Further Evidence Regarding the Accident at Point Ellice Bridge Last Week.

Mr. Gore, Deputy Commissioner of Lands and Works on the Stand.

(From Tuesday's Daily.)

At two o'clock yesterday afternoon the inquiry into the cause of the Point Ellice bride disaster was resumed. made of the extra strain caused by and he remembered nothing else.

bridge broke at the far end first and. other end. Then he heard a series of tom.

Frederick Babbage of 64 North Park he noticed of the accident was the sinking of the fore part of the car as if the axle had broken. There was a distinct click and the car sank a couple of feet and hung for a moment; then came the loud crash and everything went down. Witness said that it was possible for the flooring of the bridge to fall away and yet leave the truss intact.

Arthur Butcher, of Stanley avenue, was hanging on to the rear platform of the car. He first heard a long crushing sound as if the car had gone off the track, then there was a thud and the car came to a sudden stop. He felt himself falling then and remembered no more until he found himself in the water. Hanging onto the back of the platform with him were several others, each with a foot on the coupler and they were better for the wood. At the hanging over, holding on with their

Thomas Gilligan, of 70 Johnson street, was in the car on the left hand side. His first impression of the accident was that the car dropped as if the axle on the forward truck had broken. Every one in the car was pitched for-A second later he heard a crash and knew nothing after that.

Henry Graham Lawson was on the back platform. He first noticed a sound as if the car was leaving the track. He heard two or three bumps, the car seeming to go down a little lower each time. He then heard a series of crushing sounds, followed by a loud crash and then everything went. The car, he said did not seem to cant at all. William Sinclair Gore, deputy com-

missioner of lands and works, was next

called. He deposed that the Point Elthe government. was superintendent of construction on window. behalf of the government. The government had charge of the bridge until the spring of 1891, when it was taken over by the Corporation. It was in good condition when handed over. When in charge of the government the bridge was inspected once a year. Witness thought it was by Mr. Blackett, or perhaps Mr. Rockett, who was frequently employed by the government for similar services. The tramway company was not incorporated when the bridge was Cars were running over the bridge before it was handed over to the Witness produced copies of the correspondence which had passed between the government and the street railway in connection with the running of cars over the bridge. He had taken steps, he thought, to ascertain whether the bridge was safe or not, but he did not recollect what had been done Bridge es, the witness said, during inspection, had to be uncovered in order to judge of the soundness of the timbers. If the bridge was old enough to warrant it. old, holes were bored with small augurs. Timbers in bridges similar to this one. floor beams particularly, should be renewed every seven years or thereabouts. The floor beams in this sort of bridge would be the first parts to show signs of weakness, the other parts being in such close compression that it was practically impossible for the moisture to get into the joints. The upper parts were covered with galvanized iron to protect them from the weather. taking proper precautions to prevent the eye bars from spreading floor beams could be replaced at any time. The floor beams are hung on iron hangers, over pin connections, and the lateral sway rods are affixed through the floor beams, thus keeping the bridge rigid as far as lateral sway is concerned. If a sway rod was released and there was a moving load on the bridge, the bridge would oscillate, and if it was carried to any extent the bridge would collapse, A comber of four inches was in the floor of each truss, and that would have to be flattened out before the bridge could sag. The depositions of previous witnesses as to the car sinking about a foot in the middle of the bridge, witness said, could only be from the giving way of a floor beam. The car going down a foot and then the motion being arrested. was because its weight was sustained by the longitudinal stringer. The longitudinal stringers would held it up for a moment or so before bre king. The car in falling through the bridge would unsaid, that the lower chord could be re-

the lower chord was broken it would

left the foundry. The designs and specisco Bridge Company. They were calculated by comparing them with the other competitive plans. The strain sheets were worked out by the San Francisco Bridge Company, and the government had compared them with other tenders. Witness had not calculated the strain sheets. He was sufficiently satisfied by the comparison that they were all right. The only formality exercised in handing the bridge over to the city was the entension of the city limits. No actual calculation had been

