

Might Get Nothing

Doctors Decide Not to Ask the Council for a New Hospital.

Would Be Satisfied With an Additional Structure on the Present Site.

The Question Thoroughly Thrashed Out at a Large Meeting of the Medical Fraternity.

A meeting of the medical men of the city was held last evening at the Medical School to receive the report of a committee consisting of Drs. Eccles, J. B. Campbell, Niven, Rooms, Moorhouse, Wishart, and Gardiner, who were appointed to investigate the relative merits of constructing a new hospital or remodeling the old. There were present: Drs. Cl. T. Campbell, Moorhouse, Niven, J. B. Campbell, Waugh, Graham, Teasdale, Rooms, W. J. Weekes, Wishart, Hodge, Meek, Ferguson, Eccles, E. C. Weekes, Meek, J. Stevenson, H. Stevenson, McDonald, MacArthur, Dayly, Macdon, English and Jarvis.

Dr. Wishart, president of the London Medical Association, took the chair and Dr. J. B. Campbell moved to the position of secretary pro tem. Dr. Wishart explained the position of the association at the last meeting of the hospital question, and Dr. J. B. Campbell read the report of the committee. The majority of the committee were of the opinion that a new hospital should be built on a new site. They had visited three sites. The first was between Waterloo and Wellington streets, north of Cheapside; the second, west of Richmond on Cheapside, and Mrs. Hymna's property.

Dr. Niven spoke in favor of adopting the report. The present site was in the neighborhood of a frog pond, and was not easy of access, as people had to cross the railroad tracks to get to it from the center of the city. Since 1872 he had been more or less connected with the hospital. During that time additions and alterations had been made, but with all the additions they had not been able to make anything of it. The larger part of the main building would have to be taken down and remodeled. The private wards are not like what they should be. The old building should be abandoned, as so much money would have to be expended on it. If a new building were erected, they would have something that the city would be proud of.

Dr. Graham—"What should be done with the old building?"

Dr. Niven—"That is secondary. I have not considered that yet. Dr. Moorhouse set forth his reasons for abandoning the old building, as have already been published in The Advertiser. Speaking of the new site he said: 'I understand it can be bought for \$500 per acre, and it is in such a location that it will become a valuable asset in the near future. He described the plan of a new building, with an administration building, in front and pavilions at the rear, and heartily supported the movement to erect a new building.'

Dr. Rooms agreed with the previous speaker. He said: "Why, if the location of the present building is in a good spot, do not people build in that vicinity? Land is cheap here. I do not think that there is any person here who will in twenty years wish it to be said of him, 'He was instrumental in having an addition made to the present building.'"

Dr. Graham drew attention to the fact that not alone the present should be considered. He considered that the ruin of leaving the old building was an important one. The best way was to erect a new one, and make additions to it as time went on.

Dr. Cl. T. Campbell thought it had been a patent fact that more hospital accommodation was needed. "But," he said, "if we advocate the building of a new hospital, the first question that citizens will ask is what it will cost. St. Joseph's Hospital cost \$35,000, and will accommodate 40 patients. A building suitable for the city hospital would cost double that money, and the site would be additional expense. Another item for consideration is the

proper sewerage of the new hospital. There is no suitable site at all near the proposed main sewer. The site on Cheapside is several blocks away from the city sewers. That means that the city will have to extend their system, or make temporary provision. It would be well to calculate on a total expense of at least \$100,000 for the new building. From my recent experience in municipal matters, I am able to say that the present debt of the city is \$12,250,000, while the assets are \$2,500,000. One quarter of the assets are London and Port Stanley Railway stock, which, while valuable to the city, could not be turned into much money. The assets do not come up to the liabilities, and the corporation has just about reached its full borrowing capacity. Under the city's present financial condition we should not ask for \$100,000, or even \$50,000, but should strike for the best we can get. This year will be our best opportunity for years to come. We would not patch up the old building but erect a new building to use in connection with the present hospital. The new hospital built there would be excellent hospital accommodation for the present. (Applause.) If I hardly agree with some of the gentlemen who have spoken as to the site. It is convenient to the class of people who require a hospital. The working people in large numbers live in the southern part of the city. People would have to cross the track to get to the northern or eastern part of the city—the only places where there are suitable sites. The present site is said to be low. It is only five feet below the level of Dundas and Richmond streets. It is about 25 feet above the river.

Dr. Stevenson—Thirty-six feet six inches.

