TURKEY'S DEMANDS

Sir Charles Dilke Expresses His Views on the Proposed Peace Negotiations.

Resumption of Offensive Operations in Epirus Complicates the Situation.

London, May 14.—The apparently authentic statement that Turkey intends to demand the ceding of the Greek fleet as an essential condition of peace is eagerly discussed here, both by the press and politicians. It is contended that if Turkey gets the Greek ships it is equivolent to handing them over to Russia, thus upsetting the balance of naval power in the Mediterranean.

Sir Charles Dilke said to a World reporter who saw him in the house of commons: "If Turkey gets the Greek fleet it will be a tantamout to geting its value in money from Greece, thus further embarrassing her, but with no corresponding naval advantage to Turkey, for the Sultan will allow the ships to go to ruin in three or four years, when they will be of no further use to any power.

"I am intensly Hellenophile and hate to even think of the suffering Greece will undergo by reason of the Turkish exaction.

"The moral effect on Europe of the subjugation of Greece I regard as ruinous, especially damaging to British interests. Greece is the only country in eastern Europe in complete sympathy with our western ideas of civilization and progress, and the only one which will at all likely to assist England in eastern complications.

"She has failed disastrously in her gallantly inspired struggle and, as I have said, the moral effect of her failure is certain to make itself felt injuriously in future d 'opments of the eastern question."

A correspondent of the Times at Athens says: "The resumption of offensive operation in Epirus greatly complicates the situation, and tends to hamper the negotiations for peace. The evident intention of the Greek commander is to capture the Turkish positions there in order to show that they have been defeated."

In an interview to-day M. Rallli, the premier, repeated his statement that humanitarian motives are responsible for the advances in Epirus, but he did not deny the advantages which might be hoped for from the capture of Prevessa and the occupation of adjoining Turkish territory.

"We are still at war," he said, "and until an armstice is concluded Greece retains her liberty of action. We cannot allow our captivity to be confined to Thessaly where the Turks are preponderant. The powers have hindered us from acting in Crete, but Greece cannot be barred everywhere nor compelled to restrict her operation to a limited area. We have done our best to obtain an armstice, and until it is accorded we must act where and when we can. If we have not already prosecuted the war at various points and among the islands of the Aegan, it is only because we have taken into consideration the sufferings to which the Greek population might be subjected."

The government apparently thinks that a renewal of the war will hasten instead of retarding the armistice. This calculation may prove to be correct, but it is more likely that Turkey will cease upon it as an excuse for delaying the armistice, and will deal a crushing blow in Thessaly.

Paris, May 14.—It is believed here there is no doubt that Germany is urging moderation upon the Sultan of Turkey. The powers, it is semi-officially intimated, do not intend to press Greece to surrender her fleet as payment of the war indemnity which Turkey will probably demand. Greece in this respect, it is added, will be allowed full liberty. The powers are trying to make arrangements to enable Greece to meet the demands of Turkey without injury to the previous creditors of Greece.

St. Petersburg, May 14.—Following upon the intimation that Russia would not be opposed to the administration of Thessaly by Turkey, it became known semi-officially this evening that the diplomats were greatly concerned at the news recently received from Bulgaria. During the past week much agitation against Turkey has been reported among the people in Bulgaria and in the Bulgarian army, and fears are expressed that the popular feeling thus aroused may force the hands of the government of Bulgaria.

How many people are ashamed to go into company on account of a foul-smelling breath, caused from catarrh or cold in the head? If they would study their own interests they would soon have sweet breath like their neighbors. There is one sure cure for catarrh and that is Dr. Chase's Catarrh Cure. Give one blow through the blower and you get immediate relief. Price, including blower, 25 cents.

The Alaska Commercial Company are building a stern wheel steamer at San Francisco to run on the Yukon river. The new steamer will be built in sections and put together at St. Michaels, to which point her machinery has already been sent. The new steamer, which will be 75 feet long and 20 feet wide and will have a draught of five feet, was designed expressly for the purpose for which she is to be used. She will connect with the ocean steamers at St. Michaels and call at the various Yukon points between that port and Forty Mile.

