May last, as a result of which some fiftysix persons, mostly females and children,
were hurried to their doom. Many were
the imputations of neglect made at the time
against those in authority, but to my mind
state of the Point Ellice
bridge? No, the fact was its insecurity
occurred to no one, or if it did he kept his
misgivings to himself. Everyone presquainst those in authority, but to my mind
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I think was a very sensible course, of passing over the matter without imputing particular blame to anyone, and of passing over imputing particular blame to anyone, and it is not my purpose to advise this Grand Jury to adopt a different course. Doubtless better judgment and foresight, as we less better judgment and foresight, as we all see, might have averted the action of the property of those who have lost their breadwinners through the accident. We are about to extend the property of th cident, but the same may be said of almost every disaster which appalls humanity. It is easy to be wise after the event. For inthe alert. Still we do not find that the government visited the neglect in that case up-on any particular individuals or body of men. It was a public calamity, and whilst its occurrence might, and perhaps ought to have been foreseen and averted, human judgment and foresight are so lamentably defective that it becomes no one to be the hrst to cast a stone of reproach. So it is with the bridge disaster, whether in regard to the city council and its officers or the tramway company and its servants, or the local government of ten or twelve years ago or with any other persons who might seem to have been in a position of control or authority which could have dictated better judgment. This is the charitable and the common sense way of looking at the mat-ter, but it is not always the charitable and common sense phase of a question which first presents itself to the mind. If, with those disposed to criticise, more attention had been paid to this aspect of the matter, and less to the desire of shielding one's self or one's associates from blame, and imputing or fastening that blame on others, I am inclined to think that better and more comforting counsels might have pre-vailed, and I am also disposed to I have indicated be adopted for the future much good and the relief of much suffering

table question, which may and which threatens to be carried to the courts of last resort in the realm, and perhaps at the end of three or four years of expensive litigation we may be able to say who is legally responsible and who is not. As regards the responsible and who is not. As regards the tramway company, it appears that the originators, the men who first put their money into the concern, utterly failed in that enterprise, and after first mortgaging it upon debentures had lost every dollar of their money and all interest in the property long before the bridge disaster. The credlong before the bridge disaster. The cred itors and debenture holders took possession, and then it appears that a new company, composed of European shareholders, bought the property from the debenture holders and took charge of the concern about three weeks before the accident. It is apparent, then, that whatever legal re sponsibility might attach to this new com-pany, morally there was little blame to be eathributed to them for not having discovered what ultimately proved to be a fatal defect in the roadway which they had purchased in the best of faith. As regards the City Council, the case is somewhat different. Whilst, as I have said, perhaps we cannot condemn the City Council, particularly or condemn the City Council particularly, or their officers, morally there can be no doubt that they, representing the city, ought to be responsible to some extent for the sufbe responsible to some extent for the suffering which has occurred. This was a bridge which they had the management of for years. They are entrusted with the duty of looking after our highways and bridges and other public matters; they levy taxes upon the people for their repair and maintenance, and, quite apart from legal questions, the city should be prepared to make compensation to those who having paid their taxes that the roadways and bridges may be kept in suitable condition and repair, have met with injury owing to a failure of such as the control of the sufficiency of that the roadways and bridges may be kept in suitable condition and repair, have met with injury owing to a failure of the purposes for which the taxes have been contributed. The city government invite the public to use these highways, and ought morally to be held responsible that they are not mere pits and death traps. I do not lose sight of the fact that those who fail in their duty in this regard are subject to indictment for their neglect. I am aware, however that the question of the legal liability of the corporation in dam-ages is open to very serious doubt; but, as said before, what may be the view ultimately taken in this particular case, no one can now say. We all know that the friends

the imputations of neglect made at the time against those in authority, but to my mind whether blame to a greater or less extent is to be attached to one or another is a matter of the moment.

In the imputations of neglect made at the time misgivings with the misgiving such as the information of neglect made at the time misgivings with the misgivings with the misgiving such as judgment.

