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MATERNITY WARD WILL BE ERECTED

HOSPITAL BOARD SO DECIDED ON TUESDAY

Lord Strathcona's Generous Donation Will Be Devoted to Worthy Undertaking—Directors' Meeting.

It was decided at Tuesday's meeting of the Provincial Royal Jubilee hospital board to commence work on the construction of a maternity ward immediately. This was the result of a communication read by H. D. Helmcken from Lord Strathcona agreeing to this disposition of his donation of $5,000 to the hospital. The question of the institution taking over the management of the Isolation hospital was also discussed. The majority of the board expressed themselves in favor of this proposal upon certain conditions. No definite action was taken as it is the intention of the city council to submit figures showing the cost of running the institution during the past year. The meeting was held in the board of trade rooms, and the chair was occupied by VicePresident R. S. Day, in the absence of President C. A. Holland. Among those present were Messrs. Davies, Drury, Helmcken, Shotbolt, Wilson, Lewis and Brown.

Thos. Watson, chief of the fire department had visited the hospital and reported having found the fire-fighting facilities in excellent order. After enumerating some of the apparatus on hand and the safeguards against fire he recommended that all chimneys be thoroughly cleaned. Received and adopted. The chief will receive the thanks of the board for his services.

E. P. Alcorn, the matron, acknowledged with thanks the following contributions: Mr. Taylor and Mrs. C. A. Holland, books and magazines; Miss Ward, flowers; Mrs. W. Jones, old linen. Received and filed and donations acknowledged with thanks.

Robt. Jenkinson, the steward, reported that supplies were being received from tradesmen satisfactorily. Received and filed.

Dr. Hasell reported that the Daughters of Pity had supplied the hospital with a new operating table fitted with all the latest improvements. Received and filed. A vote of thanks was tendered the society for the donation.

Resident Medical Superintendent Edward Hasell submitted his report for the month of January as follows: Number of patients admitted, 78; number of patients treated, 137; total days' stay, 1,626; daily average of patients, 48.11. Statistics for the month with bills approved by the finance committee were enclosed. Received and spread on the minutes.

The house committee submitted its report as follows:

Your house committee beg to report that they have continued their regular meetings on Tuesday in each week. It has occasionally happened that complaints have reached the directors, in some cases months after the complainants have left the hospital, thus rendering proper investigation very difficult. Your committee are therefore having cards printed and placed conspicuously throughout the premises, requesting that any complaints be made to the resident medical officer or matron before the complainant leaves the hospital, or within ten days after leaving the hospital.

We ordered that a reminder be sent to the president of the Chemainus hospital reminding him of the arrangements made whereby probationers of that institution can be examined with those of this hospital. In reply we received a communication that the examining board will be advised as soon as any probationers from Chemainus are prepared to offer themselves.

Received and adopted.

The finance committee's report was read by the chairman. It follows:

Your finance committee beg to report that the salaries for January, $847.87, were paid on due date. They also beg to recommend for payment accounts for the same month, $2,009.81.

The total days' stay during January was 1,626, and the average per diem cost on that basis amounts to $1.31.

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The secretary reported the receipt from S. Perry Mills, K. C., the sum of $1,000, being the sum bequeathed to the hospital by the late Patrick Murphy. We have instructed that this sum be placed to the special account for improvements to the hospital, and in this connection would direct attention to the good offices of Mr. Mills whereby the hospital has received the full amount bequeathed without the usual deductions for probate and succession duties.

The secretary also reported the sum of $125, received from Miss Musgrave, being the sum agreed upon for the privilege of placing a tablet to the memory of the late Mrs. Musgrave over a bed in one of the public wards. This sum has been placed to the hospital general account, but we recommend that this be transferred to the special account for improvements.

This hospital is interested under the will of the late Hon. B. W. Pearse, concerning which a ruling of the court has been found necessary. Mr. H. Dallas Helmcken appeared for the hospital when the various points were presented, but the decision of the court is not yet known.

Your auditor, Mr. A. G. McGregor, finds that he will be unable to undertake the work this year, and it will therefore be necessary to make another appointment. We recommend Mr. Frank Burrell, with whom we believe most of the directors are well acquainted.

