

Discussing Legislation

Council of the Board of Trade
Confer With the City
Representatives.

Matters of Interest To Be Called
to Attention of Dominion
Government.

Indications of a Change of Sen-
timent Regarding the Cor-
bin Charter.

An important and decidedly interest-
ing meeting of the Council of the British
Columbia Board of Trade was held yester-
day afternoon in the board room.
The meeting took the form of a consulta-
tion between the members of the council
and the representatives of the city in the
Dominion parliament in regard to what
action the government at Ottawa should
be asked to take upon matters of inter-
est to the people of Victoria and British
Columbia generally. Several of the
questions which have formed sub-
jects of discussion during the year were
brought up, and in regard to some of
them the council expressed opinions upon
which they would like to have the
representatives of the city promising to
do what they could towards having the
council's wishes acceded to.

There was one question, however, upon
which no decision was arrived at, the
Corbin railway charter proposition, and
a special meeting of the members of the
council is to be called to discuss the sub-
ject with a view of ascertaining whether
any change of opinion has been arrived at
since last year, when the council passed
a resolution opposing the scheme.

In the absence of President G. A.
Kirk, the Vice-President, Mr. W. A.
Ward, occupied the chair, and the fol-
lowing members of the council were pre-
sent: Messrs. F. O. Davidge, A. G. Mc-
Candless, D. R. Ker, W. H. Bone, R.
Erskine, L. G. McDonald, Lindley Crease,
T. W. Pearson, J. P. Captain Cox and
Secretary Elworthy.

Hon. Senator Templeman, Thomas
Earle, M.P.; Colonel Prior, M.P.; B. W.
Pearse, and C. H. Lugin of the Colon-
ies were in attendance by invitation of
the council.

The minutes of the last meeting of the
council were read and duly adopted. Sec-
retary Elworthy then announced that
the members of the council had been
called together specially for the purpose
of having a talk with Messrs. Prior and
Earle, the members for the city, before
their departure for Ottawa to attend the
session of parliament.

Mr. Earle said he had nothing to say
to the council, but as they had taken up
matters of interest to the people of Vic-
toria, he and Mr. Prior thought there
might be some points of interest, but
bringing forward at Ottawa to forward the
interests of the province.

The Sorby Harbor Scheme.
The first matter dealt with was sug-
gested by the chairman, the proposed
harbor improvements as outlined by
Architect Sorby. Col. Prior said the
matter was brought up last session and
he had seen the plans, and the en-
gineer, the latter of whom made a cur-
sory examination of the scheme and pro-
nounced it, from an engineering point
of view, a very good one. He had gone
into the financial aspect of the scheme, but
in conversation with Mr. Prior, Mr. Coste,
the engineer, had said it seemed to him
to be all right.

Senator Templeman endorsed this and
said Mr. Coste had told him that in his
opinion, as an engineering scheme, the
plan was apparently a good one.

The chairman asked for an expression
of opinion from the members of the
council, saying that personally he was not
in favor of the Sorby scheme. In the
first place the figures quoted by Mr.
Sorby were in some cases a long way
off, for instance, that relating to the
estimated cost of the scheme, which he
had placed at fifty cents a ton, whereas as a matter of fact
only 25 cents was paid.

A discussion arose upon this point,
namely, the cost of the scheme. Mr.
Erskine, saying that the business men
paid fifty cents. Mr. Ward explained
that there was a rebate on a cargo of the
order that it was necessary to be dis-
counted of a ship to charge the con-
signees of goods twice as much as they
themselves paid. Some time ago the
same kind of trouble existed in regard
to the commission upon cargoes, which
was double commission, a practice
which he had ultimately to abandon.

Mr. Ward pointed out that in Van-
couver fifty cents was charged the con-
signees at all the wharves with the ex-
ception of one, and there the rate per
ton is \$1, and the usual rebate is given
to the consignees of the vessel.