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GORDON VS. THE CITY

Trial of the First Point Ellice Bridge Case Going on in Vancouver.

Chief Justice Davie's Rulings—The Evidence Relating to the Bridge.

Vancouver, May 13.—The first case arising out of the Point Ellice bridge disaster to be brought to trial came up yesterday afternoon before Chief Justice Davie and a special jury—the case of Gordon vs. the Corporation of the City of Victoria and Consolidated Railway Co.

Messrs. Chas. Wilson, Q.C., and Lindley Crease appeared for the plaintiff; Messrs. Robt. Cassidy and C. Dubois Mason for the City of Victoria; and Messrs. L. G. McPhillips, Q.C., E. P. Davis, Q.C., and A. E. McPhillips for the Consolidated Railway Co.

Mr. L. G. McPhillips formally objected to the joinder of the parties defendant so that the objection might be on the face of the proceedings in any appeal which might be made. His contention was that the claims could not be joined for the cause of action showed a cause of action on the part of the Consolidated Railway Co. for breach of contract to carry passengers and a cause of action against the city for nonfeasance or misfeasance or perhaps both.

Mr. Cassidy said that he desired to amend the statement of defence by striking out paragraph 2 as it denied something that should not be denied.

His Lordship said the man who put it there must have been a heartless idiot.

Mr. Cassidy also wished to strike out paragraph 6.

Mr. Wilson, for the plaintiff, also asked for certain amendments in the statement of claim. One of these was that the Point Ellice bridge was the property of the City of Victoria.

Mr. Cassidy asked to amend his defence further, denying that the bridge was ever owned by the City of Victoria.

His Lordship said he would grant the withdrawal of paragraph 2 on the terms that the costs of the action hitherto and the day's costs be the plaintiff's costs in the cause in any event.

After some further discussion, the Chief Justice said he thought that Mr. Cassidy ought to advise his clients to accept the terms and strike out the paragraph.

The following jury was selected: Henry Darling, G Drysdale, R Robertson, G. E. Trorey, A. A. Boak, J. W. Burnett, W. D. Muir and A. E. Lees. Mr. Burnett was chosen foreman.

In selecting the jury no one was challenged.

Mr. Charles Wilson, in his address, said that it was with considerable difficulty that he opened a case of the importance of this one, and he felt the greatest responsibility. The jury had been called in Vancouver, as it would be by no means an easy thing to ask Victoria ratepayers, and it was right to relieve them from the painful duty of practically sitting as judges in their own case. The contest was some thing of a triangular duel. The plaintiff made a claim against two defendants. Each of these are ready to admit that the other was the blamable party, but each defended itself, so that all the facts would have to be proven by the plaintiff. The plaintiff sued on behalf of herself and three children, aged 20, 14 and 9 years respectively. The bridge was constructed in 1885 by the provincial government and was not at that time in the city limits. In 1891 the city applied for leave to extend the corporation limits, which was granted, and at the end of that year the bridge was included in the corporation limits. Subsequently the the city took control and assumed the management of the bridge. The life of timbers were from six to seven, eight to nine years. Later on one of the heavy cars, the same one possibly as went through on May 26 last, broke through the bridge in consequence of some timbers breaking. The attention of the corporation authorities had been called to the oscillation and dangerous condition of the bridge. Alterations were made to accomodate the heavy tramcars, which alterations it would be contended were only in the way of ordinary repair, but he thought the jury would find that the work was something of reconstruction. That reconstruction was, Mr. Wilson contended, so inefficient as to assist materially in making the disaster.

In this case vindictive damages could not be given, but purely pecuniary damages. Mr. Gordon, who had been killed, had been earning $125 per month. His widow received $5,000 on an accident policy, and $1,300 insurance from the A. O. U. W. This was very inadequate to support those left.

His Lordship referred to Mr. Wilson's mention for the reason of hearing the case in Vancouver. He said he himself was a Victoria ratepayer, though in a small way.

Mr. Wilson and the other learned counsel waived all objection to His Lordship sitting in the case.

