

IS RESERVOIR A FAILURE?

ALDERMAN HUMBER DECLARES THAT IS Mayor Hall on the Other Hand Says There Is No Cause For Alarm.

(From Thursday's Daily.) "The reservoir at Smith's Hill is a complete failure. You can say that from me." This statement was made to a Times reporter by Ald. Humber at the city hall this morning.

Ald. Humber went on to explain why he took that position. He said that though there is only a small quantity of water in the reservoir—about four feet—at the present time it is leaking at a great rate. Some time ago, when there was about thirteen feet of water in it, it leaked at the rate of 150,000 gallons every twenty-four hours.

Asked what could be done to remedy the matter, Ald. Humber said he was of the opinion that the only thing that could be done now was to construct another shell inside the area of the existing reservoir. Though he had no experience in constructing such works, he believed that clay puddle could be utilized to advantage and would favor coating the entire interior with this material and then building another cement wall on top of that.

Ald. Humber had been told that Capt. Warsawick, who represents an asphalt company, who is now in the city, has said that he could make the reservoir watertight by coating the interior with asphalt. The captain is said to have had large experience with such works, and he may be asked to submit his views to the city council.

After hearing what Ald. Humber had to say about the matter, the reporter called upon Mayor Hall. His Worship denied that the situation respecting the reservoir was at all serious. Water was being constantly kept in it. He did not know to what it was leaking at a great rate, and contended that it was never hoped to have it completely watertight. There were no reservoirs undertaken, and he cited the experience of Vancouver with a similar public work.

Mayor Hall, in reply to questions, said it was true that a further attempt would have to be made to stop the "seepage," and that possibly before anything was done Arthur L. Adams, the hydraulic engineer, under whose advice the work has been undertaken, and who had supervised the work in an advisory capacity, would be sent for.

"Adams is the responsible man," said the mayor; "and we will have to get him to come up here after a while." His Worship, continuing, said that the reason why the reservoir did not contain more water was because the higher portion of the walls had been cracked when it was empty, and the hot weather, and these had not been effectually repaired. He reiterated his belief that adverse criticism of the work was not warranted by the facts.

It is undeniable that the opinion prevails amongst nearly all the civic officials who have anything to do with water works matters, and the majority of the members of the council, that the reservoir is a failure—that until a large sum of money has been expended in its repair it will never be used for the purposes for which it was constructed. One alderman, who spoke to the Times yesterday, went so far as to say that in his opinion it would require an expenditure of at least \$25,000 to make the reservoir watertight. The city engineer thinks that repairs can be effected for a much less sum.

The work cost in the neighborhood of \$100,000 and took about two years to construct. It was built to plans drawn by Arthur L. Adams, of San Francisco, who has advised the city in respect to all waterworks improvements for the past six years. It was constructed on the day-labor system, and there is therefore no one to hold responsible save Mr. Adams, and he has long since been paid for his services and will be only interested in removing a possible blot on his professional reputation.

E. & N. TRAINS MAY RUN ON FRIDAY

GOOD WORK BEING DONE BY REPAIR GANGS Charmer to Stay on East Coast Run For a Few Days Longer.

(From Thursday's Daily.) Excellent progress is being made by the repair gangs along the line of the E. & N. railway, and H. E. Beasley, the superintendent, said to the Times this morning that he had strong hopes that the passenger trains would be enabled to move to-morrow morning. He would make no definite promise in that respect, however, as everything depended upon the progress of the work, but judging from the outlook as it was this morning the line would be open to-morrow. In the meantime the Charmer will be maintained on the run to east coast ports, and will make another sailing to-morrow morning, carrying principally freight, if the passenger trains get moving.

Belated reports of the damage done by the recent floods are coming in from the districts. The Times Sooke correspondent writes: "The continuous rains caused the Sooke river to rise and become a raging torrent, sweeping a lot of logs into the bay. The Sooke Hills have been covered with snow, and the warm rains melting it, prevented the rushing water. The fine bridge connecting the bay with Milne's Landing was partially destroyed. A ferry service has been instituted to meet the situation. It is hoped the break will be repaired with all speed, as the volume of travel between Shirley and Victoria is a heavy and continuous one, and will be increased before and during holiday time. What logs that went down have been recaptured, but fences belonging to Mr. Sanderson were carried away."

The steamer Iroquois is giving a service from Sidney to upper east coast ports as far as Nanaimo, and with the Charmer on the run from this city this week the situation growing out of the tie-up on the E. & N. "The Victoria & Sidney Railway Company escaped disaster, but small damage being done by the floods. At only one point was any trouble experienced. This was near Elk Lake, where some culverts were washed away and a couple of hours' delay occurred there on Monday."