In dealing with the clause having reference to the will of the late Patrick Murphy the board passed the following resolution:

Resolved, That the communication from the executors of the estate of the late Patrick Murphy (deceased), enclosing cheque for $1,000, being the amount of the bequest of the said Patrick Murphy to this institution, be received and acknowledged with thanks, and this board desires to place on record its deep appreciation of this generous act as well as the act of the executors in permitting the payment of the amount free of probate and succession duty.

After the clause referring to the will of the late B. W. Pearse had been read a decision handed down by Mr. Justice Drake in the matter was read.

The report as a whole was then adopted.

A. E. Lewis alluded to an item which appeared in the labor column of the Colonist, which he said reflected on the board. It was stated that indigent cases had been refused admittance to the hospital. This was erroneous. Never since he had been on the board had a patient been refused admittance to the hospital because of indigence. No case was refused without justifiable reasons. Mr. Wilson concurred with Mr. Lewis.

Mr. Helmcken read a letter from Lord Strathcona agreeing to the proposal of spending the $5,000 donation in the construction of a maternity ward.

Mr. Lewis thought the matter should be taken up without loss of time.

Mr. Helmcken then moved to the effect that the board approve the erection of a maternity ward and instruct the House committee to take the necessary steps in this direction. Carried.

Mr. Davies moved that Mr. Helmcken be requested to thank Lord Strathcona for his permission as to the disposition of this donation. Carried.

On the suggestion of Mr. Lewis, Lord Strathcona will be requested to obtain if possible pictures of King Edward and Queen Alexandra to add to that of Queen Victoria now at the hospital. This suggestion, put in the form of a motion, carried.

Mr. Day reported that steps were being taken towards the establishment of an infirmary. A deputation of citizens and members of the board had waited on the council in regard to the matter. At this meeting the advisability of the hospital board taking over the Isolation hospital was also discussed. If the board saw fit to take this action the Mayor pointed out the city would make a further grant. It had been the general opinion that both hospitals could be run more satisfactorily under the one management. The cost to the city for nursing alone at the Isolation hospital last year amounted to $3,300. The proposal would thus relieve the ratepayers of this burden. Statistics were being prepared to be submitted to the board.

Mr. Lewis expressed himself in favor of the proposal. If the three hospitals, the Jubilee, Isolation and Infirmary, were conducted under the one management it would be more economical and satisfactory. The three institutions would get the benefit of the contracts for supplies secured by the hospital, and the citizens would get a maximum of good at a minimum cost. He pointed out, however, that the city would have to put the Isolation hospital in thorough repair before it was taken over by the board.

The meeting then closed.

BURIED A LEPER.

Sanitary Officer Performs Disagreeable Duty at Darcy Island.

Sanitary Officer Wilson has returned to the city from Darcy Island, whither he went to bury the leper who died there a few days since, and whose decease was signalled to Sidney by the hoisting of a red flag by the other members of the colony. The man who died proved to be the Kamloops leper, known to the authorities as the "cranky fellow." The sanitary officer found him lying in the blankets just as he had died, and upon Mr. Wilson fell the repulsive duty of undertaker. For this contingency he had provided himself with the assistance of long robes, gloves, etc. A supply of caskets is kept on hand, and a grave has been in readiness for 18 months, which the lepers had dug.

The dead man, together with all his blankets and personal belonging, was placed in the casket, and Mr. Wilson was obliged to pay a tidy sum to his assistant to help him carry the casket to the grave, some distance way. There are only three left in the colony, and one of these is in such a condition that his death may be expected at any time. Formerly they were able to bury their own dead, but they have become so emaciated that on the last occasion it took them several days to get the remains to the grave, as they were so weak they were able to move it but a short distance at a time. This being the case, outside help has to be secured, and the sanitary officer finds himself, by reason of his office, assigned for this disagreeable duty.

ONLY A SLIGHT COLD.

Yet It May Lead to Consumption and an Early Grave.

If your blood is poor or watery, a touch of cold or influenza will settle in your lungs, and the slight cough of today may turn to the racking consumptive's cough of to-morrow.

Weak lungs are caused by weak blood; weak blood is an open invitation for consumption to lay upon you the hand of death.

