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head office in England and a capital of £10,000 has registered under the foreign companies act to do a general mining business in the province.

A new company with headquarters at Rossland is the Eric Gold Mining Co., Ltd., of which the trustees are Frank Wardlaw Rolt, Edward Bowes, James Hunter, William H. Lancaster and William Alexander Campbell of Rossland. The capital stock is \$1,000,000, and the

The Green Crown Mining and Milling Co., Ltd., of Spokane, has registered as a foreign company to mine in British Columbia. The capital is \$1,000,000.

The Mount Adams Mining Co., Ltd., of New Denver, has been formed with a capital of \$150,000, the trustees named being Robert Chamblet Adams of Midway, Walter C. Adams of Sandon, and Robert B. Kerr of New Denver.

Benjamin Douglas, of Westminster; William Teague, of Yale, and John McQuillan, of Vancouver, are the trustees of the Queen Gold and Silver Mining Co., which has been formed with head office at Vancouver and a capital stock of \$500,000.

Co., Ltd., with headquarters at Rossland, is a new organization with a capital of \$1,000,000. The trustees are William Goode Johnson of Rossland, William Ward Spinks of Vernon, and I. N. Campbell of Rossland.

A new company with headquarters at Victoria is the Victoria Mining & Development Co., Ltd., the trustees being John Bryden, Moses McGregor and James Edward Martin, all of Victoria. The capital stock is \$1,000,000.

### VICTORIA'S TRAGEDY.

Edwin Hall Warner, the well-known engineer who was called to Victoria as expert in the Point Ellice bridge disaster, has returned home. When questioned concerning the verdict of the coroner's jury he said:

"I am rather surprised at the verdict. The jury was composed of men far superior to the average juror. With such a jury, a man would fail at substantial justice, with the least of the proper stake, yet the measure of responsibility for the disaster, as fixed, seems to me at variance with the facts brought out. The verdict brings about a new kind of way company, directly responsible, city council guilty of contributory negligence, bridge not constructed according to specifications. A legal question ensues, whether the city is responsible to the tramway company. Permission was given it to use the bridge, the only consideration being the placing of track stringers on the bridge by the tramway company. Should the responsibility be placed on a floor-beam broke under this same car three years ago were made by the city. The city engineer's recommendation made at that time that iron floor-beams should be used, and the city was disposed of by the city authorities without reference to the tramway company. The closing of all city bridges to tramway traffic immediately after the accident shows absolute control by the city of the bridge, and the city officials consider the tramway company's right to be one of suzerainty, in spite of charter provisions. In view of the city's position, it is not surprising that Ellice bridge is in good condition. The question arises, with a paid officer of the city to look after the bridges must the tramway company assure itself of the condition of the bridges? If not, then the tramway company must do so, then any private citizen who fails to examine and satisfy himself of the bridge's good condition is alone responsible in case of accident. It is to be noted that he cannot hold the city for damages.

"The 'contributory negligence' of the city council leads one to ask what is the structural basis? From the fact that the structure was turned over to the municipal authorities in 1891 it has been absolutely neglected. When, in 1894, a floor-beam broke, five floor-beams were replaced, leaving two in the original position. Two of these old ones broke, and its condition places in the background all question of type of truss, original quality of construction, etc., and leaves the question of neglect. It shows a shell of perhaps half an inch thick all around, while within the wood is wholly decayed. That such a piece of timber remained for eleven years in use is the only thing that is a puzzle. As the bridge is over three years past its every passenger crossing the bridge has done so at the risk of his life. The surprising part is not that the bridge failed recently, but that it has not failed long ago. The council call for weldless iron throughout. Most of the chord and web members are welded. As no breaks occurred at welded points, this difference did not make any structural difference. The council, the responsibility for the disaster rests directly on the city, and no amount of sophistry or discussion as to the tramway company's duties can relieve the city of its position that it is a ghastly array of fifty-five corpses are martyrs to municipal carelessness and criminal neg-

LONDON, June 26.—George and Alex. McDonald, two young men, have been sentenced to fifteen months' imprisonment each for placing spikes on the C.P.R. track.

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