

AN EXPERT'S OPINION

Mr. Lockwood of Seattle Gives Evidence at the Coroner's Enquiry.

He Explains the Construction of Point Ellice Bridge by Means of a Design.

Mr. Lockwood was on the stand at the coroner's enquiry, re Point Ellice bridge, when the Times went to press last evening. Continuing his evidence, Mr. Lockwood said that he had found the remainder of the lower chord to be unbroken. On one of the floor beams he had found a broken eye hanger, but some were missing. The intact, but some were unbroken, but some of the timbers were missing. One stringer was found broken. He said he had figured out the strain sheets for car loads weighing from ten to twenty tons weight on each member of the bridge. The chord bars showed no reduction of area, which indicated that they had been broken by the shock and not from being pulled apart. He thought they were made from good material. The breaking of the lower chord would not cause the bridge to collapse. It was impossible, witness said, to tell from the broken hanger whether it had broken from a shock or a strain. The diagonal iron which connects the lower and upper chords in the centre of the bridge, showed that they had been broken by a strain, which, however, might have been thrown on them by the fall-borne, the witness said, by the beam from the Esquimalt end of the bridge, which was broken on the hanger. The hanger which was broken was probably the centre one, or the next one on the city side. The major portion of the weight of the car in crossing the bridge was borne, the witness said, by the beam from the Esquimalt end of the bridge being on the two floor beams on each side. The beam beneath the car would receive three-quarters of the weight and the other two one-quarter between them. For highway bridges a factor of safety of four was usually considered satisfactory and in railway bridges five. Witness found where one of the hip vertical iron was broken that there had been a flaw, going in about a quarter of an inch. There was no material difference, he thought, in the strength of the broken and unbroken iron. His first day's examination, he said, had satisfied him that the break had occurred in the centre of the bridge, and everything since then had borne out this theory. The breaking of the hip vertical along the beam, the one which had been replaced by Mr. Clarke after the previous accident. The track stringers under the span were in seven complete parts and in halves. One of the seven complete parts he found to be broken. The other six were whole. The two halves were broken. One of the half stringers was broken at a bad pitchy knot, and was brash-looking. He found one of the vertical posts broken, the one on either side of the centre. He could not locate it definitely.

NEW COMPANIES.

Incorporated Here and in the States to Develop British Columbia.

Last evening's Gazette contains notices of the incorporation of a number of companies to do business in this province. The companies are: Takush Harbor Timber Co., Ltd., of England, with a capital stock of £80,000 in £1 shares. Kootenai Water Supply Co., Ltd., of Rochester, N. Y.; one million shares of \$1. Acme Gold Mining Co., Ltd., of Spokane; 600,000 \$1 shares. Beaver Gold Mining Co., Ltd., of Spokane; 750,000 \$1 shares. Gold Stream Mining Co., Ltd., of Cudahy, Wis.; one million \$1 shares. Hattie Brown Gold Mining Co., Ltd., of Spokane; one million \$1 shares. Crown Point Gold Mining Co., Ltd., of Spokane; one million \$1 shares. Blue Bird Gold Mining Co., Ltd., of Spokane; one million shares of \$1. Mayflower Gold Mining Co., Ltd., of Spokane; one million shares of \$1. Monarch Gold Mining Co., Ltd., of Northport, Wash.; 750,000 \$1 shares. Montana Christo Gold Mining Co., Ltd., of Spokane; one million \$1 shares. Morrison Gold Mining Co., Ltd., of Spokane; one million \$1 shares. Republic Gold Mining Co., Ltd., of Spokane; 750,000 \$1 shares. General Gold and Copper Mining Co., Ltd., of Nelson, B. C., with capital stock of one million dollars in shares of \$1 each. Incorporators and trustees—Robert Shiel, F. W. Swannell and Martin O'Reilly. John A. Hume Co., Ltd. of New Westminster, with capital stock of \$25,000 in shares of \$50. Incorporators and trustees—John A. Hume, F. J. Coulthard and R. C. Lowery. The B. C. School of Mines, of Vancouver, with capital stock of \$30,000 in \$1 shares. Promoters, Messrs. R. B. Ellis, A. W. Sullivan, Alto Marstrand, Charles Nelson, Thomas H. Tracey, G. F. Moncton and A. J. Colquhoun, all of Vancouver. Mineral Hill Gold Mining Co., Ltd., of Victoria, with capital stock of \$750,000 in \$1 shares. Promoters and trustees, Messrs. A. A. Davidson, W. A. Dier and L. Goodacre, of Victoria, and W. K. Leighton, of Nanaimo. The object of the company is to purchase the Stan-dard, Daisy, Queen's Mines in Roubidoux, in British Columbia, the Le Roi, War Eagle and Iron Mask, have been sold in London, Eng., to British capitalists for \$5,000,000, \$2,000,000 and \$1,000,000 respectively.

