THE BRIDGE INQUIRY.

An Expert Gives His Theory as to How the Catastrophe Occurred.

A Wooden Model and Blackboard Diagram Used to Explain Technical Points.

FRIDAY, JUNE 5.

Much of the time of the Point Ellice bridge inquest yesterday was taken up in the hearing of expert testimony, and though of necessity it was to some extent technical it proved in the main highly interesting, giving as it did part of the theory of the cause of the accident. A large wooden model of one panel of the bridge was brought into court yesterday, it having been made by order of the city. It proved, however, somewhat unwieldy and a blackboard diagram was used instead when needed.

Gilbert McKay, a teamster, stated that he had once hauled over the bridge a load of ironwork weighing approximately with the horses and truck 12½ tons; he had been on the bridge when the first accident happened, hut he did not pay much attention to the car as he was occupied in escaping as the bridge shook seriously.

Thomas Elliott, of 10 Mason street, contractor, had in April, 1895, re-covered the roadway of Point Ellice Bridge for the city, acting then as foreman of the crew. There was no inspection of the timbers to his knowledge. Mr. Cox was never present but Mr. Wilmot was sometimes. Witness had no instructions to test the timbers. Ald. McLellan was down to see the bridge several times while the work was in progress, but there was no inspection. Witness had received his instructions direct from Mr. Wilmot; he had no opportunity of seeing whether the bridge beams were sound or not; to do that properly the beams should have been bored. The gang under him were not permanently employed by the city, but only for that one job.

Louis Vigelius was an alderman when the bridge was taken over by the city in 1891; the city limits took in Point Ellice bridge when they were extended. He had been one of the streets and bridges committee in 1891, but did not consider it his duty to inspect bridges. That should be left to the city engineer, and that official should be held responsible. Mr. Leech was city engineer at that time. He was not aware of any complaints having been sent in about the safety of Point Ellice bridge; there was no regular rule making the city engineer responsible for the bridges, but witness had always understood it was a part of his duty. The council could not be held responsible if the unsafety of a bridge had not been reported to them, and an accident occurred.

John Macmillan, alderman and a member of the present streets committee, stated that in his opinion the duties of the committee were to carry out the instructions of the council. It was not a part of the committee's duty to give professional services such as the inspection of bridges. Two months before May 24, the engineer reported certain repairs needed to James Bay and Rock Bay bridges. A carpenter, Thomas Tubman, is making an examination of James Bay bridge by direction of the council to the city engineer; at present it was the city engineer who was responsible for the safety of the bridges; Mr. Wilson, the bridge superintendent, was under the city engineer and took his instructions from the city engineer. Witness held that it devolved upon the engineer to look after the safety of bridges; the city engineer had reported at the end of last year that Point Ellice bridge was in good condition. If the city had the money the city engineer's recommendations were generally carried out. By reason of his office and without any special instructions it was the city engineer's duty, witness understood, to see that the bridges were properly inspected. As a matter of fact witness did not know that the city engineer had instructions from the city as to what his duties were. He did not know of any by-law to restrict the number of people carried in street cars, and he doubted the powers of the city to pass such a law, but he did not know of any steps having been taken to find out, although the matter had been discussed by the aldermen. The report that Point Ellice bridge was in good condition was made by Cox to the city engineer and was by the latter embodied in his own annual report to the council. The city council did not delegate its power regarding the city engineer to the streets committee.

T. P. West, contractor, mostly of bridges and wharves, had never done any work on Point Ellice bridge but was familiar with it; he had doubts as to its safety from the time he first took special notice of it in 1891; he had always had that opinion of that kind of a bridge (a Pratt combination)—it was "a divided we fall concern." The top chord of the Point Ellice structure was out of plumb and it was of defective design; there was more oscillation on it than there should be, both sideways and up and down. In walking across it one would almost be forced to hold on to the hand-rail when anything crossed it. If everything was screwed up properly there would have been less oscillation. He had written a letter to Mr. Leech, city engineer, at the time telling him the bridge was very unsafe. He received no reply, but the matter came before the city council, he believed. Some one was appointed to inspect the bridge and it was pronounced all right. The only way to test the bridge was to see how it deflected by sending a load over it and watching it with a good level. He would not bore into the timbers at all, but would use a sharp prod; the weakest point in the bridge was where the hangers entered the flood beams; good bridge timber ought to be good for seven or eight years and should then be removed. If one floor beam was found bad all should be removed. He did not consider the bridge was ever safe to carry cars, on one side especially. It was on June 2, 1891, that he sent his letter to Mr. Leech; as a result of his report, he believed the subsequent report as to the condition of the bridge was made. The bridge if not screwed properly might easily be screwed out of line; by screwing the lateral bracing the top chord could be thrown out of line. Some of the chords on the span still standing were out of plumb from an inch to an inch and a half now. He first noticed that defect in 1890 or 1891. By properly adjusting that could be remedied again; he had not noticed whether this defect had increased during the last few years; if such a bridge were well looked after it might be all right. Such bridges had been used for railway purposes, and he had put up a couple of them himself in Oregon, and was used to putting up railway and traffic bridges. Such a bridge after five or six years should be tested every year; his chief objection was to the top chord not being properly braced; a floor beam breaking might go down without carrying the span with it; a strength of a factor of five would remain as long as the bridge was kept in good condition; it was a better plan to fasten the lower sway rods to the lower chord instead of the floor beams. The witness had no particular objection against the bridge design except the top chord.