Dr. Campbell—With proper drainage the soil could be made as dry as need be, and right in front of the building one of the intercepting sewers will be laid this year; that is a very important matter. Dr. Niven said there is a frog pond in front of it.

Dr. Niven—You yourself told us there was a frog pond there when you were advocating new sites.

Dr. Campbell—I said that with regard to some places in the south branch of the river, but I think that does not apply to the river at the hospital. You will find that there is considerable current there. In my opinion the best thing to be done is to ask the city for that amount as we could expect to get.

Dr. Eccles said he was in favor of the resolution, though on the committee. He said that the simple reason they could get nothing from the City Council. The remarks of the previous speaker about the city's financial condition were very apt. What was said about the debt of the city is correct. I feel we cannot ask the city for \$100,000 for this purpose, but in favor of building a large ward on the most modern plan, and with that in addition to the present building, the building of which could be extended ten or fifteen feet without much expense, there would be ample accommodation. We could not get a better operating room if built now, and the chances are we would not get as good a one. We would have as good a two-story ward as any hospital has, and the administration building could be used almost entirely for employees." Continuing he spoke of the excellent aspect of the building, the pavilion, the best south—the beautiful elevated site, the feasibility of properly draining the soil, and concluded by saying the main point was not to ask too much, as the city might not give anything, and build a monument instead to commemorate the way.

Dr. Moorhouse—"What would be the cost of a pavilion?"

Dr. Eccles—\$12,000 or \$15,000.

Dr. Rooms—"How would it be raised?"

Dr. Eccles—"By appropriation this year, I suppose, but it is for us to devise ways and means."

Dr. Cl. T. Campbell moved that in the present financial condition of the city, all the necessary hospital extension can be procured by the construction of an addition on the present site; the present buildings to be utilized for administration building and any other purposes available.

Dr. MacArthur expressed himself as being in accord with Dr. Campbell. Dr. Niven thought that to spend \$25,000 in that way would be practically throwing it away. He vigorously defended the report of the committee.

Dr. Moorhouse said that in the course of two or three years the city's borrowing power would be increased, and in ten years the way would be practically pointed out as bad advisers. Hospitals now extended over a wider range than ever before. Formerly, now many citizens who pay their taxes went to them.

Dr. Bayly asked the proportion of

pay patients to paupers.

Dr. Niven—"One-eighth, and increasing year by year."

Dr. Eccles again spoke in favor of Dr. Campbell's motion, as did Drs. Hodge, Waugh and Meek, who followed.

The vote was taken, and Dr. Moorhouse and Niven alone voted nay. Dr. Rooms had left previously. Adjourned.

The Blast of Death.

Loss of Life in a Texas Hurricane.

Several Towns Damaged—Houses in Ruins and Many Persons Injured.

Austin, Tex., March 30.—For twenty minutes on Sunday afternoon the wind whistled through this city and section at the rate of 60 miles an hour, doing great damage to property. Large trees were split like kindling wood, electric light towers leveled and several houses wrecked. The residence of Dr. Graves, immediately north of the university, was lifted from its foundation, twisted completely around and set down in the same place so badly damaged, however, that none of the floors could be opened to permit the escape of the frightened inmates. No loss of life is reported here, but a number of persons were severely injured.

The towns of Clarksville and Buda, near here, suffered heavily. At the latter place two persons were killed and many houses wrecked.

Chicago, March 30.—The monthly report of the Chicago Weather Bureau makes the present condition of winter wheat the lowest since 1885, and with that exception the lowest ever reported. The general average is 35.5, and says the country is face to face with a third short winter wheat crop. (Heavy applause.)

JUST IN TIME.

A Starving Crew Provisionally Relieved at Sea.

New York, March 30.—Capt. Schleyder, of the Norwegian steamer *Eldesvold*, which has arrived at quarantine, reports that on March 23, in latitude 41.35, longitude 53.15, he spoke the Newfoundland bark *Silver Sea*, 65 days out from Cadiz, for St. Johns, Nfld., short of provisions. The crew had been put on short rations, and there was literally nothing but a crust of bread left. The captain of the bark cried for sheer thankfulness when the provisions came.

The Careless Woman.

The careless and indifferent woman, when she decides to dye a dress, jacket, cape or suit for her husband or son, goes to a store and simply asks for a package of dye of the color wanted.

This is the character of customer that some dealers are looking for—the careless customer who takes anything that is given to her.

