[From THE DAILY COLONIST, June 2.]

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

Catches Officially Reported at the 92. Customs-Poor Luck of Indian Vessels.

with the sealers who during the fore part of the year hunted on the coasts of eral, as Mr. Fell is a member of the Washington and British Columbia. This lodge. is not the case, however, with the fleet working on the coast of Japan, for the from the Victoria free library during the month of May was 1,782. Of these 864 present is probably their busiest time of the year. On April 30 the Pacific Coast were to ladies, 918 to gentlemen. sealers were obliged under the regulations to discontinue operations; and the teen new members were enrolled in the schooners' movements were either in the library register—four ladies and eleven direction of home or some Indian reservation, where the skilful manipulators of the spear, composing the crews of the board the Chilian bark 'Sulitelma, now different vessels, were disembarked in loading in port, disobeyed orders yestermost instances with a second season's day morning and in the trouble that folengagement pending, so that they will lowed stabbed the boatswain, Antonio be in readiness for Behring sea Silvar, in the arm. Rias pleaded guilty expeditions when the first of before the police magistrate and was expeditions when the first of before the police magistrate and was "Why don't they stop the car, it's off the way across when the first of August begins to draw nigh. Then sentenced to three months' imprison-track"; then came a big crash and the car third of the way across when the first of Nagust 1 or a little later—for it is not ment and a fine of \$50, or in default went down; that was he believed about 15 Uses. until then that sealers are permitted to three months more in jail. enter Behring Sea-there will be a reunion of the Victoria fleet, as nearly, if not all the vessels abroad will join those not all the vessels abroad will join those the entries of deaths have followed and tipped and he got hold of a stringer in home waters to try their fortunes at rapidly on one another in the registry that was floating out from under the car dary line-sometimes to replenish their water supply and sometimes simply to await active operations. It will be with better heart that the cruise will be commenced this year, for the season thus far a material coast work of 1895 to all except the Sibeen a comparative failure. officially credited with securing 3,787 which are subject to correction, only show some 578 skins. Two Indian schooners, the Mountain Chief and Cape Beale, did not secure a single skin the whole season, and why they did not is something unaccountable. Seal were reported plentiful and the weather on whole, although seriously detrimenweather that the harvest was reaped. There it was that Capt. McLean, of the schooner Favoriate, made his big haul, securing the honored position of tor liner. An important feature of the catch this year is the number of seals killed according to sex and it is shown in the returns that the females are greatly in the minority. The returns, which are the first published, as kindly furnished to the Colonist by Collector Milne, are as follows: Catch

| AinokoGeo. Heater |
|--------------------------------|
| Amateur C. Gibson |
| Annie C. Moore Chas, Hackett |
| Beatrice Shanghai. Wm. Heater |
| BeatriceA. H. Jones |
| Carrie C. WJ. A. Gould |
| City of San Diego W. McDougall |
| DolphinJohn Daley |
| Dora Siewerd H. F. Siewerd |
| Favorite Lach. McLean |
| Favorite Michael Felow |
| Fawn Michael Foley |
| Fisher MaidC. Chipps |
| KateC. Stromgren |
| KilmenyWm. Halgarn, |
| LabradorJohn Haan |
| LibbieFred. Hackett |
| MinnieV. Jackobsen |
| Mountain ChiefJ. Nawassum |
| Oscar and HattieT. Magneson |
| PachwallisJ. Nyetam |
| PenelopeD. G. Macaulay |
| Sapphire |
| San Jose Fred Cole |
| Saucy LassDaniel Martin |
| South Bend C. F. Dillon |
| Venture A. Mathieson |
| Victoria R. Balcom |
| Walter L. Rich E. F. Robbins |
| |
| |

Total, including Indian catch...

Last year's catch.

PROTESTANT ORPHANS' HOME.

and were very disagreeable.

The regular monthly meeting of the lady managers of the B. C. Protestant Clarke, Mrs. Wm. Denny, Mrs. J. D. Icarus found no traces or evidence of a Pemberton, Mrs. W. J. Williams and wreck.

After routine business the matron's report was presented, noting that there were 54 children in the home and all well. The following donations were thankfully acknowledged: Mrs. J. D. Pemberton, two framed engravings; the COLONIST, from the Colonist Co. (daily); milk (daily), and boys' hats and jam, from Mr. R. E. Knowles; clothing, Mrs. Hutcheson and Mrs. Earle; milk, Mr. Robson; books, the Misses and Master Andrews; invitation to Centennial Methodist church feast; cakes, Johns Bros.; rhubarb and dripping, Mr. Jack; hobby horse and

druggists.