Stop that cough by enriching your blood and strengthening your lungs with Dr. Williams' Pink Pills. They make new, rich, red blood. They add resisting power to the lungs. They have saved hundreds from a consumptive's grave. Here is a positive proof that Dr. Williams' Pink Pills cure where other medicines fail. Miss Katie Henry, Charlottetown, P.E.I., says: "Some months ago I got caught in a rain storm, and the wetting was followed by a cold. At first I paid but little attention to it, but as the cold clung to me and finally developed into a hacking cough, I became alarmed and consulted a doctor, who gave me a bottle of medicine. Unfortunately, it did not help me, and I began to grow pale, lost in weight and my appetite completely left me. I was now regularly under the care of the doctor, who told me my lungs were affected, and that I was threatened with consumption. The doctor's treatment did not seem to benefit me in the least. I steadily grew weaker, and finally was compelled to remain in bed. At this time a friend urged me to try Dr. Williams' Pink Pills, and even brought me three boxes before I finally consented to take them. I have reason now to bless my friend's persistence, because I felt better before all the pills were gone, and I gladly continued the treatment, and was soon able to be out of bed and take a walk each day. I am now in the best of health, and weigh ten pounds more than I did before I took sick. I feel that I owe my life to Dr. Williams' Pink Pills, and hope my experience will benefit some other sufferer."

All diseases which come from poor blood or weak nerves can be driven from the system by the use of Dr. Williams' Pink Pills, which may be had from any dealer in medicine, or will be sent post paid at 50c. per box, or six boxes for $2.50, by writing direct to the Dr. Williams Medicine Co., Brockville, Ont. Remember that substitutes and medicines said to be "just as good" do not cure.

Winnipeg, Feb. 19.—The clearing house returns for the week ending February 19th, 1903, are: Clearings, $2,243,244; for the corresponding week in 1902 the clearings were $2,410,440; and for the same period in 1901, clearings, $1,626,004.

THE TRANS-CANADA RAILWAY PROJECT

MR. TALBOT ADDRESSES BUSINESS MEN ON IT

Something About the Projected Continent Spanning Enterprise—Views of Various Gentlemen.

The Trans-Canada railway project was expained by O. E. Talbot, M. P. for Bellechasse, Quebec, to a representative gathering of board of trade members and business men not members of the body Wednesday. After Mr. Talbot's address remarks were made by a number of gentlemen present, all of whom conceded the great importance of the transcontinental railway question.

President L. G. McQuade presided, and after a few introductory words called upon Mr. Talbot.

Mr. Talbot, who was most cordially received, gave a lucid elucidation of the project he represented. It was essentially a business man's address, altogether uninterrupted by spasms of rhetoric, and therefore the more impressive. His company, he said, had interviewed all the boards of trade on the subject in almost the entire Dominion. Other companies promoting transcontinental railroads, he understood, had done the same, but his people enjoyed the advantage of having a charter giving them ten years in which to build the road. Sixty miles from Roberval west had already been subsidized by the Dominion government, which in so doing had shown that it recognized that the road would be advantageous to the country.

Mr. Talbot then alluded to the bright future of the Northwest and this province, and in referring to the need of more railroad communication between the two great section, touched upon a point not frequently brought out in the ordinary consideration of continent spanning projects. This was the fact that grain and other products of the Northwest would have better access to the markets of Europe via British Columbia ports and the Panama canal, which is to be opened shortly, than is possible at the present time. Another factor in the situation, he pointed out, was the Oriental trade. The great trans-Siberian road would undoubtedly create in China and other parts of the Orient markets for the bewildering variety of Canada's products, which must pass through British Columbia ports.

The Grand Trunk Pacific also contemplated the operation of a transcontinental railroad, but while the Trans-Canada Company was working in perfect harmony with other concerns, they felt that they were offering the people the best proposal from a business standpoint. They hoped that the public would earnestly weigh the various projects before them, and give their support to the one which commended itself as the most advantageous. The route of the proposed Trans-Canada road was entirely new. In Quebec and Ontario it would develop about a hundred million acres which had never been touched by a railway. That country was rich in timber, and besides possessed magnificent water power. About Norway House, on the north of Lake Winnipeg, the country was more barren, and afforded a natural route. In the Peace River country the road would encounter one of the finest tracts in the world. The Pacific terminus would be Port Simpson.