A great quantity of water is now stored at Elk and Beaver Lakes, and they are now higher than ever recorded in recent years for the month of December. All danger of a water famine for next year has been averted, and the same applies to Goldstream. In respect to the abnormal rainfall recorded at the latter point, Theodore Lubbe, manager of the Esquimalt Waterworks Company, states that while November's rainfall at Goldstream Lake No. 1 totalled 25.98 inches, that of the 48 hours from Saturday until Monday noon was exactly 11 inches at this lake. The nearest approach to these record figures was on the 18th of November, 1896, when a rainfall of 5.99 for the 24 hours was marked, from 5 p.m. last Sunday the record for the same period was 5.36 inches.

OIL AS FUEL FOR SHIPS OF U. S. NAVY

Big Tanks to Be Built at Yards on the Atlantic Coast. Washington, D. C., Dec. 2.—Intimation of the coming use of oil as a fuel for ships of the navy is contained in the announcement that bids will be opened at the navy bureau of yards and docks December 4th for the construction of a concrete oil tank storage house, fifty feet by seventy-five feet and twenty-four feet deep. Similar tanks are to be constructed at other yards on the Atlantic coast, and the supply ship Arethusa, now at the Mare Island yard, is to be brought around to the Atlantic and go into service as an oil tank ship. A concrete sea wall nearly half a mile long, supported on round piles and sheet piling, will have to be constructed in front of the naval training station at North Chicago, in order to hold the shore line of Lake Michigan and protect the inner basin.

Rock Island, Dec. 2.—When going from here to his home at Pilot Bay yesterday Niles Smith, a farmer, 55 years old, met death in a peculiar manner. When found his head was hanging out of the wagon and was struck by the spokes of a wheel every time the wheel revolved.

Winnipeg, Dec. 2.—Ed. Martin, president of the Martin-Bole-Wynne Drug Company, is solicited to oppose Mayor Sanford Evans in the civic election to be held next month. Mr. Martin is president of the board of trade, and would be a strong candidate.

Ottawa, Dec. 2.—Minnie Corrigan, a nurse in training at St. James' hospital, died yesterday as a result of injuries received on November 23rd by falling down an elevator shaft.



MAKING IT HOT FOR HIM. John Bull:—"This WILL be a Merry Christmas."

NO DANGER OF COAL FAMINE

TIE-UP ON E. & N. WILL NOT AFFECT SUPPLY Local Dealers Getting Shipments Via the Water Route.

(From Thursday's Daily.) Some alarm was occasioned here this morning because of reports being in circulation that there was a possibility of a coal famine following the tie-up on the Esquimalt & Nanaimo railway. The Times made enquiries of the coal dealers and found that there is no ground whatever for fear on that score. The local dealers, because of the suspension of traffic on the island line, find themselves compelled to make other arrangements to get shipments of fuel from the mines; beyond this embarrassment there is no danger whatever that all demands will not be promptly met.

Messrs. Hall & Walker say that orders are pouring in with such rapidity that they find it somewhat difficult to fill them all promptly, and their present supply is perhaps a little inadequate for the great demand which has suddenly set in, but they have made arrangements to replenish their bunkers immediately.

Kingham & Co. are, luckily, in the position of having one of the largest supplies of coal on hand in years at this season of the year, and therefore they are in a splendid position to fill all orders.

The Victoria Fuel Company, who get their supply from the Pacific Coast Co.'s mines near South Wellington, have run short owing to the breakdown on the railway, but have dispatched a scow for a load, and this supply will be available on Saturday.

One of the coal dealers, said this morning that the snow fall of last night had seriously interfered with the prompt delivery of coal. The block trains are rendered very slippery and it was difficult for horses to keep their feet. Blacksmiths were kept busy this morning putting sharp caulk on the shoes of the equines used to haul heavy loads.

St. John, N. B., Dec. 2.—The investigation into the disaster at McNeill's creek some weeks ago when two I. C. R. trains met in a head-on collision, killing five persons, ended last night. No blame is thrown upon any party except Driver Whalen, of the freight, who was killed, and Conductor Thompson, of the freight, who escaped.

ZELAYA READY TO GIVE UP OFFICE

STATEMENT MADE BY NICARAGUAN OFFICIAL President Willing to Allow U. S. Secretary of State to Name Successor.

New Orleans, La., Dec. 2.—President Zelaya is ready to give up his office and allow Secretary of State Knox to name his successor, according to a statement given out by Consul-General Aitschul, of Nicaragua, who is commissioned as Zelaya's personal representative in the United States.

The statement follows the arrival of two cable messages for Aitschul, which are believed to have been from Zelaya. "The news that Secretary Knox had sent passports to the Nicaraguan representative at Washington was flashed to Zelaya from here last night. The messages received to-day are supposed to be his reply."

