

OFFICIAL RETURNS.

This Year's Sealing on the Coast an Improvement on Last Year.

Catches Officially Reported at the Customs—Poor Luck of Indian Vessels.

The present is the holiday or off season with the sealers who during the fore part of the year hunted on the coasts of Washington and British Columbia.

The total number of books issued from the Victoria free library during the month of May was 918 to gentlemen.

Rev. W. Robinson, M.A., organizing secretary of the Society for the Propagation of Christian Knowledge is a visitor to Victoria, and will give an address on the work of the society in the cathedral school-room this evening at 8 o'clock.

As will be noticed in our advertising columns, the old established business of Langley & Co. will in future be carried on by Messrs. N. T. M. and W. Henderson.

Table with columns: Vessel, Master, Catch. Lists various fishing vessels and their catches.

Total, including Indian catches, 9853. Many of the captains attribute poor luck to the obstinacy of their Indian crew who on occasions would not work, and were very disagreeable.

PROTESTANT ORPHANS' HOME.

The regular monthly meeting of the lady managers of the B. C. Protestant Orphanage was held yesterday afternoon at the home on Hillside avenue.

The request for sundry articles of wearing apparel for both boys and girls was referred to the committee of the month.

The monthly bills for the current expenses of the institution were passed to the finance committee for payment if found correct, and the meeting adjourned.

Stub's Vegetable Blood Purifier—at all druggists.

THE CITY.

The Full court yesterday morning assembled, but no cases, the sitting being adjourned until the first Monday in July.

The inland revenue returns of the port of Victoria for the month just ended are as follows: Spirits, \$6,861.25; malt, \$1,799.49; tobacco, \$2,921.76; cigars, \$17.90; metrylated spirits, \$80.53; 364 specimens of petroleum, \$5; total, \$12,365.92.

The last meeting of the Colfax Rebekah lodge being unceremoniously called to a close on account of losing one of the members by the bridge accident.

Richard Stas, a Mexican seaman on board the Chilean bark, Helmet, on loading in port, disobeyed orders yesterday morning and in the trouble that followed stabbed the boatswain, Antonio Silvar, in the arm.

Since the Point Ellice bridge disaster the entries of deaths have followed rapidly on one another in the registry office, making an otherwise light statistical month materially heavy.

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A SWASH yesterday brought into the provincial police office a paper which he had found in a bottle floating in the Strait of Juan de Fuca.

DEPUTY SUPREME COMMANDER OF THE K.O.T.M. Krienke, last evening installed the following officers of Victoria: T. M. and W. Henderson, secretary; commander, Harry Weber; lieutenant commander, Robert Menough; record keeper, Mr. Minty; finance keeper, J. H. Collins; chaplain, Rev. Donald Macdonald.

H.M.S. Icarus arrived in Esquimalt on Sunday morning after a long but pleasant trip from England. She experienced considerable rough weather, but the only accident which befel her was the breaking down of her machinery, which necessitated a short delay.

THE MINERAL HILL.

This Promising Alkali Property Vigorously Taken hold of by Victorians—Application for Incorporation Filed.

The Mineral Hill Gold Mining Company of Alberta has been formed during the last few weeks to prospect and develop five promising claims north of the Alberta Consolidated.

THE BRIDGE INQUIRY.

Survivors Still Telling in the Witness Box of Their Marvellous Escapes.

Examination of Deputy Commissioner of Lands and Works Occupies Most of Afternoon.

The inquest into the Point Ellice bridge disaster was resumed Monday, a great deal of evidence being heard not only from survivors, but from Mr. George, deputy commissioner of lands and works, in regard to the bridge structure itself.

The first witness was Isabel Reid, of Douglas street, who was standing on the car rear steps, but knew nothing till she was in the water.

William Bue was recalled to identify Sarah Sheriff's body.

Samuel Lehman, of Richmond avenue, was called to identify the car in which the accident happened. He first heard a crack, then the car gave a small drop, then it ran ahead and struck the water with a slight crash.