Survey reports showed that the entire line could be built at a gradient of only two per cent. With modern engines they could haul twice as much as the C. P. R. or the Canadian Northern. In Winnipeg he had promised that a branch line five hundred miles in length would be built to the Prairie City on condition that a guarantee of interest at four per cent. was given. They would also undertake to convey grain to the Atlantic seaboard at nine cents per bushel, and bring settlers and their effects to the Northwest free of charge. They didn't intend to ask for subsidies from the Northwest Territories or Manitoba, for the land there was already tied up, but they would apply to the British Columbia government for twenty thousand acres per mile for the four hundred miles of railroad which they would build through this province.

In distances the Trans-Canada route enjoyed great advantages over existing lines. It was three hundred miles shorter than the C. P. R., and over six hundred miles less than the proposed route of the Grand Trunk Pacific. Besides, it would be an all-Canadian route in the true sense of the term, having its termini in Canada. Both Chicoutimi and Quebec were tide-water ports, and could doubtless be kept open all the year round. If necessary, however, the maritime ports, such as Halifax or St. Johns, could be used for eastern terminal purposes. From an Imperial standpoint the proposed road would possess obvious advantages. It would be protected from Atlantic to Pacific, and would be impregnable at both ends. It would bring Great Britain nearer the Orient than the C. P. R. by seven hundred miles, and one thousand two hundred miles nearer than the Grand Trunk Pacific. The various boards of trade had kindly passed resolutions in regard to the project, and he hoped the Victoria board would be able to do the same.

Incidentally Mr. Talbot emphasized a fact that has been expressed by many other Easterners who have been captivated by the Great West. He said the people of Canada didn't know each other well enough. The people of the East should come to British Columbia instead of going to Europe. They would then readily understand the illimitable possibilities of their country and its immense resources awaiting development. This could be brought about by the construction of railway communication. The country had all the elements of greatness—brain and sinew—but it needed development. Every Canadian should do all in his power to bring this about. The present proposition was a businessman's one, and he hoped it would receive the endorsation of the meeting. (Applause.)

Thos. Earle, M. P., said that when he first saw the prospectus the route impressed him as an advantageous one. The project before them should receive the earnest consideration of all, and he would look closely into it. The route as proposed appeared to be a very favorable one, opening up a country untouched by any other projected line. If upon examination of the proposal he found that it possessed all the advantages attributed to it, he, as a member of parliament, would accord it his support.

Senator Templeman, the next speaker, said that, like Mr. Earle, he wanted more information before expressing an opinion as to the feasibility or possibility of the operation of the road. An admirable point in connection with it, however, was that it was to be an all-Canadian line. Another favorable feature was that it was to be three or four hundred miles north of the boundary line. He was pleased to hear that an undertaking so far north would pay. In this connection he recalled that at one time there was considerable speculation as to whether the C. P. R. would pay, but now there were no less than three transcontinental roads applying for subsidies. This he considered was very gratifying, an evidence of the rapid development of the country. A transcontinental road, such as that projected, was desirable, and if all that Mr. Talbot had said was true and the company didn't ask too much, the government might not be averse to giving it assistance.

It was true that no roads were built nowadays without public assistance, but he hoped the day would soon come when they would be constructed on less aid from the country. The people should retain an interest in an enterprise which they had liberally assisted, and if the country had taken a lien on the C. P. R. they would be much better off to-day. It would be difficult for the Federal parliament to deal with three great railway projects this season, and there were prospects of a big railway fight. All were meritorious projects, but it seemed to him personally that they should amalgamate. The government couldn't subsidize three roads. It was all they could do (and the British Columbia government as well) to subsidize one road to the coast. It was his opinion that the encouragement should be concentrated on one project, and the chances of accomplishing something would be greater. If a road was to get assistance its termini should be in Canada. He didn't think the fine city of Quebec had been tested as a winter port, but understood that navigators had stated that it was admirably adapted for this purpose.