Frederick Humber, of Topaz ave-nue, was the first witness called. He the side of the bridge. It was the pracwas on the back platform of the car. tise, witness believed, to fix the lateral The first thing he heard was a noise, sway rods to the floor beams; it would and then it seemed as if the car was not do to attach them, if even they off the track. Looking back he saw could be attached direct, to the lower the bridge falling. Witness was then chords. If there was no oscillation struck on the head by falling timbers | the floor beams might be moved without affecting the truss. A car, however, Charles Ferns, of Boleskine road, was | could not fall through without bringing driving over the bridge following the down the whole structure. Notwith-When he got under the truss he standing that, witness said that he saw the rails nearest the Gorge bend thought it was a good design, it being under the car. Then he stopped his the general design used all over the conhorse and started to back up. The tinent. Originally the floor beams were fixed by hangers passing through after the crash swayed and broke at the them with give plates fixed on the bot-There there were diagonal holes sharp snaps and the track sank consid- bored to fix the sway rods. The lateral erably, sagging under the car. Then it sway rods were 1% inches in diameter, down, the bridge striking the and the hangers 11/8 inches. The holes. water first. The upright timbers came | no doubt, would admit water that would down on the top of the car as they fell. start rot. When the city had put in new beams they hung them on stirrup street, was on the car. The first thing irons; this, witness thought, was an improvement. In seven or eight years the floor beams would decay and should be removed. In one of the floor beams in the span still standing, the rot was very haps about eleven years. The design then chief commissioner of lands and works and the government. Witness did not think that any of the eye bars had been bored too large and filled; it would be a most culpable act if such it fell. were the case. If one of the lower evebars broke he did not think the bridge

> was broken those remaining would hold. The stirrup irons put in by the city were time the tramway had first run over the bridge they had only light cars and no restrictions had been put on them. The weight of a moving load of 1000 pounds to the lineal foot, added to this, however, was a factor of safety which brought it up to five thousand pounds. At the time the bridge was built witness did not verify the strain figures, but since then they had been verified and found to be correct. The government had no inspector to test the tensile strength of the iron. Witness did not know what was the ultimate tensile

strength of wrought iron. The inquest was then adjourned until 9:30 this morning.

The first witness called this morning in 1885 during | Canon Paddon. Suddenly the car gave

George Neut, of North Park street, the bridge swinging considerably. The car swayed for a moment under the reverse action of the swing, then a crash sounded under the right hand corner of the car as if something had given way under the car. Then came a similar crash under the left end corner. This was followed by a general crash as of the crushing of a match box. The bridge then bent in at the centre, and after he had heard the loud crash the end nearest the city gave way, then down they went. It seemed to witness as if the longitudinal beam under the car broke first, as the car canted towards the Gorge. The rear end of the car struck the water first, falling at an angle of forty-five. The platform of the bridge was still under the car when it struck the water. He did not think the car left the rails. Witness clambered on to a timber from the platform and after it was about six or seven years pulled his wife from a window of the car which the water had not then reached. He thought that the bridge had first broken in the centre. Witness saw the upper part of the bridge falling, a large beam falling on to the back of the car, knocking some of the passengers off. The people walking over the bridge seemed as if they were intoxicated under the swinging action of the bridge. The sounds which the witness heard seemed to be the sound of car was very slow, some of the passengers having got off before coming to faster than the car.

William J. Crull was inside the car. He heard no sound and heard no intimation that anything was wrong until the car fell. He did not know how he got out of the car.

Francis M. Yorke, stevedore, of Dallas road, said he was employed by the city to clear away the wreckage soon after the accident had occurred. He had found the car lying about fifteen feet from the piers at the Victoria West end and about three feet towards the Gorge side. The roof of the car was destroyed in order to get the bodies out, and a diver was sent down. About twelve feet from the piers witness look after the apparatus and property cars, and never had cause that the bridge was unsafe. sponsible for the accident described. If

then with the same car. The timber in mayor, taken the several parts of the bridge were framed under the direct car and had them weighed at the city supervision of the late Mr. Sypolt, who scales. The weighing was witnessed by was then the representative of the San Chief Deasy, himself and Mr. Johnson, them safe. He had never heard of any boring that was done during inspection, Francisco Bridge Company. The iron the weigh master. The weight of the in the bridge was made at the Albion different parts are as follows: Motor, Iron Works and was carefully examined 4,560 pounds; truck, 1,580 pounds; meand measured by Mr. Sypolt before it tor, 4,705 pounds; car, 9,002 pounds; making a net total of 19,847 pounds. cifications were made by the San Fran- The trolly arm, cushions; and the woodwork that had been cut away were lacking. Mayor Beaven had given his that he was responsible for the enforceinstructions about removing the wreckcity wharf, watched night and day by ed the car, the witness did not think he up the Gorge, in charge of the provin- passengers could find standing room on cial police. all sound. When Diver McHardy went down he could not see any trucks under any distinction between the Point Ellice the car. The weight on the bridge was bridge and the trestle work belonging to estimated to be about 21 tons, that is | the company, he said that if, he had roughly speaking.

thing he noticed was that The car not though, he said, under his jurisdicand had ran on to the wood work. experience of fifteen years of the man-There was but one jolt, and then the agement of electrical companies. Precar seemed to go right down. The rear end going down first.

