

BRIDGE QUESTION AGAIN BROUGHT UP

THE MATTER REFERRED BACK TO COMMITTEE

Ald. Williams's Motion Dealing With Children Out Late at Night Introduced and Left Over.

The most important matter before the city council at last night's regular weekly meeting was the subject of the bridge at Point Ellice. Ald. Yates spoke of moving the further consideration of his bill dealing with the wood sawing nuisance in committee of the whole, but the council at the last moment found that they were not ready to proceed with the matter, and it was left over for the next regular meeting of the council.

A great deal of correspondence came before the meeting, and the good record of early adjournments heretofore established was somewhat broken. Among the communications received was one from the deputy provincial secretary, reporting upon the appointment of new members of the police commission.

H. M. Graham, agent for Mrs. Wolff, Spring Ridge, wrote applying for the city engineer's endorsement to plans for the opening of a street which was necessary before they were placed on file in the customary manner. Referred to the city engineer and city solicitor for report.

Edward Mohan, C. E., wrote as follows: Gentlemen—With reference to the design drawing 2, which I had the honor to submit to you on the 10th inst., for concrete bridge at Point Ellice, I regret that owing to the numerous calculations involved in the limited time at my disposal, I was unable to furnish you with an estimate last week.

I now place the cost at \$122,000, which I consider a very conservative estimate. In this estimate, for purposes of comparison, I have been governed by the rates on which tenders were called for by the last council, viz., 24 feet roadway and two 6 feet sidewalks. An increase of roadway would probably cost about \$2,500 per foot in width.

It may be as well to remark that the proposed bridge is not, as might possibly be assumed from the elevation, a solid mass of concrete. It is a viaduct, with a roadway of five hundred feet of rock pavement between long stretches of macadam road. It has assumed the roadway to be macadam with concrete sidewalks. Provision has not been made for the water table, and track laying, as it is assumed that such work would be performed by the Trunkey Co.

Such a structure should require no regular other than the maintenance of the roadway. The life of steel truss is undetermined quantity, under careful management it has been estimated at 25 years, but this is today is not susceptible of proof, we do know, however, that its proper maintenance involves the removal, by sand blast, of every speck of rust and paint, and its repainting with a zinc rich paint. This can be easily estimated at less than \$200,000 to \$300,000 a year, or say the interest on \$100,000.

If your honorable body care to investigate the matter, any information I can give is at your service. Referred to the streets, sewers and bridges committee for report.

H. P. Laxton pointed out by letter the necessity of a light at the corner of Oak Bay and Rock Bay avenue. Referred to the electric light committee, with a recommendation from Ald. Barnard that the improvement be made, as it was badly needed.

Hornice J. Knott, secretary of the Lord's Day Alliance, acknowledged the decision of the council as contained in a letter explaining the letter's inability to deal with the games being played in the park on Sunday. The writer entered a protest against the same, and asked that the board reconsider the matter.

Ald. Barnard moved that the letter be received and filed, but Ald. McCandless moved an amendment that the letter be laid on the table. He did not believe in games being played in the park. He quite conceded that it was possible for games to be obnoxious to many who might visit the park and enjoy a quiet stroll.

Ald. Williams seconded the amendment, which was then put and carried. Josiah Bell wrote stating that he could no longer supply wood at the rate he had been furnishing to the city. Received and filed and new tenders for the supply of wood to be immediately called for.

E. B. McConnell, secretary of the Victoria Kennel club, made a request for an elevation of \$50 towards defraying the expenses of the annual dog show, to be held early next month, which was referred to the finance committee for report.

W. Maple again wrote applying for the city lines on Russell street, Victoria West. On the authority of the city engineer, the mayor said the reason that the request had not heretofore been granted was that the fees usually forthcoming in cases of this kind had not been received.

Ald. Worthington and Kinsman said that this was only one case of where the lines of the street were desired, and on their recommendation the matter was referred to the city engineer for a report on the lines on the whole street, Mr. Maple in the meanwhile to be informed of the fee required in all cases.

Henry Coward, the city's librarian, made application for an increase in salary, and the communication was laid on the table to be considered together with the others.

Herman M. Peterson, medical health officer, reported on the bad condition of a drain on Becher street, which had been complained of, and recommending the council to take some steps to abate the nuisance. Referred to the board of health, Ald. Barnard suggesting its speedy consideration.

Rev. Smith sent a lengthy communication, complaining of a deviation of duty on the part of the sanitary officer respecting a drain on Michigan street,

which he had frequently complained about in vain. Ald. Vincent said he had seen the nuisance mentioned, and urged that something be done to do away with the trouble.

Ald. McCandless moved to lay the letter on the table. If the sanitary officer did not do his duty he ought to be brought before the board and asked to explain. He suggested that the officer be asked to appear before the council at a special meeting to be held for the consideration of the estimates to be made.