Mr. Lindley Crease expressed the op-
inion that the council should urge upon
the members to bring pressure to bear upon
the Dominion government to have some
kind of a commission appointed to en-
quire thoroughly into the details of the
scheme. There seemed to be no doubt
that the scheme if feasible would be
highly advantageous to the city. Even
if the scheme could not be carried out
in its entirety a portion of it would be
desirable, but the matter resolved itself
into a business proposition and depends
entirely upon the figures quoted accu-
rately representing the actual expenses
and the return to be secured. The only
way a decision upon that could be ar-
rived at was to have a competent com-
mission appointed to obtain information
from all sources. As a matter of theory,
and as a matter of fact, the scheme has
yet not seemed excellent, but as a
matter of business, a thorough enquiry
was absolutely necessary. There was
no use going about it in a haphazard
way, the commission seemed the only
proper course, and he therefore sug-
gested that the meeting ask the members
for the city to urge upon the government
the desirability of appointing such a com-
mission. If the scheme proved as good
as it appeared on paper the benefit would

be altogether out of proportion to the
cost.
Mr. McCandless had had many conver-
sations with Mr. Sorby in regard to the
matter, and knew that gentleman was
very willing to meet any commission and
lay before them the details of his plan.
It had been suggested that the city
council should appropriate a sum of
money to assist in discharging the ex-
penses of such a commission, and he had
urged that this should be done.

Mr. McCandless was here informed
that the council at a meeting held dur-
ing the day had appropriated the sum of
\$2,500 for that purpose, which Mr. Mc-
Candless was very glad to hear. He be-
lieved it was necessary that the matter
should be gone into thoroughly and at
once. Mr. Sorby was willing to have his
figures checked. He supposed the first
thing to be done would be to get an act
passed by the Dominion parliament and
afterwards an act would have to be
passed by the Provincial legislature.

Col. Prior said that was a moot point;
it had been suggested that no act would
be necessary from the provincial legisla-
ture. He asked if the Empress, how-
ever, might take it that the scheme pro-
posed by Mr. Sorby was approved by the
council, if the figures are found to bear
out his estimates.

Mr. Sorby wanted to know if the
scheme were adopted and carried out
whether it would answer all necessary
purposes. He asked if the Empress,
for instance, would be able to come right
into the harbor. He had been assured
that was impossible, and that such ves-
sels could not turn in the harbor without
the use of tugs.

A member said that was what was
done in Liverpool and New York, but
Mr. Ker said the cases were different.
In such ports as those mentioned the
volume of business was so great that
vessels could afford to incur expenses
which the small business at Victoria
would not justify. The sum of twelve
million dollars seemed to him excessive
for dredging out this little harbor, giv-
ing a little extra depth of water, and
evening up the shore line. It seemed to
him ridiculous to entertain the idea when
there was an opportunity of having a
harbor equal to all demands at so much
less expense, on the water front on the
Dallus road, a breakwater being built
out to Brodie's ledge. The Empress
steam into the outer wharf now in the
darkest nights and pilots don't think any
more of bringing a large vessel into there
now than they do of taking it into any
other harbor. Wharves could be built
along the Dallus road and it would not
cost the merchants a cent more to have
goods landed from there than it would
from the inner harbor.

Mr. Sorby said he was surprised to hear that the city council
had endorsed the scheme; personally he
had always regarded it more as a hobby
of Mr. Sorby's, which would die out, and
he believed the more it was looked into
the wilder it would appear.

Mr. McCandless said he did not want
to endorse the scheme, blindfold, but did
wish to have a commission appointed.
The work of such a commission would
be well worth the \$2,500 the city pro-
posed to spend upon it, because if ves-
sels could come into the inner harbor it
would mean much business for the mer-
chants, and he had no time to lose in
any way tied to the Sorby scheme, but
reiterated his desire to have the com-
mission appointed to enquire into its
bona fides.

Mr. Coste took the opportunity of
impressing upon Messrs. Prior and Earle
the necessity of having some dredging
done this year, and Mr. B. W. Pearse
said in regard to the Sorby scheme he
had been asked the question whether it
is the trade coming from to warrant the
work being done? He was afraid it
was a case of putting the cart before
the horse. He favored the appointment
of a commission to enquire into the
details and into any alternative plan.

