

LOCAL NEWS.

The total clearings for the week ending February 19th, reported by the Victoria clearing house, amount to \$80,547.

There will be work in the first degree at to-night's meeting of Columbia lodge, No. 2, I. O. O. F. A large attendance is expected.

Prof. Mathews will repeat, by special arrangement, his free lecture on "How to Learn to Speak French and German in Five Weeks," at the Y. M. C. A. on Friday and Saturday at 10.30 and 8 p. m. Mr. Mathews is leaving Victoria shortly, hence the necessity for those wishing to take advantage of this to do so at once.

The King's Daughters are making arrangements for most interesting course of readings to be given by Miss Lillian Burns in this city, commencing early in March. Tickets will be sold by the course by the various circles in the order, and will be procurable after February 23rd.

The members of the Fifth Regiment last night gave a very successful smoker at the drill hall. A splendid programme was contributed by the following: Capt. Angus, Lieut. Porter, Bandmaster Rumsby, Sergt. Berkley, Hospital Sergeant Richardson, Sergt. Trapp, Lieut. Muir, Corp. Foote, Cor. Findley, Bandmaster Dart and Bandmaster Culross.

A boys' auxiliary branch of the Missionary Society of Canada was organized at a meeting held in St. John's schoolroom last evening. The Bishop of Columbia, who presided, explained the purpose of the organization. The members of the boys' auxiliary of John's was taken. Election of officers will take place on March 5th.

The young people of the First Congregational church were entertained on Monday by Mr. and Mrs. Ogilvie at their residence at the corner of the Main and Broadway streets. A programme of music and games was rendered and a very pleasant evening enjoyed. At its conclusion a hearty vote of thanks was tendered to the host and hostess.

The regular monthly meeting of the Ladies' Auxiliary of the Y. M. C. A., which was held Monday at the home of Mrs. Dr. Clemence, was very largely attended. Arrangements were completed for holding a "Pair of Nations" on the 7th, 8th and 9th of May. The auxiliary will be assisted by all the city churches.

A case of interest to members of the militia came up before Magistrate Hall on Tuesday when J. H. Laurie, charged with refusing to take up his rifle when ordered to do so by Capt. Angus of the 5th Regiment, was found guilty. Laurie was sentenced to 14 days in jail. He was acquitted on the charge of refusing to attend parade.

Another of Victoria's pioneers passed into the great beyond yesterday when Jonathan Bullen died at his residence on Gerald street at 2.15 p. m. He was 81 years of age, and a native of England, leaves a wife and daughter to mourn his loss. Rev. G. K. B. Adams will officiate at the funeral, which will be held at the residence of Mrs. Adams at 2.30 at the Metropolitan church.

The remains of the late Joseph Larboune were interred on Tuesday. Services were conducted by Rev. Father Fisser at the Roman Catholic cathedral, and at the grave there was a large attendance of sorrowing friends. The funeral services were held at 10.30 a. m. at the residence of Mrs. F. Bittanor. The funeral was conducted by F. Brook from the Victoria undertaking parlors.

Secretary Cuthbert is busy on the tourist literature for the coming season. A reprint of the "Tourist's Guide" is being compiled and will have a wide distribution. In addition to this he has in hand a very fine selection of views taken in and about Victoria which will be the most attractive character. With the exception of holding a lecture on the summer the best in the history of the city has a tourist standpoint, there will be a vigorous campaign carried out.

A very interesting series of lectures in connection with Sunday school work is being given by Rev. Herman A. Carson on Wednesday evenings of each week. The lectures are given under the auspices of the local Sunday School Association in the Congregational church. Already three have been delivered. Sunday school teachers and officers will find the lectures especially interesting, and all are asked to attend on Wednesday evening.

A new map will have to be made for at least a portion of the city, and it is understood that the present council will undertake the work. A map of the city was set apart by the council for the purpose of making a new map of the city. West. Here two maps are in use, one by Surveyor Hayward and that of W. W. W. Haynes. As a consequence the people of that section suffer great inconvenience, and its settlement is retarded. All Hall, who knows conditions thoroughly, demands an official map for the whole city.

The monthly social of Y. P. S. C. E. of St. Paul's church, Victoria West, was held at the residence of the pastor, Rev. D. MacRae, on Friday evening last. There was a large attendance of members and their friends. Miss L. McKenzie, Mrs. Butler, Mrs. Reil and Mrs. MacRae contributed vocal and instrumental music. Refreshments were served at the close.

At the old Grand theatre to-night, Rev. W. E. Dunham, of James Bay Methodist church, will address the meeting and Miss Thompson will sing. The programme is of a high order and the speakers are of high standing. The programme is of a high order and the speakers are of high standing.

