THE VICTORIA SEMI-WEEKLY COLONIST, THURSDAY JUNE 4 1896



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MILK,

K FOR

Brand

D CREAM.

nd Tennis Flannels,

and Bicycle Hose,

ENT IN THE CITY.

ohnson Street

EAT VARIETY.

EACH.

*i*0.,

DRS,

COFFEE,

COCOA.

Mayor Beaven and the City Engineer Give Evidence Before the Coroner's Jury.

who was looking after the bridge; he had examined the tramway trestles near Esqui-mait, but had not bored the timbers as he had not had time yet since his appoint-ment; it was not a thorough examination as no examination would be thorough withhad not had time yet since his appoint-ment; it was not a thorough examination as no examination would be thorough with-out boring the timbers; the outside of timper may sometimes look sound while the nside is rotten; that is a matter of common knowledge among men in connection with lumber: he could not tell just how long it would take for timber to rot; that depend-ed on the conditions of how the sun or rain got at it; it should be examined every year and a half or two years. In a bridge like and a half or two years. In a bridge like the Point Ellice the timber would begin to rot first where the iron rods went through or where it lay on the iron at the ends; his opinion was that of a practical man not bridge expert; he was not sure how long fir timbers would last without becoming dangerous; the putting of stirrups round the floor beams was better than boring them to put irons through, as the timber would not rot as fast; boring also weak-ened the timber, and the rotting might go on where it was not visible to the naked eye; he, however, was not a bridge expert and was merely giving his own opinion

Hedley Chapman was formerly manager of the tramway; he became manager in February of last year; his duties had been to look after the general affairs of the com-pany; everything was directly under him; he had a superintendent under him to whom he gave instructions. Rock Bay bridge had been considered unsafe for the summer traffic and he communicated about March, 1895, with the city council. In consequence of this, Ald. Humphrey and Hall, e then streets committee, met him at

bridge. As a matter of precau-during the heavy traffic of wenty-fourth of May, 1895, he personwas at the power house to see that car went separately over the bridges. council and the tramway company ily repaired the Rock Bay bridge; the icil agreed to find the labor and lumber