Col. Prior asked if it was the idea
that the Dominion government should be
asked to appoint a commission now that
the bill is before parliament, and was in-
formed that the council had not appoint-
ed one; their appropriation was for the
purpose of assisting the commission.

Sonthees Reserve.
Mr. Erskine asked if anything was
going to be done at Ottawa during the
coming session in regard to the Sonthees
reserve question.

Col. Prior replied that he thought the
matter now rested between the two gov-
ernments. He and Mr. Earle had con-
sulted the members of the government re-
garding it, and he had also seen Mr.
McKenna, and he understood negotia-
tions were off.

Mr. Bone understood that the E. &
N. Railway had a standing offer from
the government that they were to get a
certain 25 acres.

Col. Prior said the government's con-
tention was that the land belonged to
them, upon which point he was contested
by Senator Templeman, who said the
land belongs to the Indians and that the
proceeds of the sale should be placed to
their credit, and then if the tribe died
out the amount would revert back to
Mr. McCandless said the Dominion
government made another offer. To sell
that portion of it supposed to belong to
the E. & N. Railway, purchase another
reserve with the proceeds, get the In-
dians off the reserve and leave the other
matter to be settled afterwards.

Col. Prior said he would find out how
the matter stands when he gets to Ot-
tawa.

The Mint.
Some conversation took place in regard
to the establishment of a mint in Can-
ada, but nothing definite was arrived at.

Fisheries Regulations.
Mr. Davidge thought it would be well
to ask the members to urge upon the
government the desirability of sending
an immediate reply in regard to the fish-
eries regulations. This is a matter which
must be settled within a few weeks now
before the other questions were not so
urgent.

The chairman said the Vancouver peo-
ple were urging the government to con-
tinue the old regulations, but Mr. Max-
well said there would be no change at
all. The canner have no ground for
complaint against the old regulations,
either on the Fraser or on the northern
rivers. A Chicago syndicate is arrang-
ing for some thousands of trap locations
and it is at present the canner are un-
able to make any prices at all, either
with the Chinese, or in regard to nets
or anything else. On behalf of the can-
ners he could say they wished the old
regulations to be kept up, and that
Mr. Earle said he attended the meet-
ing in Vancouver and was satisfied the

new regulations cannot be kept up. They
are simply inoperative. The fishermen
themselves were beginning to find they
could not obtain licenses because they
had not their tax receipts or had not the
necessary residence qualification. He be-
lieved the new regulations would be
changed, and he was a gladder he
should go ahead and make preparations
on the basis of the old ones. He had al-
ready discussed the matter with the Min-
ister and with Professor Prince, but
would go into the subject again when he
reached the capital.

Joint High Commission.
In reply to a question by the chair-
man, Captain Cox said he had nothing
to bring up about the commission, nor
was there anything he wished to say.

More Harbor Lights.
Col. Prior asked if there were any
more lights needed, but it was agreed
that the government have done good
work in this connection in the year, and
Mr. Earle said it was better to let the
intention of the government to continue
as they had been going on.

In this connection Mr. Lugin men-
tioned that Capt. Walbran had told him
that the E. M. S. Egeria was going north to
survey the old channels, whereas it
seemed better to have the unsurveyed
channels surveyed. As the Egeria, how-
ever, is entirely under the orders of the
British government nothing was done
in regard to this.

The Corbin Charter.
When the subject of the Corbin rail-
way proposition in the Kettle River Val-
ley came up, Mr. McCandless said he
was strongly in favor of the scheme, but
he had seen that the V. V. & E. had
the country and could see that if the road
were not built the result would be a
monopoly for the C. P. R., and that he
could inform the council, would be so
strongly in favor of the Corbin scheme
if there was the remotest possibility of
the V. V. & E. Railway being proceeded
with, but he was satisfied from what he
had seen that the V. V. & E. would not
be built for five or ten years, and pos-
sibly not at all. He believed every Vic-
torian, every one who is interested more
in Victoria than elsewhere, should sup-
port any road that would cut into the
boundary country in opposition to the
C. P. R. If it were not that Victoria
enjoyed the opportunity of using the
American roads he would like to know
what the motive for taking it into his
head to build the Corbin road was.