Premier McBride is not in his office to-day. He left for the Mainland last evening either to transact business in connection with the filling of the cabinet or to escape the torments of his office rewards. There is a growing impression that the Premier intends to sit for Victoria. In doing so he would open the way for the advent to the House of Mr. Manson, of

Dowdney, formerly organizer for the Conservative party. Mr. Manson, it is said, desires to enter the legislature, and the Premier is anxious to oblige him.

When the proprietor of the Tourist Cafe went to work this morning he discovered a man of the name of Arthur Bumble in the cafe. Mr. Bumble was first disposed to conceal his presence as far as possible and hid under a table. A little later he changed his mind, and disporting \$20, which he had abstracted from the till, in a spout, proceeded to make himself scarce. He soon, however, found himself in the hands of the police. He appeared in court this morning, but, at the request of Chief Langley, he was remanded till to-morrow morning.

The remains of the late Mrs. Catherine Mary Colbert were laid to rest this morning. The funeral took place at the family residence, 17 Stanley avenue, at 9 o'clock, and at the Roman Catholic cathedral at 9.30, where solemn requiem masses were celebrated by the Rev. Father Fisser, who also conducted the funeral service. The very large and beautiful flowers testified to the esteem in which the deceased was held by her friends. The pallbearers: M. Steele, A. McNeill, R. A. Brown, A. Borden, J. Sullivan, J. Danes, J. Davis, K. C.

(From Thursday's Daily.)—William Henderson, of the department of public works, has been confined to his residence with a bad attack of grippe.

The official count of the votes cast in the election for Richmond riding is as follows: For F. Carter-Cotton, 417; for J. H. Weart, 403; for G. Kilby, 48.

A special good-bye meeting to Mrs. Adjutant McGill will be held in the Army barracks to-night. Mrs. McGill takes the boat for Vancouver after the meeting on her way to Manitoba.

On board the steamer Queen City which sailed for the West Coast last night, were a large number of prospective investors in timber limits on the island, who were on their way to Kyeauot.

(From Thursday's Daily.)—On opening this morning Mr. Bodwell proceeded to present his side of the case. He contended that there could be no blame attached to the captain of the Princess according to the evidence brought out. The only way to establish a rule that the overtaking vessel was absolutely forced to keep out of the way of the other vessel, this was not the rule of navigation, however, and the preceding vessel had duties as well as the overtaking one. The vessel was not to be held responsible for the accident was by establishing a rule that the overtaking vessel was absolutely forced to keep out of the way of the other vessel, this was not the rule of navigation, however, and the preceding vessel had duties as well as the overtaking one.

(From Thursday's Daily.)—Stuart Henderson, of Ashcroft, member-elect for Yale, is in the city. Mr. Henderson is going back in a couple of days, but will return in a few days with Mrs. Henderson and children for the session.

In connection with the down town mission which is now being conducted, a woman's missionary rally will be held in the Y. M. C. A. Sunday afternoon at 2 o'clock. Good speakers have been secured and excellent music furnished, and an enthusiastic meeting is anticipated.

(From Thursday's Daily.)—Ven. Archdeacon Phair of Winnipeg has again consented to give a Bible reading in the schoolroom at Church of Christ at 2.30 o'clock to-morrow (Friday). The meeting is open to all, and it is hoped many will avail themselves of this opportunity of hearing the archdeacon.

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Shortly after resuming court yesterday afternoon Mr. Justice Martin completed his argument in the interests of the C. P. R. He was followed by J. Martin, K.C., representing the Union Steamship company, the owners of the Chehalis, and who as such are interested in the case to the extent of wishing to establish the fact that there was no negligence on their part which might render them liable for damages in the event. Mr. Martin therefore confined himself to the point of showing that the Princess Victoria was entirely to blame and that there was nothing negligent on the part of the Chehalis. He said that the Chehalis had been raised that there was no lookout on the Chehalis at the time the accident occurred. There was no rule, said, requiring a ship to keep a lookout for a following ship except at night, when lights had to be shown. The rules were very plain in providing that the ship which was overtaken was obliged only to keep her course and the same speed. This was the only safe thing to do even in the absence of the rules on the subject. The evidence, contended, showed that this was done by the Chehalis. The defendants had made a point that the Princess was a boat very easily brought under control and from her construction was easily turned. If this was the case it made it all the worse for the defendants. It was contended that the Chehalis had changed her course a few seconds before the accident and proceeded to cross the bows of the Princess. This, he thought, was a weak argument. How far could the Chehalis go in a few seconds?

If the contention was true then the Princess was travelling very close to the other vessel. This was surely a dangerous act. It was not the duty of the overtaking boat to come as close as possible to the other. The rule of the road was not to be interpreted as meaning that a boat may go right up close to an overtaking one. The slightest swerving as a result of the tide would then be attended with the gravest danger and lives would be in jeopardy all the time. The idea of the rule was that there was to be no chance of collision and the overtaking boat was to keep as far out of the way as possible. The onus was put upon the Princess Victoria to avoid collision at all hazards.

