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JURY RECOMMENDS GATES, FLAGMEN OR ROAD DIVERSION

Train Which Struck F. R. Oliver Was Going At 35 Miles Per Hour-Large Numbers of Witnesses Examined Before Coro- cut the crossing at 35." ner Dr. Yeomans Last Night.

as the passenger train came in."

"Right away. I hear the bell, look-

Mr. Lucius E. Allen, engineer,

"The C. N. R."

"I would say so."

cross the crossing?"

"Several times."

"I would not call it a safe

"I don't remember hearing any."

train give any alarm?"

"We find that this (bay bridge or a dangerous crossing?" road) crossing is not protected as it should be and would recommend that this be brought before the Railway Commission asking for I first saw it coming around proper protection such as gates, flagman, or diverted roadway with subway and recommend that this crossing be properly lighted."

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Coroner Dr. Yeomans' inquest jury elapsed from the time you heard the brought in the foregoing rider to bell until you heard the crash?" their verdict into the death of Francis Joseph Oliver, who was killed on ed around and the train seemed to be the Canadian Pacific Railway cross- right there." ing on the bay bridge road on Saturday evening last, when struck by C. drove his car over the crossing at sary ringing" P.R. engine No. 2225 from the West. Mary street just before six o'clock on . Mr. Cross cited three or four cases verdict at 12.45 a.m. More witnesses were examined than in any recent inques'. Crown Attorney Carnew con- on the siding from Point Anne." ducted the examination, Mr. S. Masson, K.C., city selicitor was present. Mr. E. Guss Porter, K.C., M.P. represented the bay bridge company and the corporation of the city as he N.R. main lines cross together at the somewhat dangerous." represented the municipality before bay bridge approach at a slight single. City Engineer Walter Evans the Railway Commission when the There is an acute curve swinging to examined by Mr. Porter as to the

There was no dispute over the facts 800 feet from the crossing. of the tragedy. The question uppermost was the condition of the bay roadway?" bridge road crossing, whether it was safe or dangerous. The evidence of day, particularly on market days. All alternative route?" witnesses was heard as to its danger- traffic between Prince Edward and "We submitted a plan to deflect the ous state and as to narrowly averted Belleville converges to this road.

Coroner Dr. Yeomans in summing up at which trains come around the the evidence before the jury retired, curve, I would say it is dangerous. of \$17,000. The city agreed to fur-"that two or three lives must be sac- The siding nearly would no doubt in- nish land and build the proposed rificed before municipalities or rail- crease the danger. At present time road. The baybridge company agreed way companies wake up to take ordi- there is considerable shunting. Until to this alternative route. This would nary measures for human safety."

veus at the shunting engine is not to very necessary precaution." be wondered at. Evidently his whole attention was taken up with it. The and lessened the safeguards?" condition of the crossing is the grave question. City Engineer Evans' evidence showed foresight on the city's part. The general experience is that met his niece who told of Mr. Oliver ders regarding the protection of the crossing, seemed remarkable.

Dr. Yeomans said that he had rarely held an inquest over a railway tra- ing?" gedy in which the faults of the electric bells were not brought out. Railways object to flagmen. I don't the track."

think they will put a flagman if they can get along with bells."

The evidence was as follows: Delmore Bruce Oliver, son of the deceased, last saw his father alive on testified: "I have seen people waiting of the Railway Commission." Saturday as he was starting from for trains at the bridge crossing, turn Mountain View for the fourth of around and drive up the hill because Sidney, where Mrs. Oliver was visit- of the uneasiness of horses." ing. The horse was quiet. His father was a sturdy man, with good hearing my opinion that siding near the road time?" and eyesight. He was a temperate increases the danger. You can't see a

inclined to fright at automobiles. Charles Baker, lessee of the bay night?" bridge, had occasion to come to Belle-ville and was given a ride over the is a light at the corner of the baybridge and approach by Mr. Oliver bridge road and Dundas street. There

Mr. Oliver got nervous over a train Mr. C. R. Cole, undertaker, told shunting. Miss Baker got out. They of securing the remains 50 or 60 feet waited for ten minutes, then Miss east of the crossing. Baker started to walk. Reaching the Mr. R. L. Delong, was driving a-

"I did not hear anything of a train "How did it seem to be travelling?" struction camp. coming, but I did not hear any whis- seemed to be travelling about 35 or tle or bell from the train."

from such an accident last year. It | Questioned by Mr. Porter as to There has been no flagman there cause "I'm afraid of the place, be very poor at the crossing."