THE CITY.

THE Full court yesterday morning asembled, but heard no cases, the sitting being adjourned until the first Monday in July.

THE inland revenue returns of the port of Victorio for the month just ended are as follows: Spirits, \$6,861.25; malt, \$1,799.49; tobacco, \$2,921.75; cigars. \$717.90; mettrylated spirits, \$60.53; spection of petrolum, \$5; total, \$12,365.

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, The present is the holiday or off season the business for the next meeting will be very urgent. All members who can are expected to attend Mrs. Fell's fun-

> THE total number of books issued highest number issued in one day was 157: the average number being 74. Fifgentlemen.

has been a fairly successful one work of the society in the cathedral schoolimprovement on the room this evening at 8 o'clock. All who recognize the value of this the oldest orwash schooners, whose enterprise has ganization of the Church of England, for Where missionary and educational work, are cordially invited. The society has been skins last year the returns this year, a liberal helper of the diocese of British Columbia from the early days.

As will be noticed in our advertising columns, the old established business of Langley & Co. will in future be carried on by Messrs. J. N., T. M. and W. Henderson, under the firm name of Langley & Henderson Bros. The two first named lerer are known to have been was better than the averIt was principally of Cape Fair
the late Mr. A. J. Langley for the past the first crash the motion of the car was as if it had jumped the track; he got through the window and was saved by getting hold the window and was saved by getting hold.

> nad found in a bottle floating in the Straits between Cape Flattery and Race Rocks. The paper looks like the silly hoax of some heartless person. It states: "Schr. Eliza Ann is going down and boats all washed from the davits," and is signed "Capt. George." As the schooner would have no davits, the jok-

No. 3: Past commander, J. B. McKilli-gan; commander, Harry Weber; lieut-enant commander, Robert Menough; again, as he started up the car once more keeper, Wm. Minty; finance H. Collens; chaplain, Rev. Donald MacRae; sergeant, Benj. Deacon; master-at-arms, Louis Russell first master of the guards, Frederick Warren; second master of the guards, George Warren; sentinel, J. A. Mc-230 Dowell; picket, Thos. Langer.
471 Krienke leaves for Nanaimo to-day Dowell: picket, Thos. Laniger, Mr. pened. where he expects to organize a tent of that order.

H.M.S. ICARUS arrived in Esquimalt Many of the captains attribute poor luck to the obstinacy of their Indian rew who on occasions would not work, and were very disagreeable.

| Many of the captains attribute poor luck to the obstinacy of their Indian rew who on occasions would not work, and were very disagreeable.

| Derienced considerable rough weather, but the only accident which befel her was the breaking down of her necessitated as short delay. In the Straits of Magellan the cruiser made a thorough work of the span fall and as he went down; it inclined towards the Gorge. The first gound was a short, sharp crack; this luck to the obstinacy of their Indian was the breaking down of her crew who on occasions would not work, machinery, which search for a large British steamer supposed to be lost. This, it is said, was undertaken in consequence of a message forwarded to England after H. M. S Orphanage was held yesterday afternoon at the home on Hillside avenue. There mained in port a short time, being ordwere present: Mrs. Chas. Kent, in the ered South, and is now on her way back. chair; Mrs. J. Hutcheson, Mrs. G. A. She is said to have found the body of Sargison, Mrs. W. F. McCulloch, Mrs. one the crew of the lost steamer, but Earle, Mrs. Chas. Hayward, Mrs. S. whether this report be true or not the

THE MINERAL HILL.

This Promising Alberni Property Vigorou ly Taken Hold of by Victorians-Ap-

plication for Incorporation Filed The Mineral Hill Gold Mining Company of Alberni has been formed during the last few weeks to prospect and develop five promising claims north of the Alberni Consolidated. The gentlemen interested are all prominent Victoria business men who are determined to make the company as strong as possible. takes, Johns Bros.; radoard and dripping, Mr. Jack; hobby horse and toys, Mrs. William Wilson.

The request for sundry articles of wearing apparel for both boys and girls was referred to the committee of the benefited, although it will be on Wednesday next. It is the intention of the committee vas referred to the committee of the nonth.

