

BOARD OF ALDERMEN.

Tramway Company to Pay Three-Fourths the Cost of a New Bridge for Their Exclusive Use.

Road Work Ailrily Agreed Upon by Resolution but Appropriations Not Available.

The city council had their regular meeting last evening, Mayor Beaven presiding and all the members present.

A letter from the secretary of the committee appointed at the Victoria West public meeting, was tabled until the bridge matter should be taken up. Ald. Glover urged that the street committee should attend to the request for repairs to the roadway from the E. & N. bridge to the Esquimalt road, and on his motion that part of the letter was referred to the committee named.

Weiler Bros. and fifty-five other merchants petitioned that the city council give favorable consideration to any proposition to give more direct communication with Victoria West and Esquimalt than by Point Ellice bridge. Also tabled for the present; the same course being taken with a petition from forty-three draymen and expressmen to the same effect.

The following bridge correspondence was read:

VICTORIA, July 17, 1896.

W. J. DOWLER, C.M.C.:
DEAR SIR:—We have the honor to acknowledge the receipt of your letter of the 10th inst. We are instructed by the Consolidated Railway Co. to accept the terms of the resolution passed by the council, viz.: "That an agreement be entered into with the Consolidated Railway Co. for the purpose of building a suitable bridge at Point Ellice exclusively for the use of the Consolidated Railway Co.; the company to agree to pay 75 per cent. on the cost, and to keep the bridge in repair." Of course it will be necessary that considerable detail be covered in the agreement and generally what the company would suggest is as follows:

1. That the bridge be built after public tenders are called for.
2. That the bridge be built pursuant to plans and to the satisfaction of Messrs. Bell and Wilmot, C.E.'s.
3. That the bridge be open only for use by the Consolidated Railway Co. and its successors.
4. Any regulations with respect to the company's use of bridge as to weight of cars, speed, etc., to be such as recommended by Messrs. Bell and Wilmot, C.E.'s.
5. The bridge to be kept in repair by the Consolidated Railway Company and to the satisfaction of the city engineer.

We would on behalf of the company ask for immediate action on the part of the council so that railway communication can with as little delay as possible be resumed. We presume the first matter to be attended to will be for plans and specifications to be prepared by Messrs. Bell and Wilmot, C.E.'s, and tenders called for, and at the same time the city solicitor and ourselves can settle upon the terms of agreement.

Re James Bay Bridge.—The company is considering the council's proposition with regard to this bridge. We will write you later in connection therewith. Re Regulations.—We would request that the city solicitor permit to us his draft regulations before same are acted upon by the council.

McPHILLIPS, WOOTTON & BARNARD.

VICTORIA, July 18, 1896.

W. J. DOWLER, C. M. C.

DEAR SIR:—Re James Bay Bridge.—We are instructed to accept the city's proposition in regard to this bridge, the city to carry out the repairs recommended by Mr. H. P. Bell, C.E. With respect to the cost of repairs it will not do to leave it too open. We think the amount should be fixed say not to exceed \$800. The Consolidated Railway Company will pay the estimated cost, viz., \$775, on being furnished with a voucher calling for that sum.

McPHILLIPS, WOOTTON & BARNARD.

The Mayor stated that he had asked Mr. Wilmot to take the preliminary steps towards making the plans for the Point Ellice bridge. He drew attention to the fourth section of the company's letter, respecting the regulations as to speed and weight of cars, this subject he said being one for the council rather than for the engineers. With respect to the James Bay bridge he given instructions that when the money is paid into the treasury a receipt be given in the usual way.

After brief discussion it was resolved that the city engineer be instructed to prepare the plans and specifications and asked for the city solicitor to prepare the draft of an agreement with the company.

Ald. HUMPHREY suggested that something be done about taking down the remains of the old bridge.

This matter was laid over with the idea of calling for tenders for removing this bridge at the same time as those for building the new are called.

A letter from Mr. H. D. Helmcken respecting the overflow of water on the McTavish property was referred to the streets committee.

A letter from Mr. N. Sabin requesting a hydrant for the use of the Oakland volunteers, went to the fire department.

The anti-Masonic society of Vancouver wrote asking the co-operation of the Victoria corporation.

The Ronald Fire Engine Company, of Brussels, Ont., had sent a letter descriptive of some of their latest products. This was referred to the fire wardens; a suggestion to similarly dispose of a letter by Mr. G. Campbell about the fire department was voted down and the letter was filed.

Ald. PARTRIDGE inquired what the finance committee have done in the matter of the alleged encroachment of the St. John's church property on the street.

It was explained that nothing has yet been done, as the city authorities do not appear to be willing to accept the offer of the corporation.