Mrs. Ruth Leftly said "I saw the express coming near Mr. Peterson's. dence. It whistled one long shrill whistle. never travels very slowly."

"Do you hear the bell ringing sometimes when there is no train around on the crossing?" "Sometimes."

Evidence as to the shunting train was given by Mr. George Vanderwater, of Deseronto, foreman at the construction of the Wilson works. "The NOTHING WAS engine left some cars on the main line west of the siding. Some were taken out and four put in. This took about twenty minutes."

Irving Clapp, engaged at the munition plant said: "If a shunting en- Fire Marshal Reviews Evidence gine is trailing three cars, it has to cross the crossing, for the distance is only 60 or 70 feet between switch and

"I heard one long blast of the eastound express west of the curve.

"I have seen the public held up at "I think it is a dangerous crossing" "Are you a good judge of speed?" gine had gone east over the river presented. "I think the train was coming fast. bridge about a minute before the express arrived."

Stephen Cross, 14 Howard street. employed by the C.N.R. since Aug- able fact. There is nothing in the "It went back over the bridge, just ust 1916, said regarding his flagmen evidence which is of an incriminatmates: "I had about a dozen. I was ing nature so I do not think any fur-Mr. Porter-"How long a time the last man there."

"When was that position abandoned?"

"First week in April 1916." "Are these bells always on the job?

"Sometimes they get out of kilter," he said citing cases of unneces

The jury began its session at 7.45 Saturday evening. "The C. P. R. train of close calls of people driving the last evening in the police court room, was standing in front of the Wilson tracks. "I have seen people drive up which was crowded to the doors, re- property. The shuntoing train was on the hill to avoid trains." The switch tired at midnight and brought in its the siding at the time. It had just on the main line of the C.N.O.R. is completed the shunting into the new 60 or 7, feet east of the crossing. siding. There were four gondola cars, Mr. Porter-"Which do you think

is the safer, the bell or the man?" "Which Company put in the sid-Mr. Cross-"I think a man."

Henry Clarke, a flagman in October or November, 1915, employed by To Mr. Porter-The C.P.R. and C. the C.P.R. testified: "The crossing in

question of subways and track eleva- the south west of the bridge crossing, crossing. "I have made examinations tion was uppermost in men's minds. The bluff north of the tracks is 25 and on two or three occasions sub-In the C.P.R.'s behalf was Mr. Keeler to 50 feet high. A train might be seen mitted reports to the Railway Commission and the railways concerned. "Is the traffic heavy on the bridge West of the crossing is a grade" on both railways. It is a bad crossing." "It is heavy for a country road any "Did you present at any time an

road and do away with the grade "It would not be considered a very crossing, so that people would have "It seems almost necessary" said safe crossing. Judging from the speed no occasion to cross the tracks. A subway could be built there at a cost

That the late Mr. Oliver was ner- the crossing. I would say this was a "The siding has increased the dan- man who suffers from rheumatism horror they can become? Do you help. One ought to cry aloud his "So they have increased the danger appliances have been added that he lieved—but actually cured. The most And do you know that almost always serves the recognition and the thanks Mr. Robert Baker testified that he depend upon

was on his way across the bridge and

ing. You can't get a very long view of member any order doing away with drives out the poisonous acid and ary wounds are nothing to these. de for him, he does. The sights that the flagman." I have looked over all cures rheumatism to stay cured. The But not a man flinched or cried out. remain in my memory, ineffaceable

Train Gained Time

train was a little late.

"I cross the tracks twice a day. In "Not altogether." train from the east until quite close.

"What time was your train stopped?!!! o'ates e femil add ;

"5.45." "Your schedule time was?" is no light at the crossing

"22 minutes." He

hour." It want wan believ over were street she heard the crossing bell cross the bay bridge crossing after Engineer William Pairman of 29 my life. I have since taken the pills detail. When I caught sight of the he was wounded by splinters of a ring, then a crash but did not think 5.30 p.m. on Saturday. "I heard the years' experience gave the crossing occasionally as a precautionary meamuch of this until she saw the horse 5.42 C.P.R. train whistling for the signal. The engine, just when shut sure, and I cannot speak roo highly any man in such a state could be liverecovered from the wounds. running away. Mr. Oliver could have cemetery crossing and the headlight off was going fully 40 miles per in their favor," driven across but he was afraid of flashed in my face when I was at the hour. The automatic bell was ringroad leading to Zwick's Island.

looked around and saw the train a star shooting across the sky. It buggy? 40 miles per hour.

