oak Bay is as follows: Yachts will sail from the outer wharf at 10 a.m., to be started by a steamboat whistle. The course is to Albert Head, leaving the buoy on the port side; thence to Trial Island, turning it on the port side; thence to Oak Bay, where the finish will be between two flags opposite the Mount Baker hotel. The prizes are three handsome cups, one each for the three classes, to be presented by the Mount Baker hotel. Yachts in "C" class may sail direct from the wharf, but most of them will prefer to take the other course in order to show their sailing qualities on even terms. The race will be sailed under the Northwest International Yachting Association. Commodore Foot will act as starter and Messrs. C. A. Godson and Capt. Harman will be judges.

In the afternoon at 3 o'clock, canoe races will be held opposite the Mount Baker hotel for good prizes. There will be single, tandem and sailing races. The entries are to be post, but some of them are as follows:

For the singles—Macaulay, Page, Pitt and Heap.

For the tandem—Sharp and Traill, Heap and Macaulay, Pitt and Page.

The yachts entered to compete so far are the Cruiser, Wanda, Myth, Ariel, Hornet, Gracie Felitz, Xora, Shadow, Francel, Margery, Rainier, Pilgrim, Volage, Scud, Victoria, Swallow and Kalooloo, and besides these there will be a member of others come in. There is no entrance fee, the only condition being starting with the others.

The visiting yachtsmen held a meeting last evening at the Anglo-American club to express their appreciation of the handsome way in which they have been treated here. They, one and all, say they have never experienced anything like it, and those who have sailed on the Atlantic join with their Pacific brethren in saying that the reception has been the best on record. They will, needless to say, all come here again, and they promise to make such efforts to entertain the Victoria yachtsmen when they get a chance as will in some measure compensate for the generous hospitality they have enjoyed.

This evening will witness the repetition by request at The Victoria theatre of the very pleasing comedy "Our Boys," Mr. Scaife and his excellent amateur company again putting it upon the boards. The play is well worth seeing by all who enjoy real comedy, well presented.

THE MADISON MILL SUIT.

Post-Intelligencer: One of the largest civil suits which have ever arisen on the North Pacific Coast, involving perhaps the largest sum sued for on account, came up for trial Tuesday in the United States circuit court. It is the suit of Dexter Horton & Co. vs. W. P. Sayward for $227,768 86 on account. Owing to the fact that Judge Hanford's brother, Frank, is administrator of one of the parties indirectly interested, Judge Charles B. Bellinger, recently appointed to succeed the late United States Judge Deady, of Portland, sat in Judge Hanford's place. At first it was expected to try the case before a jury, and a venire was drawn for that purpose, but, it being suggested that the testimony be taken before a referee, the attorneys, after considerable consultation, agreed that the case be referred to R. W. Strudwick, of the Seattle bar, to take the testimony and report his findings of fact and law to the court not later than June 3.

The case grows out of a course of dealing between W. P. Sayward and the late firm of Harrington & Smith. In 1880 George A. Meigs and the Meigs Lumber and Ship Building Company were the owners of a large amount of property in the territory of Washington, including the Port Madison mills. Meigs and the ship building company being embarrassed conveyed the property to Sayward, it being heavily encumbered. Harrington & Smith then commenced to furnish Sayward with goods and supplies for the operation of the Port Madison mills, and also money to pay off judgments and incumbrances on the property. This course of dealings was kept up until 1890, when Harington & Smith assigned their claims to Dexter, Horton & Co., bankers, which firm on January 7, 1892, commenced action in the Superior court of King county to recover against Sayward the sum of $227,768 86 upon one of the assigned claims. The case was removed to the United States Circuit court, and since then the time has been consumed in settling the issues. The contention now seems to be whether or not the account assigned to the bank is a stated account, the plaintiff claiming that it is and the defendant insisting that it is an open, current and running one, in which he claims there are many illegal charges against him.

TO SHUT OUT THE STARR.

A Port Townsend special of yesterday says: The steamer Willapa will be chartered by the Hastings Steamboat Company to ply between Neah Bay and Seattle, via Port Townsend and Port Angeles, making three round trips a week. She left Portland at 8 o'clock Tuesday night, and reaches Port Townsend early this morning in charge of Capt. Home. The steamer Garland, on the Neah Bay route, has been withdrawn and placed on the run between Port Angeles and Port Townsend, making daily connections with the steamers City of Kingston and City of Seattle. This move is to shut out the steamer George E. Starr on the proposed Port Townsend, Port Angeles and Victoria route. Although the Puget Sound passenger steamboat combination has been dead since last March, the Northern Pacific will assist the Hastings company to keep competition off the lower Sound.

MINERS' CONVENTION.

BRUSSELS, May 24.—The International Miners' Conference to-day voted unanimously in favor of the exclusion of female labor from use in, and about the mines. M. Feron, a radical member of the Belgian Chamber will interrogate the Government on Friday next in regard to the expulsion of the French delegates Basley and Lauenden. A resolution was adopted in favor of an eight hour working day in the mines. The supporters of the resolution represented 994,000 miners, and the opponents represented 100,000 miners.

A COMPLICATED CASE.