Mrs. Mina Elizabeth Gordon, widow of the deceased J. B. Gordon, was the first witness. She resided in Vancouver. She had two sons and a stepson. One son was 14 years old and the other 9. Mr. Gordon was 48 years old when he was killed. He had been earning $125 per month. He was in Bradstreet's service. He had been with them for 17 years. He had hoped for an increase in salary. Witness had no other support than her husband. She got $5,000 by an accident insurnace policy and $1,300 from the A. O. U. W. Witness had no profession, and before her marriage took care of her brothers and sisters.

Cross-examined by Mr. Cassidy: Mr. Gordon was killed instantly. Her stepson is now keeping himself by working for the Seattle Trunk Company. The insurance was in favor of witness.

To Mr. Wilson: Witness saw the dead body of her husband after his death and knew the cause of death. Her stepson had only earned his own living since his father's death.

Wm. St. Clair Gore, deputy commissioner of lands and works, said he had occupied the position of deputy commissioner since 1892. before that he was surveyor-general. The Point Ellice bridge was built for the government by the San Francisco Bridge Co., at $11,800 odd.

Mr. McPhillips objected to this evidence as it could make no matter to the Company he represented.

Mr. Cassidy also objected to the admission of such evidence.

His Lordship said he was not in a position to say whether the evidence was relevant against either defendant.

Continuing, witness identified specifications and plans for the bridge as produced. There were two 150 foot trusses in the bridge. One of them collapsed. The bridge remained under government control until the extension of the city boundary in 1891. When in the hands of the government the bridge was examined yearly. It was in good condition when the city took it over. When the tramway company started to run over it they used small cars, the capacity of the bridge was sufficient for these and their loads. When the car company took it over it was comparatively new, and that was needed was to look after the iron work. Wood in a bridge like this ought to last about 7 to 10 or 12 years. The floor beams being covered were out of the reach of the sun and might decay quicker than they otherwise would. The effect of breaking the floor would be to throw the lateral sway rods together and the effect of this would be to throw the vertical posts out of position and cause the collapse of the bridge.

Mr. Cassidy objected to the evidence. Mr. McPhillips also objected on the ground that the Consolidated Railway Company could not be responsible for what happened to another company.

Continuing, witness heard that one of the coroner's jurymen had put his knife in one of the timbers up to the hilt. A thorough inspection would be a complete overhauling, which should take place once a year. A superintendent attended the construction of the bridge to see that the work was carried out according to the plans and specifications. Witness was familiar with the strain sheet. The capacity of the bridge was 1,000 pounds per lineal foot with a factor of safety of 5. This included the sidewalk on one side. The construction of the additional sidewalk would make very little difference in the strain on the bridge. To ascertain the conditions of the timbers of a bridge the usual way was to bore a small hole with a quarter or half inch augur. It would not require boring to test it more than once in six or seven years. The size of the floor beams were 12X18 inches and their length was 18 feet. Two ofe three holes would be bored in each. In the construction of the bridge holes were bored through for lateral rods and stirrups. These holes would average about one inch in diameter.

Cross-examined by Mr. Cassidy: Witnes had control of bridges under commissioner of lands and works. He was the engineer. When the bridge was taken over by the city he did not know of any correspondence about its qualifications. Certain of the floor beams were taken out, not by the government, in 1892 and others substituted. The new floor beams were supported differently. The hanger instead of passing through the floor beam was supported with a stirrup going around it. In strength he thought this was an improvement. It would save the weakening caused by the boring and also save decaying by water lodging in the borings.

Cross-examined by Mr. L. G. McPhillips: The bridge was originally built to connect a road to the country. The legislature gave a tramway company permission to run cars over it. As far as he knew the bridge was in perfect order when taken over by the city. Prior to handing over the bridge to the city witness had repeatedly crossed by car and had never notices any oscillation or other defect. Witnes never saw it a particle out of plumb. Witnes did not think he ever crossed on any of the big cars. The bridge looked as if it could bear a good weight.

