

## EXACTLY WHERE IT STOOD BEFORE

### THE LIBRARY SITE IS STILL UNDETERMINED

**Ald. Vincent's Motion Defeated by the Council—Contract for Bridge Not Awarded.**

The courageous attempt of Ald. Vincent to rescue the now celebrated Carnegie library question from the shelf, to put it before it could elusively slide into the past, met with defeat at last night's session of the council. Although the Point Ellice bridge and Victoria Terminal railway subjects have been engrossing the public mind pretty thoroughly of late, the alderman kept his weather eye on the library matter, and last week posted notice of a motion which he hoped would commit the council to action of some sort. It certainly did. They defeated the motion.

Months ago, shortly after receiving notification that Carnegie would include this city in his comprehensive scheme of munificence, the council decided by resolution that the ratepayers should have the say in the selection of a site. Obviously the solons couldn't arrive at any decision along this line until that resolution was removed from the minute book, so Ald. Vincent proposed to read it. The remainder of his motion provided for the erection of the library on lot 1, block 70, the lot at the town end of the James Bay causeway, acquired by the city some time ago.

When the motion came up Mayor Hayward remarked that while it was in order he thought its passage would be a grave mistake, as it involved a breach of faith with the ratepayers. The council was morally bound to leave the matter of a site to them.

Ald. Barnard: "Then why didn't they? I had a motion before the council providing that a list be submitted to the ratepayers, but it was shelved for three months. It looks as though some of the aldermen want the question deferred until next year."

Ald. Vincent: "It looks as though we hadn't enough ability to deal with the matter. That is a fine site—one of the finest in Canada—and it will be a great mistake if we don't adopt it."

Ald. McCandless contended that the rescinding of the resolution was a breach of faith with the ratepayers. It should never have been passed if the council didn't intend to keep it. He would oppose, however, the erection of the library on the site at James Bay causeway. He believed that three-fourths or even five-sixths of the ratepayers objected to it being established there.

Ald. Worthington favored allowing the ratepayers to select the site.

Ald. Vincent: "Well, I wanted something done. That's why I introduced this motion. Somebody must make a move."

The motion was then put—rather the part providing for the rescinding of the former resolution of the council. It was lost on the following division: Ayes—Ald. Vincent, W. J. Morris, and Barnard; Nays—Ald. Kinsman, Williams, Yates, McCandless, Grahame, Worthington and the Mayor.

The father of the rejected motion solicited himself with the parting shot: "Oh, well, we're not through yet."

In this connection a petition was received from Stephen Jones and others as follows:

Gentlemen:—We, the undersigned, ratepayers of your city, have the honor to request that in the event of your reopening the question of the Carnegie library, you will be pleased to entertain the purchase by the city of the site at the corner of James Bay and Blanchard streets, already offered to you for the sum of \$7,400.

In the event of acquiring this site, as an inducement to your so doing, we will pay all the purchase price for the said lot over and above \$4,500. We venture to express the opinion that this money will acquire a valuable piece of land, and not only in our opinion is the best and most suitable site for the library, but we are quite certain that no other advantageous site can be obtained for anything like this amount.

STEPHEN JONES, ARTHUR GARGESCHE, S. J. MITTS, RICHARD HALL.

This was laid on the table, pending the consideration of the Ald. Vincent's motion just dealt with, but nothing was done with it last night. Ald. Yates pointed out that the council had saved \$2,900 by delaying the question. The lot was first offered for \$7,400. Now the city would only have to pay \$4,500.

The contract for Point Ellice bridge was not awarded last night, but this will probably be done during the week. In this connection the following communication was read from A. T. Goward, local manager of the British Columbia Electric Railway Company:

Gentlemen:—Acting under advice received from our general manager, I had that our engineers have examined the amended plans supplied by the Victoria Machinery Depot and covered by contract No. 1,000, and have approved of them, although the plans as submitted appear in the main to be correct, still, in an important work of this nature—and in this case you will agree with us—they do not feel it right to approve of any final sheet and sketch plan change to such an extent as various amendments and alterations written in pen and ink on the original strain steel and sketch plan submitted.

We, therefore, must ask to be supplied with a detailed plan change, and that every part of it, with a specification applicable to the design, must also state that sufficient time, say 10 days, be allowed us to have the same properly examined and reported upon.

ALBERT T. GOWARD, Local Manager.

The Mayor explained that Mr. Spratt had shown him a telegram from Mr. Morris, the engineer of the Victoria Machinery Depot, who was in Vancouver, in which he said that he had furnished the Electric Railway Company with the plans as required. Mr. Bell, who is to examine them for the city, is also in Vancouver, but left with Mr. Morris on the afternoon boat.

A further communication on the subject was read from the Victoria Machinery Depot as follows:

Sir:—We desire hereby to confirm the verbal offer made by us on Monday last to the Mayor, to the effect that we will accept the plan of the Point Ellice bridge, on plans to be approved by you, in the same manner as the plan of the pin-connected structure, viz., six and a half cents per pound.