Ald. Williams thought that the better course to be followed would be to refer the matter before a special committee. It was finally agreed to table the communication and to ask both Mr. Smith and the sanitary officer to be present tomorrow night.

Skene Lowe addressed two communications to the council complaining of the dirty condition of Wood street, and of the wood sawing nuisance. On motion of Ald. Cameron the city engineer will be advised to send a couple of men over to Young street to make the necessary improvement.

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By way of explanation the city engineer said that the extensive part of the work was done at night. There was a street cleaning brigade which went out twice a week.

The letter was eventually referred to the city engineer, the writer to be informed that the question of the work on the street was now before the board.

The city clerk reported as follows: I have the honor to inform you that since the meeting of the council the following communications have been received and have been referred to the city engineer for report: J. M. Campbell, re condition of box drain in front of the building post office.

A. W. Jones, requesting that the surface of the road between the intersection of the street opposite Mrs. E. T. Crosslake's house on said road.

J. P. Hill, desiring permission to plant shade trees in front of his property on Pandora avenue, between the corner and Vancouver street.

Chas. C. Smith et al., complaining of the condition of the road from Rev. Wood avenue to look street and part of Wallace street.

Reverend Mr. M. S. Condon, the Naval Militia, Record list to hand says: "It is, of course, too soon yet to attempt to judge the wisdom of the authorities in sending the Condor to sea."

The water commissioner reported by reference to the laying of a pipe to the residence of Mrs. Binks, on Devonshire road, asking that the necessary four-inch pipe be laid. Small pipes, where much rock has to be encountered, were only a waste of money in the commissioner's opinion.

To lay a four-inch pipe to Mrs. Binks's house would cost \$675. Regarding the application of Mr. Healy and others near Loss Bay, they could be provided with a two-inch pipe for \$150, but the commissioner advised that the work be left over until the work contemplated is done, and when some old two-inch pipe will be available.

In conclusion the commissioner advised that tenders be called for pipe at once.

The report was received and laid on the table, to be considered in connection with the estimates.

Letters from the sanitary officer and the medical health officer were also laid on the table.

The city engineer reported as follows: I have the honor to submit the following report for your consideration. The bag pipe, Beacon Hill park, I understand Mr. Thomson examined the pipe in question after a storm about Christmas and found the pipe, ropes, etc., in a dangerous condition, an expert opinion of opinion that the matter should receive attention at an early date. Estimated cost, \$115.

Communication from Alex. Watson, asking the council to have the water supply opened. I may say, as this part of the bridge is practically new, an opinion of the same can be opened, only, of course, will stop traffic for a short while.

The first portion of the report was referred to the finance committee, and the latter portion will be communicated to Mr. Watson.

A number of farmers anticipating that the shed at the market building used for their horses were soon to be taken over by the Terminal railway, wrote suggesting that the council provide similar accommodations elsewhere. Received and filed, the petitioners to be informed that the city has no situation as yet of disposing of their present property.

E. Nicholas and wife others again petitioned for the opening of upper Johnson street, the petition was referred to the streets, sewers and bridges committee.

John Weston and thirty-five others, residents of North Park street, complained of an insistent water supply, which they attributed to the small main. Referred to the water commissioner for report.

Tenders from the purchasing agent were laid over for a week. In the meanwhile those who have tendered will be given an opportunity for sending in new tenders.

The streets, sewers and bridges committee then reported as follows: On the 21st instant your committee met, and among other things considered the advisability of erecting a steel bridge at Point Ellice of stone or steel or concrete and steel, instead of a steel bridge. The majority of the committee, however, were of opinion that, owing to the cost and the delay in the time of construction of a stone bridge, or any modification of a stone bridge, or a steel concrete bridge, it would be better to proceed with the work of erecting a steel bridge, and your committee have therefore recommended that action for the adoption of the council, and that the city engineer be directed to have proper working detail drawings and specifications in connection with tenders made for the superstructure.

Ald. Kinsman, seconded by Ald. Vincent, moved that the report be adopted. Ald. Graham, however, thought it inadvisable to proceed with the construction of a new bridge. The government had yet to be heard from on what they would do, and he favored a temporary bridge. He was not without an opinion placing himself on record in this respect. The council should take time in which to thoroughly consider the matter.

Ald. Worthington agreed with Ald. Graham in having the matter laid over for a time, but believed that if the people wanted a stone bridge they should build it. Ald. Barnard suggested its speedy consideration.

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to have it laid on the table for a week, but would move an amendment that the report be prepared furnishing all the information which the council had at its command, and that the city engineer prepare a statement for publication. He believed in giving the public just what they wanted, and now was the time in which to ascertain what was needed.

Ald. McCandless thought it would be better to lay all the data at their disposal before the public. He believed in giving the public the benefit of their opinion. It had been shown that a stone bridge would cost \$150,000, and that a stone one would cost about \$200,000. Personally he would vote against the stone bridge, but as an alderman, if the people wanted it, he would favor the structure.