When the witnes was asked if the bridge was inside the city, Mr. Cassidy said that Mr. Mason had told him that the statute which changed the boundary of the city did not include this bridge.

Mr. Wilson read the section of the statute, and Mr. Gore answered that the bridge was in the city as described by those limits.

When the case was resumed this morning, F. Yorke, stevedore, gave evidence as to weight of car, estimating weight at 20,000 pounds, and W. S. Gore said the government did not convey the bridge by deed to the city, but simply ceased to have control over it.

T. Harman, a diver, stated that Gordon had moved to the rear of the car when the accident happened. There were 97 fares collected besides a large number of transfers.

H. P. Bell, civil engineer, gave expert testimony. The factor of safety when the bridge was built was 4½. If the factor of safety was 1, the bridge was as likely to fall as to stand. The bridge was not designed for the purpose it was put to on May 26. He thought that the truss of the bridge was too high. The panels were 18 feet 9 inches long, and good for 13,200 pounds. At the time of the accident there was one car load and ordinary traffic on one panel—40,000 pounds. It was unsafe to allow any such cars to run across. Witness declined to answer what was in his opinion, the direct cause of the accident. His report had been made to the city and the report was not received. He would not give it now for the city.

The Chief Justice sustained the witness. The railway company, though, could ask. Counsel for the railway, however declined.

Theodore West, bridge contractor, had noticed the Point Ellice bridge out of plumb before the accident. He wrote to the city engineer in 1891 re dangerous condition of the bridge. The top chord being in different sections, if one section broke the whole would go down. The disaster was caused by a floor beam or hanger breaking.

Captain W. Grant stated that in 1894 he noticed the mudsills were rotten and the trestles were giving way and the bridge settling down. He notified the council and the matter was attended to. Ten months before the accident he again notified the city council of the great vibration of the bridge.

Vancouver, May 14.—Shortly after 10 o'clock yesterday morning the case of Gordon vs. City of Victoria and the Consolidated Railway Company was resumed before Chief Justice Davie and a special jury.

Messrs. Charles Wilson, Q.C., and Lindley Crease appeared for the plaintiff; Messrs. Robert Cassidy and C. Dubois Mason for the city of Victoria; and Messrs. L. G. McPhillips, Q.C., and E. P. Davis, Q.C., and A. E. McPhillips for the Consolidated Railway Co.

Mr. Cassidy said that he wished to recall Mr. Gore to ask certain questions on matters which were brought out in Mr. McPhillips' cross-examination. His lordship said he would allow the fullest examination.

Mr. Gore not being present, Francis M. Yorke was first called and examined by Mr. Crease. He lived in Victoria and was a stevedore. He helped to rescue the bodies of persons in the bridge disaster. The weight of the car was 19,847 pounds, including trucks. The roof, which was chopped off, trolley, cushions and dash-board were not included in these figures he estimated these at 250 to 300 pounds, bringing the total to about 20,000 pounds. Thes car, when he reached there after the accident, was partly submerged, and after some men got on it and the sidewalk, it was wholly under water. The trucks were found the next day. The net weight of No. 1 truck was 4,550 pounds; No. 2 weighed 1,580 pounds, and No. 3 4,705 pounds. The bridge irons were found massed up together. Witness noticed some of the floor beams. He never examined the timber in the floor beams. He couldn't swear whether he saw any broken. All the upper cords were broken. Two buggies and one horse were drawn from the wreckage. Some of the iron had parted at the welds. One of the iron stirrups which may have passed around a beam was also broken.

Cross-examined by Mr. Cassidy—The whole piece of iron with the stirrup was about 48 inches long. There were no pieces attached to the stirrup. Witness was at the bridge with the coroner's jury. The pieces of wreckage are still at he garbage wharf at Victoria, at the foot of Earle street.

Cross-examined by Mr. Davis—Witness described several other pieces of iron he saw which had been broken where they had been welded.

His lordship expressed the opinion that as these bars were procurable they should have been brought to the court.