Senator Templeman then alluded to the future of this province as a grain shipper. It was practically impossible to ship to Europe via the East all the year round, while by way of British Columbia ports grain from the Territories could find its way to markets at all times. As to the terminus of the road, he took the broad stand that it might well be located on the northern coast of the province. He felt certain that nothing could be better for this city than the development of that portion of British Columbia. In conclusion, while not desiring at the present time to discriminate between the three projects, he hoped that all that Mr. Talbot had said would be substantiated.

Mayor McCandless remarked that the projected Trans-Canada project appeared in his opinion to appeal to the people of this province, and particularly to the people of Canada as a whole as well as to Great Britain. If it brought Great Britain from a thousand to fourteen hundred miles nearer the Orient than other lines, it surely was worth serious consideration. There was plenty of room for a transcontinental road in the part of the country outlined as the route for the Trans-Canada railway. He did not think, however, the time had arrived when it was practical for two or three roads to be built parallel to the C. P. R.

The fact that the company had undertaken to carry settlers and their effects to the Northwest free of charge indicated that they meant business. If the other lines would encourage the settlement and development of the country by reducing their rates they would be doing a good stroke of business.

Richard Hall, M. P. P., expressed the hope that other gentlemen in Mr. Talbot's position would come West and see the great resources of the country. The project which he advocated would doubtless commend itself to all not only because of its commercial and imperial importance, but because it was to be an All-Canadian line. The provincial government was prepared to assist a road to the coast on a business basis. A railway was wanted, but construction would have to be commenced from both ends, and they wanted it operated within five or six years. He had no doubt that Mr. Talbot's scheme would receive the earnest consideration of the provincial legislature.

C. H. Lugrin, who was next called, was pleased with the optimistic tone of Senator Templeman's remarks on this important question. In regard to the present project he had looked into it when the charter was granted in 1895, and the route as defined had always impressed him as an excellent one. He hoped, however, that in the selection of their Eastern terminus the company would cross the St. Lawrence and make their terminus at Shippegan, near Chaleurs Bar, which Sir Sandford Fleming had described as one of the finest ports in Canada. The project advocated by Mr. Talbot impressed on all the fact that Canada was a country of great width. The country had three degrees of latitude on the Pacific, in which to select their terminus, and there were still three degrees of latitude between this limit and the boundary line. That means that there was a belt 420 miles wide through the country from ocean to ocean, an immense area, while there was a vast region still north of that. He did not believe, however, that three roads would exhaust the transcontinental possibilities of the country. He hoped that all would take Mr. Talbot's project under their serious consideration.

D. W. Higgins remarked that the meeting was a splendid vindication of the stand taken by himself and others in 1888 when they fought the proposal to give the very lands in this province through which the Trans-Canada was to pass to the C. P. R. instead of those south of the Fraser. The country possessed great fertility and was rich in mineral and other resources. He would closely examine into the merits of the scheme. A trans-continental railway project would always have his hearty support.

Dr. Milne pointed out that the eastern provinces demanded more railway communication. It was not to be doubted that there would be several roads built throughout Manitoba and the Northwest Territories within the next few years, and the only way to develop this province as well was to obtain railway transportation. He hoped, however, that the near future would see not only one, but two or three trans-continental roads.

Alex. Wilson was favorably impressed by Mr. Talbot's scheme because both termini would be in Canada. Quebec or Chicoutimi would, he was sure, be admirably suited for terminal purposes. It had been said that navigation on the St. Lawrence was difficult at times, but he thought the difficulties could be overcome. In regard to Hudson bay, he was of the opinion that it might be found possible to run steamers there not only for four months in the year, but the whole year round. He favored the concentration of encouragement on one project, and something would then be accomplished. He recalled that the late Amor De Cosmos had often pointed out that grain from the Territories would some day be shipped via British Columbia. He also remembered that while speaking in this city Mr. Seward, of the United States government, predicted that he would live to see four transcontinental roads in America. The speaker believed Mr. Seward lived to see the fifth. Mr. Talbot's proposal to carry settlers and their effects free was a liberal one.