Ald. Barnard was in favor of laying the report on the table. He had never pledged himself to favor a stone bridge, but he would give consideration to the scheme on the basis of certain figures submitted to him which he had found incorrect.

Ald. Williams was opposed to a steel bridge for the reason that most of the material required for the same would have to be purchased outside the city, whereas in a stone caseway the material could be all acquired here.

Ald. Cameron was also in favor of laying the report on the table, and of having the city engineer prepare a statement of the comparative cost and merits of the different structures advocated.

Ald. Yates's motion was then put and carried.

The finance committee recommended the payment of the regular accounts, in addition to \$9,000 out of the James Bay redemption fund. Carried.

The finance committee reported, recommending that the property of the agricultural grounds be insured for \$2,000. The Jockey club and Pony Association, formed that a great deal of the money provided the policies are endorsed over to the corporation. Received and adopted.

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INTERESTING CHAT ABOUT THE NORTH

NAVIGATION WILL BE OPENED QUITE EARLY

Exciting Experience of Governor Ross and Party on Their Way Out From Klondike Capital.

Harry Ella, who recently returned from the Klondike metropolis where he has been looking after the interests of the Upper Yukon Consolidated Company, gives an interesting talk about things in general in the far north. He came out with Governor Ross and Jos. Barrett, the well known mine owner, the latter of whom will return about the end of March with two of his nieces, who will accompany him from Ottawa.

They had a very exciting experience about five miles this side of Carnaack's post on what is known as Four-Mile Hill. The party, consisting of ten, including the driver, were ascending a steep incline in a sleigh, and about half way up stopped to give the horses a rest. A leader became restless, and showed its mate over the side of the bank, where there was a drop of about forty feet. Fortunately the majority of the party succeeded in getting out in safety, but the driver and his passenger failed to do so, and went over with the sleigh. Luke was with them, however, and instead of turning topsy-turvy with fatal results the conveyance was guided by the bank andighted securely on its runners.

The pair in it were very much frightened, but otherwise the experience was devoid of casualties. After extricating the horses they walked to a medical house a few miles away. The accident occurred about midnight, the passengers being desirous of reaching Skagway in time to catch the steamer for Seattle for the month. After spending the night at the road house they set out next morning for the scene of the previous night's contretemps, and got the sleigh back up the road. The horses were hitched up and the journey continued. They drove twenty-five miles that afternoon.

The reduction in the tariff of the White Pass railway, Mr. Ella points out, is bound to have a beneficial effect on the northern country. It means a reduction in living expenses, in the cost of machinery and other commodities, and of course the consequence is more rapid growth and development of that great district. At the same time it will cause temporary embarrassment to the large number of big establishments which have on hand stock imported under the tariff, but this will probably be disposed of by the time navigation opens, and the competitors will then be all on the same basis.

Mr. Ella says that business was, if anything, quieter in Dawson last year than during the preceding twelve months. The winter is especially so, but with the return of the spring the north anticipates a general commercial revival. He is forcibly impressed by the fact that there are few indeed in the north who are not returning to the south who do not return. The country appeared to hold for them some subtle fascination, and no matter where they are, they invariably turn their faces to the north.

He is of the opinion that navigation will be open earlier this year than in the past. The snowfall has not been as heavy as in previous years, while the comparatively slight amount of ice on La Barge this year presages an early opening. For instance last year it is measured the ice measured 3 feet 6 inches on this lake. This year the measurements, Mr. Ella said, show only a few inches. Last year is also an unusual number of plagues. Last year is also an unusual number of plagues. Last year is also an unusual number of plagues.

The municipal elections which took place at Dawson recently, Mr. Ella says, were quite tropical. The excitement was intense, and although he left there several days before the polling, he was here to witness the closing of the campaign. Aliens were not allowed to vote in these elections.

Mr. Ella speaks highly on the moral tone of the Klondike capital. Gambling has been shut down, while all the churches have large congregations. A new Presbyterian church has been erected during the year, while the Methodists have also a new edifice. The Church of England urgently requires another building, as the present structure is wholly inadequate for the large number who attend.

Farmers are getting in their work in the Klondike, and many successful experiments have been made. Such vegetables as turnips, cabbages and radishes are grown to a considerable extent, being superior in size and quality to those produced here. Mr. Ella saw some potatoes planted in May, dug by the first of July. They were, however, hardy, but to the other vegetables in quality, carrying too much moisture. Flowers also grow in abundance, and the Victorian brought down several varieties in a pressed state.

According to the Newcastle Journal, there is a curious story told of a man named Nicholas Newcastle-on-Tyne. It is a manuscript Bible, and was bought originally by a certain Nicholas Newcastle-on-Tyne in the 13th century the church authorities had a chain was attached to it. In the old days, it was chained to the lectern in St. Nicholas's.