Mr. Gore, recalled, was further cross-examined by Mr. Cassidy. The bridge was built by the provincial government. It was his duty to look after it. The government, to his knowledge, never conveyed the bridge to the city. The government ceased to interest itself in the bridge, and as the city effected some repairs, the city assumed control of it. If the government had considered it their property, they would have looked after it.

To Mr. Wilson—The bridge was on the highway between Victoria and Esquimalt.

Thomas Harman, sworn, said that he was a professional diver. He was on the car that went through the bridge. It was No. 16. It stopped at Campbell's corner, and 400 or 500 people were waiting there to get on. Mr. Gordon got on the car there, one of the first. Witness knew Mr. Gordon well. After sitting a short time Mr. Gordon gave his seat to a lady and stood six feet from the rear end of the car. The car was crammed. Witness did not see or hear anyone turned away. He knew Mr. Pete, a conductor, and had some conversation with him. He said he wouldn't take any more passengers. The fares were collected between Johnson street and the bridge. At the time of the accident he thought there were 97 fares on the register. Mr. Gordon was holding a strap then. They stopped once or twice, taking on or letting off passengers. This was about 2 o'clock, and they were going to the review at Macaulay Point. When the car went through the bridge, witness could see the top of Captain Grant's boat-house. They were about in the centre of the first span. The car struck on the right side, and the witness was thrown out of the window. Witness got Mr. Gordon's body out of the car about three-quarters of an hour afterwards. Witness pulled women and children out of the car.

Cross-examined by Mr. McPhillips—The first sound he heard was a sharp twang, which sounded something like the breaking of a ship's main-yard. The sound, he thought, was not of breaking wood.

Henry P. Bell, sworn, said he had followed the profession of a civil engineer for the last 35 years. He had examined the Point Ellice bridge subsequent to the disaster. Witness described the bridge to the jury, the parts which were wood and which were iron. The effect of the breaking of one of the vertical bars near the point where it changed from a round to a square bar would be to bring the strain on the lower cord links which would increase the strain on the upper cord which would throw it out of line and then the whole thing would go. The factor of safety when the bridge was constructed was about 4½, but at the time of the accident he thought it would be reduced to 1½. This referred to the carrying of ordinary travel and one 20-ton car. If it had only a factor of 1 it would be just as liable to fall down as stand up, but if the factor of safety were 4 the bridge would be five times as liable to stand up as fall down. The bridge would be deteriorated by reason of the constant passage of very heavy cars and loads. It was not designed for such heavy traffic as it was put to on the 26th May last. The hangers had no such factor of safety as 8, which was the factor for hangers in good practice when a heavy car went over the bridge. The laying of the floor of the bridge diagonally, as it was, had a tendency to increase the stability of the bridge. Cutting the floor through would diminish it to some extent, but not greatly. The panels, the interval between two vertical posts, were long for a bridge of that class. The panels as they stood were good for 700 pounds per foot. The panels were each 18 feet 9 inches long. Each panel was thus good for about 6½ tons. A car whose truck extended 13 feet would rest on one of these panels, and with passengers would weigh 30,000 pounds on the right hand truss and 10,000 pounds on the left hand truss, the track being on the right side of the bridge. Instead of this it should only carry 18¾ times 700 or 13,200 pounds. Regarding the cord links he thought it would have been better if a pin had been put through the centre at the end of the panel.

Cross-examined by Mr. Cassidy—Witness said that tram cars of that weight at all events should not have been allowed to run on this bridge. The car in question with passengers would weigh 40,000 pounds. He didn't remember what a small car weighed. When the track was on one side of the bridge, as it was in this case, no cars should have been allowed on it at all. Practically he did not think that it would not make any difference at all to the probability of the bridge giving away whether the floor was laid diagonally or any other way. He thought the method of fastening the hangers to the floor beams by stirrups was better than by a yoke fastening by boring holes through the beam. He first saw the broken section of a certain floor beam at the Indian reserve. Witness was not on the scene of the disaster until the 28th. He saw only one broken hanger and that was of a yoke hanger. He had formed an opinion as to the direct cause of the accident and regarding what part of the bridge gave way. Witness continued that he had made a report for the city of Victoria after sixty days' work and the report had not been received, and he did not think he ought to give all that information for nothing. He added that the report was withdrawn without charge on condition it should not be used.

