

THE SKAGIT RIVER VALLEY

ITS GREAT AGRICULTURAL AND MINERAL RICHNESS.

FIVE THOUSAND FIVE HUNDRED SQUARE MILES OF THE RICHEST LANDS IN THE WORLD—COAL AND SILVER IN ENORMOUS QUANTITIES.

There is a small valley in the northwestern portion of the northwestern State of our Union, Washington, named Skagit. This valley, including the valleys and divides and highlands tributary to it, contains about 5,500 square miles. It thrusts a broad, long, and exceedingly fertile band northward across the boundary between British Columbia and Washington, and the fingers of this band terminate on the southern slope of the Frazer River divide.

Five thousand five hundred square miles is not an extensive area, but the Skagit River area is the most resourceful in the United States, if not on earth. It is an empire. In this valley sufficient food to feed a million persons can be produced. On its alluvial lands stand sufficient Douglas fir and red cedar to replace the wooden ships that compose the merchant marine that to-day sails on the highways of commercial seas. If that marine were to be annihilated by some widespread disaster, and an expert woodsman would be required to discover the openings made by swaying axes during the period of rebuilding. The foothills that bound the main valley and all its tributary streams are ribbed with many seams of bituminous coal, the output of which, when the mines are opened, could supply America's blast furnaces with coke for a thousand years. The same hills contain iron ore in seams and veins in such great numbers that no man longer pretends to keep record of the finds. There are mountains of low-grade iron ore on whose rugged flanks lie millions of tons of the ore, and from which other millions of tons could be quarried as rock from a hillside. Higher up the valley, close to the slow-creeping glaciers and outcropping on many rugged and almost inaccessible mountain flanks, is a wide mineral belt that is veined with ores that carry precious metal. It might almost be said that, if the silver coinage of our Nation were wiped out of existence, it could be replaced with the future output of the mines that have been discovered in this mineral belt.

At short intervals in the course of last Summer I wandered up and down this remarkable valley and its tributary valleys. Here riding in wagons, there traveling in canoes, yonder laboriously walking through unbroken forests that were tropical in luxuriance of growth, clambering slowly up the steep side of this mountain to enter a tunnel that cut a ten-foot seam of coking coal, descending into a deep shaft on yonder mountain to inspect a twenty-eight-foot seam of hard bituminous coal, and over there, behind the twin mountains, stamping disdainfully on asbestos leads that varied from four to fifty feet in thickness.

"It is the most productive freight valley of its size in the world!" I exclaimed one evening when I returned from a trip to the headwaters of Day's Creek.

To the description of the valley. At the head of the Straits Juan de Fuca lies Fidalgo Island, which is separated from the mainland by the Swinomish Slough. This slough is a narrow tideway, through which salt water slowly ebbs and flows, and in which light-draught, stern-wheel steamboats of scanty burden can churn their slow way at high tide. East of the slough are the delta lands of the Skagit, lands that have been made of silt that was gouged by glaciers out of the Cascades' rugged, granitic flanks 100, 150, or 200 miles up the valley and carried by annually-recurring floods to the shallow arm of Puget Sound, that in the old times separated Fidalgo Island from the mainland, and there deposited. This filling-in process is still in progress. Reeds and aquatic plants took root and grew to perfect maturity on these lands when they were only slightly submerged. Presently they rose out of the water higher and higher till at last they were never water-covered save at exceptionally high tides. They were extensive, grassy flats when I first saw them years ago. To the east a towering line of dark-green fir trees marked the boundary of the delta land. To-day this delta is reclaimed from the sea by dikes. The dikes are low and thick, with deep ditches on the interior of sufficient capacity to hold large quantities of drainage water. The entire dike system is cut at short intervals by tide gates, which are opened at low tide to allow the gathered water to flow into the slough.

Is the land that has been reclaimed from the sea productive? In my opinion it is the most productive agricultural land in the temperate zone. What would Long Island farmers, who till exhausted land that has to be spurred into activity with large quantities of commercial manure, think of a yield of from 100 to 120 bushels of oats an acre, of from 300 to 500 bushels of potatoes an acre, and of from four to six tons of hay an acre, all on unmanured land? I saw those quantities of oats, hay, and potatoes grown throughout Skagit's delta last year. All vegetables known to the temperate zone grow to enormous size, but not to delicate flavor, on these lands. The prices received by the delta farmers for their produce are as high, and higher in many cases, as the prices paid in New-York City. And these prices will remain at the top notch for many years to come, certainly during all the period of the establishment of the manufacturing industry of Washington and during the axe-swinging era when farms will be chopped out of Western Washington's forests. Skagit delta land is worth, and what is more to the point, fetches, from \$150 to \$200 per acre. It is on the produce of these lands that Anacortes, a city now building on Fidalgo Island, will depend in a great measure for food.