"Let us pursue this subject farther, 'He

through the accident. We are about to excident, but the same may be said of almost every disaster which appalls humanity. It is easy to be wise after the event. For instance, in a calamity following close after the bridge disaster, when some thousands of people, also pleasure seekers, at Moscow were trampled to death, there can be no what can you do with \$50,000?" Gentlement of the same may be said of almost better purpose? But, I hear somebody say "one suitor alone claims that sum, what can you do with \$50,000?" Gentlement of the same may be said of almost every disaster which appalls humanity. It is not support the same about to expend the accident. We are about to expend the accident. We are about to expend the accident. We are about to expend the accident when the square and the same along the accident when the same may be said of almost every disaster which appalls humanity. It is easy to be wise after the event. For instance, in a calamity following close after the bridge disaster, when some thousands of people, also pleasure seekers, at Moscow was the same accident. We are about to expend the second the same accident. We are about to expend the same accident. We are about to expend the same accident when the same accident with the same accident when the same a of people, also pleasure seekers, at Moscow were trampled to death, there can be no doubt that neglect of due precaution was the immediate occasion, and that it might the immediate occasion, and that it might the immediate occasion. The seekers at Moscow what can you do with \$50,000; another thing to expect to get it; and an entirely different thing again to succeed in the seekers at Moscow what can you do with \$50,000; another thing to expect to get it; and an entirely different thing again to succeed in the immediate occasion, and that it might have been averted had those whose special recovering it. There are very few suits of duty it was to preserve order been more on this kind, started for high figures, which cannot at the outset be settled for much less than a tithe of the claim. Among law-yers, the amount of the claim in suits for damages, whether \$5,000, \$50,000, or \$500,-000, is described as a "mere flourish of the pleader's pen." A man commences a suit, the prospects of which are, to say the best, think that if the charitable plan I have indicated be adopted for the future much good and the relief of much suffering may be accomplished in this city.

"I do not propose, except for one purpose, to dwell upon the legal aspect of the matter; that is to say as to whether any matter; that is to say as to whether any says to whether any matter; that is to say as to whether any matter; that is to say as to whether any says t matter; that is to say, as to whether any individual or corporation may be liable in damages to the sufferers. That is a debased and department of the sorrow and gloom of those who remain, thing or suggest that a father and thing. entitled to compensation with the mother and child who have lost a father, or a widow her husband, but what I mean is victims, there would appear to be less than twenty of such cases. You take the other instances, say the loss of a child, dear as that child is, the parents learn to bear with their sorrow, great as it is. They would shrink from detailing their affliction in a court of justice. A hundred dollars, per-haps, to erect a monument to mark the resting place of their little one, or, in some cases, a trifle more would be all the com-pensation ever looked for. Probably a ma-

> to years of merciless litigation. By approaching these people with the olive branch of conciliation, I venture to say that the \$50,000 which you are going to spend in litigation will go a long, long way towards settling every claim. At all events the attempt is worth making; "without prejidice" as the transfer of the long to the l the attempt is worth making; "without prejudice," as the attorneys say, let us make the effort. The way in which to manage it will require a little consideration, but where there's a will there's a way, and I am sure there need be no difficulty, and if as a result the council can get all claimants to bind themselves to accept a sum which they feel justified in asking the ratesuch, but it would be one thing to fight an unreasonable man of that kind, who had forteited most of his claim to sympathy, and an entirely different matter to fight the whole body of sufferers backed by the sympathy of the world. The obstinate claimant who had spurned reasonable offers of compensation would have little chance of recovering large damages from a jury, even if he surmounted the legal obstacles which would surround his case.

"But let us consider further in this matter. The city is about to expend \$125,000 or \$150,000 in the building of a new bridge at Point Ellice. Is that bridge immediately can now say. We all know that the friends of the victims are taking the cases into court, and we have also been informed that an order has been made staying the proceedings in all the actions except one. This order has been appealed again t, and whether it will be upheld is open to question. A score or so of actions against the city to be taken from court to court. and as regards the unfortunate sufferers from its duty in properly repairing and strength-this bridge calamity, a policy of the bit-

POINT FLICE BRIDGE

terest coercion is about to be pursued, and the idea of conceiliation, or of recompensing the sufferers in the slightest degree, never seems to have suggested itself at all in this case. Is this wise? And why is it that a policy which humanity and feeling for the suffering of others and the orphan has never suggested itself at all in this case. Is this wise? And why is it that a policy which humanity and feeling for the suffering of others should be the Grand Jury Yesterday.

Westerday.

The Thinks the Claims Should Be Settled by Conciliation Instead of Litigation.