(From Thursday's Daily.)—The streets, bridges and sewers committee on examining the plans for the subdivision of that portion of the Fairfield estate lying between Moss and Cook streets and the Dallas road, find them defective from the city's standpoint. These plans in company with many others were hastily passed by last year's council. Now the question must be reconsidered or the symmetry of the streets in that part of the city will be spoiled.

An effort will be made at to-night's meeting to suspend clause 57 of the rules of order, so that the matter may be brought up to-night and the question of salary increase, the meeting to-night will probably be both lengthy and warm.

(From Thursday's Daily.)—Fred Peters, K.C., followed on behalf of the defendants. He proceeded in the first place to outline the claims for damages which had been entered. The first was that of Bryve. This defendant, he explained, asked for damages first on his own behalf; second, under Lord Campbell's act for the loss of his horse; third, under the act for the loss of his wife for the property lost; and fourth, for property lost by himself. There were damages sought also by Benwell for injuries to himself, and for the loss of his son. There was a claim for personal loss by the engineer of the Che-

COMPLETION OF THE ARGUMENT

CHEHALIS CASE NOW WAITS JUDGEMENT

The Counsel on Both Sides Have Been Heard By the Court.

(From Wednesday's Daily.)—Argument is being heard in the Chehalis case to-day by Mr. Justice Martin, who is assisted by two nautical assessors, Capt. Warren and Walbran. Both sides are well represented by counsel. The action is a civil one taken for the purpose of recovering damages for alleged negligence on the part of the officers of the Princess Victoria when the Chehalis was sunk in the Narrows coming out of Vancouver harbor. For the plaintiffs, representing the owners of those who lost relatives in the accident or sustained personal damage, there appears Fred Peters, K.C., Joseph Martin, K.C., and J. E. Bowser, K.C. The C. P. R. Company, the defendants in the case, are represented by E. V. Bodwell, K.C., and E. P. Davis, K.C.

On opening this morning Mr. Bodwell proceeded to present his side of the case. He contended that there could be no blame attached to the captain of the Princess according to the evidence brought out. The only way to establish a rule that the overtaking vessel was absolutely forced to keep out of the way of the other vessel, this was not the rule of navigation, however, and the preceding vessel had duties as well as the overtaking one. The vessel was not to be held responsible for the accident was by establishing a rule that the overtaking vessel was absolutely forced to keep out of the way of the other vessel, this was not the rule of navigation, however, and the preceding vessel had duties as well as the overtaking one.

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PRISONER SENTENCED TO EIGHT MONTHS

Broke into Tourist Cafe and Stole Thirty Dollars—Was Sleeping in Building.

It transpired in court this morning that Arthur Barrable, who was remanded yesterday for stealing \$30 from the Tourist Cafe, had through the kindness of one of its inmates been sleeping there. Taking advantage of this he climbed through a window on the stairs and sliding down the water pipe, gained the court yard at the back of the cafe. Once there he broke the transom over the back door and climbed in where he was discovered. Accused pleaded guilty. He urged in extenuation of his case that he was under the influence of liquor, and did not know what he was doing. He was only twenty years of age, and had always been upright, with the exception of this occasion.

Magistrate Hall, however, in taking into consideration all the circumstances, his manner of effecting entrance, and his intimate acquaintance with the cafe, stated that he could not impose as light a sentence as might otherwise be possible. The prisoner was sentenced to eight months' hard labor in the city jail.

(From Thursday's Daily.)—The evidence of the witness Lind was attacked by Mr. Peters. He had shown that he was not to be credited at all. He had described Capt. Howe as being inattentive at the wheel and being in a daze. At the same time he was 300 yards at the absolute impossibility for him to be able to state this. Moreover his evidence on commission that the captain of the Chehalis turned the wheel to the right and the steamer turned to the left, stamped the witness as one not to be believed. The explanation of the witness was that he was under the impression as to the effect of the turning of the wheel did not help the witness.

The Princess, according to the contention of Mr. Peters, should have given a warning before she did. She should also have taken precautions to avoid collision. There was no rule requiring the Princess to pass the Chehalis. She might slow down and follow the other vessel until the fact that there was no negligence on their part which might render them liable for damages in the event. Mr. Martin therefore confined himself to the point of showing that the Princess Victoria was entirely to blame and that there was nothing negligent on the part of the Chehalis. He said that the Chehalis had been raised that there was no lookout on the Chehalis at the time the accident occurred. There was no rule, said, requiring a ship to keep a lookout for a following ship except at night, when lights had to be shown. The rules were very plain in providing that the ship which was overtaken was obliged only to keep her course and the same speed. This was the only safe thing to do even in the absence of the rules on the subject. The evidence, contended, showed that this was done by the Chehalis. The defendants had made a point that the Princess was a boat very easily brought under control and from her construction was easily turned. If this was the case it made it all the worse for the defendants. It was contended that the Chehalis had changed her course a few seconds before the accident and proceeded to cross the bows of the Princess. This, he thought, was a weak argument. How far could the Chehalis go in a few seconds?