Three tenders for water fittings and valves were referred to the water committee and purchasing agent. Two offers for an old typewriter were opened,

one of \$20 from Geo. Everton, the other of \$22 from Wm. Christie; the latter will be accepted.

Ald. GLOVER moved that King's road, Esquimalt street and North Pembroke street be put in order out of the August and September appropriations; he expressed regret that he had not included that of Burnside road in the notice, as he had since found that in an awful condition.

Ald. PARTRIDGE asked that preference be given to a motion of which he had given notice respecting Wharf and Yates streets.

A general discussion took place, in effect that the streets committee might better be allowed to choose the scene of their operations, and the resolution was carried on a division of 5 to 4, the yeas being Ald. Tiarks, Marchant, Macmillan, Williams and Glover; and the nays Ald. Wilson, Humphrey, Partridge and Cameron.

A similar motion with respect to Wharf and Yates streets was also moved by Ald. Partridge, and this also was carried on a division of 5 to 4, the yeas being Ald. Tiarks, Marchant, Macmillan, Williams and Glover; and the nays Ald. Wilson, Humphrey, Partridge and Cameron.

A resolution by Ald. Tiarks and Williams asked that the improvement of Belleville street be pushed to completion as speedily as possible, and that part of the appropriations for August, September and October be set apart for that purpose. This resolution was carried.

The bicycle by-law was finally passed. Ald. Glover asked in it was that though a week had elapsed since the council authorized the E. & N. bridge being planned for immediate use, the work was not yet done. He thought it should have been rushed, and completed in a couple of days.

Ald. WILSON explained that the delay was in obtaining lumber which had to be ordered from Shawinigan Lake.

Ald. CAMERON thought there had been great bungling with this little job, and pointed out that the bridge might have been planned first so that it could be used, instead of exhausting the lumber in the station yard where the planking was good enough for a few days while the lumber was on the way.

Ald. WILSON explained the difficulty in getting lumber and that the committee had done the best possible.

The council adjourned at 10:20 p.m.

THE CITY.

The members and friends of St. James church Sunday school held their annual excursion and picnic next Saturday, Sidney being the objective point.

A STEREOPTICON exhibition is announced for Monday evening next by Hope Lodge, Degree of Honor, their lodgeroom being the scene of the entertainment.

The semi-annual meeting of the Vancouver Island Building society is to be held next Monday evening at Sir William Wallace hall. On the conclusion of the general business of the society, the eighty-eighth appropriation will be drawn for.

On Saturday afternoon next at Caledonia Park, the Vancouver and the Capitals will meet in the fifth match this season. The men of both teams are practising hard every night and will be in splendid shape for the meeting, while the grounds will be in equally good condition.

JOSEPH GANGLER, alias Joseph Gross, who so seriously stabbed his landlady, Christol, about a week ago, was brought back to the city under arrest by Chief Sheppard and yesterday appeared before the police magistrate, by whom his case was remanded until the 27th, to enable the injured man to be examined. Christol is still in the hospital, but no longer in a precarious condition.

The report having gained currency that a water famine was likely to follow the present excessive hot weather, Water Commissioner Raymur was asked yesterday as to the probability of such an unfortunate state of affairs arising. He replied positively that the probability of evaporation is no larger this year than in previous summers, the only inconvenience arising from the torrid term being an occasional shortage on some of the upper levels. The pressure remains strong, and the danger of a water famine is infinitesimal.

LEE KING, a Chinese millionaire, who accumulated his immense fortune in the handling of merchandise at Trinidad, is at present in the city awaiting the arrival of the next outward-bound Empress, when he takes his departure for China. He is accompanied by his wife, a French lady, and their family of four little girls and a boy, all of whom are able, it is said, to speak the Chinese language. They, however, speak pure English fluently and adopted European customs. They arrived in the city on Sunday, after spending a few days with friends in Vancouver, and are now the guests of Yuen Lung, Cormorant street.

VICTORIA West has followed the example set by the residents of Oakland, and organized a fire department, with a view to properly utilize the facilities at hand for fighting any fire that may arise, until the department can put in an appearance on the scene. Had any organization been in effect at the time of the destruction of Rev. Mr. Hick's residence, a few nights ago, it is not unlikely that considerable property might have been saved that was not. There was a real of hose available, but no one seemed to know the location of the hydrants with which it was possible to connect. The newly formed volunteer department will be prepared for such an emergency when it again arises.

ALTHOUGH the air is still thick and heavy with the smoke of many bush fires, the latest report from up the line is that no fresh burnings have occurred. There is a considerable amount of good timber destroyed, but the damage, thus far at least, does not approximate anything like the loss of other years. On Sunday a party of careless campers left a small fire burning in the neighborhood of the new road leading from Cordova bay to Elk lake, and had it not been promptly discovered and extinguished it undoubtedly would have been responsible for damage in that section. The new law in regard to bush fires deals explicitly with the rights and responsibilities of campers, and it is the least these can do to see that their fires when they leave them are thoroughly extinguished.