Mayor Underwood, of Calgary, had listened to the different speeches with much pleasure. While the Trans-Canada road would not directly affect Calgary, the development of this province, and the Northwest most assuredly would. British Columbia was the market for their products, and anything that would advance its interests would advance theirs. From what he had seen of Mr. Talbot's project the proposed route was the most direct, shortest and cheapest. He didn't, however, think the government could support three more trans-continental roads. He advised that the various communities stand together and support the two best projects.

Simon Leiser then moved, seconded by Dr. Milne, that a vote of thanks be extended Mr. Talbot with the assurance that the board would take the project under their earnest consideration. The meeting then adjourned.

THE NORTH VICTORIA ELECTION PETITION

Order to Set Down Case for Trial Immediately Has Been Refused.

As announced on Saturday, any idea of getting the trial of the Prior election petition on before the coming session had to be abandoned, the petitioners recognizing that it would be useless to ask the court to order the parties to get ready for trial this week. Nothing daunted by this fact, the government side had no hesitation about asking the court for such an order in the case of the petition against the election of T. W. Paterson, but their confidence met with a cold rebuff at the hands of the court. R. Cassidy, K. C., on behalf of the petitioners against Mr. Paterson, applied to Mr. Justice Drake yesterday afternoon for an order setting this case down for trial immediately, stating the reason for so asking to be an anxiety lest the North Victoria riding should be unrepresented at the coming session. His Lordship, however, didn't appear very much impressed by this new-found anxiety on the government's part. The riding, he said, had been allowed to go without a representative for fifteen months or more; doubtless, since there was such an eagerness now to have the electors properly represented, the government would be quite willing to adjourn the session for a couple of months, if Mr. Cassidy would ask it, so as to allow this case to be tried and decided, and a new member elected if Mr. Paterson should be unseated. But he, at least, wasn't going to force the respondent to get ready for a trial at a moment's notice, and the application must, therefore, be dismissed. L. P. Duff, K. C., represented Mr. Paterson on the application.

Supreme Court.

The defendants' application for a postponement of the Bodwell vs. Victoria & Sidney Railway Company trial, in order to allow A. Guthrie to be added as a defendant and take part in the trial, came up before Mr. Justice Martin in the Supreme court again yesterday afternoon, Aulay Morrison, K. C., representing Mr. Guthrie, and L. P. Duff, K. C., appearing for Mr. Bodwell. Mr. Morrison didn't want to go on with the motion then, but wished to wait until Thursday, so that an affidavit from his client in St. Paul can be put in. Mr. Duff opposed any further adjournment, and a heated argument ensued. Mr. Morrison raised numerous objections to the affidavits that his opponent proposed to read, these affidavits being by Mr. Bodwell, Jas. Anderson, who was formerly manager of the company, Capt. S. E. McKenzie, and J. H. Lawson, jr. These affidavits set forth the plaintiff's version of the point in dispute, as to whether Mr. Bodwell was acting for Mr. Guthrie as his solicitor when the latter bought out the plaintiff's interests in the system. They state that the negotiations were broken off in September, owing to what occurred before the council, but were resumed in October, Anderson acting for the plaintiff, and Capt. McKenzie for Guthrie. They say that the price finally agreed upon was $25,000, but that the claims by Mr. Bodwell, which are the subject of this suit, were expressly exempted from the transfer of interests. The document of transfer was drawn up and signed by the plaintiff, and handed to Anderson and McKenzie, and they were emphatically told that some other solicitor must be retained to look after Guthrie's side of the transaction. The two agents went to J. S. Yates, and the latter accompanied McKenzie to the Driard, where they went over the matter and the document with Guthrie, and the document was handed back to Anderson to keep until the money should be ready.

These affidavits were considered, and a lengthy and somewhat heated argument between counsel indulged in. His Lordship finally decided that the motion for an adjournment could stand over until the trial is called, when it will be brought up again. It will be called as soon as the trial of McHugh vs. Dooley et al is finished, as the next case on the present list, a suit for divorce, by Mr. Keepaymilt, will probably be withdrawn.

McHugh vs. Dooley et al is still in course of trial. The plaintiff's case was finished yesterday afternoon, and the defendants' witnesses are now being examined. This case will occupy some days yet.

In the County court, Mr. Justice Walkem is now trying the famous "cow" case of Bradley-Dyne vs. Mills, in which a large contingent of Sidney residents are on hand to testify. H. B. Robertson is conducting this case for the plaintiff, F. B. Gregory opposing him.