With the Corbin road the Victoria people
would be in a position to compete with
Vancouver and with the Eastern pro-
vinces, and would be able to travel into
the Boundary country quicker than the
C. P. R. If it were not that Victoria
enjoyed the opportunity of using the
American roads he would like to know
what the motive for taking it into his
head to build the Corbin road was.

Mr. McCandless said he did not want
to endorse the scheme, blindfold, but did
wish to have a commission appointed.
The work of such a commission would
be well worth the \$2,500 the city pro-
posed to spend upon it, because if ves-
sels could come into the inner harbor it
would mean much business for the mer-
chants, and he had no time to lose in
any way tied to the Sorby scheme, but
reiterated his desire to have the com-
mission appointed to enquire into its
bona fides.

Mr. Coste took the opportunity of
impressing upon Messrs. Prior and Earle
the necessity of having some dredging
done this year, and Mr. B. W. Pearse
said in regard to the Sorby scheme he
had been asked the question whether it
is the trade coming from to warrant the
work being done? He was afraid it
was a case of putting the cart before
the horse. He favored the appointment
of a commission to enquire into the
details and into any alternative plan.

Col. Prior asked if it was the idea
that the Dominion government should be
asked to appoint a commission now that
the bill is before parliament, and was in-
formed that the council had not appoint-
ed one; their appropriation was for the
purpose of assisting the commission.

Sonthees Reserve.
Mr. Erskine asked if anything was
going to be done at Ottawa during the
coming session in regard to the Sonthees
reserve question.

Col. Prior replied that he thought the
matter now rested between the two gov-
ernments. He and Mr. Earle had con-
sulted the members of the government re-
garding it, and he had also seen Mr.
McKenna, and he understood negotia-
tions were off.

Mr. Bone understood that the E. &
N. Railway had a standing offer from
the government that they were to get a
certain 25 acres.

Col. Prior said the government's con-
tention was that the land belonged to
them, upon which point he was contested
by Senator Templeman, who said the
land belongs to the Indians and that the
proceeds of the sale should be placed to
their credit, and then if the tribe died
out the amount would revert back to
Mr. McCandless said the Dominion
government made another offer. To sell
that portion of it supposed to belong to
the E. & N. Railway, purchase another
reserve with the proceeds, get the In-
dians off the reserve and leave the other
matter to be settled afterwards.

Col. Prior said he would find out how
the matter stands when he gets to Ot-
tawa.

The Mint.
Some conversation took place in regard
to the establishment of a mint in Can-
ada, but nothing definite was arrived at.

Fisheries Regulations.
Mr. Davidge thought it would be well
to ask the members to urge upon the
government the desirability of sending
an immediate reply in regard to the fish-
eries regulations. This is a matter which
must be settled within a few weeks now
before the other questions were not so
urgent.

The chairman said the Vancouver peo-
ple were urging the government to con-
tinue the old regulations, but Mr. Max-
well said there would be no change at
all. The canner have no ground for
complaint against the old regulations,
either on the Fraser or on the northern
rivers. A Chicago syndicate is arrang-
ing for some thousands of trap locations
and it is at present the canner are un-
able to make any prices at all, either
with the Chinese, or in regard to nets
or anything else. On behalf of the can-
ners he could say they wished the old
regulations to be kept up, and that
Mr. Earle said he attended the meet-
ing in Vancouver and was satisfied the

new regulations cannot be kept up. They
are simply inoperative. The fishermen
themselves were beginning to find they
could not obtain licenses because they
had not their tax receipts or had not the
necessary residence qualification. He be-
lieved the new regulations would be
changed, and he was a gladder he
should go ahead and make preparations
on the basis of the old ones. He had al-
ready discussed the matter with the Min-
ister and with Professor Prince, but
would go into the subject again when he
reached the capital.

Joint High Commission.
In reply to a question by the chair-
man, Captain Cox said he had nothing
to bring up about the commission, nor
was there anything he wished to say.