BRITISH COLUMBIA MINES.

Toronto, June 5.—A telegram was received yesterday announcing that three of the largest mines in British Columbia, the Le Roi, War Eagle and Iron Mask, have been sold in London, Eng., to British capitalists for \$5,000,000, \$2,000,000 and \$1,000,000 respectively.

Will positively cure sick headache and prevent its return. Carter's Little Liver Pills. That is no talk, but truth. One Pill a dose. See advertisement, Small pill. Small dose. Small price.

PARALYSIS CONQUERED

AT LAST IT YIELDS TO THE ADVANCEMENT OF MEDICAL SCIENCE.

The Strong Testimony of a Man Who has Suffered from Paralysis—He Now Rejoices in Renewed Health and Strength—Doctors Admit That Paralysis is no Longer Incurable.

There is nothing in life sadder than to see a strong man stricken with paralysis. Alive, yet dead to the duties and activities that belong to life, the paralytic is doomed to pass the remainder of his days in a hopeless and helpless condition. But since the discovery of that wonderful medicine given to the world under the name of Dr. Williams' Pink Pills, those stricken with this formerly incurable disease have now the opportunity of regaining health, strength and activity. Hundreds in various parts of the country who were helpless, bedridden invalids, have been restored to health by this incomparable medicine. Among those who have been thus miraculously restored to activity is Mr. Allen J. Macdonald, a well known resident of Nine Mile Creek, P. E. I. Mr. Macdonald says:—"In the fall of 1893 I injured my back, and during the year succeeding suffered greivous pain in my lower limbs. For several months I attended me different times, but without any benefit. Before the end of the year I was forced to give up all active work and was rapidly falling into a condition of utter helplessness. On one occasion the doctors caused me to lie in bed, getting weaker and weaker, with a twitching motion, and I dragged my feet when I tried to walk. Finally I lost all power of locomotion and absolutely all power of feeling from the neck down to the feet. I was as helpless as a piece of wood. In this half dead and half alive condition I laid in bed for eleven months not able to help myself in the least. Physically I did not suffer much, but mentally the agony of those weary months is never described. I was at last told by the doctors that there was no hope for me, and that I was doomed to pass the remainder of my days a helpless, half-lifeless piece of humanity. Providentially soon after this I read of the use of Dr. Williams' Pink Pills. It gave me new hope, and my friends got me a supply of the pills. After the use of a few boxes I found that life was slowly returning to my limbs, and I continued using the pills, gradually getting stronger and stronger, until now after the use of 32 boxes I am able to walk about smartly and can do light work, and I feel that I am gaining new strength every day. Words cannot express the thankfulness, save that the hangers were a trifle larger. His limit as to the weight of cars crossing the bridge, he approximately fixed at ten tons. The bridge was a good bridge for the purpose for which it was designed for heavy railway traffic. There had been no maintenance of the bridge, he said. It had been uncaresed for. The hand rails on the bridge would have warned a bridge man to go over it and examine it. The broken floor beams, which he placed as being the thing first broken, the Esquimalt end of the bridge, was simply a shell, rotten right through. Another of the old floor beams, the one nearest the city end, was also rotten. There was a broken hanger, which he placed to be near the centre of the bridge, where the hanger which was broken was very pitchy and had a serious knot. It is all but impossible, the witness said, to accurately determine now which gave way first, but from viewing the timbers he would judge that the hanger was broken first. The hanger may have broken first and communicated the shock to the broken floor beam, but it was a matter of opinion. A lower chord is simply strong enough to retain the timber, the other did not break. One of the lower chords could fall and the bridge not collapse. The primary cause of the accident was most likely the rotten floor beam. The vibration started would force the posts out of place and the bridge to collapse. The lower chords, for they would have forced out the end posts, "This would have been shown on the piers and at the end of the standing span. In view of the rotten condition of the floor beam he attached the cause of the accident to the rotten floor beam, he said, had been merely out of professional curiosity. He had no connection with the San Francisco Bridge Company. He was not aware of whom Mr. Lockwood was acting until today. As the designer of the bridge, he said that it was a good useful ordinary type of a bridge. Foreman Nicholles asked if he considered it to be a good type of a bridge in which one member falling caused the whole structure to collapse. Witness said building bridges of this description all over the United States and they were considered to be good types. As an engineer he did not know of any other type of bridge which neglected as this type was shown to have been. It would have given better results. If building a railway bridge, witness said, he would choose another design. Mr. Lockwood, recalled, said that since he had given his previous evidence he had examined the broken hanger and cracked one. He had found nothing to show him that the broken hanger had been forced into place. One side of the hanger was bent out of place. He had examined the broken hanger and found the hangers had passed and found the hole to be only 1 1/2 inches. A 1 3/4 inch diameter required a hole of 1 3/4 inches. It was on the third or fourth floor beam from the city end that the hanger was attached. From the size of the lateral rods in the beam which contained the hanger he thought he could place it as the third from the city end. In his evidence this morning he did not mean to say that he considered the hanger a stringer to be the primary cause of the accident. If the hanger broke first, he said, it broke from the direct application of the heavy weight. William Rockett, carpenter, was then called. He said he had been employed by the Provincial government to inspect the timber in bridges. He had not inspected Point Ellice bridge, but had inspected other bridges belonging to