The careless woman gets her package of dyes, goes home, and with some hope commences her work. The color she gets makes her mad. The muddy, dingy shade produced by the poor dye would make an angel weep with vexation.

Wise women take the precaution to buy Diamond Dyes that are all fully warranted to give the best colors. One package of the Diamond Dyes has three times the dyeing power of ordinary package dyes. All colors are clean, bright, fast and fadeless. Ask for them at "Diamond," and see that you get them at all times.

Hunt & Sons' old established feather bed and mattress cleaning factory, manufacturers of the best feather pillows, mattresses and spring beds. Ticks filled with feathers and delivered. Stoves bought, sold, or exchanged. 593 Richmond street north, opposite Victoria Park and Central Avenue. Telephone 397.

The Use of Words is Vain When Deeds Are Expected.

It's so easy to say a thing, but so different to prove it. Claim is not proof, it's deeds that count. No sign a dog will bite because he barks, neither is it convincing proof of merit because a manufacturer says so. Canadian deeds with Canadian people is the endorsement that goes with every box of Doan's Kidney Pills. No chance for the skeptic here, his last argument is gone. When we say Doan's Kidney Pills cure weak, lame and aching backs, dropsy, Bright's Disease, Diabetes, etc., we prove it; that bad backs result from sick kidneys and Doan's Kidney Pills cure all Kidney ills the words are not vain, because we give you deeds. Not one case but hundreds, not Torontonians alone but Canadians. Just room for two this time—here they are:

MAXWELL JOHNSTON.

Medical men, Hospital treatment and a dozen different medicines failed to cure me of dropsy. I had been tapped seven times and was given only a few drops of medicine. I began using Doan's Kidney Pills. They cured me completely, and I am now in the best of health. (Signed) MAXWELL JOHNSTON, Toronto, Ont.

A TRIUMPH WON.

Before taking Doan's Kidney Pills I felt that diabetes was fast tightening its grip upon me. Now, I know that it has been met and defeated. I have used the pills for some time, and am now in the full enjoyment of health, and shall always be glad to testify to the merits of this triumphant medicine. (Signed) RICHARD LYMAN, St. John, N.B.

At all druggists. Price 50c per box, or 6 boxes for \$2.50.
T. MILBURN & CO., Toronto.

Railway Rumblings.

Increased Business as Compared With Last Year.

Apple Shipments on the G. T. R.—News From All Along the Lines.

The Grand Trunk receipts for the week ending March 21 were \$331,030, an increase of \$7,707.

Douglas Gerard, of St. Thomas, has been appointed assistant engineer of the Toronto, Hamilton and Buffalo.

The C. B. and Q. railroad has filed notice of withdrawal from every union association of which it is a member.

The Michigan Central is making arrangements for routing the stores yards at Chicago via the new road from Hammond instead of using the old line through Kensington to the next connection.

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The Chicago Board of Trade has decided to begin a crusade against violators of the Interstate Commerce law, and will prosecute both the giver and the receiver of a reducer rate.

The big fast express engines used on the limited trains of the B. and O. have iron shields between the cab and the tender, which protect the firemen and are very much appreciated.

The New York, New Haven and Hartford Railroad Company, according to a statement just issued, has spent in the last ten years, in round numbers, \$100,000 on improvements and extensions.

The Carnegie Steel Company has decided to convert its largest steel mill, the largest in the world, into a mill to roll rails. This will enable the Carnegie mills to turn out 2,200 tons of steel rails daily.

At the hearing in Albany on the anti-scalping bill last week, Mr. Daniels of the New York State Senate presented packages of forged tickets that had been sold by brokers, which amounted to over \$40,000.

On Wednesday a train on the Grand Trunk was hauled from Montreal to Toronto in eight hours and three minutes, its best time yet. The train made the run in eleven hours, consequently this is looked upon as a remarkable run.

The value of the fruit shipped from Grimsby station yearly is upwards of \$100,000, while of apples the G. T. R. agent there reports that about 18,000 barrels were shipped in 1896, and about 6,000 barrels from Winona, a station five miles distant.

Clapp & Co.'s New York market letter says: Gross earnings of 74 roads for first week of March were \$6,082,892, an increase of \$26,728 over the same week last year. Russia and Germany railway freight rates have declined the past few months as much as our American roads.

This indicates the laws of trade are stronger than legislative laws.