De on Wednesday next. It is the interior ing on the trestle and the car was in the centre of the span; he saw the rail under the car nearest the Gorge bend under the car nearest the Gorge bend under the car nearest the Gorge bend under the car nearest the car nearest the gorge bend under the car nearest the car nearest the gorge bend under the car nearest the car neares month.

An expression of sincer sympathy and condolence with the relatives and friends of the sufferers from the terrible calamity of Tuesday last, was directed itunds will be on hand to develop the planks of the floor; then he found himself in the capital stock of the company will be reserved for develope the men that the doors of the home were freely open to receive children who have been bereaved and orphaned by the monthly bills for the current expenses of the institution were passes of the institution were passes to the institution were passes of the institution were passes to the finance committee for payment if found correct, and the meeting adherence of the span in the real time and money in opening up country is increasing, and they are snowing it in a practical way by spending their time and money in opening up this valuable section of the country. Certainly the developments so far are Certainly the developments so far are Stub's Vegetable Blood Purifier-at all Certainly the developments so far are r encouraging.

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

deal of evidence being heard not only from

RICARDO SIAS, a Mexican seaman on ahead and struck the water with a slight

months returns show 22 marriages and 19 births. _____ and 19 births and 19 birt

reaking of timber; his impression at the time was that the body of the car was giv-ng way and the motors and wheels were orcing their way through up the car

was better than the averIt was principally of Cape Fairher that the harvest was reaped.
The it was that Capt. McLean, of the
oner Favoriate, made his big haul,
ring the honored position of top

A simportant feature of the catch.

A Siwash yesterday brought into the A Siwash yesterday brought into the body he saw taken out was his wife; the provincial police office a paper which he sound he first heard was a sharp crack as

sound he first heard was a sharp crack as if timber gave way.

W. H. Tippins, of Lansdowne road, was in the accident; he was walking on the bridge with his little boy, his wife, Mr. Manton, Mr. Robinson and Mrs. Bessford; er's ignorance of what he wrote about is apparent. At the same time that kind of joking is utterly mean and cruel, as the crying of "wolf" might have serious consequences some day.

when it went down, he thought he was half-way across; all his party fell with the span; he had no idea how the accident happened; he found his boy a yard away from him after they fell and pulled him out from under the sidewalk, where he was pinned; he heard the cryshing of timpers as if under the car the crashing of timpers as if under the car however, he must have got it all right again, as he started up the car once more.
Luke Gray was on the front platform of the car: he heard a crash, and the car drop-

was walking on the sidewalk with Mr. Tip pins' party; just as the car got opposite him he heard a short, sharp crack and looking around saw the bottom of the on Sunday morning after a long but pleasant trip from England. She experienced considerable rough weather, sound was a short, sharp crack; this was followed by the crunching of timber; the first crack was underneath the car; it appeared to him as if the accident happened about the centre of the span; he noticed no sparks or skidding of the car wheels; it was running and trying to climb the slope and was apparently intact.

ent happened. All he knew was that he bund himself in the water.

F. M. Humber was on the hind platform

he company as strong as possible. do not care to sav too fifty feet from the Victoria end of the span;

snaps followed; the upright timbers struck car before it reached the water; both ends of the uprights pulled out; the first

lowed. F. Babbage, 64 North Park street, ship carpenter, was in the middle of the car at the time of the accident; he felt the fore part of the car sink a couple of feet first; there was a distinct check when the car body reached the road bed and then a gentle of the car sink a couple of set first; there was a distinct check when the car body reached the road bed and then a gentle of the car sink a couple of set first; there was a distinct check when the car body reached the road bed and then a gentle of the car sink a couple of set first; there was a distinct check when the car body reached the road bed and then a gentle of the car sink a couple of set first; there was a distinct check when the car body reached the road bed and then a gentle of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of set first; the set of the car sink a couple of s Examination of Deputy Commissioner of Lands and Works
Sioner of Lands and Works
Occupies Most of Afternoon.

The inquest into the Point Ellice bridge disaster was resumed Monday, a great deal of exidence being heard not only from the deal of exidence being heard not only from the district check when the car bridge disaster was resumed Monday, a great to five car sink a couple of feet first; there was a distinct check when the car bridge would give way, for they were reckoned to five times the strain, and if prone were broken the remaining one would hold; he felt sure that if a floor beam broke with the ear on it and the car fell on the sway bars the whole structure would come to way be a strain on the floor beam was concerned, the strain would be less; it would increase the weight on the hanger. It was apparent with reference to the iron that from their form the form the car body reached to five times the strain, and if prone were broken the remaining one would hold; he felt sure that if a floor beam broke with the ear on it and the car fell on the sway bars the whole structure would come to would and not a loud report; if an iron rod had broken first he would not have heard it in the car; it was possible, he thought.

survivors, but from Mr. Gore, deputy commissioner of lands and works, in regard to the bridge structure itself.