Up the Skagit for thirty miles from its mouth the valley is broad and heavily timbered, save on the Olympic Marsh. Occasionally there is a fir-tree-surrounded farm that marks land that has been logged. All this broad area of land—say thirty miles long by six miles broad—is alluvial, and when cleared and put under the plow it is productively the equal of the delta land. I think it is more valuable, because it produces fruit and vegetables of a better quality than the delta. The soil is from two to six feet deep, of the finest silt. Wherever land is cleared in the valley white clover appears. The productive capacity of the land continues right up into the heart of the Cascade Mountains.

Thirty miles from the salt water and on the south side of the river a low, mound-shaped hill rises, as an island, from the level surface of green fir tree tops. That mound marks the western extremity of the Cascade foothills. It is low, but to the east in successive billows the cross divides rise higher and higher and higher till, beyond the Sauk, they merge into the lofty, snow-clad peaks of the range. Above this mound the foothills are ever by the river, either on one bank or on the other, but the valley is from two to four miles wide for twenty miles above the mound. For sixty miles above the first foothill the valley is inhabited. Wherever there has been a logging camp in the past there is a farm to-day and a farm that produces enormously of hay, wheat, oats, vegetables, hops, and fruits. I came down the valley Jan. 8, and there had not been a killing frost below the mouth of the Sauk. All hardy vegetables were growing in the open air; grass was green; cattle were in pasture. Around farmhouses flowers were in bloom. The air was soft and warm. The wind was blowing free from the west, from the ocean through which an enormous river of warm water (Japan stream) flows. So long as that great thermal river flows and the west wind blows will hardy vegetables grow in the open air in Skagit Valley in January.

The timber in this valley is the best in the State, save that that stands in the Humtulpus Valley, in the Grey's Harbor country. Large areas of the valley are covered with so dense a forest that the valleys never pierce to the surface of the ground, which is never dry. Throughout the standing forest lies another forest that fell, tree by tree, years and years ago. Upward through this interlaced tangle of gigantic fallen trees, through every space, it matters not how small, grow underbrush and tall ferns. All the fallen trees and all the dead trees that are standing are covered with long, thick moss and fern-like parasites. Standing in the forest and looking upward through the mass of interlaced boughs small bits of blue sky can be seen. The tops of fir trees that are 200, 225, or 250 feet above you may sway to and fro as a mighty wind rushes over them. The trunks of the trees that are from 4 to 8 feet in diameter do not tremble. A faint murmur, as of distant whispering, can be heard as the strong wind plays among the tops of the trees. But not a fern in all the great fern thicket in which you may stand trembles or evinces the slightest motion indicative of the fact that a great wind storm rages over the Skagit Valley. No fire can devastate this forest. The underbrush and down timber is never sufficiently dry to burn. The extreme limit of vision is from 150 to 200 yards. At that distance the trunks of enormous trees close in as a wall. It is as though you were in a prison stockade built to confine enormous and presumably dangerous giants.

This timber, not all as heavy as on the tract which I have described, stands on thousands of square miles in the Skagit Valley. It will yield, if cut as closely as the white-pine forests of Michigan and Wisconsin have been, from 10,000,000 to 15,000,000 feet of marketable lumber per 160 acres. In other words, each one-quarter section of this forest will yield in saw logs, at the present price, from \$50,000 to \$75,000, out of which sums must be deducted the cost of felling, sawing, and hauling the logs to the river bank or to a railroad. There will not be much profit left for the logger. But it must be remembered that, unlike the white-pine lands of Wisconsin and Michigan, which are low and sandy, the alluvial lands of the Skagit are enormously productive, and that they fetch more money after they have been thoroughly logged than they will with the timber standing on them.