Passenger Agent Crane, of the Wabash, believes business men should have as good rates as sports should for a prize-fight. He therefore made a special rate for a delegation of business men going from Chicago to Springfield, Ill., after the Western Passenger Association had refused permission to make the reduction.

The railroads in the west, northwest and southwest are having the hardest times in years with floods, washouts and blizzards. The injury sustained by them as the outcome of these causes such as blockades, damage to property, and loss in tonnage, will, it is fair to say, run up into millions, but will not be fully reflected in their earnings statements for a month or two.

MARGARET PRESTON DEAD. Baltimore, March 30.—Mrs. Margaret J. Preston, the well-known writer of southern war poetry, is dead. Among her best known works are "Beech-wood," "Old Nones," "The Ballad of the Old Ballads," and "Aunt Dorothy."

Pure Baking Powder, 20 cents pound, at Anderson & Nelles' drug store, Try it.

SUFFOCATED BY SHAVINGS.

Driver at Nashua Falls Backward Into His Cart and Is Buried Alive.

Nashua, N. H., March 30.—Frank Demarias, who has for years hauled shavings and sawdust in a big box wagon for Cross & Toller, backed his cart beneath the shavings chute at the factory and opened the doors from the blowers to receive the load. In some way fell from the cart, and was soon buried under the load of fine shavings which poured down upon him from the chute. Half an hour later the horse and cart were noticed standing without a driver, and the shavings were found to be the body of Demarias. Death was caused by suffocation.

BECAME WHITE.

Caleb Bayard Will Ask New York Doctors Why He Has Changed Color.

New Carlisle, Ind., March 30.—Caleb Bayard, of Berrien county, will leave this week for New York city, where he will undergo the scrutiny of celebrated eastern specialists.

Bayard's case has attracted the wide-spread attention of the medical fraternity in the west. He was a typical African negro until about twelve months ago, when he began to turn white, until now the transformation has been so marvelous that he would readily pass for a white man.

Portions of his body are as white as those of any white person, and physicians who have made a study of his case believe the change will continue until every vestige of his former color will have vanished. His hair also shows a change.

Of all the nerve-tonics—bromos, celerics or nervines—your doctor will tell you that the Hypophosphites are best understood. So thoroughly related is the nervous system to disease that some physicians prescribe Hypophosphites alone in the early stages of Consumption.

Scott's Emulsion is Cod-liver Oil, emulsified, with the Hypophosphites, happily blended. The result of its use is greater strength and activity of the brain, the spinal cord and the nerves.

Let us send you a book all about it. Send this. SCOTT & BOWNE, Baltimore, Md.

Navigation and Railways.

GRAND TRUNK RAILWAY SYSTEM.

Easter Holiday Excursions, 1897.

Return Tickets will be issued between all stations in Canada at

SINGLE FIRST-CLASS FARE.

Valid going April 15 to 19, inclusive, and good to return until April 20, 1897.

FOR STUDENTS AND TEACHERS.

Return Tickets will be issued at

Single First-Class Fare and One-Third.

Valid going March 27 to April 17, inclusive, and good to return until April 27, 1897.

Full information at "Clock" corner Richmond and Dundas streets, and G. T. R. depot.

City Bindery...

Formerly of E. H. Korde's Bindery, now open for all kinds of work.

4361 RICHMOND STREET.

Navigation and Railways.

Easter Holiday Excursions.

AT SINGLE FARE FOR ROUND TRIP.

Good going April 15 to 19, good for return until April 20.

TEACHERS AND STUDENTS.

On presentation of certificate from principal, tickets will be issued at

FARE AND ONE-THIRD.

Going March 27 to April 17, good to return until April 27, to all stations in Canada, via

MICHIGAN CENTRAL.

For rates and tickets call at 385 Richmond street. Phone 395.

JOHN PAUL, City Agent.

O. W. RUGGLES, JOHN G. LAYEN.

Gen. Pass. Agent. Can. Pass. Agent.

CANADIAN PACIFIC RY.

EASTER RATES.

Round Trip Tickets.

Will Be Issued as Follows—

TEACHERS AND STUDENTS.

(On surrender of standard form of school vacation railway certificate signed by principal.)

Single First-Class Fare and One-Third.

Good going March 27 to April 17, inclusive, return until April 27.

GENERAL PUBLIC.

Single First-Class Fare.

Good going April 15 to 19, inclusive. Return until April 20, 97.