William Clark, carpenter, had been employed in repairing the bridge for the corporation after the accident in 1892; the accident then happened by one of the floor beams breaking. It was Mr. Styles, then an alderman and a member of the streets committee, who gave him instructions to do the work. The city engineer came down to the bridge while he was at work but gave him no instructions; the city engineer had the other floor beams of the bridge bored and examined and replaced by new ones then. Witness had put the new beam in place with a hanger, boring the beam for it; he did not use a stirrup iron. The witness became confused as to the span in which he had put the beam, and was unable to locate it on the plan.

W. S. Gore, recalled, stated that there were two other large bridges of the same kind as the Point Ellice bridge built for the government. One at Ashcroft built ten years ago, was carried away by the great floods of 1894 and the other was now standing; it had a 200 feet span. There was no reason to believe that there was any structural defect in the bridges; they were inspected carefully by the road superintendent. The Ashcroft bridge was he believed of the same carrying capacity as the Point Ellice bridge and it had stood successfully the driving over of large bands of range cattle, one of the most trying kinds of a load. His recollection of the beam broken in 1892 was that it was near the middle. The bridge was not then under his control; he knew that there were letters written in the papers condemning the Point Ellice bridge the first year it was built. These letters he attributed simply to the newspaper criticism by a disappointed contractor. The government road superintendents inspected the bridges under the control of the government. The iron work specification in the Point Ellice bridge was weldless iron and as far as he knew that was furnished; it was eleven years ago and he could not remember all the details. The government had an inspector and had there been anything wrong in the material he presumed the inspector would have reported it; he had not the slightest remembrance of any official of the bridge company (as was stated in a telegram from San Francisco) telling him the bridge was not strong enough for tramway traffic; at the time that that remark was said to have been made the bridge was under the city's control, but if such a remark had been made to him he would certainly have reported it to the city.