There were no applications made in Chambers this morning.

JURY FOUND BROWN'S DEATH ACCIDENTAL

The Circumstances Were Investigated Monday Afternoon—Testimony of Eye-witnesses and Others.

A verdict of accidental death was returned by the coroner's jury on Monday afternoon after investigating the deplorable occurrence in which George Brown met his death. The jury consisted of Jos. Wilson (forman), R. A. Brown, John Taylor, Samuel Reid, J. N. Fullerton and John W. Speed.

Dr. Frank Hall gave evidence of the injuries received by Mr. Brown. William Brunell, who operated the elevator, said that he was proceeding to the top story with the elevator, and was passing the third floor, when he heard a shout. Looking around he saw the gate strike Mr. Brown. The latter was stooping down when he was struck. The first intimation the witness had of anything wrong was the shout. If Mr. Brown wanted to get on the elevator he should have called out, as there was no other way of signalling. Brown was apparently short-sighted, as he wore spectacles.

To Mr. Moresby the witness said the elevator was about 18 inches above the third floor when he heard the shout, and about three feet when the elevator was stopped. He could not tell which part of Mr. Brown's head was struck by the gate.

In reply to Mr. Wilson, the witness could not explain how it was Brown did not fall on the platform of the elevator if it was only a short distance above the floor. He was not positive it was Brown who cried out—it was a strange cry. The gates had only been installed last Wednesday. Brown had used the elevator on Wednesday all day and in the morning of Saturday. It was possible for the gate to be raised after the elevator had passed, and a man could be struck by a descending elevator as he was looking down the shaft.

William J. Macrae testified that on Saturday afternoon he heard a shout, and saw Brown plunge down the shaft. At first he thought it was a bundle of clothes, but on looking down he saw the unfortunate man lying at the bottom. He gave the alarm, ran down and found Brown dead. His neck had been broken. Witness was on the second floor when the accident occurred. He had never heard Brown give any orders regarding the use of the elevator. He picked up the dead man's watch, which had stopped at 1.40 p.m.

Henry Savage, the next witness, swore that Brown was packing furniture taken by witness on the elevator to the third floor. At the time of the accident he was looking down the shaft from the fourth floor. He heard a shout and somebody plunged head first into space. There was no other way to signal the elevator operator than by calling out.

Thos. S. Hooper, the architect of the Arcade building, who was next called, said the elevator had been put in under his supervision. It was what was known as the direct electric, and ran at a uniform speed, no matter how much of the current was turned on. It was protected by automatic gates, and was the most modern and up-to-date of appliances for a freight elevator. The gate raised when the car was six and a half feet from the shaft. There was a 10-foot space fenced off all round the shaft, so that children could not get near the gates. This space was for the use of workmen handling freight.

In answer to Mr. Reid, Mr. Hooper said that at any time the pieces of wood which now stopped the descending gates would be removed and rubber bumpers of a similar height to the pieces of wood would be inserted. In order to lower the gates more than at present it would be necessary to alter the size of the wheel. The elevator was made by Fensome & Co., and was patented. It was impossible for any man, even a small one, to get under one of these automatic gates without great inconvenience. He could not say with what force one of these gates descended, as it was held by a rope and could only come down with the same speed with which the elevator was going up. There were yet permanent partitions to be built around three sides of the shaft, but the gates were now completed as they were. It was not the intention to put in a system of signals, as no passengers were allowed near this elevator.

D. Spencer, proprietor of the establishment, gave evidence as to Mr. Brown's duties. In regard to the elevator he said he had secured what he considered was one of the most modern apparatus in Canada. Employees were not allowed to make use of the freight elevator in going up or down with furniture. There was always a passenger elevator handy if the employees wanted to go from one floor to the other.

The coroner then outlined the duties of the jury in the inquiry. In regard to the elevator in question he thought it was much safer than many others in town, some of which were altogether unprotected. The jury then retired and brought in a verdict of accidental death, attaching no blame to any one.

The deceased's remains will be sent back to his old home in Ontario for interment.

PRESBYTERY MEETING.