T. H. Mathew, of Spring Ridge, was in the car, and was the first to get out of the car, jumping the first time it struck the water.

W. S. Gore, deputy commissioner of lands and works, stated that the bridge was built in 1885, during his term of office.

Mr. W. J. Laylor, who with Mr. C. Dubois Mason represented the city, remarked that the fastening of the responsibility for the care of the bridge was a question of law, and therefore could not be argued by counsel before the coroner's jury.

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George Noot, of North Park street, was on the step of the hind platform of the car, and he noticed the bridge was swinging considerably; the car seemed to meet a reverse swing on the bridge that jarred the car.

W. J. Crull, who was in the car when the accident occurred, noticed nothing till the car went down; he was holding his little boy by the hand and the people seemed to be crushed in together; he supposed that the car was in a severe oscillation.

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D. Strachan was on the lower step of the rear platform of the car, and he heard a crash beneath the centre of the car; he jumped off and ran along the platform and just behind the water set up; in a few feet of the end of the span the flooring raised up in front of him and he fell down into the water; it was an up-hill run all the way from the car; he was pulled 15 feet from the car when he fell completely through, and the sway rods

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Robert Dalby was on the lower right hand step of the front platform; he noticed two bumps as if the car just struck, then he found himself in the water.

J. B. McKilligan, manager of the Victoria branch of the Consolidated Railway Co., stated that on June 4, 1895, he was appointed with Henry Croft joint receiver and manager of the city tramway company, and afterwards was appointed by the trustees of the bond-holders as receiver and manager from January 8, 1895, until his present appointment on May 1 last; his duties were chiefly financial and general.

C. Cheney, the superintendent, attending to the operation of the road, but consulting with the directors of general policy. Mr. Cheney became superintendent on May 1; the superintendent had the operation of the car; he had never been consulted as to what cars should run on certain routes, directly or indirectly, had arisen as to the capacity of the bridge for carrying traffic; by the company; no any special instruction to the superintendent as to bridge-pointments, or as to special instructions, however, as to exercising caution in approaching bridges and warning people against leaning out too far in crossing; he did not give any guarantee as to the carrying capacity of cars; the company was incorporated in 1887, the officers were Messrs. J. B. McKilligan, president, Mr. R. M. Home-Barnard, vice-president; those were the only ones who knew of the notice of caution to passengers which was printed on the cars; cars were handed in by witness; the notice, among other things, prohibited riding on the rear platform of the car, passengers being on the front platform at passengers' own risk.

In the book of rules it was provided, among other things, that the conductor must not allow people to stand on the rear platform unless the cars were crowded inside enough to render necessary. Witness did not know of the knowledge that was the capacity of the car that met with the accident; he did not know if the conductor was present on the car; he considered the responsible head of the company was the president; the car was crowded inside he saw no objection to passengers riding on the platform; the conductors did quite right in carrying all the passengers that could get on as long as they were not interfering with the cars were built strong enough for that purpose; witness received his instructions from the president, or in his absence, from the president; by order of the superintendent the inspector issued special instructions for the celebration. These instructions were that the conductor, the motemen and motewomen should be very careful on passing Point Ellice bridge the cars were to be kept 100 feet apart; the company operated their line in the city by virtue of a license granted by the city; there were no regulations in the charter as to slowing up on bridges; by the agreement with the city, the city was to pay for the former company was empowered to lay and operate a single line of tramway over any bridge in the city. At the request of Mr. Smith, witness was asked to make an examination of the company's correspondence with the city in regard to the inspection of the bridge; witness, with respect to alterations made to the bridge and at whose request.

Mr. C. Cheney, electrical engineer, superintendent of the Victoria branch of the Consolidated Railway, had supervision of all the property, including the rolling stock and roadway, including the Point Ellice bridge; he was never informed that they were the property of the company; he did not know of the fact that the Point Ellice bridge as he understood it belonged to the city; his assistants were Messrs. Gibson and Hutchinson; a car is supposed to be perfect that they would not take the tramway and civic witnesses, and after them the expert testimony.

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A TRIP IN A BALLOON.