J. B. C. Lockwood, of Seattle, civil engineer, had had considerable experience in constructing bridges and was agent for the San Franciaco Bridge Co. He had examined the wrecked bridge and had checked the strains in the strain sheet and found them correct. It was a whipple, or double intersection truss bridge, and he found that it was built according to the plans except the hangers, which were put in of 1¼ inch instead of 1⅛ inch as called for in the plans. The bridge was built in 1885 according to the name plate; it was figured for a weight of 1,000 pounds per lineal foot or not more than 28,000 pounds on each panel, or, practically, 14 tons to a panel, and subtracting the weight of the floor that would leave the safe load on any one panel of 9 tons. As far as the iron work was concerned, if it were not strained beyond the limit of its elasticity, it would last for many years; as an outside limit, he might allow a load of 18 tons to be carried over the bridge, perhaps, occasionally, but not as a regular thing. The design of the bridge was all right; he had seen the same design used in hundreds of structures and had not heard it condemned. The witness then by means of a blackboard diagram pointed out all the different parts of the span, showing where all the parts were, and explaining by letters marked on the diagram what he had found. The outside bottom chord bar on the Esquimalt end, at the north side of the bridge, was found broken off about 8 inches from the pin, where it fastened above the second floor beam; the rest of the chord bars were unbroken. On one of the floor beams he found a broken hanger (a yoke hanger), and one yoke hanger was also found cracked. Others of these hangers were found intact, but some were missing; the wood work of the top chord was found unbroken, but two of the pieces were missing. A broken floor beam was found; it was the third from the Esquimalt end, and was broken where the hanger went through, and the wood was rotted. One stringer was found broken; it was one that was on the south side of the track, and as these track stringers were 37½ feet long (two panel lengths) with broken joints, two stringers on the north side would butt on the same floor beams on which rested the middle of the broken stringer. He had located the tramway track and had figured out the strains for carloads weighing from 10 tons to 20 tons. At every floor beam of the bridge, the nature of the fracture of the lower end chord showed no reduction of area, indicating therefore that it had been broken from a shock and not pulled apart. The falling of the bridge would account for this break. The iron looked of good fair quality; such as is used for bridge material; the breaking of this one chord bar would not cause the bridge to go down; its companion bar would have to break first. It was impossible to tell from the broken hanger whether it had snapped from a strain or a heavy shock. The diagonal irons connecting the top and bottom chords in the centre of the bridge showed they had broken by strain; that strain might have been thrown on them by the bridge in falling. The third floor beam from Esquimalt end was broken on the Gorge side under the hanger; the broken hanger might have been the central one or the next one on the Victoria side. The factor of safety in highway bridges was usually four and in railway bridges five, and parts of the structure subject to great variations of strain required a slightly greater factor of safety. He found where one of the hip upright irons was broken that there was a flaw, it went in perhaps a quarter of an inch. He did not see that there was any material difference in strength in yokes or stirrup irons for supporting floor beams in the bridge. He noticed one of the flat hip verticals where it was broken was somewhat crystalized; he had not noted those irons near the ends quite as thoroughly as he would have otherwise, as his first day's examination satisfied him that the break occurred in the bridge towards the centre; and all that he had gathered since bore out this theory; the breaking of the hip vertical only, would not have caused the bridge to fall. The floor beam in the centre of the bridge that had the broken hanger showed by the mud on the end that it had fallen from the Gorge side and stuck in the mud at the bottom of the water. The witness here referred to the list of strains he had figured out for cars varying from 10 tons to 20 tons in weight when fully loaded; as none of the main rods were broken but only the small counter rods the failure of the span did not come through the failure of the web structure. The strain on the chords for a twenty ton car was not more than one-half the amount of what it was figured for. Reading from his list of strains on the truss for the 20-ton car, the estimated weight of the fatal car with its passengers, the strains varied from a fraction of 3¾ to one of 7¾. The strain would be lifted off one beam as soon as the car wheels passed the next floor beam; the factor of safety of the stirrup irons was 5¾ while it should not be less than 8; on a twenty ton load the track stringers had a factor of safety of 2⅚; the original floor beams would have a factor of 2 and those put in by the city of 1⅚. He considered that the primary cause of the break was that the bridge was loaded heavier than it should have been. His theory of the disaster was that the car going on from the Victoria end had got about half way across when one of the floor beam hangers or a track stringer gave way, probably the one on the Victoria side of the centre floor beam; the car might have then passed over the middle beam and then the next floor beam gave way. The track stringers had a very small factor of safety yet he was not prepared to say one gave way; he inferred from marks he had seen in the timber that one or two floor beams had swung down from the north end and acting as a powerful lever had worked against the south uprights, shoving the top chords out of line and so bringing down the whole span.

Six o'clock came before Mr. Lockwood had finished his evidence and his examination will be continued this morning at half-past nine.

SATURDAY, June 6.

The examination of J. E. C. Lockwood, the bridge expert, was continued yesterday morning at the coroner's inquiry, some time being taken up in his answering questions as to the strains on materials, and in further explanations of his evidence on technical points given the day before. The explanation of technical terms also occupied time, as the glossary used by the learned counsel in their questions was somewhat different in many cases from what the witness had met with in the practice of the engineering profession. The witness stated that the object of having weldless iron in the specifications for the bridge was that though a perfect weld was just as good as weldless iron, it was impossible to say whether a weld was perfect or not; as far as he could find out, all the iron of the bridge he had examined was weldless; the extra height of a truss would not, he said, produce more vibration of the bridge as a whole, though perhaps allowing more oscillation to the individual diagonals; he did not think that a continuous upper chord was superior to the sectional chord in use in the bridge. If an upper chord got more than its width out of line it would be apt to collapse, but not otherwise; As the upper chords of the bridge were twelve inches wide they would have to get that much out of line before they had a tendency to collapse; he had examined the truss still standing and did not find the chords badly out of line. If one of the diagonal sway braces was tightened more than another that would have a tendency to draw the chords out of line; he did not know that fastening the lower sway bars to the floor beams had any advantage over fastening them to the lower chord; there was a difference of opinion among engineers as to which was preferable. He believed that the break in the lower chord bar was caused in falling because there was a comparatively small strain on it when standing, not half the strain it was figured for; it was also a short break showing it broke from a shock and not a pull; besides the companion bar was not broken and if one bar had broken from a strain while standing the other would have likely gone also. He could not say that a bridge in falling would certainly break either a defective iron or wooden member. There was one of the beams now that was very rotten and yet was not broken; he should say that the bridge in good condition was safe for light cars, but not for heavy ones; the safe limit of the iron in the truss would not be exceeded by a twelve ton car. It would be possible to settle practically whether the bridge had been overstrained by too heavy continual traffic by taking the levels of the truss still standing. As an engineer he would pass a bridge of that kind in good condition for light tramway traffic for cars up to ten tons; by strengthening the floor beams and hangers it could be made capable of heavier traffic; it would not be patent to an engineer by merely looking at the bridge to tell how much traffic it would carry; he would have to figure the strains to tell; to keep the upper chords properly in line was simply a matter of looking after the maintenance of bridge; the hip verticals (the iron rods that connected the end floor beams with the angles of the upper chords) played no part whatever in the cause of the accident; the floor beam with the broken hanger in it was one of the newer ones and was probably the beam that had been put in after the accident three years ago, for Clark in his evidence the day before had stated that he had bored the beam he put in for the hanger, whereas the other beams put in by the city were hung on stirrups; that beam was probably the centre one of the span, or the next one to it on the Victoria end. He had noticed that the broken tram stringer had parted at a pitchy knot in the wood and was "brashy" looking fir; one of the vertical side posts was broken; it evidently was the next one to the centre, either on the Esquimalt or Victoria end.