"The flagman saved my life just ergine into the darkness."

was not due to my carelessness. I was how he remembered blowing the coming north on the bridge road. whistle, he said he remembered besince the spring of 1916. The light is cause it is a pretty heavily trafficked place. We don't want to kill a man.' Fireman Logan offered no new evi-

Conductor Charles Luffman, of the It travelled at the usual speed. It C.N.O.R. was switching at Wilson's

> William Thomas Burdon, engineer, on a way freight admitted stopping on the the crossing and holding up traffic several times but not for long. Thomas Joseph Quinn his brake

Taken at Fire Investigation

Crown Attorney William Carnew, ho acted as fire marshal at the investigation into the fire which destroyed Johnson Bros' livery barns in "How fact would you say she was August, has received from Provincial Fire Marshal E. P. Heaton, a com-"I would be safe in saying she munication regarding that official's view of the evidence:

"I have read with very particular the crossing until the cars cleared." care and interest the very complete Walter Gerow, hoisting engineer, report which you furnish of the evinow employed at the munition plant, dence, and I beg to thank you for the testified: "I think the switching en- way in which the whole case has been

"The investigation was most thorough and I quite believe with you that it has brought out every availther step can be or should be taken

"I am sure, however, that the carefulness of this inquiry will have a deterring effect on any would-be incendiaries in your jurisdicton."

EDMUND SAMUEL GRILLS The funeral of the late Mr. Edmund Samuel Grills took place at the home of his brother, Wm. H. Grills, Con. 2, Township of Thurlow at two

o'clock, on Wednesday. The service was conducted by the Rev. J. N. Clarry, of Belleville. Deceased was born in Sidney 56 years ago and was the eldest son of the late Richard Grills, of Shannonville. He married Kate Houston, who predeceased him 10 years ago. He leaves to mourn his loss a daughter, Mrs. Glengary of Toledo, Ohio and a brother and four sisters, namely Wm. H. of Thurlow, Mrs. (Rev.) W. J. Hyde, of Chicago; Mrs. Joseph Wickett and Mrs. Wm. Donaldson of Thurlow. The bearers were Messrs. Wm. Benne't, Wm. Moorman, W. Johnson, R. Mitchell, Jas. Donaldson and Thos.

A TALK ON RHEUMATISM

"Did you see the shunting train there is still an element of danger, ous acid is driven out of the blood. lost their toes, and these because others who have seen the fesults of Mayor H. F. Ketcheson bore testi- If you want something that will go ways at other hospitals, and time about the knowledge of his work "What do you say as to the cross-mony to the city's effort to have sub-right to the root of the trouble in the had been lost before they reached hoping that he may some day reap ways east and west of the river. blood take Dr. Williams Pink Pills. his. We saw the dressing being done. the Benefit. Please help me do this. City Clerk Holmes-"I do not re- They make new, rich blood which It took great courage to look. Ordin- If ever anyone deserves all one can "Did you hear the approaching the records and minutes of council truth of these statements has been because not one suffered any pain! cry out for publication! But because Ex-Mayor W. H. Panter: "I think out Canada, and the following cure is One man talked to me in English. writing in order to advertise any rem Mr. William Belnap, of Rossmore a flagman was established by order a striking instance. Mr. Henry Smith He had been a waiter in a New York edy or scheme or man I will give you

Finally I was advised to try Dr. Wil- sort of hands and feet—all cheerful 21st Battalion Soldier On Leave From liams. Pink Pills, and although I had and interested in their own cases, all begun to lose faish in medicine, I witnessing to the fact that they felt finally decided to give the pffls a trial no pain, and all fast recovering.