ily repaired the Rock Bay bridge; the icil agreed to find the labor and lumber the tramway company were to pay slow and to put down T rails instead of the had no particular inspection made of the Point Ellice bridge; there was no limit to the number of passengers carried on the cars; it was impossible to keep crowds off them, he was not aware of Point Ellice bridge being repaired in any way. He had some talk with Mr. Wilmot in regard to the statistical of the bridges in any way. He had the inspection of bridges and sidewalks since bridge being repaired in any way. He had some talk with Mr. Wilmot in regard to the the superimendent of the carpenter inspected the bridges. bridge being repaired in any way. He had the inspection of bridges and sidewalks. some talk with Mr. Wilmot in regard to the the superimendent of the carpenter inspected the bridges. bridge being repaired in any way. He had some talk with Mr. Wilmot in regard to the the superimendent of the superimendent of the the city carpenter had the inspection of bridges and sidewalks. Some talk with Mr. Wilmot in regard to the the superimendent of the superimendent o some talk with Mr. Wilmot in regard to the some talk with Mr. Wilmot in regard to the repairing of Rock Bay bridge; it was the Rock Bay bridge that he considered un-safe—not Point Ellice; the \$100 paid by the company was applicable to the condition of the agreement with the city that the company should keep the road-way between their track in repair. When communicating to the city council he be-lieved it was to Mr. Wilmot he wrote and the visit of the streets committee was the result. During his time of office he was the rob the bridge. If he had considered Point Ellice bridge needed repair he would examine all the bridges in the city and to point ellive drige needed repair he would examine all the bridges in the city and to point ellive bridge needed repair he would examine all the bridges in the city and to point ellive bridge needed repair he would Point Ellice bridge. If he had considered Point Ellice bridge needed repair he would have written to the city as he had in the case of Rock Bay bridge; the traffic of the cars over the bridge would to a certain ex-tent contribute to the wear and tear of the bridge: it was because he considered the Rock Bay bridge unsafe for tram traffic that he had communicated with the city and agreed to pay \$100 if the city repaired the bridge. be bridge. John Grant testified that he was mayor of the city for the years 1888 to 1891 in-clusive; when the tramway got its franchise from the city in 1888 by by-law the city inits did not take in Point Ellice bridge. of the city for the years 1885 to 1891 in-clusive; when the tranway got is franchise from the city in 1885 by by-law the city limits dice bridge. The limits were extended in December 1890; at that time the trans had already been running over the bridge; as a natural consequence of the extension of the city limits, the city assumed with were considered to be the points that consequence of the extension of the city limits, the city assumed within the city, Generally speaking the sourced of all the bridges and roads within the city, Generally speaking the posed to be the head of all such owners; if a control of all the bridges and roads within the city engineer is sup-posed to be the head of all such owners; if a control of all such owners; if a control the bridges and roads within the city engineer is sup-posed to be the head of all such owners; if a control to the bridges and roads within the city engineer is sup-reated to see among other things to the softy of bridges and is the channel through which the engineer commutice are ex-ted at set once a year. The softy of bridges and ought to see that the bridge was not store genough for transway traffic. The floor beam was broken in is general was should hare a look out for the safety onstruction work. From his general was robadi hare a look out for the safety structs committee differed with the engineer the matter would be reported to idered that it was an improvement to put structs on the foor beams was an improvement to put structs on the foor beams was an improvement to struct on the owners. Instead of being was not safe for tramswy traffic. He condition the softy structs committee differed with the struct to reage to the bridge was ex-truct the wear locity of Victoria and no orn inder the wear locity of Victoria and no orn inder the wear locity of Victoria and no orn inder the would carry out important was whould hare a look out for the safety is truct on the softy is not floor beams were bordin 1890. The under thene ty mits were extended in the diverse t amined when the city limits were extended; he did not remember whether there were stated times for bridge inspections during his term of office. Mayor Beaven said he was Mayor in 1892, Mayor Beaven said he was Mayor in 1892, high and during the present year; it was a difficult question to answer off hand as to who had charge of the Point Ellice bridge; the bridge was built by the provincial gov-ernment, and was then outside the limits; when the city limits were extended in 1892 the boundaries were mentioned as includ-ing Point Ellice bridge; in 1892 he found that the limits as extended had been wrongly described, and a special act was In grown with is property unless it was well not the beridge to the with street work and Mr. Cox had been discrete with is street work and Mr. Cox had been discrete work and Mr. Cox had been discrete with is street work and Mr. Cox had been discrete with is street work and Mr. Cox had been discrete with is street work and Mr. Cox had been discrete with is street work and Mr. Cox had been discrete with is street work and Mr. Cox had been discrete with is street work and Mr. Cox had been discrete with is the optime beinged to the instance. Leveridge to the is street work and Mr. Cox had been discrete with the property unless it was distinctly benead with; it would be more satisfactory to him if the superinter dents under him his these appointed by billot of the council as at prescription of law as to whoowned the bridge—the were appointed by billot of the council as at prescription. The fully had made alterations and repairs to it. Heat the ore will be very easily worked. add. 1892 (not in 1893 as mentioned by other ent. (hesses) an accident happened to the R. M. Horne Payne, vice-president of the ron.

Consolidated Railway Company, stated that bridge, one of the floor beams being broken; the city engineer found other beams in Mr. McKilligan, manager of the local a dangerous condition and the council branch, would take his orders direct from authorized their repair; he thought the Mr. Barnard; he knew nothing about the city engineer rather favored putting in floor regulations and rules governing the com-

city engineer rather favored putting in floor beams of iron and the matter was left to the council, who decided that they should be of wood. Witness favored the iron beams himself; the city engineer had the bridge at first repaired and then reported to the council that the bridge needed fur-ther repairs, which were carried out as al-ready stated. The duties of the streets committee were to take general charge of regulations and rules governing the com-pany; his duties being confined to the financial department only. William Wilson, alderman and chair-man of the streets committee, stated that the communications regarding street work were generally referred to the committee by the council and considered at the com mittee's meetings; if not entailing a cost o

The Coroner's Jury:
The Coroner's Jury:<

than in fish. For the first time in months there is a good supply, as well as consider-able variety in stock, and the business in consequence has greatly mended. From the Fraser some choice spring salmon have Mr. Smith here put in correspondence between the city and government when the city limits were extended in 1891. Part of these was a letter dated February 19 and signed by W. J. Dowler, city clerk, sent to Hon. F. G. Vernon, then commissioner of lands and works, saying "I am instructed by the Mayor and Council to present to you their request that half the expense connected with the work of defining the new city houndary be read by ecently been received; from the Columbia factority deficient from the halibut grounds some fine speci-mens have been obtained—all greatly en-hancing the heretofore sadly deficient market, tempting people to buy where there was previously no temptation, and of the new city boundary be paid by the provincial government. The council market, tempting people to buy where there was previously no temptation, and of course causing a better feeling all around. Correspondingly, the meat trade has fallen away, not materially, however, and the supply continues good. Fresh fruits are continually arriving, principally from the South. During the present week or so creamery and Delta butter has depreciated five cents a pound in value. trusts that the government will be pleased to regard this matter favorably and grant its request." The reply from Mr. W. S. Gore, deputy commissioner of lands and works, stated that the extension of the city limits being exclusively a municipal matter the governive cents a pound in value. The following are the current retail ment did not feel justified in granting the request. On May 9, 1891, Mr. Gore wrote to the