After lunch, Mr. Lockwood was put in the box again, and stated that he had since the morning examined the eye barn and found that the heads were welded on; welded iron was just as good as the weldless if the weld was a good one; the stringer with the knot in it broke just where it crossed the floor beam, but he was not prepared to state positively that was the cause of the accident. Taking all things into account, the floor beams were the weakest part of the bridge; he, however, held to the theory that the stringer had broken before the rotten floor beam.

Edward Hall Warren, of Seattle, civil engineer, had for sixteen years been engaged in his profession, bridge work being largely his work; he had heard most of Mr. Lockwood's testimony, and so far as the strength of the bridge was concerned, he practically agreed with him in the results at which he had arrived. As regards the suitability of the bridge for tramway traffic, it would be permissible to allow a weight of ten tons to run over it, as stated by Mr. Lockwood; the difficulty was that the bridge seems to have been absolutely uncared for, and not maintained properly. The floor beam on the Esquimalt side of the centre was rotten; but as to whether the floor beam, the hanger or the stringer broke first he differed from Mr. Lockwood somewhat in opinion. He was inclined to think that the floor beam, owing to its absolutely rotten condition, night have broken first; the giving way at one point set up a vibration that jack-knifed the bridge and brought it down; another floor beam, the one under the hip uprights of the Victoria end was rotted, but was not the cause of the accident. There was no objection to the design of the bridge; it was quite customary to hold up the floor beams with yoke hangers instead of stirrup irons, but he preferred the latter; his deductions and calculations were made on an entirely independent basis as regards Mr. Lockwood. His conclusion was that the hanger iron broke from sudden shock; the bridge was a good, useful type of bridge, that was in general use. As an engineer he did not know of any other type of bridge that had been as neglected as this one was that would have given any better result. The general appearance of the iron convinced him that the material furnished for the bridge was good; a twelve ton car passing over the bridge would not reach the elastic limit of the iron members of the truss; the elastic limit of the iron was 25 tons.

Mr. Lockwood was here recalled, and stated that he had examined the broken hanger and found no evidence that it had been forced into the beam with a sledge hammer; but on the one that was cracked he could find evidence that it had been pounded very heavily. He did not think that there was a piece of the broken hanger missing; he was inclined to think that the hanger of the centre floor beam or that of the next floor beam on the Victoria end had broken first, and most probably it was the latter.

Wm. Rockett, carpenter had been employed by the provincial government in the inspection of bridges, and was familiar with bridge wood work. He had examined the Point Ellice bridge since the accident. Some of the spreaders in the lateral beams were gone somewhat in the end; of the floor beams he found one broken, one rotten and one unbroken, one being also unsound; in the span that is still standing the centre floor beams are sound, but the end ones are not; the one at the Victoria end is very unsound. From their present condition they could not have been sound one, two, or even three years ago; he could see no signs of them having been bored for examination; nor the floor beams of the broken span either; the Point Ellice bridge should certainly have been thoroughly inspected after it had been up six or seven years; the braces should have been very carefully examined and the beams bored or prodded. The broken floor beam of the fallen span was one from the centre on the Esquimalt end; he located the beam with the broken hanger as probably the one from the centre on the Victoria end; his conclusions on the woodwork he had formed on an entirely independent basis; he had never worked on a bridge like the Point Ellice bridge; he had examined the stringers on which the tramway ran and found six whole ones and three halves; one of the broken ones looked "brashy."