More Harbor Lights.
Col. Prior asked if there were any
more lights needed, but it was agreed
that the government have done good
work in this connection in the year, and
Mr. Earle said it was better to let the
intention of the government to continue
as they had been going on.

In this connection Mr. Lugin men-
tioned that Capt. Walbran had told him
that the E. M. S. Egeria was going north to
survey the old channels, whereas it
seemed better to have the unsurveyed
channels surveyed. As the Egeria, how-
ever, is entirely under the orders of the
British government nothing was done
in regard to this.

be forwarded to the representatives of
the city and to Senator Templeman at
Ottawa.

Mr. Ker expressed the opinion that the
matter would not come up again at Ot-
tawa. Mr. Corbin might hawk the char-
ter around to make some use of it.

Mr. McCandless—Well, he won't sell
it for a bonus as they do here.

Some further conversation followed, in
the course of which Mr. McCandless re-
minded Mr. Ker that he had tried to
educate the public in regard to the mat-
ter by writing letters to the newspapers,
but that he had not been able to get them,
but not to the last, and if during
the next few weeks Mr. Ker wished to
continue the educational work he (Mr.
McCandless) would answer every letter
that gentleman wrote.

On motion for a special meeting car-
ried unanimously, the date being left to
the chairman to fix.

Col. Prior next brought up the subject
of pilotage fees, which he said some citi-
zens complained of as excessive, while
others said they were not. From en-
quiry he gathered that the rates here
were as reasonable here as in Liverpool
or London.

The chairman pointed out that it was
not possible to compare Victoria with
Liverpool or London. Here we are situ-
ated in a comparatively young colony,
States, and on the other side of the line
there was optional freedom given in re-
gard to pilotage fees. On this side even
if a ship came for repairs \$50 had to be
paid for pilotage, which meant paying
money for the privilege of spending
money here, and it was not possible here
to make any lump sum charge for the
pilotage of a ship. He favored a com-
bination of the three districts and the
fixing of a uniform charge and of a regu-
lation that any pilot could pilot in the
three districts. In the lumber business
particularly, for which American vessels
have to be chartered, two shillings and
sixpence per thousand feet had to be
paid for loading in British Columbia
more than on Puget Sound, owing to
extra pilotage and towage having to be
paid in and out. The American and
boats have to pay pilotage as well as
the ships they tow, which amounts to
about \$50 more. Consequently the
merchants had to lose thirty cents a
thousand feet more than had to be paid
in Puget Sound.

Col. Prior still maintained that the
rates here are lower than in San Fran-
cisco and Portland, but Mr. Ward point-
ed out again that this is a competitive
port, and that the Puget Sound
people valued their free pilotage advan-
tages very highly, as was evidenced by
the outcry made when it was suggested
in the legislature over there to make
pilotage compulsory.

Mr. McCandless said that owing to the
excessive pilotage fees here vessels now
lie on the American side, which means
loss of money to Victoria.

Mr. Ker wanted an enquiry made into
the matter at once, and Mr. Prior said
he was informed by Col. Prior that it
was not political feeling that had entered
into it, but the jealousy between the
various districts.

Mr. Davidge did not wish it to be
made optional for a vessel to take a
pilot or not, because that would mean
that pilots would not earn a living, would
go away, there would not be enough
here, and vessels would be lost, be-
cause they would say they could not get
a pilot when they needed one.

Mr. Ward pointed out that vessels
now going to Nanaimo don't get a pilot
now down to the 500 foot level and drift-
ing those going to Vancouver don't get one
until they are off Skunk Cove in English
Bay. What he wanted the relief for was
the sailing vessels, not the steamers.

Finally the matter was referred to the
committee on harbors and navigation for
report.

An Atlin Map.
A communication was received from
Mr. Bert Collyer regarding a new map
of the Atlin country published by him,
and asking for an opportunity to inter-
view the council. To the advertising
committee.