prices: city council stating that the legislature had appropriated \$4,000 to be expended on the improvement of trunk roads within "the

	improvement of twink mode within (1 the	Lakeon the woods (hungarian)	0.00
	improvement of trunk roads within "the	Victoria XXX	4.75
	boundaries of the recent extension of the	Lion	4.75
	city limits." The letter goes on: "I beg	Portland roller	5.00
	to call attention to the condition of the	Salem	5.00
	bridges over the large ravines on the Gorge	Rainier	5.25
	and Burnside roads: both sauctures should	Snowflake	5.00
	be replaced by new ones at an early date."		
	An acknowledgment to Mr. Gore from the	Olympic	5.25
	City Clerk was read.	f lemier	5.50
	The inference Mr. Smith wished to draw	Three Star	5.00
		Two Star	4.00
	from these letters was that the city had	Superfine	4.00
ł	taken the Point Ellice bridge over at the	Wheat per ton	37.50
1	same time as these other bridges.	Oats, per ton	
I	Mayor Beaven, continuing, said that he	Barley ner ton 25,000	26.00
I	knew of no by-law defining the duties of	Middlings, per ton	25.00
1	the city engineer; the council alone had	Bran, per ton	
ł	the power to dismiss the city engineer and	Ground feed, per ton	
	his assistants.		
İ	E. A. Wilmot, city engineer, gave testi-	Corn, whole, per ton	
	mony to the effect that he acted under the	i interest p	
		Cornmeal, per 10 lbs	35
	mayor and council and was directly re-	Oatmeal, per 10 lbs	40
	sponsible to them; he had been city en-	Rolled oats, per lb	31/2
	gineer for about four years, and had gen-	Potatoes, per sack 5	0@65
	eral supervision of all public works;	" (new) per lb	3
	the superintendent of streets had been	Cabbages, per lb	21/2

VOICES IN Clergymen in the Different Churches

Comment on the Ellice Bridge Catastrophe.

way the apostle taught us to regard our term of life on earth; how to estimate No greater improvement is anywhere noticeable in the local markets this week then in fish. For the first time in months our joys and sorrows; our losses and Life rearely if ever runs its Troubles from time to time have be-

ations and mirth. We do well to render special thanks to-day for our own pre-servation, but it is no selfish joy that fills our hearts. We weep with them that weep. How can we help it?

4.75 see in this visitation a call not only to therewith for some little time to come. individual repentance but to earnest endeavors to purify our city of its defile-ments. But you, dear afflicted friends 5.255.00 of our own kin, may the Lord abundof our own kin, may the hold avoid the following effect: That the dry solicitor be requested to define the law solicitor be requested to define the law and point out the way to enforce the same, so that the authorities may have 5.00 887: 4.00 4.00 Lord." ST. BARNABAS CHURCH.

.25.0 This church, which is situated in that zine at Beacon Hill park removed." part of the city most heavily visited by 00@25.000 0 20.00 the late awful catastrophe, was attended 00@40.00.00@45.00 3 death human philosophy 50@75 by the hop-o5 tion in eternity. said as t

brought to the heart of the mourner by the hope of our recogni-tion in eternity. A few words Vancouver. No. 5735. A. O. F., a resolu-10@121/ were said as to the danger of is tailism in our religion, attributing to the will of God accidents and deaths 20 the will of God accidents and deaths 20 which are in reality due to the culpable Ellice bridge disaster. The court deeply negligence of man, who under the guise of this fatalism thus shuffles out of his bereft of friends and relatives and trusts or this latansm thus shumes out of his responsibility and lays it upon God. Extra seating accommodation had to be provided for the evening service at which the preacher was the Lord Bishop. His theme was that no chastering accident.

six bearers, were met at the west door of A number of the samples of ore brought the church preceded by cross-bearer, the down by Mr. Donaldson, and they are (service (choralbeing taken by the Rev. all large blocks of metal, will be sent to J. B. Haslam. To the solemn strains of Tacoma for assay. the Dead March the remains were borne

DAVID THOMPSON, a teamster employfrom the church en route to the ceme-tery, at the gate of which the choir formed in procession once more singing locked quite serious. On the roadway looked quite serious. On the roadway leading to Drake's wharf the horse he appropriate hymns as they led the way leading to Drake's wharf the horse he service was closed by the chant-ing of the Nunc Dimittis. A large number of the congregation be-backing down hill, landing all "promis-crous like" on the rough boulders formlonging to the church showed their sympathy and appreciation of the de-ing the water-front approach. The ing the water-front approach. The horse in some way fell on the driver, but Thompson is not believed to have sustained serious injury.