To all stations in Canada, Port William, Sault Ste. Marie, Windsor and East.

THOS. R. PARKER, city passenger agent, 161 Dundas street, corner of Richmond. City office open 7 a.m. to 7 p.m.

ALLAN LINE.

Royal Mail Steamships, Liverpool, Calling at Movilla.

Laurentian.....Mar. 27

Parisian.....Mar. 27

Mongolian.....Apr. 10

Numidian.....Apr. 10

Parisian.....Apr. 21

Cartaginian.....May 8

First cabin berth and Liverpool, \$22 50 and \$30; return \$100 and \$110. Second cabin, Liverpool, \$17 50 and \$24 50; return, \$80 and \$110; second cabin, \$30; return, \$80.

AGENTS—E. De la Hooke, "Clock" corner Richmond and Dundas streets, and St. B. Clarke, 418 Richmond street.

WHITE STAR LINE.

Royal and United States Mail Steamers for Queenstown and Liverpool.

"TEUTONIC".....March 24, 12 noon

"BRITANNIC".....March 24, 12 noon

"MAJESTIC".....April 7, 12 noon

"GERMANIC".....April 14, 12 noon

"TEUTONIC".....April 21, 12 noon

"BRITANNIC".....April 28, 12 noon

"Superior second cabin accommodation on these steamers.

From White Star dock, foot West Tenth St. Saloon rates—On Teutonic and Majestic, \$7 and upwards; second cabin rates, Majestic, \$60 and upwards. Steerage at lowest rates. Company's office, 41 Broadway, New York.

For further information apply to

EDWARD DE LA HOOKE

SOLE AGENT FOR LONDON.

Office—"Clock" corner Richmond and Dundas streets, and G. T. R. depot.

ONE ORGAN...

For sale cheap. You'll save money on your Organ and Bedroom Furniture if you buy from us. Delivered free of charge.

G. PARISH, 357 Talbot Street.

CAKES AND PASTRY.

Leave your orders with us. We deliver promptly to all parts of the city.

JOHN FRIEND, 117 Dundas St.

Scalp Diseases.

Cure Dandruff, and later on the hair falls out. This can be prevented if you receive our treatment. Ladies Treated at Their Homes, if desired.

MADAME IRELAND, 211 Dundas St.

RAILWAY Time Tables.

CORRECTED FEB. 10, 1897.

It is requested that local railway officials keep the ADVERTISER posted as to changes whenever made.

L. E. & D. R. R.

Leave London.....8:25 a.m. 10:05 a.m. 2:30 p.m. 7:30 p.m.

Arrive London.....8:45 a.m. 10:25 a.m. 2:50 p.m. 7:50 p.m.

Note—Trains leaving London at 10:05 and 7:50 run to St. Thomas only.

CANADIAN PACIFIC RY.

Going East.

DEPART—London.....8:00 a.m. 10:00 a.m. 2:30 p.m. 7:30 p.m.

ARRIVE—London.....8:15 a.m. 10:15 a.m. 2:45 p.m. 7:45 p.m.

Trains arrive from the east at 11:15 a.m., 8:00 p.m., 11:30 p.m.

Going West.

DEPART—London.....8:00 a.m. 10:00 a.m. 2:30 p.m. 7:30 p.m.

ARRIVE—London.....8:15 a.m. 10:15 a.m. 2:45 p.m. 7:45 p.m.

Trains arrive from the west at 4:10 a.m., 2:40 p.m., 4:20 p.m.

THOS. R. PARKER, City Ticket and Passenger Agent, 161 Dundas street, southwest corner Richmond and Dundas.

GRAND TRUNK RAILWAY.

Southern Division.

MAIN LINE—Going East.

LEIGH EXPRESS (B).....ARRIVE DEPART. 8:30 a.m. 8:35 a.m. 12:00 p.m. 12:05 p.m.

WATASH EXPRESS.....ARRIVE DEPART. 8:45 a.m. 8:50 a.m. 12:10 p.m. 12:15 p.m.

Accommodation.....ARRIVE DEPART. 8:55 a.m. 9:00 a.m. 12:20 p.m. 12:25 p.m.

Atlantic Express (A).....ARRIVE DEPART. 9:05 a.m. 9:10 a.m. 12:30 p.m. 12:35 p.m.

Y. Express.....ARRIVE DEPART. 9:15 a.m. 9:20 a.m. 12:40 p.m. 12:45 p.m.