The following are the remarks the Chief Justice had prefared to present to the grand jury before his physician had forbidden him to preside at the assize Mr. Justice McColl read them, however, stating at the time that he did so on his own responsibility and not at the request of the Chief Justice:

"Yesterday in the continuation of recompensing the suffering of others and the company of the suffering of the suffe "Perhaps it will not be out of place to converse upon a few current topics, and, in the first place, I should like to say something on a subject which is a sad one with all of us. I do not refer to it for the purpose of reviving sorrows which we could only wish should pass into oblivion, but which can never be forgotten; nor do I wish to dwell upon the question with a view of imputing blame to anyone, or of reminding you of neglects or omissions traceable to some in general, or to others in particular, but for which perhaps the disaster might not have happened. I allude, of course, to the bridge disaster of the 26th of May last, as a result of which some fiftythrow that experience away for mere whims and fancies, which are snaped in an unworthy direction at best.

fered twenty-five per cent towards the bridge across Point Ellice. Is it not likely, then, that if a feasible scheme for compensating the sufferers had been for compensating the sufferers had been brought forward, this company might have been induced to assist? I am afraid now it of the year. She had a very light list of is too late, because it appears that the com-pany has become bankrupt. I know that I pany has become bankript. I know that I am approaching somewhat delicate ground in alluding to the Consolidated. Railway Company, because I have observed that the company is, according to the newspapers in rather bad odor, and its going into the hands of a receiver is attributed solely to a desire to escape responsibility. Such may of course be the case, but I am disposed to think that such is not the principal reason for its present condition. It is common knowledge that the tramway, up to the time of its being taken over by the new company, had been a losing concern. It is reported that at the time of the accident it. A Spitzel. a Shanghai business man, time of its being taken over by who is also traveling for present of the accident it reported that at the time of the accident it A. Spitzel, a Shanghai business man, was short paying its running expenses and who with his son is visiting America; was about paying its running expenses and the interest upon the money borrowed; but the money borrowed if it is a fact, as I understand it is, that since the accident it has been running bethe prospects of which are, to say the best, unencouraging, and, of course, his pleader is going to set the highest possible figure upon his client's chances of success. Both the lawyer and his client know they have a bitter struggle before them, and if, as the result of years of litigation, they luckily come out successfully they certainly are not going to lose anything by not having claimed enough. But. suppose you approach the litigant in the first place? He knows he has a corporation to fight which has plenty of money (for litigation at all knows he has a corporation to fight which has plenty of money (for litigation at all events), while he has but little. The law in his favor is by no means certain, however righteous his cause, and it will be years before he will see the end of it. Gentlemen, my experience is (and I have had some experience is (and I have had some experience is (and I have had some experience in damage cases), that the Corporation could compromise such an action practically on their own terms, provided those terms were in the least degree reasonable. Fifty thousand dollars would mean an average of nearly \$1,000 for every victim. There are those who have lost breadwinners, and for whom, I admit, \$1,000 would not be reasonable compensation, but as I said before, the majority in that \$1,000 would not be reasonable compensation, butas I said before, the majority in that awful catastrophe were females and children. I do not for a moment minimize the sorrow and gloom of those who remain, or suggest that a father who has lost a child, or a husband a wile, is not equally entitled to compensation with the mother to take the concern for the balance. It is not likely that the Consolidated Railway widow her husband, but what I mean is that, practically, cases where the breadwinner is lost, demand a higher measure of compensation. In looking over the list of victims, there would appear to be less than twenty of such cases. You take the other the subscribers to these instances, say the loss of a child, dear as instances, say the loss of a child, dear as instances. companies are composed of all classes largely of the laboring classes who are induced to withdraw their savings from the savings banks and put them into these riving at San Francisco. A despatch enterprises as offering a fair chance of profit. So in dealing harshly with, or crushing these companies; you are not getting even with the soulless corporation, but are financially running perchance works the proposed of the savent circle whose series. iority of the cases are such as this and can be settled at insignificant cost Surely an ing people and servant girls whose savings are thus invested. It was not likely that effort at compromise should be made in-stead of driving those who seek recompense

this or any other company would continue to operate long under the conditions in which they found themselves.

"When we now look at the matter we can see how much better it might have been, when the tramway showed a dis-position to make a fight for its life and came offering to contribute money for this and for that purpose, to have accepted their co-operation, and to have met them as brothers in distress, if only for the one selfish purpose of seeing how much could be got out of them in their effort to save selves—a chance now apparently gone

forever.

"But even if the city now has to approach the matter alone, I think I have proved to you conclusively that economy and good judgment will be practised, to say nothing of charity and humanity, by at once taking steps to find out how those matters can be settled and compromised instead of fighting lawwiits the full sected. stead of fighting lawsuits, the full cost of which can at the present time be hardly estimated. Then, what if the City should lose the suits in the end? What would it cost then to settle what might now be com-promised for \$50,000 or so? If once it were stablished that the city was legally liable the demands of these claimants and others would know no bounds, and where the lia-bility would end, no one can forecast. Therefore, not only reason, justice and humanity, but common sense, prudence, and self protection, dictate the only one ourse, and that is the course of con on, and the endeavor to repair the wrongs

tion, and the endeavor to repair the wrongs and sufferings that have occurred.