Mr. Cassidy said that he did not know anything about this, but had asked the question in the usual course of cross-examination.

His lordship said that if the witness had been employed by the city to get this information he hardly thought that Mr. Cassidy was entitled to get it from him without paying for it.

Mr. Davis—If my learned friend thinks we are going to get the information for him he is mistaken.

The question was not answered by the witness.

Concluding, Mr. Bell was cross-examined by Mr. Davis regarding the factor of 5 mentioned. He said in illustration that if a bridge having a carrying capacity of 10 tons with a factor of safety of 5 a weight of 50 tons would bring it to its bursting point. It was absolutely impossible to figure the capacity of the bridge without examining the strain sheets.

To Mr. Wilson—Having the upper cords in different pieces was not good practice in building bridges.

Mr. Wilson then proposed to put in the statements of City Engineer Wilmot on his examination for discovery before the trial.

Mr. McPhillips objected to this evidence as he had never been served with a copy and was not present at and didn't take part in the examination. He also had another objection.

Mr. Cassidy also objected to this evidence being taken against the city.

Court then adjourned until 2 o'clock, when the objection would be decided.

Upon resming at 2 p.m. the chief justice said the admittance of the examination of Mr. Wilmot depended on whether he was an officer of the corporation.

The examination of another witness was proceeded with until Mr. Wilmot was present to answer this question.

Theo. P. West, sworn, said he was a contractor and had built the E. & N. Railway bridge across Victoria harbor. He passed over Point Ellice bridge several times in 1891. It looked to him very unsafe as it was out of line, out of plumb and vibrated considerably. The upper cord was somewhat out of line. The vibration was greater than it ought to be. He wrote a letter to City Engineer Veitch in '91 and told him about it. Letter produced and identified. Witness never received any reply to this. A bridge of the class of this one could very easily be put out of line. The life of Douglas fir well cared for would be about 10 years. A bridge would be fairly safe until that time. The bridge was exposed to the southwest and the cars running on the upper side and the spans leaning slightly that way gave him the idea that the bridge was dangerous. He also objected to the top cord being in different sections, when if one section broke the whole structure would go down.

Cross-examined by Mr. Cassidy—He did not think much of the design of the bridge. Referring to his letter to the city engineer, the piers were out of perpendicular. The flooring was put on straight apparently. The span also slanted up the Gorge. By closer inspection afterwards he found that only one column of the pier leaned up the Gorge.

Cross-examined by Mr. McPhillips—He had been a contractor for a good while. He came to Victoria. He built the other bridge in '88. He disagreed with Mr. Gore who said that the bridge was not out of plumb in 1891. To the general observer the bridge would appear plumb and might even pass an engineer as it did in Mr. Gore's case. The bridge was repaired in some way. The cause of the accidently was undoubtedly from the floor breaking.

To Mr. Crease—He only examined it as a private individual. An engineer, if he had made anything like a proper examination, must have seen that the bridge was out of plumb.

To Mr. Cassidy—His first impression was that the breaking of a floor beam would not collapse the bridge. He gave evidence to that effect at the inquest. He changed his opinion after he heard Mr. Lockwood's evidence at the inquest, and now throught that that the effect of the breaking of a floor beam might cause the collapse of the structure.

Capt. William Grant was the next witness. He resided in Victoria, and lived near Point Ellice bridge, on the Victoria end. He had lived there for 10 years, and often noticed the bridge. He never formed any idea of its safety. About two years previous to the accident he saw one day that the sills were giving way after a week's rain. The mud sills were rotten, and the trestle was giving way. Witness notified James Baker, one of the aldermen. They got a contractor to jack-screw it up and repair it. Once afterwards, about 10 months afterwards, he thought, he made another complaint. When horses were galloping on it and a car running at the same time, the vibration was so great that he had to stop walking while on the bridge. He informed the authorities. He had seen tramcars with trailers going over the bridge. At the time of the accident he was standing at the end of his wharf. He saw the car go through the bridge. The car was pretty well along the span. The structure tumbled up the Gorge. Witness never saw two closed cars on the bridge at once.