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Shortly after resuming court yesterday afternoon Mr. Justice Martin completed his argument in the interests of the C. P. R. He was followed by J. Martin, K.C., representing the Union Steamship company, the owners of the Chehalis, and who as such are interested in the case to the extent of wishing to establish the fact that there was no negligence on their part which might render them liable for damages in the event. Mr. Martin therefore confined himself to the point of showing that the Princess Victoria was entirely to blame and that there was nothing negligent on the part of the Chehalis. He said that the Chehalis had been raised that there was no lookout on the Chehalis at the time the accident occurred. There was no rule, said, requiring a ship to keep a lookout for a following ship except at night, when lights had to be shown. The rules were very plain in providing that the ship which was overtaken was obliged only to keep her course and the same speed. This was the only safe thing to do even in the absence of the rules on the subject. The evidence, contended, showed that this was done by the Chehalis. The defendants had made a point that the Princess was a boat very easily brought under control and from her construction was easily turned. If this was the case it made it all the worse for the defendants. It was contended that the Chehalis had changed her course a few seconds before the accident and proceeded to cross the bows of the Princess. This, he thought, was a weak argument. How far could the Chehalis go in a few seconds?

PRISONER SENTENCED TO EIGHT MONTHS

Broke into Tourist Cafe and Stole Thirty Dollars—Was Sleeping in Building.

It transpired in court this morning that Arthur Barrable, who was remanded yesterday for stealing \$30 from the Tourist Cafe, had through the kindness of one of its inmates been sleeping there. Taking advantage of this he climbed through a window on the stairs and sliding down the water pipe, gained the court yard at the back of the cafe. Once there he broke the transom over the back door and climbed in where he was discovered. Accused pleaded guilty. He urged in extenuation of his case that he was under the influence of liquor, and did not know what he was doing. He was only twenty years of age, and had always been upright, with the exception of this occasion.

Magistrate Hall, however, in taking into consideration all the circumstances, his manner of effecting entrance, and his intimate acquaintance with the cafe, stated that he could not impose as light a sentence as might otherwise be possible. The prisoner was sentenced to eight months' hard labor in the city jail.

(From Thursday's Daily.)—The evidence of the witness Lind was attacked by Mr. Peters. He had shown that he was not to be credited at all. He had described Capt. Howe as being inattentive at the wheel and being in a daze. At the same time he was 300 yards at the absolute impossibility for him to be able to state this. Moreover his evidence on commission that the captain of the Chehalis turned the wheel to the right and the steamer turned to the left, stamped the witness as one not to be believed. The explanation of the witness was that he was under the impression as to the effect of the turning of the wheel did not help the witness.

The Princess, according to the contention of Mr. Peters, should have given a warning before she did. She should also have taken precautions to avoid collision. There was no rule requiring the Princess to pass the Chehalis. She might slow down and follow the other vessel until the fact that there was no negligence on their part which might render them liable for damages in the event. Mr. Martin therefore confined himself to the point of showing that the Princess Victoria was entirely to blame and that there was nothing negligent on the part of the Chehalis. He said that the Chehalis had been raised that there was no lookout on the Chehalis at the time the accident occurred. There was no rule, said, requiring a ship to keep a lookout for a following ship except at night, when lights had to be shown. The rules were very plain in providing that the ship which was overtaken was obliged only to keep her course and the same speed. This was the only safe thing to do even in the absence of the rules on the subject. The evidence, contended, showed that this was done by the Chehalis. The defendants had made a point that the Princess was a boat very easily brought under control and from her construction was easily turned. If this was the case it made it all the worse for the defendants. It was contended that the Chehalis had changed her course a few seconds before the accident and proceeded to cross the bows of the Princess. This, he thought, was a weak argument. How far could the Chehalis go in a few seconds?

If the contention was true then the Princess was travelling very close to the other vessel. This was surely a dangerous act. It was not the duty of the overtaking boat to come as close as possible to the other. The rule of the road was not to be interpreted as meaning that a boat may go right up close to an overtaking one. The slightest swerving as a result of the tide would then be attended with the gravest danger and lives would be in jeopardy all the time. The idea of the rule was that there was to be no chance of collision and the overtaking boat was to keep as far out of the way as possible. The onus was put upon the Princess Victoria to avoid collision at all hazards.

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