Henry Paggio, of 15 Store street, was red before on this bridge. on the front platform. He first heard a crack at the rear of the car, then he felt the car going down, and did nor remember anything else until he found himself in the water.

D Strachan, of Princess avenue, was standing on the lower steps of the front platform. A crashing sound under the centre of the car was the first sound he heard. He immediately got off the car and ran along the bridge abreast of Mr. Wilson's rig. When he had got a few steps from the other span the floorway rose up and the planking broke up. He then fell into the water about ten feet away from the piers and about fifteen feet in front of the car.

Robert Dalby, of 84 North Chatham street, who was also on the lower step plain; that beam had been there per- of the front platform, said that he first noticed a couple of bumps as if the car of the bridge had been approved by the had left the metals, then came the loud crash and he went down into the water. The car in falling canted towards the Gorge, the front end going down first; it righted again, however, as

John Black McKilligan, manager of the Victoria branch of the Consolidated would give way, for they were calculatrailway company, was the first witness ed for five times the strain. If one called this afternoon. He said that he had been manager of the company since the beginning of May last. In connection with Henry Croft he had been appointed receiver until January 8, 1896 Witness was appointed receiver and manager by the trustees, which position he filled until April 30th last, when he bridge was calculated to support a was appointed manager of the new company. His duties are chiefly financial and general. The duty of operating and running the road falls on the superintendent, W. C. Cheney, who only consults him in matters relating to poncy. or to a radical change in the condition of affairs. Nothing had been reported to be out of order with the bridge since he had been appointed. Witness exhibited and read a book of rules which are issued to the motormen and conduc tors. Among the rules read by Mr. Mc Killigan was one instructing conductors to order people standing on the rear platform to go inside unless it was so crowded that there was no room inside. was George Mallette, of Oak Bay. He He did not know if there had been any was riding in the car conversing with steps taken to see if the bridges were The superintend his term of office, by the San Francisco a kind of jolt, and after running for ent had no special instructions relating Bridge Company, under contract with ward a little, settled down and then to bridges except in connection with The contract price came the downfall into the water. The their own trestle work. Instructions, was \$10,887, but the actual cost was car lurched towards the Gorge as it though, were issued relating to apand plans of the bridge. Mr. Blackett him and Canon Paddon through the selves. The new company was incorporated on April 19th, 1896. The head offices are at Vancouver. The officers was standing on the back platform. As are: President, F. S. Barnard, and vicethe car went on the bridge he noticed president, Mr. Horne-Payne. Witness did not know of the directors or anything about the capital of the company.

The printed notices which are posted on the cars were issued under the management of witness, he acting under the instructions of the president. The foreman of the jury asked witness if after reading these rules did they not give him the impression that they were framed for the protection of the company. Witness said he did not think so. The foreman then asked: "Have you

any rules framed for the protection of the public? Witness: "Only these." There were no restrictions as to the

number of passengers getting on a car. Witness thought that the seating capacity of the wrecked car was about forty. He believed that the car was crowded, and did not know whether the conductor had ordered any passengers off the platform or not. He did not see any harm in people getting on the platforms when the car was crowded. The cars would not break down under as many as could get on. He thought the conductor had done perfectly right in carrying all the passengers the car riding on the platform, and he did not order them off. The only danger he had thought of in connection with the bridge was through passengers leaning breaking timbers. He heard no sound of out. Witness received his rules from breaking iron work. The speed of the the president of the company. The in- 9:30 this morning. spector, by order of the superintendent, S. E. Hutcheson, foreman of the Conwas crossing the bridge.