Cross-examined by Mr. Cassidy—Witness first noticed the car on the span. The span gave way ahead of the car at the Esquimalt end of the span. Another single car was only a little way in front. There was a large number of persons on the bridge. On the same day a car and a trailer passed over the bridge.

Cross-examined by Mr. Davis—Tramcars had run over the bridge for the last six or seven years. He was in a good position to observe the bridge. He thought that irregular motion like a team of horses created a greater vibration than anything moving smoothly along. When a car was alone on the bridge he noticed hardly any vibration, but when a team came along the vibration commenced.

E. A. Wilmot, city engineer of Victoria, being next called, said that he was appointed by the council. His duties were partially defined by by-law. His salary was not fixed by by-law, but was constantly changed by vote of the council. His duties were generally to look after all public work, to superintend and examine the condition of it. He was directly under the orders of the council.

Cross-examined by Mr. Cassidy—He did not look after any work under government control.

Mr. Davis asked for permission to cross-examine the witness generally, though his lordship might tell the jury not to take any of the testimony of this witness in consideration as against the tram company.

Mr. Cassidy pressed the contention that the depositions of Mr. Wilmot taken for discovery, which Mr. Wilson proposed to put in, were not admissible as evidence against the city of Victoria.

Mr. Crease then read the deposition of Mr. Wilmot. It stated that between 1892 and 1895 the oPint Ellice bridge was re-planked, and repairs were made under the trestle work. He examined the bridge, but not the iron work. He had ascertained by shaking the bars whether they were tight. In 1892 one of the floor beams gave way and a car broke through. The beam was decayed by the water being lodged in the hole for the hanger. To examine the bridge he would bore holes in the wood. From inspection it would be impossible to ascertain if the iron bars were sound. The bridge had been closed for repairs once. There had been a by-law in force that all vehicles crossing should not go faster than a walk. The street cars went faster than a horse would walk, but he did not think the by-law applied to cars.

The admission of Mr. Wilmot's report to the city concerning the Point Ellice bridge was objected to by Mr. Cassidy on the ground that it was a confidential and privileged communication.

The report was allowed to be put in.

Mr. Crease then read the letter from Mr. Wilmot to the city council, dated June 15th, 1892, stating that a floor beam in the Point Ellice bridge had broken, the cause being a heavy tramcar, and that a piece of the beam was rotten. There were eight floor beams which were more or less affected by wet or dry rot, most of them rendered unsafe for heavy traffic.

Mr. Crease also read another letter between the same parties, datd July 2, 1892, which stated that the nine floor beams had been replaced, the floor being renewed, some new trestles had been put in, besides minor repairs. The tramway company had laid down strings of 10x12 inches under each rail the whole length of the bridge. The cost of the repairs and renewals was $1,[illegible], exclusive of what had been done by the tram company.

Resuming the reading of depositions of Mr. Wilmot, the latter said that wood lasted for various lengths of time. Green wood, not especially exposed would last 10 to 15 years. He had recommended that iron bars be put in instead of wooden ones. Witness never calculated the strength of the bruge. His recommendation was not acted upon. The beam broke in 1892 because the water got in at its ends and decayed it. Witness did not know the weight of cars before the late accident. He considered that the wooden beams were plenty strong enough after the accident in 1892. The substitution of the steel irons, in all the new beams, except one was not necessarily an improvement. The boring the beams if these holes were painted with water proof paint. The heavy car was the direct cause of the late accident. In his opinion from what he had seen of the bridge, it was not meant to carry as much as 19,000 lbs. He didn't know which part gave away first. The tramway company could have found out if the bridge was strong enough for the cars. The running of a car would not make as much vibration as a team. He saw one weld in the iron work which was not perfect.

Continuing Mr. Mason's examination of Mr. Wilmot, was read. None of the nine beams put in in 1892 broke in the accident last May. The object of putting in the stirrup instead of having the hanger through a hole in the beam was only to keep out the moisture.