The first witness was Leabel Reid of the care as sudden thud or stop;

ment and a fine of \$50, or in default went down; that was he believed about 15 three months more in jail.

Since the Point Ellice bridge

Since the Point Ellice bridge disaster than the front end when it went down; that was he believed about 15 feet from the Victoria end of the span; his impression was that the rearend was lower than the front end when it went down; after the cars were the entries of deaths have followed and tipped and he got hold of a stringer.

W. S. Gore, deputy commissioner of lands and works, stated that the bridge was built in 1885, during his term of office; it was built by the San Francisco Bridge than the front end when it went down; that was he believed about 15 feet from the Victoria end of the span; his impression was that the rearend was lower than the front end when it went down; and works, stated that the bridge was built in 1885, during his term of office; it was built by the San Francisco Bridge than the front end when it went down; and the provincial was built in 1885, during his term of office; it was built by the San Francisco Bridge than the front end when it went down; and the provincial was built in 1885, during his term of office; it was built by the San Francisco Bridge than the front end when it went down; and the provincial was built in 1885, during his term of office; it was built in 1885, during his term of office; it was built by the San Francisco Bridge than the front end when it went down; and the provincial was built in 1885, during his term of office; it was built in 1885, during his term of office; it was built by the San Francisco Bridge than the front end when it went down; and the provincial was built in 1885, during his term of office; it was built in 1885, during his term of office; it was built in 1885, during his term of office; it was built in 1885, during his term of office; it was built in 1885, during his term of office; it was built in 1885, during his term of office; it was built in 1885, during his term of office; it was built in 1885, during his not all the vessels abroad will join those in home waters to try their fortunes at the North in the hope of redeeming part of last year's experiences. It is the custom, as far as possible, for all of them to enter the sea almost as soon as the clock strikes midnight on the 31st of Linky. The Victoria vessels generally on the disaster do not however appear on the record, for the clock strikes midnight on the 31st of Linky. The Victoria vessels generally on one another in the registry and was floating out from under the car and copies of the plans; the contract was dated June 1, 1885; the bridge cost \$11,827; plans, specifications, strain sheets and contract were put in in evidence by the witness. Mr. Blackett was superintendent of construction on be buggy with Mr. Potts, Mrs. Potts and Mrs. Jordan on the bridge; 50 feet from the buggy with Mr. Potts, Mrs. Potts and Mrs. Jordan on the bridge; 50 feet from the buggy with Mr. Potts, Mrs. Potts and Mrs. Jordan on the bridge; 50 feet from the buggy with Mr. Potts, Mrs. Potts and was savel; the noise he first heard was at the contract was dated June 1, 1885; the contract was dated June 1, 1885; the wheel had jumped the track and contract was dated June 1, 1885; the wheel had jumped the car and was savel; the wheel had jumped the car and was floating out from under the car and was floating out from und government; he produced the original contract and copies of the plans; the contract was dated June 1, 1885; the the front wheels of the car; he was scated with his back to the horse; he saw the sparks fly from the hind wheel of the car on the Gorge side and the car sagged down; the sound he heard was more like the crashthe sound he heard was more like the crashing of wood.

