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God's in his heaven,
All's right with the world.

—[BROWNING.]

London, Tuesday, October 2.

FUTURE OF THE CITY HOSPITAL.

London is becoming an important medical center. The fact that we have here established a well-equipped medical college, affiliated with the Western University, has undoubtedly made its influence felt. The auspicious opening of the winter term, which took place last night, gave Dr. Eccles, the lecturer on the occasion, an opportunity to say some useful words, not only for the medical college, but for the public hospital, with which institution the faculty and students of the college are necessarily intimately associated. In his interesting sketch of the origin and development of hospitals, the lecturer demonstrated that they owe their establishment to Christianity, and that as civilization has advanced so have hospitals in their adaptability to the needs of humanity. Though no earnest friend of the hospital has doubted the benefits that are derivable from the maintenance of such an institution in a center like London is, Dr. Eccles probably made the actual position and interdependence of the hospital and medical school plainer to very many of his hearers than it was before. He proved that as a result of the establishment of the hospital, not only have we provided efficient means for the care of the sick poor, but we have built up a special system of treatment of diseases by expert medical men that has made the hospital and the medical colleges direct beneficiaries, in dollars and cents, to the citizens generally. The training of nurses, too, another great benefit arising from the hospital, has been shared not only by the citizens of London but by the whole people of the west.

The special point made by Dr. Eccles, however, was that if London is to reap these financial and other advantages to the full extent—if the medical school is to become an effective center of research and of ultimate healing—it is absolutely necessary that there should be a public hospital of corresponding efficiency.

London has a moderately successful and well-managed public hospital as it is, but it does not meet the needs of the community, particularly in the newer branch of the service that comes under the head of treatment of pay patients. The prejudice which at one time existed against public hospitals caused many persons to seek for treatment at home who could better have been cared for in a hospital. But within the last decade scores and hundreds of the best citizens of Western Ontario have flocked to our hospitals as a matter of choice, because they know that in this way can they be best attended to by specialists, and be afforded a better opportunity for recovery. It is desirable that these paying patients shall be encouraged to enter the hospital, thus adding to its income, and building up, not only that institution, but the medical school as well? If so, then has Dr. Eccles fully proved his case in favor of making a considerable addition and improvement to the city general hospital, and that at the earliest date possible. It is not only a necessity of a medical character, but, as Dr. Eccles points out, it is in the financial interest of the city. Let any skeptic on this point read Dr. Eccles' admirable address.

The recent addition of St. Joseph's Hospital to the institutions of London has proved of great advantage to the city. It fills a want that was felt. What is now required is that the public hospital shall be brought up to its full possibilities of usefulness. Then we shall have London as notable a medical center as it already is a railway, manufacturing, mercantile and exhibition center.

A WILD GOOSE PROJECT.

What object could the Toronto Empire have in recently announcing that the "Patrons contemplate joining in a petition to the Lieutenant-Governor to call the Legislature together without further delay"? There has been no delay in calling the Legislature together. The usual time for assembling is in January or February, and if the Legislature were to meet now the Province would have to pay \$50,000 or \$60,000 for the extra session. A few months ago the Empire and its allies were arguing that the Legislature should only meet once in two years. Now they pine for two sessions in one year! There is, we have good authority for stating, no truth in the reported action of the Patrons looking to a session of the Legislature this year. The Patrons may have some notions that do not meet with general approbation, but their absolute refusal to be a party to any wild goose chase after anti-Mowat projects reflects credit on their intelligence. There is no more public need for an extra session of the Legislature than there is for a five-wheeled coach.

LUXURY ON WHEELS.

A Londoner passing through Toronto the other day saw a large-sized, magnificently fitted up car labeled "Cumberland," with "private" printed in large letters on each entrance door. Inquiry revealed the fact that this car is the property of the Dominion Government, but that it is used to convey the families of Ministers to picnicking and summer pleasuring grounds. In it on the occasion named was the wife of Sir John Thompson and her daughters. Further inquiry reveals the fact that in this matter of private car service the members of the present Administration at Ottawa are most extravagant. It was not so in the days of Alexander Mackenzie. That statesman was as worthy a man as any of them, but he believed that an ordinary first-class, parlor or sleeping car was good enough for him and his friends, if good enough for those whom he served. And so there were no Government private cars, with their liveried servants, in his days. Why should there be? When Premier Gladstone traveled in Great Britain he had no private car, neither had Premier Salisbury, nor has Lord Rosebery. But what is good enough for the statesmen of Great Britain is not good enough for Canadian mushroom nobility and their families. The private car service, by means of which the men at Ottawa and their families and retainers travel around, cost the taxpayers a pretty penny in the course of a year.