His Lordship then instructed the jury that they were to take Mr. Wilmot's evidence for what it was worth against

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is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

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Small Pill. Small Dose. Small Price.

FOUL BLOW S

Corbett Men Claim Kintiscope Pictures a "Foul."

Fitzsimmons Depicted in of Striking Corbett W Down.

New York, May 13.—Tho see the Vitascope pictures cent Carson mill at the exp given here Saturday night foul that Manager Brady ha sisted occurred.

Fitzsimmons has stated th ach punch was accomplished hand feint, and a "left shift due respect to Mr. Fitzsimm be stated that he is mistake tures as as clean cut as so and they speak louder than

When the knockout came sliding forward in a knock-k shuffle. He had grown stro sixth round and was on the Suddenly Corbett lunges o left. Then there is troubl mons ducks to the right. In ouy can see Corbett's left bolt of iron over Fitzsim shoulder.

Here is where the solar p in. The left lead has le stomach comparatively ungu simmons steps quickly forw Corbett's arm over his sho elbow. Then he hoks his l the pit of Corbett's stomac is seen toppling forward month. His right hand rea floor. His right knee follow to be helpless.

As Corbett sinks to the flo simmons looming over him, in the picture the long left Australian swing back, the ward in a shift upper cut point of Corbett's jaw. As starts it seems that Fitzsim what he is doing. He app with all his might to hold the But it lands, however.

Corbett's right glove is when he catches it. Fitzsim is turned to the spectators. tures show the sweep of the plainly. The referee stan both men, at a distance o feet.

There is an agreement be fighters that when one of th the other shall retire to a dist feet. Corbett is down. H does not retire until he has Californian a wallop in the the latter's glove is touchin It does not seem to do much knocks the Californian's he side about two feet. Then F realizes what he has done. away to the required distan fight comes to an end.

Dan Lynch, the manager Sharkey, said: "Why, its a fo as day. Now I guess that believe me when I say that Sharkey. The blow on Corbe as plain as the nose on you was his after he had fallen t from the stomach punch."

"I have said all I care to the foul," said Manager Brady like to ask, however, how an tell just what effect this blow result of the fight. We are n make a fuss about it. The speak for themselves. All w another try at Fitzsimmons."

"The Corbett men are a l heads," said Martin Julian. that Fitzsimmons may have would not have killed a fly, been serious somebody would it at the ringside. I have n pictures and I know nothing

THE TURF.

AT KEMPTON PA

London, May 14.—Mr. Leh gearing, Chon Kim, won the year-old plate of 3,000 sover sovereigns to be the winner, Park spring (jubilee) 1897 day. Among the starters wa Beresford stable's chestnut c II., which was unplaced.

GREAT JUBILEE ST

London, May 15.—Cawd Rucker's six-year-old brown the handicap of 3,000 sover venth year Kempton Park g stakes, at the Kempton Pa meeting to-day.

FROM COOK INL

Schooner Stella Erland Arri attle—Northern New

Seattle, May 14.—The land arrived from Cook Inlet ing at 4:30 o'clock. She ma from Saldovia Bay to Seattle days, and had a fine trip. Inlet she brings the news of having passed through the ic reaching Sunrise City and arr At Six-Mile everybody is deaths, except a Kootchman, reported this winter. The w had plenty to eat, but the been small. Very little in t mining has been accomplish the winter, but since March of one claim on Canyon cree gun work. The weather has and very little snow is report

The Erland brings no tidi three men who were report just after the arrival of the Bottcher, C. A. Blackstone Molinque were the men. T tck to cross the portage to L ham Sound, and it now tran they may have never reache ter on this side. The memb Erland's crew are of the op there are many chances that are still alive. They may be with Indians on the shore of L ham Sound, and it is possible have fallen in with a band bound for Copper river and g S. P. Weston, who was one of employers, thinks that the la only hope of the men's safety.

On the way up the Erla through a storm on March 23, probably the same hurrica wrecked the Gen. Siglin. T