Anti-Japanese Legislation.
The chairman expressed himself as op-
posed to any anti-Japanese legislation.
The Japanese nation was now looking
towards Canada for supplies, they are a
proud nation, and would not consent to
being called to the best interests of the
country. He did not propose at this
time, however, to discuss the reasons;
he was strongly in favor of the charter
being granted, and he wanted to know if
the council was, or was not, of the same
mind as it was last year. Last year the
legislature and the council both passed
resolutions against the charter being
granted, and he believed the Japanese gov-
ernment insisted that any Japanese gov-
ernment should deposit with them
sufficient to pay his passage back in case
of distress, so that he might, by applying
to any consular agent, obtain a loan and
avoid being a charge on the country in
which he was. Mr. Davidge was quite
certain that retaliation would follow if
the legislation were not disallowed.

The feeling was general in the
case of Chinese it was altogether differ-
ent, and the restrictive tax was approved
of.

Nothing was done in this matter, how-
ever, and the conference came to a close.
Messrs. Earle and Prior assuring the
members of their intention to protect the
interests of Victoria as far as possible,
and the members wishing their repre-
sentatives a very pleasant trip to Ot-
tawa.

It had been the intention to have
brought up the subject of the proposed
railway ferry for discussion, but as the
dinner hour was approaching and some of
the members of the council had import-
ant engagements, the matter stood over.

The council rose shortly before six
o'clock.

LAW INTELLIGENCE.
The Full Court sitting this morning
delivered judgment in Scott v. Rogers,
dismissing the appeal. They held that they
would not interfere with the Canadian
jury, which awarded the plaintiff \$1,200
damages for the death of her husband,
who was killed while sailing on the Fraser
River. He was run down by the steamer
Hudson, which was owned by the Fraser
River. The chief justice delivered a dissenting
judgment. Justice Morrison for the appeal
and Justice Henderson for the plaintiff (re-
spondent).

Incidental in Lowenberg v. Dunsen
was finished this morning and judgment
was reserved.

A case taken up was Holden v.
Bright Prospects. In this case Judge For-
ty gave judgment in favor of the plain-
tiff, holding that they are miners who are
entitled to a mechanic lien against the mine,
and the defendant Henderson for plaintiff (re-
spondent).

Residents of Esquimalt and Victoria
West may be annihilated by the B. C.
Electric Company owing to changes in
the traffic between the city and those

LOCAL NEWS.
Gleanings of City and Provincial News
In a Condensed Form.

(From Tuesday's Daily.)
An important meeting of the Law
Society was held yesterday afternoon at
4 o'clock to discuss ways and means of
replacing the law library destroyed in the
New Westminster fire. Several
valuable suggestions were made, but it
was finally decided to leave the matter
in the hands of the benchers to deal
with.

The remains of the late Jacob Lenz,
who expired on Sunday last, will be
taken by the City of Kingston to Ta-
coma this evening, from where they will
be sent on by train to San Francisco.
Services were held at deceased's resi-
dence, Yates street, this afternoon. Sev-
eral of the relatives of the deceased will
accompany the body to the place of inter-
ment.

Rev. E. G. Miller, the successor of
Rev. J. B. Haslam in the rectorship of
St. Barnabas church, preached his first
sermon in that pulpit on Sunday, and de-
lighted a large congregation by his lucid
treatment of his theme. Mr. Miller was
educated at St. Augustine College, Ontar-
io, and is still a comparatively young
man. He will be formally inducted to
his new duties at Easter.

Local devotees of the run are having
constructed this week at Mr. F. Sca's on
Burnside road a breeding enclosure for
the French partridges which Antoine
Almanza, of Esquimalt, brought out
from France a few weeks ago. A wire
netting will be erected around an acre of
scrub wood, and the birds will be turned
into this. Although at present confined
in very limited space, the birds are very
lively, and seem to have suffered little
by their long voyage.

The erection of new buildings in the
Naval Yard at Esquimalt this year will
result in a large increase in the consump-
tion of bricks, and Messrs. Humber are
making preparations to meet the de-
mand. Mr. Russ Humber last evening
received from the Sound a carload of
fine draught horses, which will be used
in hauling brick to Esquimalt during the
spring and summer. The manufacturing
facilities at the brickyard are also being
increased, and a busy season is looked
for by the Humber firm.