NORTH MIDDLESEX.

Several correspondents have asked us recently to discover what steps the North Middlesex Liberal leaders are taking to prepare for the approaching Dominion election. We have received no information on the subject. They certainly should be moving, if they mean to take that stand for good government which has always characterized them. Now is the time for action.

—The Toronto papers are berating the civic authorities for not taking the city census when there was a crowd in town! What next?

—It is asserted that while Toronto's population has increased 6,455 since last year, the assessment has been reduced by over \$4,400,000.

—At a recent meeting of Stratford city council there were strong protests against the condition of the postoffice. Do not the Stratford aldermen know that the repairs are being kept back till the eve of an election, so as to allow opportunity for the only chance to show them what they get for their heavy taxes?

—At Calgary Hon. Mr. Laurier said: "The more I see of this country the better I like it." The country is all right. What it needs is the greatest possible freedom to sell what it produces and to buy what its people require. Take off the shackles from the young giant, and he will go forward with leaps and bounds.

Struck by the Train

Proceedings of the Middlesex Fall Assizes.

The Suit of Delves vs. G. T. R. Goes to the Jury.

An Action for Heavy Damages Coming Up—Judge Robertson's Decision—The Bowers Witnesses Here.

Monday Afternoon.

This afternoon, at the conclusion of the judge's address, the doors were thrown open and the large room was soon filled. The grand jury retired to consider a criminal case and the civil list was taken up. Readers of the ADVERTISER will remember the accident to Wm. Delve at the Pottersburg crossing of the G. T. R. on stormy morning last February. Delve, claiming \$5,000 damages for injuries sustained. This was the first case called. Plaintiff told of his employment on Feb. 12 last, and how he was proceeding eastward on the Governor's road to the asylum siding to unload a car of coal.

Alfred Parker and John Downes were in separate rigs behind witness bound for the same place. Witness said: "When I was about 200 yards west of the track I pulled my horse up and listened for the train. Could hear none, and after going about 150 yards I made the horse trot. Just as I got on the crossing the engine came along at a pretty rapid speed, struck my wagon, threw me out and passed on. I was tossed on the road some distance away, struck on my head and broke the left cap, constituting an injury from which I shall never recover." Witness was taken to the hospital, and remained there for eight weeks. He never recovered the use of his leg, and instead of being able to earn \$7 a week, as before the accident, he only received \$3. Witness had a wife and one child, and now lives in Exeter. A severe storm prevailed at the time of the accident.

James Downes, another driver, told Mr. Osler that he had his hat pulled only partly over his ears, and thought if any whistle had blown he would have heard it. He denied having said to Constable Logan, if the G. T. R., that he never heard the bell or whistle and could not say whether or not they were sounded.

A fired Parker, the other driver, heard no whistle or bell, but admitted that a whistle could not be heard a great distance on account of the storm.

"Can you hear your ears?" asked Mr. Osler. "Yes," said Parker.

Q.—Your ears were more tender than Downs'? A.—Guess they must have been. (Laughter.)

Q.—And when you turned partly around you saw the train coming? A.—Yes. Q.—Well, three empty coal wagons on a hard frozen road would make an awful noise? A.—Yes. Q.—More than a train, I suppose? A.—Yes.

Frederick Haselgrove, a bookkeeper for the King Bolt Cigar Company, was on the train which struck Delve. He generally noticed whether or not the engine whistled—especially when he was not talking to any

person, and he was not that morning. He only went to Pottersburg.

"You always take particular notice of whistles," asked Mr. Osler.

"Yes, sir, I do, always," said the witness.

Q.—How long have you been collecting whistles, so to speak? (Laughter.) A.—Oh, for a long time.

Q.—Ever since you had one presented to you by your grandmother? A.—Yes.

Q.—When did you take your last trip? A.—Last week, to Sarnia.

Q.—Now, you are a good hand at noticing whistles; how many were given at the Kingscourt junction? A.—Did not notice.

Q.—How many at Sarnia? A.—Could not say.

"Oh, I see," said Mr. Osler, resuming his seat, "you have since gone out of the whistle business."

Evidence was given by a physician as to the nature of Delves' injuries.

The plaintiff's claim rested on the evidence of these five witnesses, and Mr. Osler held that the case should be taken from the jury. It was a case of contributory negligence.

Judge Robertson did not feel inclined to do this.

The defense was not ready to proceed, and Mr. Osler suggested that the jury visit the crossing in order to more thoroughly acquaint themselves with the location. A special train was run on the G. T. R. for the purpose.

NOTES.