Opposite Sedro in the low mound that

marks the western extremity of the foothills the coal measures of the Skagit first outcrop. From Hamilton to Sedro is thirteen miles. For that distance the river flows over coal measures. North of the river and about four miles from Sedro is a long, high range of hills that extends from Sedro to Sauk Mountain, which rugged peak stands close to the mouth of Sauk River—the main branch of the Skagit. This range of hills is heavily charged with coal. It is known that the coal measures on the Skagit are at least 13,000 feet thick vertically. At two points only have the coal seams been opened preparatory to shipment. Nelson Bennett, who founded Fairhaven on Bellingham Bay, Washington, and who builds railroads and operates mines and establishes steamboat lines to aid in building a town as freely as a Kansas town boomer used a printing press to accomplish the same end, opened the Bennett coal mines, which are, in my opinion, the most valuable bituminous coal mines in the United States. The point he selected at which to open the mines is about four miles northeast of Sedro, and in the long range of hills that trends from Sedro to Sauk Mountain. At this point seven seams of good coal have been discovered. The continuity of the seams has been thoroughly tested by sinking a slope on the main seam, which is 2 1/2 feet thick. The seams all pitch at from 40° to 60° from the horizontal.

I insert the following table for the information of Eastern ironmasters who think they own the market of the United States, and who resolutely refuse to establish iron works at new and advantageous positions so long as they are protected from competition by law:

ANALYSIS OF COALS FROM BENNETT MINES.

Seam.	Heat Value	Gas	Vol. per Cent.	Sulphur	Ash	Phosphorus
No. 1	2.00 30.50	64.00	50	3.00	99	3
No. 2	1.00 30.00	70.00	trace	3.00	3	3
No. 3	2.00 28.00	67.00	trace	3.00	3	3
No. 4	2.00 29.00	62.50	50	6.00	3	3
No. 5	2.00 30.00	63.50	50	4.00	3	3
No. 6	2.00 28.00	65.00	50	4.50	3	3
No. 7	1.00 30.00	61.00	50	4.00	3	3
Pennsylvania non-coking bituminous	17.01	68.82	trace	2.25	3	3
South Wales coking bituminous	5.71	5.93	83.44	.51	2.45	3
Virginia non-coking bituminous	26.63	50.99	—	10.74	3	3
Pittsburg bituminous	36.76	54.93	—	7.07	3	3
Nova Scotia bituminous	27.83	56.98	—	13.30	3	3

When the great Northern Railroad, which is now being extended westward from the Milk River country in Montana to Puget Sound, bought the Nelson Bennett Railroads, that extend from Sedro on the Skagit River to Westminster in British Columbia, Mr. James Hill bought this great coal property, and with its output now proposes to control the coal trade of the Pacific coast. He owns the best coal property that I have seen on this coast, and if it is skillfully and economically managed, he will probably be able to set the price of the coal consumed throughout the country west of the Cascade Mountains and in California. This, provided the Skagit-Cumberland group of coal mines do not prove to be as valuable as they now promise to be.

Nine miles up the valley from the Bennett Mines, and on the other side of the river, are the Skagit-Cumberland Mines, the development of which has cost close to \$100,000. These mines are directly across the river from Hamilton. They outcrop on the flank of a high mountain. They have been traced for four miles back from the river to the very summit of the divide. Five seams, varying from five to ten feet in thickness, have been discovered. They all pitch into the mountain at about 60 degrees. They have been opened by a working tunnel driven across country rock at right angles to the seams, and as seam after seam was out the coal was opened by cross-gangways, and a score of rooms have been turned. These mines are ready to output coal to-day. The coal is much softer than that contained in the Bennett Mines. It is a very superior coking coal, and can be cheaply mined. The seams are not too large. They can be cheaply timbered, which is not the case at the main seam of the Bennett Mine.

It is a well-known fact that all the coals of the tertiary measures are liable to spontaneous combustion, and that it is unsafe to fill the mine chambers in which the miners work with broken coal for fear of fire. The working rooms must be kept clean of coal or the mine is always in danger. This being so, it is an open and much-discussed question among the miners of the Pacific coast as to whether the Bennett or Skagit-Cumberland group of mines will output the cheapest. Personally, I am satisfied that the Skagit-Cumberland coal will be cut and placed on the cars for less money a ton than the coals from the Bennett Mines. The cost of timbering in the twenty-eight-foot seam at the latter mines will be enormous. But the Bennett coal, ton for ton as it is cut, is the most valuable. It is equally as good coking coal as that produced at the Skagit-Cumberland Mines, and it is a much harder and a far superior shipping coal. At any rate, the question will be decided in the near future. The piles on which to build bunkers to hold the output of the Bennett Mines preparatory to shipping will soon be driven at Fairhaven. The piles, to support the bunkers to hold the Skagit-Cumberland coals, and those from the recently-discovered mine in Blue Cañon, near Lake Whatcom, were being driven the earlier part of January at Ship Harbor, on Fidalgo Island. It is on the coals of these mines that the future iron manufacturing industry of the northwestern portion of Washington will be founded.