E. F. Robinson of Cadboro Bay road was on the car; he was standing inside towards the rear entrance; his two children sat near him; he first heard a crashing like the over to the city; the tramway ran over the bridge before the structure was handed over to the city; they were then running the ordinary small cars, he believed. Cor-respondence between the government and Wm. Heatherbell, of 103 South Road, the witness in regard to the company pring Ridge, was on the car, standing up running across the bridge in 1889; wm. Heatherbell, of 103 South Road, Spring Ridge, was on the car, standing up about six feet from the rear door; his wife and Mrs. Adams, senior, were seated on the car, opposite him; have interfered with ordinary vehicular have a subject of the base of the without the without have interfered with ordinary vehicular have a subject or with the with the with the without have a subject or with th and Mrs. Adams, senior, were seated on the north side of the car, opposite him; the first crash he heard seemed to be the back platform giving way; the car seemed to come to a standstill; then it started again to come to a standstill; then it started again to come to a standstill; then it started again to come to a standstill; then bridge had to come to a standstill; then it started again to come to a standstill the come to come to come to a standstill the come to come to a standstill the come to come to com the whole, although seriously detriment that the whole, although seriously detriment tal to some work particularly early in the season, when the May Belle and the season, when the May Belle and Wanderer are known to have been the late Mr. A. J. Langley for the past the formulation of the carry was as the come to a standstill; then it started again and it seemed to him that the bridge had given way; he made a grab for his wife but this space of time he did not recollect was too far off to get hold of her. After the bridge had given way; he made a grab for his wife but the late Mr. A. J. Langley for the past was too far off to get hold of her. After the bridge had given way; he made a grab for his wife but the late Mr. A. J. Langley for the past was too far off to get hold of her. After the bridge had given way; he made a grab for his wife but the late Mr. A. J. Langley for the past was too far off to get hold of her. After the bridge had given way; he made a grab for his wife but the late Mr. A. J. Langley for the past was too far off to get hold of her. After the bridge had given way; he made a grab for his wife but the late Mr. A. J. Langley for the past was too far off to get hold of her. After the bridge was capable of carrying the tramcars, but the search was the late of the late Mr. A. J. Langley for the past was too far off to get hold of her. After the bridge was capable of carrying the tramcars, but the search was the late of the late Mr. A. J. Langley for the past was too far off to get hold of her. After the bridge was capable of carrying the tramcars, but the search was the late of the late Mr. A. J. Langley for the past was too far off to get hold of her. After the bridge was too far off to get hold of her. After the late Mr. A. J. Langley for the past was too far off to get hold of her. After the late Mr. A. J. Langley for the past was too far off to get hold of her. After the late Mr. A. J. Langley for the past was too far off to get hold of her. After the late Mr. A. J. Langley for the past was t bridges under their control. To inspect

them they were uncovered and if sufficiently old to warrant it the timbers were bored with a small auger: this was after a bridge was six or seven years old; in the Point Ellice bridge the floor beams should be renewed every seven years or so; the beams were covered up from the sun and attacked by moisture so newed every seven years or so; the beams were covered up from the sun and attacked by moisture so that they would more rapidly decay. The floor beams would be the first part of such a bridge to show weakness as the other weakness are the other weakness. wooden parts were in such close compression that it was practically impossible for moisture to get at the joints, and the upper part is covered with galvanized iron to protect it from the weather: the floor beams could be replaced at any time without false work by taking proper precaution to keep the eye bars from spreading; the floor beams are hung with an iron hanger over the pin connections, and through the floor beams the lateral ways roots are attached which DEPUTY Supreme Commander of the just before he fell; as the car first came to the lateral sway rods are attached, which the following officers of Victoria Tent, the motorman appeared to have a little is concerned. If there was a moving load through with one of his handler, for he on the bridge and a sway rod was released it would cause the bridge to oscillate, and if carried to great extent would cause the a house built of cards. Each truss as the car lurched that way first; the hind found anything wrong. end went down and as witness was wet up he had heard nothing end went down and as witness was wet up he had heard nothing wrong. the car; he heard a crash, and the cardropped a little, then it went 12 or 14 feet or a little further; it swayed and he found himed out before the bridge could bend below; bridge the other car was about three-quarters of the way across; he could not locate the exact place where the accident hapstringer might hold a minute or so before breaking; after the floor beam is gone the sway rods are released and oscillation brings the bridge down almost instantly. The car in falling through the bridge would be adoubtedly fall, on and carry the lateral indoubtedly fall on and carry the lateral

sway rods with it and bring down the ends; it was not probable that the lower chord could be the cause of the accident described; if the lower chord was broken the tendency would be to spread the end chords.

It was just like a bow; if the lower chords were cut the upper chords forming the bow would spread; the longi-tudinal stringers were put in after the accident three years ago when the same car broke through. The iron in the bridge was made by the Albion Iron Works and the timber was framed under the direct superhis impression that the car bent the middle of the span down first and the ends followed; the bend under the car did not seem to extend across the bridge; when he saw the car with the floor bent beneath it it was trunning and trying to climb the slope and was an parently in tact. running and trying to climb the slope and was apparently intact.

Percy Snider, of 81 North Chatham street, was on the front platform just behind the motorneer; he first heard a crash as if the motorneer; he first heard a crash as if the sufficient to satisfy him that they were all to about ten tons; this was weighed at the sufficient to satisfy him that they were all to about ten tons; this was weighed at the city scales; the Mayor gave him special instructions to have the wreckage placed so Gorge.