Dr. Williams' Pink Pills cure all ing uppermost, and I exclaimed aloud ir; all the way down from the con- the troubles due to weak, watery to the nearest surgeon, "Why did you a son of Mr. Nelson Jones, Yeomans until I heard the crossing bell. I "To my imagination, it looked like "Did you see the engine strike the can get these pills through any deal-ing, "Why did you not kill him?" blood or broken down nerves. You not free him from suffering?" (Mead Street. er in medicine, or by mail phostpaid, And he knew what I meant.) His "No, it was foggy and rainy and I at 50 cents a box or six boxes for reply was, "We have freed him from

The Discovery of a French Sur-

the War.

home by a young New England cession of photos from the time he woman who volunteered for hospital entered until the day of which I from the letter here follows: Hotel du Commerce et de l'Euee.

ination. I did unta I went myself.

I saw 11 men (there were more) who was still burning, their clothes were one is painted on. The removing of burned off. Don't think I went out of the wax causes no pain. As the days curlosity. Heaven forbid! I went to go on the wax is removed only once see this marvellous cure and to try it twenty-four hours. to interest others in it. And I went To my surprised enquiry if that knowing that it would be immensely painful te witness. Mr. W. said yesterit the greatest discovery since chloroform, and every other person with

mat veling. I hardly know where to begin. last spring there was a watchman at have made the place absolutely safe. This article is for the man or wo-hands? Do you know what things of ceived so little recognition, so dittle ger of the level crossing. No safety who wants to be cured, not merely re-know what the odor of gangrene is? name from the houselops! He deknew of beyond the bells. I think th rheumatic sufferer can hope for in the foot or hand, if not the whole due a great benefactor of the human these are bad things at any time to rubbing something on the tender, ach- limb, must be amputated? Then you race. But he doesn't ask it. He is the ing joint, is a little relief. No lotion will know something of the wonder most modest of men. All he asks is "The whole situation should have or liniment ever did o can make a when I tell you that of all the doz- to be allowed to receive as many been remedied by subways. Gates cure. The rheumatic popison is rooted ens and dozens sent to this surgeon poor, suffering creatures as possible. railways take popesession and set-waiting to cross the tracks. He met could be used there and would make in the blood. Therefore rheumatism only one had to have his legs amputle afterwards. That the city had no the latter who started to go across." the crossing quite safe, although can only be cubed when this poison- tated, and of the others only a few little annex. And that is why I, among

proved in thousands of cases through And that was why I could stand it. I don't want it thought that I am of St. Jerome, Que., says: "For up- hotel. He talked calmly and smiling- the surpeon's name and address in a wards of a year I was a victim of ly while his dreadful feet were being postscript. Then anyone who really Conductor J. H. Bott said his rhoumatism in a most painful form. painted with a white, waxy liquid. wishes to help can get it from you The trouble was located in my legs (This is the wonder of which I am to and write him direct. If you can do "Were you endeavoring to make up and for a long time I was so bad that tell you later.) Another lay on a nothing else, one can send crude par-I could not walk, The suffering which stretcher rolling a bandage uncon-, affin, which over here is very expen-II endured can only be imagined by cernedly while they dressed his sive, but at home so cheap.—Bosto To Mr. Keeler— The horse was not relined to fright at automobiles.

There is an acute curve on both sides one mile west of the passenger depot. An application of air was made just me and then I began trying other re
"How is that crossing lighted at west of the crossing."

"How is that crossing lighted at west of the crossing."

"How is that crossing lighted at west of the crossing."

"How is that crossing lighted at west of the crossing." One whistle was heard sounded those who have been similarly afflict stumps. "Does it hurt?" I asked. Transcript. medies, but with no better results. others and others, all with the same

> I am very grateful now that I did so. And then we came to the burning-"You made up about five minutes?" for after taking eight boxes of the tar cases. One doctor told me that it ville on furlough and will remain for "At the time this happened we pfils the trouble completely disap- was considered the most terrible form six weeks or more. He enlisted at were running about 35 miles per peared. I was free from pain and of suffering. I fear you could not Trenton in the fall of 1914 and had could walk as well as ever I did in stand it if I should describe them in been in France nearly a year when ing. My indignation was the one feelsaw something just flash from the \$2.50 from The Dr. Williams' Medi- his suffering." And do you know, will