Overhauling Transports. San Francisco, Cal., Dec. 2.—Although the navy transport officials at this port deny that orders have been received indicating the possibility of troops being sent to Nicaragua, the big transports Crook and Buford to-day are being overhauled and put into sea-going shape.

At the Presidio there is an evident undercurrent of excitement and unusual enthusiasm is being shown by the enlisted men over the possibility of active service.

INCREASED MAJORITY FOR H. C. BREWSTER

Later Returns Gives Him Further Lead Over Conservative Candidate. The majority of H. C. Brewster, the successful Liberal candidate in Alberni, over Dr. Morgan (Conservative), has been increased by returns from Quatsino and from Holberg. The official figures will probably show Mr. Brewster's majority to be about 37. In Quatsino the figures were M. C. Brewster 19, Dr. Morgan 15, one rejected. Holberg gave H. C. Brewster 8 and Dr. Morgan 7.

TRAINS ARRIVE AT VANCOUVER

WASHOUTS NUMEROUS ALONG CANADIAN PACIFIC Eastbound Engine and Several Cars Are Ditched Near Agassiz.

Vancouver, Dec. 2.—At 1.45 o'clock this morning the first train from the East since early on Sunday morning arrived in Vancouver. Engine No. 876 pulled in two mail cars, two express cars and eight passenger coaches, with one dining car. The train was filled with travellers, some of whom had been able to catch up from the other trains, which arrived from time to time after the first arrival.

Passengers were full of the story of their prolonged imprisonment, but praised the management of the railroad company, which had coped with the trouble as thought it were an every day occurrence. All classes of the travelling public were represented, from the well to do business man to the emigrant from Italy, Greece and other southern countries of Europe.

The train had been expected earlier in the evening, but train No. 2, which left here yesterday afternoon had been ditched near Agassiz. The engine and several cars had been derailed, and the engine had overturned. Fortunately there was no one injured.

Following closely on the first train came three others. Each had the same tale to tell, of rain and mud and imprisonment. Washouts were always being encountered, but the system of patrol along the line averted disaster. The first trouble was met with at Gladwin, and from there on there was continuous delay. Beyond being well tired with the journey (which lasted for the first arrivals almost 200 hours), passengers had not much to say, and hastened to their various homes and hotels, where, after so long a time, they could once again enjoy the fullness of a sleep, made deeper by the cosiness and warmth of a stationary bed.

FROZEN TO DEATH.

Huntville, Ont., Dec. 2.—Lying in the bush, frozen stiff, the body of John Middleton was discovered by a searching party. Middleton left his shoe shop at Spruceville on Tuesday last, when busily engaged in packing his effects for removal to Cochrane. Searching parties have been engaged scouring the woods ever since he disappeared.

MANY INDUSTRIES AT STANDSTILL

STRIKE OF SWITCHMEN TIES UP TRAFFIC Thousands of Men Idle as Result of Blockade of Freight.

St. Paul, Minn., Dec. 2.—Every line of industry in the Twin Cities, Duluth and Superior and all cities of the Northwest dependent on the movement of freight, is seriously affected by the strike of railroad switchmen, which began at 6 o'clock on Wednesday evening. It is estimated that upwards of 12,000 men are idle on account of the strike order. Thousands of freight handlers and teamsters are losing time by reason of the freight blockade in the terminal towns.

The railroad yards are filled with stalled cars, and an attempt to move a few by the aid of the men drafted as switchmen is making no impression. The railroad managers committee announced that it is bringing in new switchmen to replace the strikers and President Hawley, of the Switchmen's Union of North America, said: "All right; let them come. We will not object."

Situation at Spokane. Spokane, Wash., Dec. 2.—Freight traffic was almost completely tied up yesterday on the Northern Pacific and Great Northern lines and all their branches centering here. Eighty of the 200 Northern Pacific switchmen and 45 of the 200 Great Northern men have quit. The total number idle here is estimated at 250.

The most serious development here is a threatened shortage of fuel. The Great Northern car shops and repair works at Hilliard, a suburb of Spokane, were closed yesterday. About 500 men are thrown out of employment.

Butte, Mont., Dec. 2.—The immense Boston and Montana mines of the Amalgamated Copper Company closed down to-day as a result of the strike of the railroad switchmen that has paralyzed traffic and trade throughout this section. Three thousand men are thrown out of employment because of the action of the mine officials. The inability to secure transportation of ore to the smelters at Great Falls has given as the immediate cause of the closing of the mines. Because of the resulting shortage of ore the Great Falls smelters were compelled also to close and the fifteen hundred operatives are idle to-day.