A hat of the beard of the Prophet Mohammed has been presented to the Convent of the Sisters of the Holy Trinity, a great procession of state officials and military accompanied the relic when the transfer was made.

NORTHERN RATES. Meeting to Arrange a Schedule to Skagway—The Nome Fares.

A meeting of the representatives of the steamship companies operating vessels between Puget Sound points and Lynn Canal points and representatives of the White Pass and Yukon route was held at the offices of the W. P. & Y. railway, at Seattle, yesterday morning, for the purpose of considering the matter of through rates to Dawson and other interior points. The meeting was a preliminary one, and no definite decision was done in the matter of establishing rates. The representatives of the White Pass introduced at the meeting copies of their freight classification for use the coming season and asked the consideration of it by the steamship companies as the basis of the establishment of published rates on through traffic.

Those present at the meeting were Mr. Newell and Mr. Lee, of the White Pass & Yukon route; Mr. F. W. Peters, of the Canadian Pacific; Mr. Miller, of the Pacific Coast Company; and Mr. Peabody, of the Alaska Steamship Company.

Nome rates, passenger and freight, for the season of 1902, have been definitely fixed at another meeting of representatives of the various transportation companies doing business between Seattle and Alaska's most famous gold fields. For the first voyage north the passenger tariff agreed upon is: Upper deck staterooms, \$125; saloon deck staterooms, \$100; second-class berth, \$60; general freight, per ton, \$30; cattle and horses, per head, \$75; sheep, per head, \$7; lumber, per thousand, \$45; freight, cylindrical measurement, \$37.50.

These were the rates agreed upon for the first voyage north. On the first return voyage from the north it was agreed that the tariff should be the same as on the first trip to Nome, leaving the rates thereafter to the various agents representing the transportation companies at the gold camp.

OVER-WORKED RAILWAYMEN. London, Feb. 25.—In the House of Commons to-night Capt. Norton (Liberal) called attention to the excessive hours of labor of railroad men, and moved that the government should be empowered to return from the railroad companies of the hours exceeding 12 per day worked by their servants, after some debate, which was directed towards showing that accidents arose from over-worked part of the railroad employees, Gerald Balfour (Conservative), on behalf of the government, admitted the motion, and that he was willing to accept a modified form therefrom, but the House carried Capt. Norton's original motion by 155 votes to 134, amid loud cheers from the opposition.

Four men lost their lives and a dozen others were injured in a fire of unknown origin which destroyed the boarding house and bunk houses of the Standard mine at Mace, Idaho.

Soft Harness EUREKA Harness Oil

You can make your harness last as long as a good one, and as soft as a glove, by using Eureka Harness Oil. It is the only oil that will penetrate the leather, and keep it soft and pliable. It is also a good preservative against rot and decay. It is sold everywhere.

NOTICE. Notice is hereby given that the Canadian Northern Railway Company will apply to the Parliament of Canada at its next session for an Act empowering the Company to construct the following lines of railway, to-wit:

1. From a point on the Company's line between Port Arthur and Port Frances, thence northerly and easterly to the City of Quebec, and from points on this line to Port Arthur, Ottawa and Montreal.

2. From a point on the Company's line at or near McCreary Station, Manitoba, to the boundary of Manitoba.

3. From a point on the Company's line near Swan River to the Pacific Coast, at or near Sasqua River, by way of the Pine River Pass.

4. From a point on the line east of Edmonton, in Alberta or Saskatchewan, to the Red Deer River.

5. From a point on the Company's line near Hanging Hole River (Saskatchewan) to the mouth of the Carrot River near Pas Misson.

Also, increasing the capital of the Company and empowering it to issue stock, debentures or other securities in connection with the acquisition of vessels, hotels, terminals and other properties; and to acquire and utilize water powers for the generation of electric and other power, and to dispose of surplus power; and to acquire or establish pleasure resorts; and to aid settlers upon lands served by the Company's railways to improve the Company's lands, and to acquire and hold lands outside of Canada; also confirming the amalgamation between the Company and the Edmonton, Yukon & Pacific Railway Company. Dated 24th December, 1901.

J. M. SMITH, Secretary.

FOR SALE. TO SPORTSMEN, FARMERS, HUNTERS AND TRAPPERS. The most improved gun, breech loaders; half set gun, \$24 per doz., or \$2.50 each. Every gun guaranteed. Territory rights for sale. Agents wanted everywhere.

J. B. BOOTE, Sault Ste. Marie, Ont.

APIOL & STEEL PILLS. REMEDY FOR IRREGULARITIES. SUPERSEEDING BITTER APPLE. COCHIA, PHENOLYAL, ETU. Order of all chemists, or post free for \$1.25 from WYAN'S Dispensary, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641,