We regard this further delay of a few days seems unavoidable in order that complete detailed plans may be prepared and the necessary approval obtained, but this will not result in any injury to the city or the necessary completion, as we are prepared and now offer to fully complete the riveted bridge within ten months from this date on the basis of a firm, definite, and previously mentioned.

VICTORIA MACHINERY DEPOT CO., LTD., Per C. J. V. SPRATT.

These communications were referred to the streets committee, who will meet this week.

There was just a flicker of the Terminal railway question before the council, but it wasn't discussed. It was in the shape of a petition from Dr. T. J. Jones and others, urging the council to do its utmost to arrive at a satisfactory agreement with the railway people and submit a by-law in the near future. This was laid on the table.

Messrs. Drake, Jackson & Helmecken on behalf of a client, affected by the Broad Street Local Improvement By-Law asked for a refund of \$216.12 with interest. It was pointed out that under section 2 of the recently passed Relief By-Law his assessment amounted to \$619.50, while he had paid \$835.52. He, or rather his legal representatives, asked for a refund of the difference.

S. Duck, another property owner affected, asked for a refund of \$155.42. These were referred to the city auditor and city treasurer for report.

The streets, bridges and sewers committee reported as follows:

Gentlemen:—Your streets, bridges and sewers committee having considered the undetermined subjects beg to report as follows:

Re communication from W. White, desiring that a drain be laid down on Barclay street, recommended that this work be done in accordance with the city engineer's report of October 27th. Cost not to exceed \$175.

Re communication from John Bromley, asking that a drain be put down on Gamma street, between Alpha and Beta streets. Recommended that this work be done in accordance with the report of the city engineer's report of October 27th. Cost not to exceed \$175.

Re communication from W. H. Beridge, asking that a drain be put down on Gamma street, between Alpha and Beta streets. Recommended that this work be done in accordance with the report of the city engineer's report of October 27th. Cost not to exceed \$175.

Re communication from F. F. Hedges, asking that certain drains in James Bay causeway be improved, particularly the road leading to the tramway. Recommended that this work be done in accordance with the report of the city engineer's report of October 27th. Cost not to exceed \$175.

Re communication from Dr. F. Verinder, in regard to improvement of Regent's avenue. Recommended that this work be done in accordance with the report of the city engineer's report of October 27th. Cost not to exceed \$175.

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Williams, Kinsman and Worthington was appointed to act.

The city clerk reported the following:

Gentlemen:—I have the honor to inform you that since the last meeting of the council the following communications have been received and have been referred to the city engineer for report, viz.:

F. A. Barnard, asking that a drain be laid on the corner of Henry and Government streets, connecting with existing drain on Government street.

F. M. Shilling, re condition of ditch opposite his residence, Hillside avenue.

Edward North, again requesting that a sidewalk be laid down on the south side of Victoria Crescent.

Re Northwick, complaining of the condition of the approach to the sidewalk from the road opposite No. 38 Quebec street.

W. Jackson, calling attention to the condition of the footpath on the east side of Carr street, and adjoining to the plank sidewalk northward.

Edward Mutton, re overflow of surface water on his property, Market street.

Chung Lung et al., calling attention to the condition of Flanagan street.

W. D. Scovell and two others, requesting that a sidewalk be laid down on the east side of Dudley avenue.

E. B. Paul, requesting a sidewalk, Richmond avenue.

The following letter was received from the chief of police:

Gentlemen:—I have the honor to report for your information the following: Re report of James Edward, of the 30th of June last, Mary was found on the sidewalk at the corner of Warr and Johnson streets, suffering with broken wrist, and unable to walk.

By order of Sergeant Redgrave she was taken to the Jubilee hospital for treatment, but was refused admittance by Dr. Hasell, on the ground that the hospital was full.

She had a contract with the St. Joseph's hospital for all sick Indians. Constable O'Leary telephoned to Dr. Fraser, who instructed him to take the Indian woman to the St. Joseph's hospital.

From evidence in the police court, Mary was thrown from the second window of the Occidental hotel by an Indian, who was convicted at the assize court and sent to prison.

In this connection the Mayor explained that he had received a communication from the Sister Superior of St. Joseph's hospital enclosing a bill for \$70.30 for treatment of an Indian woman named Mary for some time, and an Indian for part of a day. The bill had been referred to the Indian department, but Mr. Vovell had informed the Sister Superior that he did not know the Indian's name, nor particulars of the case, and advised her to refer it to the Mayor, which she did. Upon receiving the communications and the bill the Mayor requested the chief to report on the case. It was decided to refer the whole matter and the chief's report back to Mr. Vovell.

Cyrus H. Bowes and others petitioned for the auditing and payment in full of the Agricultural Association's accounts within "one month from date."

Ald. Yates explained that they had just given a deputation certain assurances on the subject, and this petition was therefore hardly necessary. The tone also was somewhat peremptory—one month from date.

Ald. Barnard: "Sounds like a promissory note."

The electric light committee recommended that a light be established on the corner of Pleasant and David streets. Adopted.

The finance committee recommended the expropriation of \$3,890.98 for the usual purpose. Adopted.