(From Wednesday's Daily.)

continued yesterday afternoon.

platforms being broken. Witness was responsible to the president first and then to the manager of the Victoria branch, Mr. McKilligan. It would come within his province to dismiss any motorman or conductor if a complaint through would be weakened and inclinwas made against him. He considered ed fo rot. ment of the rules relating to the carryage. The iron is now all piled on the ing of passengers. If passengers crowd- on February 1st of last year. His duwatchmen. The timber is all in a boom had any call to interfere as long us fairs of the company. The safety of Witness said that the the car. Witness at the time of the actrucks and the motors of the car were cident was putting a car on the track Rock Bay bridge to be safe for the noticed anything wrong with it he would William Peden, of San Juan avenue, have immediately stopped the cars and was on the rear platform. Whe first reported it to the city. The bridge is jumped as though it was off the track tion. Witness said he had a practical vious to the accident he had received no notice of the accident which had occur-

Henry Gibson, of the Consolidated

been employed by the tramway company question was not pressed. for about five and a half years. He was pany had then laid T rails on the conversant with the rules. There was bridge. While he was manager no speno rule whereby the number of passen- cial examination of the bridges had gers was limited. One rule states that been made. No distinction was made the back platform must be kept clean. between the large and small cars in This rule he had always understood did not apply on a crowded car. As long as there was standing room he would Point Ellice bridge. feel justified in taking on more passengers. The last day he had been con- that he had acted as mayor from 1888 ducting on the Esquimalt road, that to 1891. The tramway company came same car, No. 16, had sprung the into existence during his term of office. bridge. He was not on that car but on The franchise was given to the comanother. He had never received any instructions limiting the number of passengers. No questions as to the safety of the Point Ellice bridge had occurred to him. He had heard of cases on this to him. He had heard of cases on this line when the platforms had sprung, but he had not seen them do so. He would not have hesitated to go on the bridge at all if there had been another car in front. Had he seen anyone riding on the coupling pin he would have forbidden it, as he considered it unsafe. The company have twenty cars over any work of importance without in all. Four of them, numbers 12, 13, over any work of important bridges f the accident he was stationed at is not entirely subject to them; if he Campbell's corner acting as a car dissees any wrong he is empowered to act, patcher. No one was standing on the if action must be taken immediately; if coupling pins when the car left the cornot be must first report to the streets He had occupied his present position People were trying to get on to the coupling pins at the front and rear, and for the safety of the bridges. He had also to get on the roof, but he had or charge of all work of that character mayor and council. He had a general dered them off. Witness could not give belonging to the city. The only peo- supervision over the streets and bridges.

from 1889 to the fall of 1893. The ori- had been over-looked by the committee. at the city end of the Point Ellice of land so that the jury would be able for in 1890 in order to run to Esqui- portions of the bridge. the bridge, but that was objected to and present occupying that position. ported to him after the accident that bridge refloored to their satisfaction. then examined and rep When the traffic was heavy Mr. Gore then examined and beam which he had found was very anxious to see great caution In doing so he discovered exercised. In 1891, Mr. Leech, then city engineer, insisted that four miles condition. He report conditions to see great cathering the description of other floor beams were our condition. an hour should be the limit of speed on the council ordered the bridge to be re had made a suggestion to him, the witup. This suggestion was not made offiness thought, had done as suggested.

usual vibration.

had posted some rules on the bulletin solidated railway was the first witness the bridge, saying that they could walk board to be read by the conductors, recalled this morning. He said that he lating to the care they should exercise had been employed by the company during the holidays. Among other since the first of May last. He was things they said that great care must foreman of the street railway departbe used in approaching Point Ellice ment, acting under W. C. Cheney, the bridge, and that passengers were to be superintendent. During the past month warned not to lean out when the car he had been bery busy attending to the construction. Mr. Gibson had attenda ed to the traffic. Witness looked after the safety of the road bed and trestle The coroner's inquiry into the cause work, but no bridges. He had never of the Point Ellice bridge disaster was seen a platform break on a car, but had sometimes seen them spring. No mess-W. C. Cheney, electrical engineer, warning them of the danger of the age or communication had been sent superintendent of the tramway com- bridge that he knew of. He had crosswas destroyed in order to get the bodies out, and a diver was sent down. About pany, was called. His duties were to ed the bridge several times on large cars, and never had cause to suspect found a double-seated buggy, which he of the company and to see that it is man it was his duty to look after the had since found to be that of Mr. Potts. kept in proper condition. He was not safety of the permanent way. He had no instructions, though, to look after As fore-He had removed the debris and had the car towed away by a tug, then a diver in charge of the bridges, save two the bridge. The witness had examined, city. was sent down. They had ceased oper- trestles which were the property of the though not thoroughly, the trestle work doubtedly fall on and carry away the was sent down. They had ceased by lateral sway rods, bringing down the ations on Tuesday night on coming to company. He had received his instruction of the heavy days. Timthe conclusion that the bodies that were tions from the president and the manstill in the water were under the iron ager. The cars are supposed to be safe order to examine them. They could work. Next morning they towed the with as many as can get on them. Witnot be judged from the exterior view. debris all away. Most of the wreckage ness could not give the dimensions of The first place that would rot would be the municipal authorities are responsible to the municipal authorities are responsibl have a tendency to spread the end or the car was on the end nearest the wrecked car. He regulated the where the timbers were bored to allow to the public for the safety of the public for the Esquimalt, the other end having very operating of the car as regards time of the iron rods to pass through and where