Will be found an excellent remedy for headache, Carter's Little Liver Pills. Thousands of letters from people who have used them prove this fact. Try them.

SHIPS AND SHIPPING.

"Empress of India" Arrives at Dock—The "Japan" and the Tidal Wave.

Brigantine "Blakely" to Be Sold for Wages—New Water Boat Launched.

It was eminently suitable that the pioneer of the C. P. R.'s fleet of trans-Pacific liners—the Empress of India—should also be the first to come to the Victoria dock at the completion of the voyage from Oriental lands. This she did early yesterday afternoon, making her way in through dense smoke which considerably delayed her in the Straits, and remaining at dock long enough to discharge her Victoria passengers, mails and baggage. Of these passengers two were well-known Victorians—Captain J. G. Cox and Mr. R. J. Ker—who had been spending some months in Japan in connection with the sealing interests of their respective firms. Their report of no casualties among the fleet and an average catch of upwards of 500 to the vessel summarizes their budget of sealing news. Another passenger whose name is widely known in the commercial world was Mr. V. E. Macy, of New York (Carter, Macy & Co.), who, with Mrs. Macy, has been enjoying a leisurely ramble through the mystical lands of the East. The church found its representatives among the passengers in Rev. D. H. Briggs, a prominent English clergyman, who has been seeking health in travel, and Rev. G. E. Dinet, who after several years of missionary work in Japan is returning to England. Baron von Schenck and Baron Heinrich von Siebold represented the corps diplomatique, the former having recently acted as German minister at Peking while the latter was, until relieved very recently, Austrian ambassador at Tokyo. Captain Lacy, who not long ago took to Japan the new cable barge ordered by the Mikado's government from England, is now returning home; so also is Col. H. Hay, after long and trying service in India. Captain John S. Newell, U.S.N., of the Detroit, and Mr. Paul Ross, paymaster of the German flagship in Japanese waters, are enjoying the delights of long furlough. These are perhaps the best known of the 77 first-class passengers; there are also 14 in the intermediate cabin, including four dressed British seamen, and 403 Chinese in the steerage—the majority for Eastern ports. The cargo comprises 2,380 tons, chiefly new season tees, but with a percentage of silk as well. The shipments of Japanese silks have this season been heavier than ever before, standing at \$4,774 bales for 1895-96, against 49,041 bales in 1891-92, 46,855 in the following year, 44,017 in 1893-4, and 51,396 last season. No news of special interest contained in the files of Oriental papers received by the Empress, the distress being similar to the loss of producing the men thought they should not only be immediately paid in full, but had a dim hope of extra money. In this they were disappointed. The vessel is owned by F. S. Burrows, of Tacoma, and they have as agent Mr. Jones, also of Tacoma. The unpaid members of the crew, nine in all, have been systematically put off from day to day, until they decided to resort to law. At first they asked to wait until the agent came down from Alaska. He arrived on the steamer Topeka last Wednesday, but did nothing to satisfy the sailors.

THE UMATILLA sailed for San Francisco last evening with the following saloon passengers: John Brooks, H. Kent, wife and three children, Mrs. M. Prince, Mrs. W. J. Watson, Miss N. Nagle, J. H. Richards, C. Trangle, J. Hilbert, W. H. Prince, F. O. Lawrence, J. Marymount, Miss J. Rowe, Miss Nelson, Miss L. Hilbert, E. Herd and wife, J. Remer and wife, Austin Goodman and wife, Wm. Goodman, Mrs. Wm. Chalmers, Miss E. Chalmers, Mrs. H. Burns and children, Miss Sanon, Mrs. F. W. Howay and Miss Harvey.

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the traffic conditions which have for years past enabled New York to monopolize the tea trade of the United States. Freight rates on tea will in a few days be reduced from 38 1/2 to 50 per cent. Such a slashing of rates on tea shipments has never been known before in the history of the tea trade in San Francisco, and tea jobbers there are highly elated over what promises to be the impetus for a rapid growth of the commercial importance of that city.

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The American ship Benjamin Sewall, Capt. A. M. Sewall, has taken on at Moodyville 61,158 feet of dressed lumber and 984,218 feet of rough lumber, being in all 1,457,979 pieces and valued at \$8,886. It was expected she would be towed to sea on the way to her destination, Shanghai, yesterday.

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Reindeer
BRAND CONDENSED MILK
RICHEST IN CREAM.
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