"Now, a few words upon a different subject. We have a city of which we can truthfully say that naturally it has no rival, or at least no superior on the continent, as a resort for the pleasure seeker and for those who desire a delightful home. But somehow our population is not increaswhether it will be uppend is open to question. A score or so of actions against the city, to be taken from court to court, and to every available court in the kingdom, and both sides declaring that there shall be no peace until a result has been reached in the highest court of last resort; which means the judicial committee of Her Majesty's Privy Council. What is going to be the expense and cost of this litigation, lasting, as it promises to do for the next two or three years? Will \$25,000 pay the costs,—the bare legal expenses? I do not think it will. Will \$50,000 meet it? Well, that may be nearer the mark, but \$50,000 is a large sum of money with which a great deal of good may be accomplished. That the litigation will, even supposing the city to be ultimately successful, cost them that amount, there can, I think, be litigation, but it seems to met that as regards the unfortunate sufferers from this bridge calamity, a policy of the bit. with cooler weather and subsiding floods the promise is held out that traffic will be resumed to-night. No overland mail

that injustice, stagnation and discomfor will ensue, whereas a proper regard and due vigilance in your own interests will ensure a thriving, contented and happy com-

Deeming the water too low and the outer wharves too crowded to make a landing, Captain Archibald, R. N. R., of the R.M.S. Empress of China, dropworthy direction at best.

"I observed when first this accident occurred, what I thought was a very laudable disposition on the part of the Tramway Company to contribute towards the loss. They gave a substantial sum towards strengthening James Bay bridge, and of-strengthening James Bay bridge, and of-strengthening strengthening strength bor upon his arrival from the Orient last homeward run, and a more pleasant one. accompanied by finer weather, she has saloon passengers, but this is characteristic of this period of the year. Included in the passenger list were Mr. and Mrs. J. P. Anderson, wealthy English missionary, who is travelling in com-pany with his wife; and Mr. E. A. Stevens, advance agent of the Loie Fuller Company, who has been in the Orient fixing dates for the appearance of his star in the land across the seas. The only other saloon passengers aboard were Mr. and Mrs. E. F. Fenollosa, Captain Houston, Mr. A. E. Wilson and Mr. P. M. Sweaney. There whom disembarked here. As freight the ship brought 38,439 packages or 2,913 tons all fold.

THE " ISLANDER " IN SERVICE. to proceed North yesterday an important discovery was made which has comside by side while the cargo of the Danube was being transferred. To-day the Islander will sail instead of the Danute and the latter will retire from active service until a new shaft that has been telegraphed for arrives from England.

SOUTHERN STORMS. The same weather that brought the City of Puebla into port at an hour long Sealing Owners in Victoria Enbefore she was expected yesterday afternoon, is detaining a big fleet from arand some anxiety is expressed for the Costa Rica from Departure Bay. The Walla Walla from Victoria came into port twenty-six hours behind time. had a rough experience; but once of her officers explained that her captain put her head into the wind, and let her ride the gale.'

FLOODS IN WASHINGTON.

The rivers are still very much swollen. The steamer City of Champaigne came The steamer City of Champaigne came down the Skagit river last night from Mount Vernon and arrived to-day. The captain reports that to-day. The captain reports that of wages, appointing a central agent the famous one at Johannesburg. Make the famous one at Johannesburg. floating over a delta rancher's farm. The steamer was gotten back amid the drift in the stream and again reached the Sound without mishaps. The news reached Seattle to-day of the drowning at North Yakima of Martin Fielstead and William Davidson in the Yakima river. The men were attempting to save two companions when they lost their lives. The storm has reached its limits and the waters are at a standstill.

TACOMA, Nov. 17.—This town is still each, \$10; payment per skin, \$2.50; adisolated from the world as far as railway traffic is concerned. Up to noon to-day not a train had left or arrived. An attempt to get passengers through to Port-land was abandoned last night when the to come to an understanding that it train which left Tacoma yesterday re-turned. The washout at Lockport prevented even a transfer, and other washouts further down the line do not permit trains from Portland to noon, when further steps will be taken reach that place. The White River bridge on the Seattle branch is still down and no trains are running on that line. All travel with this city is carried on by Sound steamers. On the line to the east several washouts east of the mountains prevent the trains running. The crews are at work continually and

has arrived for three days. Subscribe for The Semi-Weekly Colonist.