The coal measures terminate at the Skagit-Cumberland Mines. Five hundred feet beneath the lower coal seam the iron ores of the region outcrop, and continue to outcrop for six miles up the river till they terminate in iron mountains at the O'Toole Mines. Enormous quantities of ore are in sight, but it is all low grade. The best iron that I have seen in the Skagit Valley came from veins that trend through the primitive rock on the Upper Sauk River, and not far from the region that abounds in silver-carrying veins. The Sauk River iron ore is steel producing, and the quantity is as great as at Tower, in Minnesota.

Twelve miles above Hamilton and, say, fifty-four above the Skagit's mouth, Baker River, which heads in the glaciers that slowly erode the highest flanks of Mount Baker, pours its white waters into the Skagit. On lower Baker River there are high bluffs of limestone of most excellent quality. It is fit for fluxing purposes, and fit to burn in kilns. It is from these bluffs that the limestone to flux the low-grade iron ores that lie in the mountains opposite Hamilton will be drawn. Higher up in the mountains, on Cascade Creek, there are several veins of most excellent marble.

Beyond the marble, still higher in the mountains, lies the mineral belt, which carries silver-bearing ore in enormous quantities. This belt is known to be thirty miles long north and south. Its width has not been determined. In truth, the whole of Northern Washington, all through that sea of rolling, wooded, or grassy hills that extends from the wind-swept, snow-covered crest of the Cascades eastward through the Okanogan and Colville regions and away up on the Kootenay right into the Rocky Mountains, is one continuous mineral-bearing zone. There is ore that carries precious metal throughout the immense area. Some of the discovered mines pay handsomely, but most of the leads that lie east of the Cascade Range are mendicants. They ever cry for more money with which to pay for development work.

But to go back to Skagit's headwaters, from which I have strayed on mining trails. A short distance above the mouth of the Sauk River, but still on the Skagit, Cascade Creek foams down a narrow mountain valley over its boulder-strewn bed. The mountain flanks rise abruptly from the narrow valley and from all the cross valleys. These rugged mountain flanks are heavily cedar and fir clad up to the timber line. At short intervals wide swaths have been cut through this timber by avalanches. The region into which Cascade Creek and the Sauk River, too, have thrust their water-gathering hills is the most mountainous portion of the United States. The San Juan region in Southern Colorado is a rolling land in comparison. Mountains rise above mountains, range above range. A hundred snow-clad mountains are within the compass of vision. Glaciers and immense snowbanks lie glistening in the sun, and there is timber and heavy timber, too—everywhere below the snowline. Stand on a low peak and gaze north, south, east—mountains everywhere. Let the most intricate mountain system I have seen in this region to prospect. I state the fact when I write that the mineral that has been discovered in this district is one that which has been stumbled on, and which the rapidly-flowing water in foamy creeks had uncovered so that it could be seen by prospectors. Prospecting, as the word is understood in Montana, in Idaho, and in Colorado, has not been prosecuted in these inhospitable highlands. Miners, heavily laden, and who carried packs on their backs—pack horses cannot travel in these highlands—walking slowly along creek banks, or with faltering steps climbing up the steep sides of bare mountains, have found a score of mines, any one of which, if it had been found in Colorado or Montana, would have created a mining excitement. One lead, the Boston, which is 9 feet wide, all solid argentiferous galena, and over 3,000 feet long, was found on Cascade Creek by George and John House. This ore assays clear across the vein 60 per cent. lead and 10 ounces of silver per ton. Eight other leads, all distinct from the Boston, have been found on this creek, and though they are smaller than the great vein, they are equally rich in lead and silver.