DEAR SIRS,—I was troubled with biliousness, headache and loss of appetite. I could not rest at night, and was very weak, but after using three bottles of B.B.B. my appetite is good and I am better than for years past. I would not now be without B.B.B. and am also giving it to my children. MRS. WALTER BURNS, Maitland, N.S.

CAPITAL NOTES.

Queen's Birthday Observed With Due Enthusiasm—Earl Derby Congratulates Her Majesty.

The Governor-General's Hopes and Anticipations for Canada—Fatalities—Logs Swept Away.

Opening of the Lacrosse Season in the East—Shamrocks Win Four Straights.

(From our own Correspondent.)

OTTAWA, May 24.—Queen's birthday was generally observed here. The weather is bright, but chilly.

A. Belleveille, a workman employed in the Public Works department, was drowned by the upsetting of a canoe. A little girl named Delisles was choked to death by a piece of meat. A shoemaker named Langevin dropped dead at a cooking main.

Fifteen thousand logs escaped from a boom and swept over the falls. Gangs of men were sent to recapture them, but many are passing down the river to Montreal.

The Governor-General cabled his congratulations to the Queen to-day.

Lord Derby, replying to the farewell address of the Royal Society, entered upon a discussion of Canadian prospects. He said no matter what the future might bring he trusted the Dominion would remain one with the Mother Country. He concluded with the hope that Canada would be happy, united and prosperous.

The lacrosse season opened to-day. The Torontos beat the Cornwalls four straights, and the Shamrocks beat the Capitals in four straights. These were not championship matches.

CANADIAN NEWS.

Vote of the People to Be Taken in Ontario on Prohibition.

Destructive Tornado—The Most Disastrous Storm on the Provincial Record.

TORONTO, May 24.—A most destructive tornado prevailed in Ontario to-day. Many towns and villages and a small portion of the country districts have been heard from and such destruction was never known to have occurred before. All the frail structures went down before the wind and many substantial ones were considerably damaged. The loss will reach hundreds of thousands of dollars. The casualities so far reported are few and include but two fatalities.

MONTREAL, May 24.—The recent decision of the Montreal District Odd Fellows has caused trouble. Loyal Lansdowne lodge and Loyal Concordia lodge will go over in a body to the Independent Order of Odd Fellows, better known as the American order.

TORONTO, May 24.—In the Legislature yesterday the second reading of Hon. G. W. Ross' bill to enable the electors of the Province to pronounce upon the desirability of prohibiting the exportation, manufacture and sale as a beverage of intoxicating liquors was carried after a protracted debate on a vote of 48 to 28. The bill provides that the question shall be submitted to the electors on the day fixed for the municipal elections in January 1894.

WINNIPEG, May 24.—Word reached this city yesterday that the Calgary and Knee Hill Railway Company had decided to construct their line this summer. The road is from Calgary north east for about fifty miles to the coal mines in the Red Deer country.

LISTOWEL, May 23.—The main building of the Brethaupt sole leather tannery, the head offices of which are at Berlin, was destroyed by fire yesterday, together with a large quantity of leather. The loss will reach $30,000.

QUEBEC, May 23.—The petition protesting Mr. Tarte's election in L'Islet, also the counter petition against Mr. Dionne, the defeated candidate, has been dismissed. The petition against Mr. Baines' election in Soulanges has been maintained.

TORONTO, May 23.—It has been discovered that the city has been making illegal investments for the past twenty years. The treasurer, it appears, has no power to invest sinking funds in general debentures as has been done.

LONDON, May 23—The demonstration of the Irish National League in Hyde Park on Sunday was most enthusiastic. There were 250,000 people present, with delegates from all branches of the league in the United Kingdom, including Joseph Arch. Resolutions were adopted approving of Gladstone's home rule plan.

BRUTALLY LYNCHED.

CORUNNA, Mich., May 23.—William Sullivan, a farm hand, who brutally murdered his employer, Layton Leetch, and murderously assaulted the latter's wife near Durand last January, was taken from jail by an immense mob at 9:20 this evening and lynched. All day crowds of men from Durand, Holly and other surrounding towns began to assemble, until at 8 o'clock this evening more than 2,000 infuriated citizens congregated around the jail with the intention of taking justice into their own hands. They secured the prisoner and strung him up, after shooting the body full of holes.

Just before he was taken from his cell Sullivan attempted to commit suicide by cutting his throat with a knife. His cell was broken open with a sledge and a noose thrown about his neck and he was dragged through the streets. Men struggled and fought and cursed for the privilege of helping to tug at the rope which was thrown over a limb. With a sudden jerk Sullivan, who was lying motionless and apparently unconscious on the ground, was raised to a sitting posture and then hoisted into the air. A terrible scene followed. The body was pushed from hand to hand, and several drew pocket knives and lunged at the swinging corpse. Then they began to tear at the clothing, and in a few minutes only the shreds of his shirt remained hanging from his shoulders.

When the body was lowered to the ground, that portion of the mob which had been unable to get close enough to take a hand in the actual hanging, seized upon the rope and dragged the lifeless body through the mire. Afterwards the crowd dragged the body about the streets and around courthouse square.