Benjamin Bailey, of 54 Alfred street, was standing on the coupling behind the car, but had not the least idea of how the accito one side of the bridge: he betension of the city limits. No actual calthat the jury could see everything; the car was weighed in the presence of himself, caused by moving the line from the centre
to one side of the bridge: he be-F. M. Humber was on the hind platform of the car when the accident occurred; he heard a noise as if the car had jumped the track, and looking back saw the planking settling down; the back platform was as if the back platform w be removed without the truss if there was no oscillation; but a car could not fall through without bringing down the whole through without bringing down the whole structure; he called it a good bridge design not withstanding that, for it was the general form used all over the continent. The floor beams were originally fixed by hangers passing through them with give plates in the bottom; then there were diagonal holes to fix the sway rods; it had been calculated, though not by him, that there was ample strength left in the floor beam. The lateral sway rods were 1% mehes in diagrams are read appeared to go down through the planks of the floor; then befound him the proposed to the city thatif allowed to rough then proposed to the city thatif allowed to lay a Trail instead of the flat rail then in other people on the bridge, the estimate being in longitudinal stringers; to this the span at the time of the accident.

Wm. Peden, who was on the rear platform of the car, stated that the car boundant the planks of the floor; then be found him.

were not released. He remembered when the Amphion was being repaired that a very heavy weight was hauled over the bridge, how heavy he did not recollect; he bridge, how heavy he did not recollect; he befound himself in the water.

J. B. McKilligan, manager of the Victoria of the Consolidated Railway Co., to be like the falling of a tree; then sharp were not released. He remembered when ends of the uprights pulled out; the first bend beneath the car was half the length of the car and almost a foot deep, then the right hand rail broke and the left hand follows the car and almost a foot deep, then the done it would have been a most culpable and with Henry Croft ight reserved. truss to stand.

Arthur Butcher, Stanley avenue, had been hanging on behind the rear platform strong as the other form of hanger, though better for the wood: there was no restriction put on the tramway as to traffic when they

The Coroner was of the opinion that as car that met with the accident

jury believed that the other witnesses for the tramway and city should first be heard. as the jury should be in a position to say

who were responsible.
Mr. W. J. Taylor, who with Mr. C. Du ois Mason represented the city, remarked and motoneers should be very careful; on 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 corner's iury; the mere fact, for example, of the city having repaired the bridge not being proof that the city were liable for the maintenance of the city were liable for the maintenance of the city were liable for the maintenance of the city were no regulations; in the charter as city were liable for the maintenance of the there were no regulations in the charter as structure. This, however, was a question to slowing up on bridges; by the agree-Mr. E. V. Bodwell, who with Mr. A. E.

iscussion was out of order. Mr. A. G. Smith, deputy attorney general, the inspection of Point Ellice bridge,

quite agreed with Mr. Bodwell. The jury must draw their own deductions from the facts placed before them, and if they cts placed before them, and if they ought anyone was responsible, lay the ame on them.

W. C. Cheney, electrical engineer, superintendent of the Victoria branch of the Consolidated Railway, had supervision of

ary to fix the liability, the inquiry was to were the property of the company; he did and out fully the cause of the disaster, and not consider it his duty to look after Point to lay the blame on any persons who may Ellice bridge as he understood it belonged e found responsible

way and civic witnesses, and after them the | could crowd on it; he could not definitely

on the left hand side; the car gave a bit of jump on the span, then went forward a litte and settled down; the jump seemed branch; his duties were among other things just as if the car was passing a bad switch; to see that the cars were in order and all a second drop sent the car into the water. George Noot, of North Park street, was dition; the details of carrying out the traffic on the step of the hind platform of the car when the accident occurred; the car was going slowly on the bridge and he noticed the bridge was swinging considerably; the car seemed to meet a reverse swing on the bridge that jarred; then something gave bridge that jarred way under the right hand side and then the cars and called the city's attention to something followed on the left; it seemed it; Point Ellice bridge was outside his juristo him as if the longitudinal beam under diction, but he would have stopped the the car on the right hand side broke first. I traffic and have informed the city had he to the shoulders before the front platform of the bridge. Witness had had fifteen struck the car must have struck the water at an angle of forty-five; there was a regulectric plants and their installation; bestruck the car must have struck the water at an angle of forty-five; there was a regu-lar sag in the bridge under the car when the bridge broke; the city end came off the piers before the Esquimalt end; the car was nearer the city end; when the car went on been in charge was not sufficient for him to to the overhead span the swinging was so bad that the people who were walking on the bridge seemed to be intoxicated; the top chords of the truss did not fall until the car had struck in the water; a good many people were walking on the bridge; the crashing sounds seemed to be those of