FRIENDS and acquaintances of the late Mrs. Tornton Fell yesterday accompanied her remains to their last resting place at Ross Bay cemetery, where the interment took place shortly after 3 o'clock. Services were previously conducted at the First Presbyterian church by the pastor, Rev. Dr. Campbell, assisted by Rev. W. Leslie Clay, of St. Andrew's church, Rev. D. MacRae, of St. Paul's Victoria West, and Rev. Dr. Wilson, of the Church of Our Lord. There was a very large attendance at both the church and the graveside,

while the following acted as pallbearers: Messrs. R. S. Rendall, R. Pottinger, James Flett, W. Clarke, D. Macnaughton and A. Flett. The deceased lady. whose death occurred in California leave many sorrowing friends, whose where she had gone in search of restora-regard was manifested by the tasteful tion to health, leaves a loving husband and family of two especially bereaved by her demise.

morning. The Salvation Army was also present, for when alive the deceased had taken an active interest in their meet-ings. Mr. Pearson had been a member our joys and sorrows; our losses and our gains. Life rarely if ever runs its full natural course. The Bishop refer-ring to the sad accident of Tuesday said "Troubles from time to time to time to the said accident of the said accident of the said accident of Tuesday said" Walsh. Isaac Welch Turin W. Edward Johns sr., and Joseph Brown. The pall-bearers at Mrs. Pearson's funeral were: Messrs. W. J. Ledingham, James Cummings, William Wallace, Biehard Brownwell, Harry Davis and Robt. Clarke.



FLOUR-Ogilvie's (Hungarian) per bbl \$5.50 Lake of the Woods (Hungarian).... 5.50 With this congregation have cause to commemorate a great deliverance. Why With the deliverance why 5.50 commemorate a great deliverance. Why this selection, God only knows. Let us public interest will be monopolized

> ALD, R. T. WILLIAMS has given notice of a resolution which he will present at the next session of the city council to the following effect: "That the city notice again that it is the wish of the council to have the powder in the maga-

A DAILY passenger service from Vicon Sunday last by large congregations. toria to Rossland is now being given by At the morning service the rector (Rev. the Northern Pacific railway, in place of Belton Haslam) endeavored in his ad- the tri-weekly service hitherto prevaildress to give words of comfort to the ing. Passengers leaving here by the 40 314 bereaved, many of whom were present, 50@65 reminding them that in the presence of landed in Rossland forty hours later. unable The fare for the single trip has also been $\frac{212}{12}$ to afford consolation, and that relief is reduced to \$24.45, the original rate hav-

Vancouver, No. 5735, A. O. F., a resolu-

CARTER'S IVER PILLS. Sick Headache and relieve all the troubles incl-dent to a bilous state of the system, such as Dizziness, Nausea. Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing remarkable success has been shown in curing SICK Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this canoying completint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured HEAD Ache chey would be almost priceless to those remarkable success has been shown in curing



Ache chey would be almost priceless to those who suffer from this distressing complaint; but forturately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head



But after all sick head A C HE is the bane of so many lives that here is where we make our great boast. Our pills cure is while others do not. CARTER'S LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action phase all who use them. In vials at 25 cents: five for \$1. Sold everywhere, or sent by mail. CARTER, MEDICINE CO., New York.

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re quotes what was said Review, and goes on to

roceeds to surpass

hat the Province should

any matter appearing in iew is most remarkable nted considering its own

al. I will quote from the

the public estimation

the reason. Of late it liarly bitter, rancorous

sive. Not so very long

ulgar and personal at-stle of temperance, Sir

an attack of that some ption which is equally of-and foes. More recently w-Lefevre and Mr. Arnold

fter a gentlemanly and to the ex-minister's wife's

the Saturday

remarks were met rate Yankee newspaper, her would say that the ev excited was disgust ich published them, and ually be felt at the of a London paper which souch with the feelings of If any paper in British seize as a point of attack et that his father sold of this province would ow conduct for a morently, it is good enough

ent on the standing of the as understood by the

etter in order to place e citizens of British Col-here only as an investor sentative of capital, and political interests be-man interested in the notice that journals in st in Yale seem to be ade, and it might be to Mr. Mara's intere, I know not. I take politics at all. I may s a triend of mine and m elected, but I have utely no part in his or on-therefore why con-tion to Mr. Bostock? at in this country is to see arried on as speedily and , as I have brought large and am still introduc-daily. I believe Mr. the resources of his diswell fitted to represent nd further this developison I would like to see

man to start libel actions ere when it may be that mportance require my at but anyone may make my position, standing and out all I undertake sed matters that I am ss, i.e., references made to ve stated above, I am here to institute libel actions bings in the hands of the satisfied that from them rdict. As for the Province R. M. HORNE-PAYNE.