D. F. Adams, bridge builder, was an unsuccessful competitor when the contract for building the Point Ellice bridge was let; he prophesied then that the bridge would meet with disaster because there was only half the iron in it there ought to be; the successful contractors skimped the iron in order to get the contract; the bridge was just a skeleton; he had never figured what the bridge would stand, but he would not trust himself on it in a loaded car; all the iron bridges built in the East he understood had each piece tested, and if it gave way it was thrown away and if it stood the strain it was put in the bridge; that was where they built bridges that did not fall and kill people; he guessed the workmanship of the Point Ellice bridge was all right, but it was cheap; the way the braces were put in was enough to kink it; a piece of iron on the lower chord, starting from the Victoria end of the shore span, was a three inch gas pipe with an inch and a quarter rod running through it; it looked like an immense piece but it was not anything but a gas pipe; he was the correspondent who wrote to the Standard newspaper at the time the bridge was built and he styled the bridge then as a spider's web and not fit for traffic. He said, "You bet you'd never catch me going over it in a crowd." He built the Gorge bridge that had stood four years longer than the Point Ellice bridge, and if you never fall into the drink till you fell through that you'd go dry a long time; he had also built bridges up the country, one a thousand feet long at Kamloops and another over the Quesnelle with a 200 foot span.

The jury expressed a wish to have Mr. Bell, the engineer examined as an expert, to see whether he agreed or not with the American experts. Consequently it is expected Mr. Bell will be called upon on Monday. The inquest was adjourned until 9:30 on Monday morning.

ANDREE'S EXPEDITION.

An interesting notice in connection with the proposal of the Swedish scientist, M. Salomon A. Andree, to make a balloon voyage to the North pole this summer, is contained in yesterday's issue of the British Columbia Gazette, the publication referred to being as follows:

"Public notice is hereby given that the Government of His Majesty the King of Sweden and Norway proposes sending, in the summer of 1896, a balloon expedition to the North Pole for exploration in the interests of science. The balloon will convey a party of three Swedish scientists, namely, Mr. Salomon August Andree, aged 42; Dr. Nils Gustaf Ekholm, aged 48; and Mr. Nils Strinberg, aged 24. It is understood that the expedition will start from Spitzbergen in the early summer.

"The Swedish and Norwegian Minister at the Court of St. James having, in the name of his Government, invoked the assistance of Her Majesty's government with a view to making it generally known in the British possessions adjacent to the Polar Basin that the expedition in question will be attempted, and the Swedish government being anxious also that the project should be made known to the authorities in other parts of Canada and to the general public in the Dominion through the medium of the press, Her Majesty's principal secretary of state for the colonies has requested His Excellency's government to do all in their power to meet the wishes of the government of His Swedish and Norwegian Majesty in this matter.

"Accordingly, Her Majesty's loyal subjects throughout the Province of British Columbia are hereby notified in the premises and are requested to give the explorers, should an opportunity present itself, all the help in their power. If the balloon be seen only and no communication be had with the exploring party, it is requested that the following particulars may be noted and communicated either to a local newspaper or to this office (that of the Provincial Secretary), namely, the day and the hour in which the balloon was seen, the direction of the balloon, and the direction of the wind. Should any accident befall the explorers and should they arrive in any locality having lost the balloon, the inhabitants are asked to give them all possible assistance."

SAVED BY THE "QUADRA."

As the Quadra was steaming down the Gulf of Georgia against a strong southeast wind on her way from Comox to this port yesterday, a small object was observed in the water. Capt. Walbran at once altered his course so as to bear down upon it, when the object was made out to be an unfortunate fisherman several hours adrift in his water-logged boat, having been capsized off the Fraser and drifted out into the gulf, everything in his craft being washed out.

Boat and man were taken on board the Quadra and every attention paid to the latter. He was benumbed and half dead with exposure, but with a little warmth and care soon came to. He gave his name as Frank Couppere, a Frenchman. Before disembarking he expressed his thankfulness to Captain Walbran and told him that several vessels had passed him in his dangerous predicament, evidently not noticing his frantic endeavors to attract attention.

The Quadra has been to Comox for coal, and as Captain Gaudin, the agent of marine was aboard, an inspection of the Yellow island lighthouse was made. Several piles from Active pass were brought down by the steamer to be placed as beacons at Sooke inlet, which was surveyed for that purpose some short time ago.