The special charter committee recommended that the city solicitor be authorized to advertise the intention of the council to apply for a special charter at the next session of the legislature.

Tenders for printing the municipal voters' lists were opened as follows: Colman Printing & Publishing Co., \$5 per page; T. R. Cusack, \$5 per page; Banfield & Jewell, \$3.25 per page. The contract was awarded to the lowest tenderer.

Tenders for corporation debentures were referred to the finance committee. The council then went into committee on Ald. Barnard's sewer by-law, after which they adjourned.

## LADIES' COMMITTEE

Of Protestant Orphanage Met Yesterday—Donations For the Month.

At the monthly meeting of the ladies' committee of the Protestant Orphanage, Tuesday afternoon the matrons thankfully acknowledged the receipt of the following donations received during November: Mr. Robins, 4 tons of coal; Miss Harcourt, 100 lbs. of rice; Mr. Robins, 100 lbs. of rice; Mrs. Oates, Scripture pictures; Mrs. Denny, boys' pianofortes and rubbers; Mrs. Andrews, sketches of flowers; Mrs. Gonnason, cloths; J. Piercy & Co., samples; Mrs. Geo. Carter, 1 pair of shoes; Mr. D. Spencer, 1 undershirt, 1 child's combination, and half dozen pairs stockings; Mrs. P. Everett, 1 pound of butter; Mr. Robillard, 2 cod fish and 1 box of shrimp; H. King, 100 lbs. of apples; 2 sacks potatoes and 1 of cabbage; Mrs. Angus McKee, clothing, hats and shoes; Rev. Canon Beaulieu, treated children to movies; Ladies' Aid, 13 quilted comforters; A. Friend, dripping and hats; Emmanuel Baptist church, 2 tins of salmon, bread and cake; Mrs. Halfpenny, 2 Old Country papers taken as read and filed.

A. J. Morley, honorary secretary of the Voters' League, enclosed the resolution passed by the Voters' League at a recent meeting regarding the council's negotiations with the Terminal Railway Company, which was published in these columns in the report of the meeting.

The communication was laid on the table.

J. G. Bryant again drew the council's attention to the desirability of the name of Gatham street between Blanchard and Cook streets, being changed, also to the bad state of sidewalks on that street. This went to the streets, bridges and sewers committee.

A. W. Jones, executor of the Finlayson estate, asked that the council have the road graded to a site contemplated by Mr. Goodacre for his slaughterhouse on the Finlayson property. The writer pointed out that it was in consequence of the road being in such a state that the council that Mr. Goodacre was to vacate his present site. He pointed out that the estate paid \$6,000 per year in taxes.

Ald. Worthington moved that a special committee be appointed to look into the matter in conjunction with the city engineer.

Ald. Yates seconded the motion, remarking that as Mr. Goodacre was endeavoring to meet the wishes of the council in the matter they should see that the site was one that wouldn't expose them to any protest.

Ald. Worthington's motion was carried, and a committee consisting of Ald.

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## THE GRAND TRUNK OFFICIALS HERE

**PROJECT IS WARMLY RECEIVED IN WEST**

**Third-Vice President Morse and General Assistant Wainwright Are Testing Public Opinion.**

The arrival of F. W. Morse, third vice-president, and W. Wainwright, general assistant and comptroller of the Grand Trunk railway, in this city, increases the interest felt in the project of that railroad company for a transcontinental line across Canada. These officials have by easy stages journeyed all the way from Montreal, feeling the public pulse as they passed along and acquainting themselves with the conditions. Mr. Morse reported this morning that there has been upon the part of the people of the West a more enthusiastic reception of the scheme than their fondest hopes had anticipated. Boards of trade and similar institutions, representative of the business life of the country, have passed resolutions endorsing it.

The officials do not expect to spend many days here. They will return to Montreal and report the results of their mission to their colleagues on the board of management.

The Grand Trunk Pacific railway is a project entirely independent of the Canadian Northern railway. There is no connection whatever between the two railways. The Grand Trunk has decided to build to the Pacific Coast, and will at once apply for legislation. This granted the surveys will at once be made. Until the surveying parties are in the field it is impossible for him to say where the Pacific Coast terminal will be.

Mr. Morse points out that the Grand Trunk is specially well equipped to carry out this work of a transcontinental road. Its system in the East is very far extending, and is in first-class shape. A large part of the system is doubled track, and is in good condition with respect to equipment. With a large amount of rolling stock the Grand Trunk will be in position to utilize every hundred miles of the new road as it is built.

Mr. Morse also confirms the report which has already been published, that the project of the Grand Trunk Pacific will be the money used in the building of this new line will be Canadian capital. With the line running through Canadian territory he thinks it should appeal very strongly to the Canadian people in the West.

It is not the intention to proceed with the building of this transcontinental line without asking government aid. The usual course of the project is to get the undertaking well taken in this case, and assistance will be asked for. This disposes of the claim put forward in some quarters that no assistance would be sought.

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## BELIEVES IT CASE OF PERSECUTION

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