Thirty miles from Cascade Creek on the same mine-land belt, but on the headwaters of the south fork of the Sauk River, a lead of argentiferous galena that is 4 feet wide and that is known to be 10,500 feet long has been discovered. This lead has been extensively prospected. Sufficient work has been done on this lead to satisfy expert miners, men who own and manage mines in the Rocky Mountains, that the camp that will be established on the Sauk next Summer will prove to be one of the best in America's highlands. These miners invested very heavily in Cascade Mountain silver mines last Fall. There is no excitement outside of mining circles relative to these mines. Tenderfoot, who long to pack food and tools on their backs and to prospect enter the mountains, and when they arrive at the mineral belt they are appalled at the physical configuration of the highland system and the difficulties it presents to tender prospectors. They look at the surroundings and then quickly descend from the region of snow, ice, and precious mineral, never to return. The aged and toughened miners of Mon-

tana and other Rocky Mountain States will have to prospect this promising mineral belt.

Such is the valley that three railroad corporations are endeavoring to secure, not together, but each desirous of monopolizing the whole. The managing officers of these railroads realize that the Skagit Valley will in the future produce more freight than the whole State of Dakota. Agricultural produce by the tens of thousands of tons, lumber by the thousands of carloads, coal by millions of tons, iron ore and limestone by trainloads, marble and building stone by other trainloads, and in the near future, when the silver mines are opened and the silver smelters are in blast, trainloads of bullion will be produced. Then a very large portion of the coke that will be used on the Pacific coast will be made in this valley, at the Skagit-Cumberland mines, probably, and if there is ever an iron manufacturing industry established in Washington the furnace stacks will be at Hamilton or at the Bennett mines, and at one or both those points will be the silver smelters in which the silver ores from Skagit's headwaters will be smelted.

Is it any wonder that each corporation desires to secure the valley? Throughout last Summer many engineering parties were at work in this valley. Here worked Great Northern engineers, some parties high up in the mountains, searching for a pass that would lead from the Okanogan country to the Skagit, down which valley it is the desire of the managers of that system to run their main line. Yonder worked the engineers of the Oregon Improvement Company, and behind them came several hundred workmen who graded the road from Anacortes to Hamilton, and laid rails from Anacortes to within six miles of the Skagit-Cumberland coal mines. Then, across the river, on the south bank, the engineers employed by the Northern Pacific Railroad Company ran lines from Mount Vernon to the Sauk to determine whether a line could be built on the south side of the river that could successfully compete with the Great Northern, which will operate north of the river.

In addition to the bitter rivalry that exists between the Northern Pacific and Great Northern transportation companies, a rivalry that causes each corporation ardently to desire to control the freight-carrying trade of the Skagit Valley, the future of two town sites is involved.

Anacortes is a Northern Pacific and Oregon Improvement Company town. Both of these companies hold large areas of land on Fidalgo Island, and many hundred town lots stand in the names of the officers of those railroads or in the names of their agents. The Great Northern is a large owner of property in Fairhaven, and desires to have all the freight germane to the Skagit Valley discharged, preparatory to shipment by sea, at Fairhaven. The town that secures the handling of this freight will speedily grow into a prosperous city. The war will be exceedingly interesting to persons who own no property in either town, but to property holders the contest for supremacy is beginning to be nerve-destructive. FRANK WILKESON.

THE PEQUOT STRIKES A ROCK.

PILOT KINNER SAYS THE EAST RIVER CHANNEL SIGNALS ARE AT FAULT.

The steamer Pequot, belonging to the Providence Line, while coming down East River yesterday morning returning from Providence, struck on Governor's Table, a dangerous rock in the channel, below the southerly end of Blackwell's Island. The Pequot was deep in the water, being laden with a full cargo, and she commenced filling with water rapidly. It was impossible to tell the extent of the damage by an examination, and rather than take chances on sinking in deep water, Capt. Hazard and Pilot Kinner decided to run for the shore. The boat was accordingly headed for the Long Island shore, and was grounded on Pottery Beach, Greenpoint. She now lies there in from fourteen to eighteen feet of water.

In describing the accident yesterday to a Times reporter, Pilot Kinner dwelt upon the fact of the Man-o-War's Rock buoy being displaced, and thus leading him into error. He said:

"We came down the river at about 9:15 o'clock in the morning. It was nearly high water. The steamer Idlewild was also coming down between us and the New-York shore, and we kept a course over toward the Island to give her room. As we cleared the southern end of the Island a large tow came along, and a Thirty-fourth Street Ferry boat stopped directly in our path to allow it to pass. The Idlewild prevented our going around on the New-York side, so we turned the other way. I took my bearings by the Man-o-War's Rock buoy, knowing I could easily pass on either side of it. I have since learned what I did not and could not know then, that the buoy was at least one-hundred feet out of place.