The Semi-Annual Gathering Was Held in Nanaimo Yesterday.

The Presbytery of Victoria held its semi-annual meeting in Nanaimo Tuesday. Rev. Dr. Campbell, of this city, presided as moderator. The resignation of Rev. P Glassford, of Cumberland, was accepted.

The Presbytery decided in favor of Westminster as the next meeting place for the synod. Rev. D. McRae was nominated moderator for the general assembly, which meets in Vancouver.

Rev. Dr. Campbell and Rev. D. McRae were selected as delegates to the next general assembly.

Rev. Canon Cooper, of the Anglican church, visited the meeting and asked the co-operation of the Presbytery in connection with other denominations to secure religious instruction in the public schools. The Presbytery promised to assist in this move.

Rev. W. L. Clay reported on the work done in the various mission fields under the care of the Presbytery, including Cedar Hill, Knox and St. Columba, Victoria, Sooke, Crofton and Duncans, Ladysmith, Wellington, Alberni, Denman and Pender islands.

Rev. Alfred Gandier, of Toronto, was nominated for professor in the Presbyterian college, Halifax.

Rev. Dr. Campbell gave a report of the Chinese and Indian mission work for the past six months.

Rev. Thomas Menzies was appointed moderator of the session of St. George's church, Cumberland.

The next meeting will be held at St. Andrew's church, Victoria, in September.

AGAIN WORKING.

Lime Works at Millstream Taken Over by Victorians and Now In Operation.

The old Millstream lime works, which have been closed down for some time past, have again been opened, this time under the management of A. Pike and Robert Rolf. Improvements are being made about the place in the building of roads, run ways to the kiln, and in the erection of new cooper shops, and the industry has been started on a scale that augurs well for the future success of the business. Although only recently started up, the works are turning out about fifty barrels a day. There are nine or ten men employed about the premises, and as the demand for the output increases this force of men will be increased. The management at present are hoping to secure the contract for supplying the navy, and have already the assurance that the lime produced is of a better quality than that found elsewhere in this province or indeed on San Juan. The first carload received from the works for some considerable time arrived on Saturday, and regular shipments will follow from now on. Millstream, where the works are located, is situated about six miles from this city, on the Colwood road.

"ONE FOOT IN THE GRAVE."—If the thousands of people who rush to so worthy a remedy as South American Nervine as a last resort, would get it as a first resort, how much misery and suffering would be spared. If you have any nerve disorder you needn't suffer a minute longer. A thousand testimonies to prove it. Sold by Jackson & Co. and Hall & Co.—36.

BAD BLOOD.

Miss Mary M. Allan, Acton, Ont., says,—For nearly a year I was troubled with pimples on my face. I tried several remedies but none of them seem to help me until I got Burdock Blood Bitters. I think it is a great remedy for bad blood, and take pleasure in letting you know that it did me more good than all the other remedies I tried.

B.B.B. Cures Boils, Salt Rheum, Erysipelas, and all Skin Diseases.

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DYSPEPSIA.

Miss Alberta Murray, Campbellton, N.B., says,—For five years I was troubled with Dyspepsia, and whenever I ate anything I suffered untold agony. My parents got numerous medicines for me but they did me no good. I saw Burdock Blood Bitters advertised and something seemed to say, "get a bottle" I did so, and to my surprise before I finished the bottle I found relief. I took all told 3 bottles, and have had no return of the trouble.

HEADACHES.

Mrs. Peter Bondreau, Glen Levit, N.B., says,—It is with pleasure and gratitude that I can testify to the wonderful power of Burdock Blood Bitters. My daughter was ailing for three years with headache and run down system. I tried several kinds of medicine but to no effect. At last a friend urged me to try B.B.B. for her, and after using two bottles she was like another being. I can never praise it enough. It is a God-send to all.

CONSTIPATION.

Miss Nellie Huggan, Merigomish, N.S., says,—I was troubled with constipation for a year and tried different medicines but they did me no good. I then took Burdock Blood Bitters and it cured me so that I have not been troubled since.

Mr. Whorten Burkley, Morrisburg, Ont., says,—I took three bottles of Burdock Blood Bitters for constipation and found a complete cure effected.

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