YESTERDAY afternoon Magistrate Macrae dismissed the charge of perjury that had been brought against J. C. Prescott, and in doing so expressed himself very strongly in regard to the evidence that had been given by the chief witness for the prosecution, who had been contradicted flatly by the testimony of several of the crew of the Royal Arthur and the record of the leave book of the ship, which showed plainly that Prescott was on board the vessel at a time when the prosecution had sworn he was at Arthur Mesher's house. It is likely that charges of perjury will be brought against several of the witnesses for the prosecution.

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OVERLAND TO PARIS.

Explorer Harry Windt Arrives in Victoria on His Adventurous Journey.

Will Cross Siberia by a Far Northern Route Hitherto Untraversed.

Among the passengers who will leave here for Alaska by the Queen to-morrow, on that steamer's initial voyage of the season, will be Mr. Harry de Windt, the special correspondent of the Pall Mall Gazette, whose adventures in connection with his paper's latest unique enterprise may be expected to commence practically upon his arrival in the Land of the Midnight Sun. Mr. de Windt is a clever descriptive writer of considerable reputation. He is moreover a young man of determination and of expedients, capable of enduring many privations and suffering numberless hardships before he will abandon any undertaken in which he has enlisted. All these sterling qualities will be required in the accomplishment of the task which he has now set himself, and which is nothing less than to travel from New York to Paris by way of Alaska, the stepping stone islands of the extreme North, and barren Siberia. The trip will be practically "overland from New York to Paris," and it should provide much readable matter for the paper in whose behalf Mr. de Windt's services have been enlisted. The traveller arrived here yesterday evening from the East, and is now ready and eager to enter upon the hard work of his strange journey.

At Juneau this will commence, for it is there that he will outfit and secure his Indians for the passage of the Chilcat mountains to the headwaters of the Yukon, down which he will float by raft and canoe, as did Lieutenant Schwatka, several years ago, eventually reaching Fort St. Michael's, in Nelson sound on the west Alaskan coast. Some time between the 5th and 15th of August the revenue cutter Bear will pick him up there and transport him to the Siberian shore. The Alaskan Commercial Co. have undertaken to deliver the necessary supplies and outfit for the Siberian trip, while Mr. de Windt is voyaging down the Yukon, so that close connections will be obtained and considerable time and trouble be saved.

It was the traveller's original intention to proceed by the Bear to St. Lawrence bay, south of East Cape, the most easterly point in Siberia, and there await the arrival of winter with its ice and snows in order to proceed upon his land journey by means of sledges, in the belief that such would be the best method of travel in that part of the world—and if the journey had to be made overland entirely this would undoubtedly be true. He has since learned that it would be better to make a change of plans unless it was hard experience that he especially sought.

The stay at St. Lawrence bay while waiting for the sledges will be immensely tedious undoubtedly, the traveller having the pleasing prospect ahead of him of there enjoying the accommodations of the native huts and sharing the common fare of raw or frozen walrus meat, which while nutritious is not esteemed as an especial delicacy by the fastidious. Even should he have enough European food for his own use during that portion of his journeying it would not be good policy for him to sit by and enjoy it while the natives ate their unsavory rations, for they are a peculiar people and prone to resent a slight upon their hospitality.

From St. Lawrence bay the Bear will convey the traveller to the island of Eeteetlan, where the advance party from the Rodgers wintered in 1881-2. He can then proceed along the coast in his whaleboat and reach Nishne Kolymsk, on the lower Kolyma, in about twelve or fourteen days. There he can spend the waiting time comfortably in a log house and with civilized people. But there is no reason why he should wait long even there. He may keep on travelling as long as he can and before the season closes be as far along as Yakoutsk on the Lena river, and in easy reach of Irkoutsk and Europe.

Mr. de Windt is not a novice by any means in this sort of journey as he has already spent three years in lower Siberia and the island of Saghalien, studying the condition of the exiles in the Russian mines. He speaks the Russian language fluently and will find that accomplishment of great value to him in his trip across the wastes of desolate Siberia.

WELL MERITED REBUKE.

Mr. D. R. Ker has addressed the following letter to the Times:

TO THE EDITOR:—I very much regret to note that you have thought fit to endeavor to draw into politics a matter strictly commercial, in which I, as the president of the board of trade, am only doing my duty in attempting to carry out.

Nobody should be more willing to assist than you, as a member of the council, and one elected to that position for the purpose of furthering Victoria's commercial interests, but instead you appear to take an opposite stand, preferring to allow selfish political ends to predominate, to the detriment of Victoria's welfare.