the Bovesites, members of the Conservative party, who, objecting to their man being refused the privileges of the public platform, determined to prevent Boves from speaking; a determination they carried out to their satisfaction. Mr. Marchant utterly demolished the Conservative speakers' arguments in favor of the remedial bill, and protection as now existing in Canada. After a most respectful and polite applause for the mastery way in which he presented the views of the Liberal party on these important questions. There is no question but that the meeting did good work in the cause of Liberalism in the Kamloops district. The Conservatives are using every available means to beat up recruits. A specially good feature is that the younger blood is straight Liberal, and Mara's friends find they have a harder row to hoe than they anticipated.

THE FATAL BRIDGE

Further Expert Evidence Given at the Coroner's Investigation Yesterday.

Witnesses are Not Quite Agreed as to the Character of the Structure.

Mr. Lockwood's testimony was concluded at the bridge inquest yesterday afternoon. The witness explained his evidence as he proceeded from a design on a blackboard and a model of a portion of the bridge. Considerable time was lost owing to misunderstandings arising out of the different use of the various technical terms by the counsel and the witness. The witness yesterday afternoon testified that on looking at the bridge first, he considered that it was not a skeleton of iron, as he had found that the heads were rolled on. His opinion as to the iron was that it was a good quality of iron. It was better than merchant bars. A welded piece of iron is just as strong where it is welded anywhere else, if it is properly welded, but there is always an uncertainty of it being properly welded. Taking all things into account the rotten floor beams were the weakest point on the bridge. Being asked by Mr. McPhillips what he considered had broken first, he said that his opinion was that the knotty, brash stringer had broken first. Edwin Hall Warner, civil engineer of Seattle, was then called as an expert. For sixteen years he has been engaged in his profession. He had examined the wreckage with Mr. Lockwood. He was their joint investigation. He practically agreed with the evidence of Mr. Lockwood. He had examined the span which is still standing and found that the work was stinted. The way the braces were put in were enough to sink it. A piece of iron of the lower chord starting from the city end of the shore span, witness said, was a three-inch gas pipe with an inch and a quarter rod running through it. It looked an immense piece, but it was nothing but gas pipe. He referred to his correspondence in the Standard newspaper, in which he classed the bridge as a spider's web and not fit for traffic. That was before the bridge was built. He had built the George bridge four years before Point Ellice bridge was built, and he said it was so safe that "if you never get a drink until you fall through that bridge you'll go dry a long while." He had built bridges on country as well. One at Kamloops a thousand feet long and one over the Quesselle river with a span of 208 feet. Mr. Bell will most likely be called on Monday, as the jury has expressed a wish to have him examined as an expert to ascertain whether or not he agreed with the American experts. The inquest was adjourned until 9:30 on Monday morning.