Mr. William Thompson Drowned While Attempting to Ford Sooke River.

His Faithful Dog Brings. Friends to the Scene of the Tragedy.

Thompson had been drowned Monday WHILE out hunting with his son evening while attempting to ford Sooke Arthur at North Saanich on Monday, river with his horse and wagon. Mr. Mr. Vernon Lane, who was standing at Moses McGregor at once drove to the lake with Mrs. Thompson, and on their boughs down to his son below, lost his

had left the city Monday morning, was train and taken to his home at 53 Hill-found about 300 yards below the ford. side avenue, where he was attended by There was no sign, however, of horse or driver, and the conclusion is reluctantly reported to be progressing favorably drawn that man and beast perished in the swollen waters. A party has been organized to search the banks of the river and to investigate underneath the jam of logs and debris that has accumulated not far below the ford, but up to the time Mr. McGregor left the lake last evening they had discovered nothing.

Mr. Thompson, who was in business as a grocer at the corner of View and waterworks and afterwards visiting his of Fredericton, N.B., and leaves a family numerous friends at Sooke lake. passed the Goldstream House at 3 o'clock or thereabouts, and spent a few minutes in conversation with Mr. Phair. That traffic opened several days ago across the was the last seen of him.

one there.

The dog, a handsome Irish setter all the while was manifesting great anxiety, running in the direction of the river as soon as he saw that he had interested Mr. Haley,. The latter soon realized that something was amiss, and getting into his boat crossed the river to the main wagon road. This he followed down until he struck the branch road leading to his own farm. Plainly marked in the three inches of snow that Miss Duffie, Mr. Clement Rowlands and were besides seven intermediate and 298 had fallen during the day were the steerage passengers, a large number of there is a safe ford but where since last week's rain there is a foaming torrent 75 When the steamer Danube was ready to 80 feet wide and fully seven feet deep, littered with drift of every size and kind. There was until a year or so ago a bridge

which meant that the ship must tie up until the steel arm could be replaced. Accordingly the Islander was hurriedly accordingly the Islander was hurriedly brought into requisition and for the re- tempting the ford that had always be- her singing of "Sion" was very pleasmainder of the day the two vessels lay fore been to him the last stage of a ing, and Miss Marrack's delightful voice pleasant drive to the home of a friend.

deavor to Form an Association for Mutual Benefit.

They Hope by Concerted Action to Make the Business More Uniformly Profitable.

A meeting for the purpose of discussing the formation of a co-operative sealers' association was held yesterday afternoon in the Board of Trade rooms, Mr. Seabrook, of Messrs. R. P. Rithet SEATTLE, Nov. 17.—The C. P. R. is the & Co., in the chair, and quite a number through whom the catch will be shipped to market, co-operating in outfitting and providing for an equitable division of profits. It is not proposed, however, to interfere with the individual ownership of vessels, the owners simply acting together harmoniously for the acting together narmoniously for the common benefit, so that as far as possible the business may be made profitable to those engaged in it. As a suggestion the memorandum had the following scale of wages: Indian cances, bonus to would be advisable to form a co-opera-

All that was done at the meeting was tive association, neither scale of wages nor other details being decided. Another meeting is to be held on Thursday aftertowards deciding on a basis of agreement bia. for the formation of the association.

CASTORIA

For Infants and Children.

THE CITY

THE funeral of the late Robert Russel Bothwell took place yesterday afternoon, Rev. Dr. Campbell officiating.

THREE vagrants were in the city police court yesterday released on their own recognizances for one week. In that time they are supposed to get out of town, get work, or get ready for jail.

THE St. Andrew's and Caledonian Society have decided to hold their annual banquet this year at the Driard on November 30, and expect it to be the greatest occasion of the kind in the The first fatality incidental to the records of the society. It is hoped that the Governor-General will be in Victoria cent rains was reported yesterday morning, Mr. Frank Buttomer having walkflooding of the Island rivers by the re- at the time, and if so he will be the ed all the way from Sooke lake to the city to bring the sad news that Mr. William guests at their gathering.

return in the evening the report of the morning was found only too fully confirmed.

boughs down to his son below, loss his footing and fell a distance of nearly 60 feet, breaking his arm and injuring himself badly about the body and legs. He The buggy in which Mr. Thompson was brought into town by the 6 o'clock the family physician. Yesterday he was towards recovery.