You are well aware that the question of the Empresses calling at the outer wharf has been before the board directly and indirectly on many occasions, and now that the opportunity offered through Mr. Shaughnessy calling on me when here a few weeks ago, to bring this important matter prominently before him, with the result that important progress has been made towards the desired end being accomplished, you, on account, I presume, of my being a member of the Conservative party, desire to ridicule my efforts as a political dodge. Nothing can be further from the truth, no matter what my political leanings may be, than to say that I had any political object in view in what I have done in this matter.

Mr. Shaughnessy informed me that the cause of the delay in the steamers landing was owing to a small amount of dredging still being necessary, and the erection of two lights, and when his company was officially assured that this had been accomplished, the boats would call. The next day I called on Mr. Gamble, the government engineer, and related Mr. Shaughnessy's conversation with me; he at once informed us that this work had been reported as necessary some months ago by Capt. Marshall of the Empress of India, and was at once attended to by his department. I accordingly wired this to Mr. Abbott, who replied by letter as published in your paper a few evenings ago.

You will note that one of the conditions stipulated by Mr. Abbott's letter was daylight. The Empress could not get away from Vancouver before 3 o'clock, and therefore did not arrive here until after dark. I boarded the steamer and had a chat with Captain Marshall, who stated that the company was anxious for him to land, but he would not attempt it for the first time except in daylight.

D. R. KER.

THE WORLD OF SPORT.

His Excellency the Governor-General to Become a Member of the V. W. C.

The Victoria Wheelmen's club at their next regular meeting, on Tuesday evening, will have the honor of electing to membership His Excellency, Lord Aberdeen, a letter to Mr. C. H. Gibbons just received, conveying the information that His Excellency desires to be enrolled among the members of the club among whose riders he and the members of his distinguished family circle learned to appreciate the delights of cycling. The present is the first occasion on which one of Canada's Governor-General has become a member of the C.W.A., and the local club will thoroughly appreciate the honor of including His Excellency among their members and of forwarding his name to the secretary-treasurer of the national association.

There is other important business to be brought forward at Tuesday's meeting, including the reception of reports on the meet of May 23 and the discussion of arrangements for the June-July Northwest riding circuit to open here on the 27th instant. In this latter connection it is to be hoped that the other clubs of the province will before long learn to appreciate that it is not always well to handicap for the immediate advantage of their own riders, as outside racers who furnish the sport and draw the crowd are often kept away thereby. The V.W.C. have always given all comers equal chances, and have in consequence quite possibly taken fewer prizes. They can, however, count on the support of all the flyers, who, unless a change in policy is made by Nanaimo and Vancouver, will not soon again visit those cities. On the Sound as well as in Victoria there is yet considerable comment on the action of the Vancouver handicapper in putting S. P. Moody alone on scratch in last Saturday's races, although he only won his novice event the week before, and giving local veterans of the path the advantage of fat handicaps by which they could hardly escape finding their way to the prizes.

CRICKET.

VICTORY FOR AUSTRALIA ASSURED.

LONDON, June 3.—In the cricket match between the Australians and Oxford, which has been in progress for two days, Oxford went out to-day after scoring 129 in their second innings. The Oxford's score in the first innings was 237. The Australians made 308 in their first inning and the game will be continued tomorrow, the Australians having to make but 58 to win.

SPARRING.

INTERESTING SCIENTIFIC CONTESTS.

The competitive sparring tournament at the Beacon Hill park pavilion last evening developed interesting and scientific contests in each of the three classes, and well satisfied the numerous lovers of sport in attendance. In the first event, lightweight, Maloney bested Hill, doing the most leading; in the second, middleweight, Firth (135) and Sparrow (144) came to-gether, Firth's clever sparring and longer reaching winning the victory for him; and in the third, heavyweight, James of H.M.S. Sattellite, taking the medal from Ferguson of Vancouver after a very animated set-to. In addition there was a pretty exhibition of bag punching by Harry Finnick, "the Arkansas Kid," who fully justified the many flattering things that have been said of his ability in his own particular line.

HERE AND THERE.

RANDOM GOSSIP OF ALL SPORTS.

Dan. McLeod, formerly of this city and Nanaimo, after vanquishing all less ambitious rivals has issued a challenge to any man in the world, Farmer Burns preferred, for a wrestling match for any part of $5,000 and the championship.

John S. Johnson was again defeated yesterday in Paris, this time by McDonald and two others, the record-maker finishing fourth in an open race. American wheeling cranks are inclined to look with distrust on these successive losses of the speedy one, in the belief that Tom Eck is merely playing for a big winning.

Tacoma has signed a new pitcher to help out her ball team, in the person of Vestig of Portland, a left-handed twirler who is spoken of as a phenomenon.

KAMLOOPS ASSIZES.