RICHARD'S OFFER FOR BIG FIGHT ACCEPTED

Jeffries and Johnson Will Meet In or Near San Francisco. New York, Dec. 2.—It was announced to-day that the managers of Jeffries and Johnson have accepted the bid of T. M. Ricard, allied with Jack Gleason, for staging the world's championship fight. The proposition accepted was the first offered by Ricard, namely: A guaranteed purse of \$101,000 and two-thirds of the receipts of the moving pictures of the great battle.

It is understood here that Promoter Coffroth is in the deal with Ricard and Gleason, and that the fight will be held in or near San Francisco. The fighters are figuring a big income from the moving pictures, and it is understood that the two-thirds share of the receipts from that source was a big factor in the discussion. The only positive decision as to the location of the fight was set forth in the bid, when it was stated that the battle must be held "in California, Nevada or Utah."

Tom McCarey, of Los Angeles, claims that the deal was "framed up" against him, and that he never would have had a chance against the "combine" no matter what his bid might have been.

Quebec, Dec. 2.—A new Roman Catholic diocese is to be formed on the Lower St. Lawrence, comprising Gaspé and vicinity. Bishop CONSECATED. Toronto, Dec. 2.—At St. James' Cathedral Tuesday, Rev. W. C. White was consecrated bishop of Honan, China.

ASQUITH SUBMITS RESOLUTION

PREMIER CRITICIZES ACTION OF LORDS National Liberal Federation Issues Manifesto on Situation.

London, Dec. 2.—The National Liberal Federation has issued a manifesto on the House of Lords, saying that if the present action of the peers is not repudiated swiftly by the people the rights and privileges won by their forefathers in great struggles will all be repudiated. The manifesto declares the peers' right of veto must be restricted, otherwise no Liberal ministry can ever hold office.

A clash in the press is taking place between Lord Curzon and Lord Rosebery. A call has been issued for a great mass meeting to be held in Trafalgar Square on Saturday when the warfare upon the House of Lords following the rejection of the budget will begin. The call says: "The Lords have declared against the people."

It urges the people to destroy forever the "power for evil" now exercised by the Lords. Parliament will be prorogued at 2 o'clock to-morrow afternoon, if the present plans are carried out. The prorogation will dissolve parliament only until January 1st, as it is considered unsafe to end the session irreversibly.

The budget debate was resumed to-day in the House of Commons when Premier Asquith presented a resolution stating: "That the action of the House of Lords in refusing to enact the financial provision made by the House of Commons for the year is a breach of the constitution and a usurpation of the power of the House of Commons." The Premier himself led the debate in which the Lords were severely scored for their action.

ADMIRAL A. WILSON NEW SEA LORD

The King Approves Appointment as Successor to Admiral Fisher. London, Dec. 2.—King Edward yesterday approved the appointment of Admiral Sir Arthur Wilson, commanding the British Channel squadron, first sea lord, to succeed Admiral Fisher, who was recently elevated to the peerage, and who will retire from the admiralty on January 25th next.

Admiral Sir Arthur Knyvet Wilson, G.C.B., C.C.V.O., K.C.B., C.B., V.C., is one of Britain's most distinguished naval commanders, and was from 1903 to 1907 commander-in-chief of the Home and Channel fleets, and in the latter year became an admiral of the fleet. He is a brother of Sir R. K. Wilson, the second baronet. Admiral Wilson became a captain in 1880, rear-admiral in 1895 and vice-admiral in 1901. He has seen a great deal of active service and served in the Crimean war, 1854; the Chinese war, 1855; Egyptian campaign, 1882, and the Sudan campaign, 1898. He was A.D.C. to Queen Victoria from 1892 to 1896, and was a member of the admiralty and comptroller of the navy.

TECHNICALLY GUILTY OF VIOLATING LAW

Fines Imposed on Sixteen Men Who Pleaded Guilty at Portland. Portland, Ore., Dec. 2.—Judge Charles E. Wolverton, of the United States District Court, yesterday imposed fines upon sixteen Eastern Oregon men who pleaded guilty to having technically defrauded the government of part of the public domain. Col. J. H. Raley, a prominent lawyer of Pendleton, one of the defendants, made a plea for leniency for all. Col. Raley declared while technically guilty of violating the law their acts had been done under the impression that they were within the pale of the law. On acknowledgment of Colonel Raley that his advice was responsible for the defendants violating the law, Judge Wolverton imposed a fine of \$10,000 on him. On the others graduated fines ranging from \$5,000 to \$500 were imposed.

AT CRANBROOK. Nov. 25.—The approach of good deal of substantial snow in Cranbrook in course of erection that rival to the appearance among the large buildings are the Imperial bank, temple, the schoolhouse, stinging rink and the new. These buildings rest in the neighborhood.

SON Y.M.C.A. Nov. 25.—The largest girder to Kootenay have been here. They weigh and will span the top.