Doctor What is good cleansing the Scalp and ir. I seem to have tried and am in despair Why Mrs R. the very PALMO TAR SOAP 0 tid for Washing n end to Dandruff s the hair nicely. DR.A LARGE TABLET.

sparagus, per lb. thubarb, per lb. Eggs, Island. per doz Butter, fresh, per lb... 20@2 Creamery, per lb. Dairy, per lb..... California per lb..... California per square. Delta. Hams, American, per 1b. 14@18 Canadian, " Boneless. 18@20 Bacon, American, per lb. 14(0)18 Rolled, " Long clear " Canadian. Shoulders, per lb. Lard, per lb Golden Cottolene, per lb MEATS-Beef per lb 5@121/ Sides, per 15... Veal " Mutton " 5@124 Pork, fresh, per lb Chickens, each.

United States. It seems that it has been arranged, says the Oregonian, to land the Chinese passengers at Port Townmend. The collector of that port will forward to the collectors at Astoria, Portland and elsewhere, the certificates upon which the men seek admittance to tificates and affidavits are signed and

14@16 in this their bitter affliction, pointing the Indian reservation being at present out that its result ought not to be merely the only avenue to and from the city $\frac{12\frac{1}{2}}{12\frac{1}{2}}$ to the cause of the recent disaster, and 25@50 that the wise course is to withold judgment, not to lay the blame on any shoulders until a proper inquiry has been made by a competent tribunal, 25@50 that all are citizens of Victoria and that and including the waters by which the 25@30 the blame lies at the door of all who new outer wharves are approached. The 25 neglect to see that fit and proper men chart may be seen by anyone desirous of 20 are put into office. He concluded by urging his hearers to ing room; it is of more than ordinary 10 live and bear themselves one to another interest in view of the differences o so that it might be said of them as of the Christians of old, "See how these ing of the Empress line of steamers a 10@12 Christians love one another." After the benediction the large congregation remained standing while the lodge, No. 116, Sons of England, last

organist (Mr. Raynes) played with great effect the Dead March in Saul, thus fittingly closing a service of a character such as this congregation hopes it may upon for speeches later in the evening. not be called upon to hold again in Vic-Bros. Noah Shakespeare and A. H toria.

Rev. W. Leslie Clay, of St. Andrew's Presbyterian church, referred tenderly to the accident, choosing as his text for the morning service Exodus xii, v. 20: dolence with the families of Bros. Wm. 'There was a great cry, for there was Heatherbell and W. J. Sherriff, who not a house in which there was not one were bereaved in the recent bridge disdead." For the evening service the text aster, and also with the relatives of the chosen was Isaiah xxvi, v. 9: "When other victims, were passed. Thy judgments are on the earth the in-

habitants of the world will learn righteousness. Rev. D. W. MacRae, of the St. Paul's Presbyterian church, Victoria West; Rev. J. S. Sweet, at St. Saviour's church; Rev. W. D. Barber, at St. the interest of Captain John Irving and other Victorians returned to this city by James' church; and Rev. P. C. L. Hardavits will be presented for the signa-tures of the witnesses. After the cer-light to an end of the disaster at considerable length.

hour later. The coffins, carried each by that the ore will be very easily worked.

RESIDENTS of Victoria West who by His theme was that no chastening seems joyous but grievous and yet that all sor- the collapse of the Point Ellice bridge row has its mission. He assured his are deprived of the usual facilities for hearers of his deep sympathy with them reaching their homes, the path through one of emotion but that the fact would greatly appreciate the establishof death coming to each one ment of a ferry service of some kind, ought to be kept vividly before them and that the readiness was all. bridge. It seems strange that private He dwelt especially upon the danger of enterprise has not already realized that listening to the many stories current as there would be money in such a venture.

HIS HONOR Lieut.-Governor Dewdney consulting it at the Board of Trade reading of the Empress line of steamers at the new docks.

At the regular meeting of Alexandra

Scaife were also heard from. The auditors' report read showed a membership

THAT all the gold of British Columbia is not to be found in the Kootenavs has been abundantly demonstrated by Mr. Donaldson, the expert prospector, who, other Victorians, réturned to this city by the Danube on Tuesday evening. He claims at a point on the provincial main-land not more than 300 miles away.

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