parent wreck, every feature of whose face was then indistinguishable, eyes closed, lips and parts of his face hurnec to the bone, teeth all exposed like a grinning mask, whose hands were too dreadful for me to describetalked with Mrs. T. the other day, ongeon Has Prevented Untold ly ten days after? That the features Pain and Disfigurement tinguishable, but that the deep of his face are not only plainly dis-Among Those Wounded in wounds are filled up, the flesh fast healing over with new white skin, that there remains on his forehead Last March The Outlook published and that there will not be, within but one place not yet fully recovered Some War Impressions of an Amerianother week, even a scar? I have can Woman. The article was made had all his photos in my hands (takup of extracts form letters written en by colored photography), a suc-

work among the soldiers of the allies speak—in all, barely a month. It is in France. In the current issue of nothing short of a miracle. Moreover The Outlook a second series of letters he told me with his own lips that he from this woman worker appears. Be- had not suffered at all after they below we quote a passage in one of them which treats of a remarkable You will have been asking ail new method of handling frost-bite along, "What is this wonderful and burns, the invention of a modest thing? Why isn't the name of such French surgeon. The cure is describ- a benefactor known throughout the ed with an air of authority and ver- world? But isn't it the history of all ity. For the benefit of those who may great inventions and discoveries? I or moved to assist the inventor and suppose it is because the cure is so help him to bring his treatment into very simple, and because, too, the wider use, The Outlook gives his man has neither wealth nor influence name as Dr. Barthe de Sandfort, behind him. The simplicity of it Hospital St. Nicholas, Issy-le-Moul-such that even I could grasp the ineaux, Pres de Paris. The extract thing after a brief explanation. The mixture is wax, paraffin and resin. I is heated to 120 degrees C., when

Vannes, Morbihan, May 9, 1916. becomes like water and of the color I have been to a hospital (not of honey. Drawn off from the reserhere, but in Paris, before my return voir in which it is heated it is ready here) where I saw the most remark- for use. If you dip your fingers into sble cures wrought on suffering men it at almost 120 degrees, as I did, that I have ever seen in my life. Indeed, the whole thing is such a mir- and dries at once about your hand acle that it is hard to write collected- when you withdraw it, encasing ev ly about it, and I know you will ac- ery little fold or crease with an elascuse me in any case of exaggeration tic covering through which you can until you see the photographs I am see. All air is kept out and there .s ending. They don't lie! Unless you ro moisture; and, you know, air and see them or the men with your own moisture are the greatest causes of eyes you think the one who tells you suffering to burned people. If the must be drawing upon a vivid imag- fesh is not too frightfully sensitive, the wax (or ambrine, as the sur-It is a small annex of an immense goon has named it) can be painted hospital where burns and frozen on with a brush. If it is, the liquid hands and feet are treated, and there is sprayed on with a small pump. The member is then wrapped in cotton or had had burning tar played upon gauze to keep the waxy covering them by the most recently perfected from breaking, or, as in the case of device of their so-called civilized en- faces, with a mask or gauze only. In emy. (The allies wont' use it). When the beginning the wax covering is rethey reached the hospital the tar moved every twelve hours and a new

were really all that produced such marvelous, such miraculous results day—he went to visit the hospital at the surgeon replied: "Mademoiselle my suggestion—that he considered we do nothing. Nature, left alone, does i, all. It is as if we covered the man as one covers a plant in the conwhom I have talked has come away servatory, away from all harmful influences, and there the skin grows again untouched, as a plant grows We went first to see the dressing under the influence of the sun. That one upon those whose feet and is all." But it has been the work of hands had been frozen at Verdun; a lifetime; research which has takmen who had been lying on watch, en all his private income, and which covered by the enemy, along a part old face. It seems so tragic that one of the lines where trenches are im- who has found out how to ease two possible because of swampy soil. Have of the most terrible tortures—frozen Any doctor will tell you this is true. they had been first treated in other his work, am going to try to spread

SERGT. JONES HOME.

Sergeant Ewart Jones, of the 21st Battalion C.E.F., is home in Belle Sergt. Jones enlisted as a private

but rapidly won promotion. He is

The Domestic View Exe-I see bread has risen. Mrs. Exe-Well, we want cine Co., Brockville, Ont. you believe, that very man, that ap- bread to rise, don't we?

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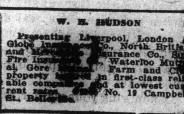
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