Two cases have been settled. Wm. E. Morrow, of Ekfrid, brought action against the ex-reeve of that township, A. P. McDougall, claiming damages for false arrest. Morrow was locked up in 1882 on a charge of embezzlement. A clause was added to the plaintiff's statement of claim, accusing McDougall of trespass. A settlement was made by the defendant paying \$1 for the latter offense and costs, \$150. McDougall afterwards entered a counter-action against Morrow, accusing him of seducing the plaintiff's servant girl, Martha E. Fieldhouse, who is an orphan. Morrow agreed to pay \$100 and costs, and the case was dropped. Macbeth for McDougall.

Tuesday Morning.

The court resumed at 9:30 sharp, and the defense in the case of Delve vs. the Grand Trunk was taken up. The attendance was even larger than yesterday afternoon. The crown witnesses in the Bowers shooting case are in the city and will probably go before the grand jury in the morning.

Engineer Turton, in charge of the train that struck Delves' wagon, said the rate of speed at which the train was moving was about four miles an hour. He was sure that the whistle was blown at the usual place—about 450 yards from the crossing. The ball was also rung.

Fireman Wm. McFadden was in the cab with Turton on Feb. 12 last, and when the engine was about 100 yards from the crossing he yelled to Delve, who was not looking towards the train.

To Mr. Purdon, McFadden said the train could have been brought to a standstill before the crossing was reached had the driver thought of an accident. The usual signals were given. McFadden was under the impression when he first saw Delve that he was going to turn into a gate on the west side of the track, but when it was apparent that he was going to cross it was too late to stop the train.

Wm. E. Mullins, secretary to the assistant superintendent of the G. T. R., and G. T. R. Constable Logan, gave nothing new in evidence.

James Pomeroy was on duty at the diamond crossing the night before the accident. Witness heard the bell ringing before the potter, was reached, and also the whistles blown on the occasion of the accident.

Mrs. Mary R. Lindsay Tremaine was the first lady witness in the case. Before the oath she kept the court waiting until she removed a black kid glove from her right hand. Mr. Osler wanted her to take the cover from the book. It remained on. Mrs. Tremaine keeps a store on the north side of Dundas street at Pottersburg, and remembered the morning of the accident because her husband boarded the train which struck Delve, and before it pulled up at Pottersburg she had listened for and remembered hearing the whistle.

Several ladies were seated in a jury box when Peter Buchanan, a lad of 12 years, with a very weak voice, took the oath. One of the ladies had in her arms a 1-year-old child, was crying and kicking at a lively rate. Judge Robertson called the sheriff and said that two witnesses could not be heard at once. "I suppose the child intends studying law," said the court as the woman walked out. "Now, Peter, speak up as though you were playing ball in a ten-acre field," the judge remarked when quiet was restored. Witness said that Delve was driving fast and was turned around, apparently talking to Downs and Parker.

Duncan Buchanan, Peter's brother, said that when Delve was near the track he (the witness) warned plaintiff by raising his hands. No notice was taken of the signal.

This closed the case, and after the counsel had concluded their cross addresses, Judge Robertson began. He spoke for about three-quarters of an hour and reviewed almost every point in the evidence. The following questions were submitted to the jury: 1. Were the defendants negligent in running the train on the day of the accident, and if so, in what way? 2. If the company was negligent, did the plaintiff exercise reasonable care to avoid an accident on approaching the crossing? 3. If you find both questions favorable to the plaintiff what damages do you consider him entitled to?

After the jury retired Mr. Purdon offered two objections to the judge's address. It should have been stated that Delve was only bound to use reasonable care in approaching the crossing. The jury should also have been informed that the company was supposed to give the signals for 80 rods, and if they had failed to give one of the two the company was responsible.

Judge Robertson claimed to have done this very plainly.

NOTES.

Hound vs. Hound, action on a promissory note, has been laid over pending settlement. The plaintiff is Emma J. Hound, wife of Arthur E. Hound, and her claim is that the note was signed under power of attorney. The plaintiff alleges that the note is invalid because it was signed over six years ago in blank. Parke for plaintiff, Fraser for defense.

Noyes vs. Young and Noyes vs. Young were two actions brought by James and Jane Noyes, of Westminster, against Seth Young, a blacksmith's helper at Dreaney's Corners. On June 23 last, Young's horse ran away on King street, and at the corner of Talbot collided with Noyes' rig, throwing the occupants out. The latter claim to have been badly injured. Mrs. Noyes being partially paralyzed. Mr. Noyes claims \$3,000 damages and his wife \$2,000. Application was made to try both claims together. The application was granted.

Dr. Oertel, of the Hygienic Institute of Hamburg, has died from Asiatic cholera, resulting from an experiment with infected water taken from the River Vistula.

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