witness said, was afterwards filled. bers, witness said, he would consider not so good as those placed around them. The timbers that the rods passed

H. Chapman deposed that he had become manager of the tramway company ties were to look after the general afthe road beds was under his supervision.

About March last he had not considered summer traffic, and had communicated with the city council about it. The streets and bridges committee, whom were Messrs. McLellan, Humphrey and Hall, had met him in connection with it. No reference was made to Point Ellice bridge. One day when bluejackets were returning to Esquimalt, filling about twelve cars, he had stood at the power house and acted personally as car dispatcher, seeing that only one car went over at a time. When the Rock Bay bridge had been repaired the tramway company had promised to contribute \$100 toward it. Being asked if that \$100 was ever paid, witness Railway Company, deposed that he had said he would rather not reply, and the No distinction was made crossing the bridges. While he been manager nothing had been done to John Grant, who was next called, said

pany by the city. It was passed on December 15th, 1888. The city limits Point Ellice bridge. The bridges are under the supervision of the streets and bridges committee, who are assisted by the city engineer. A complaint being sent to the council, it would be referred to the streets and bridges committee. who would order the city engineer to committee. The city engineer, however, and bridges committee. The city engin- for about four years and was acting uneer should have a reasonable look out correct estimate of the number of ple who are responsible for the public The street superintendent had been apassengers that could be crowded on the safety are the mayor and council. Dur-pointed inspector of bridges in April ear. Approximately though, he thought ing the term that the witness had actabout from fifty to seventy. A small ed as mayor the streets and bridges car's seating capacity was about twenty. committee had taken periodical excur-Hon, D. W. Higgins, who was next sions to examine the city's property. If called, said he was managing director there were any rotten timbers in the of the tramway company for four years bridge, he had no doubt but that they ginal charter of the tramway company The coroner this morning ordered that only took them as far as the city limits, the bridge be laid out on a vacant piece bridge. A special charter was applied to determine the positions of the several

malt and other outside districts, and Mayor Beaven was the first witness produced his office memorandum boook permission was received to lay a track called this afternoon, when the inquiry which shows that in October last City cross the bridge. It was at first decid- was resumed. He said that he had been ed to place the track in the centre of mayor in 1892 and 1893, and he was at the rails were laid on the side of the streets and bridges are all in the first bridge. In July or August, 1893, an place under the corporation's supervi-Witness exhibited the specifical fell, the rear end striking the water proaching bridges and about passengers excursion party from Seattle were in sion. There was always a question as cations, which were read to the jury, first; the water then flushed in, driving leaning out, thus endangering them car No. 16 going to Esquimalt. In to the ownership of the Point Ellice crossing one of the spans there was a bridge. It was originally built by the jolt and the car settled about two feet. lands and works department, and was It got over safely, though. The cars then outside the city. The letters patwere then stopped until the bridge was ent under which the city's limits were repaired, which was done by the joint extended read that the city was to take expenditure of the city and the tram- charge of the wharves, bridges and way company. After the accident the Point Ellice bridge. Latterly he had company put in longitudinal stringers found that the limits had been wrongly to strengthen the bridge, and by permis- designed. A special act was then sion of the city laid new rails, which framed, called the Victoria City, Act. did not cause so much vibration to the This act makes no mention of the Point bridge. Mr. Fairchild, the engineer of Ellice bridge. There is no absolute the tramway company then, had re transfer mentioned in the letters patent. The question as to who the bridge betwo of the floor beams were rotten and longed to witness considered a point of law. The city has exercised control law. The city has exercised control law. time of putting in the longitudinal stringers no steps had been taken to real has made alterations and repairs. In stringers no steps had been taken to repair the bridge. In 1890, when the rails were laid, the government had the government h floor umber danger this and crossing bridges. Mr. Gore, in 1892, paired. A discussion arose then as to ness, that the rods should be tightened placed with iron or wood. The council cially, but from mere professional in- beams were put in. The streets and chose wood, and some wooden floor terest. The tramway company, the wit- bridges committee have charge of the The day before the accident he himself practical men are guided by the city enstreets and bridges; they not being all would hold. He had often seen people had crossed the Point Ellice bridge in gineer. Anything in connection with car No. 16. The car had a full load, the streets and bridges is first referred