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

he was thrown out through the window. the bridge and towards the Esquimalt end; he had since taken the car, wheels and fixtures and had them weighed; the weight 20; a large car like 16 would seat 38 or 40 to one side of the bridge; he believed it was the practice to fix the lateral sway rods to the floor not been tampered with as it has been untrack was placed on the north side, so as chords direct at all. The floor beams might be car the trucks had evidently separated be removed without the truss if there was from the body of the car when they struck

The jury and lawyers entered into a

pointment on May 1 last; his duti-were chiefly financial and general; Mr. W C. Chenev. the superintendent to the operating of the road, but consulti vitness on matters of general policy; Chenev became superintendent on the superintendent has the operation of cars; he had never been consulted a what cars should run on certain since he had been manager no question directly or indirectly had arisen as to the capacity of the bridge for carrying tra he witness handed in a book

the bridge structure itself.

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

William Bull was recalled to identify Sarah Sherriif's body.

Samuel Lehman, of Richmond avenue, was in the carr ear the rear when the accident happened. He first heard a crack; then the car seemed first to fall the threat as a mall drop; then it ran ahead and struck the water with a slight cant towards the Gorge, the frontend being slightly down; he heard but one crash.

H. G. Lawson, law student, was on the tranked and struck the was standing on the rear jumped the track; a man beside him said with the car rear was poing off the track, then came a sudden thud or strop; the attation the tramway as to traine was not by the company; nor any special instructions was had only light ears; the province does not exercise supervision over maunicipal way had only light ears; the province does not exercise supervision over maunicipal way had only light ears; the province does not exercise supervision over maunicipal way had only light ears; the province does not exercise supervision over maunicipal way had only light ears; the province does not exercise supervision over maunicipal way had only light ears; the province does not exercise supervision over maunicipal way had only light ears; the province does not exercise supervision over maunicipal way had only light ears; the province does not exercise supervision over maunicipal way had only light ears; the province does not exercise supervision over maunicipal way had only light ears; the province does not exercise supervision over maunicipal way had only light ears; the province does not exercise supervision over maunicipal way had only light ears; the province does not exercise supervision over maunicipal way had only light ears; the province does not exercise supervision over maunicipal way had only light ears; the province does not exercise supervision over maunicipal was had only light ears; the pro vided, among other things, that th sary. Witness did know from his own knowledge what was the capacity of the ow if the conductor warned th nead of the company was the president. the car was crowded inside he ection to passengers riding on orms; the conductors did quite righ carrying all the passengers that c cars were built strong enough for that purpose; witness received his instruct the vice-president; by order of the superintendent the inspector issued spec structions were to the effect that conductors ment with the city, made statutory in 1894 Mr. E. V. Bodwell, who with Mr. A. E. McPhillips is counsel for the tramway company, remarked that in an inquest there was no such thing as lawyers addressing the jury, and he believed that any such discussion was out of order. correspondence with the city in regard to

> plame on them. | Consolidated Railway, had supervision of Mr. Cassidy, who is assisting Mr. Smith all the property, including the rolling stock for the provincial government, remarked and roadway; he had nothing to do with that though it was not the province of the bridges; he was never informed that they to the city his assistants were Messrs Finally the jury after consulting together Gibson and Hutchinson; a car is supposed decided that they would first take the tramexpert testimony.
> In the forenoon the first witness was George Millett, a letter carrier; he was inside the car, the second from the front end ave to think it not safe be he had heard nothing against the fore the accident he had not heard of a car become acquainted with all the details of

Henry Gibson, tramway conductor, had been employed in the tramway service for years; there was no rule or regulation to limit the number of passengers on cars; he remembered the accident three years ago when car 16 met with an accident on Point Ellice bridge; the general instruc-tions are that cars must be 100 feet apart in running; the question of the safety of Point Ellice bridge never occurred to him; he had heard of car platforms springing with the he was thrown out through the window.