Col. E. G. Prior, M.P., and Mrs.
Prior yesterday received a pleasant sur-
prise in the form of a present from their
non-commissioned officers and men of
No. 3 company. Col. Prior's old com-
pany before his going on the staff. The
souvenir consisted of a handsome cut
glass bowl and stand on an ebony base,
the cutting being very elaborate. It was
accompanied by the following inscription
on a silver plate: Presented to Lieut-
enant Colonel E. G. Prior on the occa-
sion of his wedding, February 4th,
1899, by the officers, non-commissioned
officers and men of No. 3 Company, First
battalion, Fifth Regiment, Canadian Ar-
tillery.

A meeting of the Dandanelles Min-
ing and Milling Company was held to-
day at the office of Tupper, Peters and
Potts in the Board of Trade building.
There was a fair attendance of sharehold-
ers. Satisfactory reports were submitted
from the treasurer and from Manager
Tretheway. The old board were re-
elected with the exception of Messrs. Mc-
Lean and Adams, who resigned, and
were replaced by Capt. Campbell and J.
J. Shalloons, of this city. The shaft is
now down to the 500 foot level and drift-
ing has been commenced east and west.
This summer extensive work will be
prosecuted on the property.

Louis Young, one of the proprietors
of the New England, the well known
hotel, will be placed in the novel position
in a few days of answering to a charge
of robbery. The information is being
sworn out by Llewellyn Williams, a
Welsh musician who has been touring the
world, who claims that Mr. Young ab-
stracted from the complainant's pocket
sum of money variously estimated at
him at from \$50 to \$150, while he (Wil-
liams) was in a state of intoxication. The
musician admits that he had looked upon
the wine, and that as a result Mr.
Young's good looks had to be employed
in getting him to bed. Though he admits
that he had reached such a state of in-
toxication he maintains that he has a
clear recollection of seeing his Good
Samaritan removing the money from his
pocket. Mr. Young denies ever touching
the money, and says that if Williams
lost it the money is in some other house
than the New England.

From Wednesday's Daily.
An employe of Sehl's factory named
Andrews had the thumb and first
finger of his right hand cut off in one of
the machines yesterday.

A petition has been filed against the
return of Mr. Wells for the north riding
of East Kootenay on the ground that the
nomination of the opposition candidate,
Mr. Forest, was improperly refused. The
Petitioners' petition is expected to
come up some time this week, an applica-
tion being made to have the date of
trial set.

The City of Kingston last evening
bore all that remained of the late Jacob
Lenz to Tacoma. The body was accom-
panied by Mr. G. A. Seelig and Mr. Max
Leiser, who return this afternoon, while
Mr. Gustav Mrs. S. Leiser and Mr. M.
Lenz will attend the body to its last
resting place in the Home of Peace cem-
tery, San Mateo, Cal.

The fact that parties going North do
outfit in Victoria is evidenced by the
large amount of goods piled up before E.
J. Saunders & Co.'s store on Johnson
street. These goods consist of hard-
ware, provisions and sleighs and are to
be shipped on the Amur this evening,
and all hands are busy getting ready for
another large consignment for the Danube
to-morrow evening.

The Great Northern Express Com-
pany have taken over the express busi-
ness of the Spokane Falls & Northern
Railway, and have opened offices at all
principal Kootenay points. Mr. Ronald
Stewart, superintendent of the Great
Northern Express Co., was in the city
yesterday, having just completed the
transfer of the express service in the
Kootenay from the Northern Pacific to
the Great Northern Express Co.

Residents of Esquimalt and Victoria
West may be annihilated by the B. C.
Electric Company owing to changes in
the traffic between the city and those

LOCAL NEWS.
Gleanings of City and Provincial News
In a Condensed Form.

(From Tuesday's Daily.)
An important meeting of the Law
Society was held yesterday afternoon at
4 o'clock to discuss ways and means of
replacing the law library destroyed in the
New Westminster fire. Several
valuable suggestions were made, but it
was finally decided to leave the matter
in the hands of the benchers to deal
with.