"There was no signal on the Governor's Table Rock. It was formerly marked by a spindle buoy and a light, but about a week ago a ear float in passing demolished it. Since then there has been a drilling machine at work to replace it. The machine was at work when the Pequot went out for Providence, and as we returned I saw it and thought it was still at the same place. But it had been moved and was not at work.

"Before we reached the table I discovered the error, and the engines were reversed, but it was too late. The Pequot struck and swept over the rock. Then we headed for the shore."

Pilot Kinner characterized the Government work in making the channel and in maintaining the buoys as careless to a degree. He said:

"I think the Government is very careless about the signals in the East River channel. It is a difficult and dangerous piece of water, and there cannot be too much precaution, now that Governor's Table is so near the surface that it is bare at low water. The Thirty-fourth Street buoy which I looked for and thought I found, was not visible at all at the time of the accident. The top has been broken off, and the buoy can be seen only at low water. The fact of the Man-o-War's Rock buoy being displaced seems to be something inexcusable. It is a wonder that with such working, and the crowded condition of the waters, accidents are not more frequent." The Pequot was formerly called the Thetis. She was built in this city in 1864. She has a screw propeller, and her gross measure is 1,360.25 tons.

WESTCHESTER AGRICULTURISTS.

The Westchester County Agricultural and Horticultural Society held its sixth annual meeting at White Plains yesterday. The report of the Treasurer showed that the receipts of the past year had been \$18,471.06 and the disbursements \$16,214.47, leaving a balance of \$2,256.59 in the hands of the Treasurer. The syndicate which recently purchased the Uptegrove farm, on which the county fair grounds are situated, comprising 104 acres, for \$31,000, offered to sell the same to the society for the same price, with interest from the time of purchase, or to sell the society the forty-five acres upon which the fair grounds are situated for \$19,000. The society accepted the latter proposition. The following were re-elected officers for the ensuing year: President—John E. Tompkins; Vice President—Lewis E. Onderdonk; Secretary—Edward B. Long; Treasurer—John B. See; Directors for three years—George L. Miller and James Hopkins; Finance Committee—Nicholas E. Hunter, John P. Moran, and Theron B. Dean. After the meeting Secretary Long entertained the society at a dinner at his residence.

THE CREEDMOOR MEETINGS.

The figures of the Fall prize meeting of the National Rifle Association at Creedmoor in September last have been made up by Secretary John S. Shepard for presentation at the annual meeting in January, the regular meeting of the Board of Directors for the month of December, which was to have been held yesterday, having been postponed until that time.

The expenses of the meeting exceeded the receipts by about \$250. This deficit, however, is more than offset by the income derived from the stated monthly matches held at Creedmoor for the benefit of the members of the National Guard, which were uncommonly well patronized throughout the shooting season, with the result of leaving the association with a substantial balance to the good on the year's operations.

THE RATS ATE MR. CLARK'S PAPERS.

Corporation Counsel Clark, whose office is in the Staats-Zeitung Building, has been having quite a lively time of it of late with the rats. They nestle in his pigeonholes, scamper over his desk, rustle about his library, and gnaw his legal papers. This last exploit of the rodents was to Mr. Clark the cruellest out of all, and he sent for a professional rat catcher who, on Monday night, set powerful spring traps about the building with the effect that yesterday morning over seventy rats had paid the penalty for meddling with the law.

WANT A RECEIVER APPOINTED.

A suit has been begun in the Supreme Court by Samuel H. Eckman and Abraham Vetsburg against Abraham Backer and his assignee, Benjamin F. Einstein, to set aside the assignment of Mr. Backer to Mr. Einstein, on the ground that it was fraudulently made. The plaintiffs are judgment creditors to the amount of \$32,000. They allege that since the assignment was made Mr. Backer has continued to manage his own affairs. They ask that a receiver of his property be appointed, and for an accounting.

JUDGMENT FOR INJURIES AFFIRMED.

Mrs. Margaret O'Neill was injured while a passenger on a street car, in a collision between the car and a truck. She sued the railroad company and the owner of the truck, and recovered a judgment for \$1,250 on the trial of the case before Chief Justice Sedgwick and a jury in the Superior Court. The case was appealed and her counsel, G. Washburn Smith, brought her case on for argument before the Court of Appeals, which yesterday handed down a decision affirming the judgment.