F. M. Yorke, stevedore, went to the wreck soon after the accident occurred on would have forbidden people riding on Tuesday; the Esquimalt end lay about 30 the coupling-pin as he considered it feet from the piers and about three feet to unsafe. On the day of the accident he che Gorge side of the track; still closer to acted as car despatcher at Campbell's corhe pier there was a buggy and a dead ner. When he despatched car 16 he had orse; he had been employed by the city remove the debris and this had been pins; he did not see anyone hanging outside; the whole of the iron wreckage was side the platforms; his estimate of the piled in the water close to the right side of number of people who could be carried on the bridge and towards the Esquimalt end; a small car was 50 and possibly as high as 70 at the outside: a small car would seat

Hon. D. W. Higgins was managing director of the tramway from 1889 to the fall of 1893; the original charter only carried them to the city limits, which was then the Victoria end of Point Ellice bridge; in 1890, the company by sp charter were allowed to operate in the trict, and a track was laid across Point der the charge of watchmen all the time; der the charge of watchmen all the time; certain timbers are in a boom in charge of the provincial police; from the position of the car the trucks had evidently separated from the body of the car when they struck the water. the car got over in safety: the compan then proposed to the city thatif allowed to lay a T rail instead of the flat rail then in

ment; on one or two had the bridge examine when traffic was very to see caution exercity took over the b Leech, insisted t ng should not be me ing should not be mo hour; he remembered had taken over the in 1892, Mr. Gore gave not officially but from interest, that the rods interest, that the rods up; this was done; we company. He had creday before the accided had on a very full load usual vibration. At this point the inc till half-past nine this

A TRIP IN A WA

(Captain Herbert C. Price

In the autumn of

to make the longest

run of the season in or war balloons. A few v the balloon before we was 10,000 cubic fee civilian aeronaut's small; but then the ga gen, the lightest ki the most buoyant. was not of silk-of w one tells one that all -but of ox-bladders seven thicknesses. tem of strapping se effects of tears or re the risk of splitting ered by a net which this loop is attached the six stout ropes v -a stout basket al feet wide, and 3 feet men can just sit cor another. At the top gas-valve, opened beline, which, running the centre of the bale the bottom or pettic of this line is made fas ropes in a position han Steadily and quick due north, and leaving camp, which soon loomade on a large sca bricks, and laid out wi cision, exactly as Mrs. it in her "Story of a St ing over Farnbord easily recognized netw we cross, ten minu ing a quite extensive which for the minu of 1,670 feet, I failed to look, however, reveals exactly below us, and needed to identify the 'two years' hard, " as Directly after this we grey cloud, and can dis clearly till we pass of 11.45 Twenty minute Thames ahead, all the from being in flood, an it, about one mile east d far we have been at a of about 1,400 feet, and how plainly one can see height—see people a work apparently with hear them shouting up Where have Where are you going and have a drink," friends one has when revelation. One see enemies, and in fact to above all the little tr life, and to feel with Ja father that "we nee after all. At 12:15 we pass Wycombe, and shortly

by throwing a scrap o poard. As it appears we are falling, and that out seven handfuls of propitiatory offering gravity below. At touching 670 feet w friendly scrap we are rising. The races round, and in ten 2,200 feet. As there is ing too high, and every ing to be able to see the we give a tug at the val tinue to rise till the ane feet. Determined not t give several short tugs a and part with enough g drop to 1,000 feet by pansion of gas, caused come out, is again to as we pass over Lei 12.55, we notice we are ily rising. Another ten are up again at 2,450 fe a shot at a very beautif balloon on the clouds fine in the the eye can reach sea of snow-white absolutely glittering sunshine, the only shadow of our ballown its turn by a curious and there we sail acro the clouds through neat English fields once asked me whether dusted very early shining bright green i liant sunshine. Still sail at a rate of forty-on heading north by eas pause to mention that palloon running free is almost defy detection knee is as easy as it wo ing-room, and of draw none.

pect we are falling as t ing cooler. Our suspici

At 2:10 we pass rath mile east of Peterborou only 900 feet, and the have a splendid viewhouses, gardens, all are map-and further off seem to jostle each ot and clearly the famouscene like this must be loon to be realized, the distinctness of the deta scape, which glides under one, being striking

A RICH M

They had just arrived in the Island. They walke bridge. As they approace side they stretched their he massive buildings. 'Oh, he must be rich,

The man who owns

One man doesn't own Oh, yes he does," sh 'How do you know?' 'Because," she said

I guess that's so," he ed up at a sky-scrape must be pretty rich."—P