From the Yates street express stand yesterday the familiar face of John James Virtue was missing. The day before his work called him up North Park street. He was driving a truck at the time and in some peculiar way broke a blood vessel. Remaining in his seat until he reached home he had to be Quadra streets, left here early on Mon. His weakness continued until 2:30 helped into the house and put to bed. day afternoon, with the intentiou of calling on the caretaker of the Goldstream o'clock yesterday afternoon when death overtook him. Mr. Virtue was a native He of two sons. He was 65 years of age.

ALTHOUGH vehicular and pedestrian temporary bridge at Point Ellice, no car Five or six hours later Mr. Haley, a has as yet passed over the structure. resident on the west side of the river at The reason for the delay is said to be the lower end of the lake—his place being another little difference which has about a mile off the trunk road—found arisen between the city and the tram-Mr. Thompson's dog scratching and way company, the municipal authori-whining at the door. He concluded that whining at the door. He concluded that the dog's master, a frequent and welcome visitor, was putting up his horse at the barn, but to his surprise found no and the company holding that the city engineer should determine the point, Until a conclusion is reached upon the point, the service on the Esquimalt route will be: First car at 6.35 a.m. and every twenty minutes thereafter until 10.35 p.m., and will leave Esquimalt for the city as follows: first car at 7 a.m., and cars thereafter every twenty minutes until 11 p.m.

THE concert and organ recital by Mr. G. J. Burnett, assisted by Miss Marrack. Mr. Herbert Kent, drew together one of impression and highly delighted those who heard him, though he apparently was laboring under difficulties owing to imperfections in the organ which kept his attention to the instrument apart pletely changed the vessel's movements, A crank shaft leading to the cylinder was found to have a large crack in it,

Mr. Phair says that Mr. Thompson

This was specially noticeable during the rapid passages and very soft effects when was especially worthy of admiration Mr. Clement Rowlands had one of his best solos in "There is a Green Field" (Gounod), and Mr. Herbert Kent's" Unseen Kingdom," was given in his usual finished style. Altogether the concert was very successful and Mr. Burnett's next recital will be looked forward to with pleasant anticipation.

AN IMPORTANT STRIKE.

Rossland, Nov. 12.—(Special)—C. J. McCuaig, broker, of Montreal, who has been in Rossland for the past two weeks, has purchased a two-thirds interest in the Coxey for \$2,500. The Coxey lies on the west slope of Red Mountain, eppo-site the Jumbo, and has a strong vein of high grade copper ore running through

the property.

The St. Paul company has made an important strike. Two feet of clear ore has been opened up on the grade of the Red Mountain railway. A tunnel on the vein has begun, and big developments

are expected. N. Clarke Wallace was tendered a only road moving thus far, but it is of the owners of schooners being present. banquet here last night, at which a numclaimed that the Great Northern will The object in forming the association is ber of visitors to Rossland were present, push its coast line train to-morrow mornfor carrying on the sealing business in a

Blackstock and H. Hirschel Cohen, of ing, and railroad men say the Northern systematic and uniform manner, more Johannesburg and London. Responding to a toast. Mr. Wallace said he constitution of Responding to a toast. Mr. Wallace said he constitution of Responding to a toast. morrow night, but it is hardly possible. handling and marketing the catch. As sidered the future of Kootenay was asset forth in a printed circular which was sured, and that Rossland was and would distributed to those present, the object Cohen advocated the organization of a chamber of mines, on the same lines as the famous one at Johannesburg. Mr. the country was cheap transportation, and he advocated the control of freight and passenger rates by the government. He also drew attention to the way in which much of the public domain which had any value had been handed over to railroads as subsidies

J. T. McLaughlin, of Toronto, has acquired a controlling interest in the Spo-kane & Columbia Telephone & Telegraph Company, which was chartered last winter by the Dominion Parliament and the State Legislature of Washington. He will at once begin the construction of a telephone line from Rossland to Northport. Work on the line from Spokane to Northport is already under way. The line will also be extended to Trail and Marcus, Washington, to Grand Forks and other towns in the Kettle river country in British Colum-

CONSOLIDATED RAILWAY CO.

VANCOUVER, Nov 17.—(Special)—The Victoria property of the Consolidated Railway Co. was put up at auction at Hopper's auction room to-day, but no sale was offsted sale was effected.

QUEBEC, Nov. 16-T. Berthaiume, proprietor of La Presse, Montreal, and J. Rolland. paper manufacturer. have been appointed Legislative Coun-

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