The spring assizes were held at Kamloops on Monday last before Chief Justice Davie, when in the case of Eleonor Garcia, charged with attempting to pass a forged check at Nicola, the accused was found guilty and sentenced to one month's imprisonment in Kamloops jail.

Ah Sam, convicted of an indecent assault on a little girl at Kamloops, was sentenced to three months' imprisonment with hard labor and to receive a whipping of two dozen lashes each month.

Kitloosh, an Indian, for stealing a horse at Nicola, was sentenced to twelve months' imprisonment with hard labor.

In the case of Frank, an Indian, charged with attempting to murder Gavin Hamilton at Savona, the grand jury brought in a true bill, but as Hamilton is still under treatment at the hospital the trial was set over to the next assizes. The trouble arose out of a quarrel between the two men and resulted in Hamilton being shot with a Winchester rifle, the bullet entering the breast and lodging in the shoulder, where it still remains. Hamilton is progressing favorably.

As the evidence was found insufficient to proceed with the trial the crown entered a nolle prosequi in the case of Petro and Petelst, Indians, charged with the murder of an Indian named Felix.

MISS M. B. SHARP, principal of the Victoria Conservatory of Music, left this a.m. over the Great Northern for New York.

[From THE DAILY

STRONG

Organized Both Abroad to Pro velopment

The Gratifying Re Week—To I saye

The week just cl the incorporation of companies with a capital to engage in t British Columbia's resources than perh similar period in the vince, their combi totalling upwards of dollars. Of these the organizations to prom of mining enterpris Spokane supplies her no fewer than nine of with headquarters i just over the Kootena

Of the home compa is the Mineral Hill G Alberni, with head and a capital stock shares. The trustees are Messrs. A. A. Da and L. Goodacre, of W. K. Leighton, of N primary object of the tion is described to be Standard, Daisy, Que Lucky Boy and North claims, in Alberni di these, and to engage prises generally.

Another very impor ization on the list is as The British Colu Mines, Limited, which $30,000 in $100 share Messrs. R. B. Ellis, A Marstrand, Charles Ne Tracy, G. F. Monckton houn, of Vancouver, a and trustees. The this company is forme "To give theoretical a ing to men interested follow the profession the mining engineer, Metallurgist and the provide for prospecto and others interested and winning of mine tion as shall make thei interesting and profita to failure; by means sample grinders, stamp fully equipped concent ing plant and assay la and treat all kind any process, in lots, and check resul methods of assay; To all kinds of ore, bars, nace products, and gen the business of assayer assayers' supplies by w tail; To keep a regist mining claims for sale, act in the purchase an and mining claims."

Provision is also mad of incorporation for th the school into general and for the acquiring of assaying and sampling instructions to pupils, n Messrs. Monckton and Terminal City.

Appended is the comp foreign companies just the brief details in con provincial companies al

Takush Harbor Tim England; with a capit 000 in £1 shares.

Kootenai Water Sup Rochester, N.Y.; $1,000 $1.

Acme Gold Mining C kane; $600,000 in $1 sha

Beaver Gold Mining C kane; $750,000 in $1 sha

Gold Stream Minin Cudahy, Wis.; $1,000,00

Hattie Brown Gold M of Spokane; $1,000,000 i

Crown Point Gld Min Spokane; $1,000,000 in $

Blue Bird Gold Mini Spokane; $600,000 in sh

Mayflower Gold Mini Spokane; $1,000,000 in $

Monarch Gold Mini Northport, Wn.; $750,0

Monte Cristo Gold M of Spokane; $1,000,000 i

Morrison Gold Minin Spokane; $1,000,000 in $

Republic Gold Minin Spokane; $750,000 in sh

Hansard Gold and Co Ltd., of Nelson, B. C stock of $1,000,000 in sh Incorporators and tr Shiell, F. W. Swanne O'Reilly.

John A. Hume Co., Lt minster, with capital sto shares of $50. Incorpor tees—John A. Hume, F and R. C. Lowry.

The B. C. School of M ver, with capital stock o shares.

Mineral Hill Gold Mi of Victoria, with capital in $1 shares.

LOST FROM THE C

It is seldom that a through the doors of a B prison and by cunning ceeds in defeating the and regaining freedom pletion of his sentence. escape was, however, ac prisoner who succeede away being Percy Casse Brown, who under the sentenced on the 5th of one year's hard labor fo burglary at Landsberg's ernment street.

When taken to the jai remark that "You bo now, but you won't h from which it is the escape was long Opportunity did not how self until yesterday, whe a number of other prison Guard Mason was workin ernment House grounds. ed for a moment in which greatly facilitat Search was instituted as