but he had not noticed anything to be to them, and by them to the city enginwrong with the bridge or felt any un- eer. The streets and bridges commit tee submit their reports to the council The inquiry was then adjourned until The superintendent of streets and bridges. Mr. Wilson, has now charge of the bridges, acting under Mr. Wilmot. Previously there was a city carpenter appointed who looked after the sidewalks and bridges. Witness had never heard anything to say that he was not a com In reference to the petent man. streets and bridges witness had always referred to the city engineer, to whom he had given orders since the accident to close all the bridges in order to inspect them. To show the difficulties the city is

under in regard to bridges,

Beaven read a letter which he had re-

ceived from the tramway company, in which they contended that the city could not close James Bay bridge against their cars. The mayor continuing said, as far as his knowledge went there was an an nual inspection of bridges. No question had arisen regarding the safety of Point Ellice bridge. Personally he thought the bridge was one of the best in the

To Juror Nicholles-1 consider the bridges are under charge of the city. The engineer's recommendations are subject to the approval of the street committee and the council. I presume chords, acting as a now. The foliation of the first stringers were put in three years little wreckage on it. He had since, leaving, etc. He had heard nothing as it lay on the rollers and iron plates, the claim to be supreme in the question of point fillies bridge. ago after the accident which occurred acting under instructions from the to the safety of Point Ellice bridge moisture gathering there much quicker running their cars over bridges. The lic. Of course the tramway company

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And every form of bad blood, from a pimple to the worst scrofulous sore, and we challenge Canada to produce a case of Eczema that Kootenay will not cure.

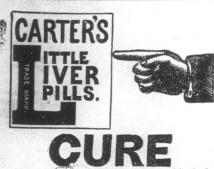
## **dedicine** S. S. RYCKMAN MEDICINE CO., HAMILTON, ONT. \*\*\*\*\*\*\*\*\*\*

legislature, according to the contention of the tramway company, took control of the bridges and gave the company the right to run over them. To Mr. Cassidy-He did not know that there is a cast iron rule saying that bridges should be inspected, but he believed they had been inspected It thre was any such rule the city engineer would know of it.

To Juror Wilson-The council did not always follow the advice of the engineer: As far as I know most of the en gineer's recommendations regarding Point Ellice bridge was carried. To Foreman Nicholles-It is a question of law who is responsible for keeping Point Ellice bridge in repair. The council has spent money on the bridge, To Juror Walker-The city has no control as to the number of cars that could pass over the bridge at once

Mayor Beaven explained that the company got authority to run over the Point Ellice bridge from the legislature. (From Thursday's Daily.)

Mr. E. A. Wilmot, C. E., city engineer, followed Mayor Beaven on the witness stand at the Point Ellice bridge disaster inquiry yesterday afternoon. der and was directly responsible to the last. Previous to this year the city carpenter inspected the bridges and reported annually. Mr. Wilmot gave special instruction for the examination of bridges this year. The city carpenter had technical knowledge of wood work. Mr. Wilmot never thoroughly inspected the Point Ellice bridge, but the city carpenter had done so in December last in response to instructions from the city engineer to do so. He Carpenter Cox received orders to exam ine Point Ellice and other bridges Mr. Wilmot also gave the same instructions in December last. Mr. Cox's reports were then read. These show Point Ellice bridge to be in a good condition at



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the James Bay br ed, and that the placed and repair bridge. The engin structions to in penter, Thos. Tubi amination of the council gave ord bridges. Before son was superinte since then the bri Witness looked to safety of bridges. engineers were those of their pro-of 1895 the city Point Ellice brid The recom ngineer are gen e opinion of the Mr. Bodwell as ilmot had not Bay bridge was re

Witness replied qualified his repo