GRAND LODGE RESOLUTIONS.

Action of Major Hughes, Who is Quoted as a Friend of the Government. At the meeting last year of the Grand Orange Lodge of British America the following report was presented and read by Brother H. Pitts, M.P., C.M., of York, N.B., re the Manitoba school question: To the Most Worshipful the Grand Master and Members of the Grand Orange Lodge of British America. Most Worshipful Sir and Brothers: Your committee appointed to draft a resolution in re the Manitoba school question beg leave to submit the following resolution for the consideration of the Grand Lodge: Resolved—That we the Most Worshipful Grand Orange Lodge of British America, emphatically express our adherence to the principle of a non-sectarian school system, and view with regret the persistent efforts of the Roman Catholic clergy to propagate sectarian doctrine through the medium of the public school. We strongly disapprove of the decision of the Governor-General-in-council, calling upon Manitoba to enact further legislation which would have the effect of virtually repealing laws within the

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legislative competence of that province to enact, and which laws we believe to be in the best interests of the people of Manitoba. We appeal with confidence to the superior intelligence of the Dominion Parliament to look beyond a mere vote-seeking policy on this question, and to effect any action that will tend to create an unwarrantable conflict between the federal and provincial authorities which the enforcement of such legislation would undoubtedly create.

We will support the people of Manitoba in their attitude of opposition to any unjust interference by the federal authorities in the matter of their educational system. We commend the conduct of those members of the house of commons of Canada who have announced their intention to oppose federal interference with Manitoba, regarding this as a commendable and patriotic line of conduct, worthy of the approval and support of all loyal Canadians; and cordially anticipate strenuous opposition to all candidates for parliament who are supporters of the proposed remedial legislation. (Signed) Herman H. Pitts, C.M., York, N.B.; R. Sparling, P.G.M., R. G. W. Fowler, P.G.M., N.B.; S. McPherson, C.M., Toronto; R. L. G. Gaggie, D.G.M., Quebec; A. L. Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.

R. B. King, son of C. R. King, went up to Duncan's yesterday to take charge of the creamery to be put in operation at that place shortly. Mr. King is a graduate of the Ontario Agricultural College, Guelph.

George—What! What can be the matter? Telegram says "come home immediately." George (rushing into his suburban home one hour later)—Tell me quickly, my dear, what is it? Young Wife—The baby said "Mamma!" Brooklyn Life.

Old Dr. Gordon's Remedy for Men

Advertisement for Old Dr. Gordon's Remedy for Men. Includes illustrations of men and text describing the remedy for various ailments.

WHITE STAR BAKING POWDER

Advertisement for White Star Baking Powder, featuring the slogan "Merry as a Marriage Bell" and "IN HOMES WHERE White Star Baking Powder IS USED."

Advertisement for Scott's Emulsion, featuring the iconic logo of a man carrying a large fish and text describing its health benefits.

WHITE STAR BAKING POWDER

Advertisement for White Star Baking Powder, emphasizing it as "THE LARGEST DEMAND IN CANADA."

Advertisement for BRITAIN COM, featuring a portrait of a man and text: "TWICE-A-VOL. 13. A Grand Gathering From the Most Hon. Mr. Chamberlain in the F..."

Advertisement for the Chamberlain family, including a portrait of a woman and text: "London, June 9.—of the member of British empire open morning in the hall..."