

COUNCIL ON QUARANTINE.

The Mayor, Health Officer and Clerk to interview the Premier.

And Discuss This Important Question—The Band Will Play Sundays.

There was a full attendance at last evening's meeting of the city council. A. C. Flumerfelt, chairman of the C.B.G.A. band committee, wrote asking that he band be allowed to use the Beacon Hill band stand for Sunday afternoon concerts. The request was granted.

H. Dallas Helmcken, M.P.P., thanked the council for having re-appointed him as a director of the Jubilee Hospital. The letter and the enclosures were the same as read at the last meeting of the board of directors of the hospital. The letter was received and filed.

G. W. Glover wrote stating that while walking on the sidewalk on Esquimaux road he was struck by a street car. He asked for remuneration to the extent of something less than \$100. He contended that it was the fault of the driver, as the rails to be laid too near the sidewalk.

Ald. Humphrey pointed out that the rails and sidewalk were laid before that portion of the road was taken into the city. Referred to the street committee.

An agent for a patent water purifier asked for an opportunity to try it on Victoria's water system. Referred to the water committee and commissioners.

G. E. Jorgensen asked for an assistant on the water works improvement at Beaver Lake. He recommended W. R. Marshall. Work is being carried on for some 12 to 15 hours a day, and he would not be on the ground all the time to watch the progress of the work. This, with Mr. Marshall's application, was laid on the table.

Jas. I. Raymur recommended that the five-inch pipe be laid on Moss street and that the four-inch pipe on Cedar Hill road be extended. The cost would be \$200. The recommendations will be carried out.

George Macrae and 15 others petitioned for a fire hydrant on Cedar Hill road and Oakland avenue. Referred to the water committee with power to act.

The finance committee recommended that \$516.15 be appropriated out of the general revenue; \$1,029.82 out of the sewerage loan; \$14.50 out of the water works loan and \$100 to assist the board of trade in issuing their report. Adopted.

The fire wardens reported on a number of minor matters. They asked for an appropriation for an exercise wagon; for further time to report on the application of B. Ledington for re-instatement and also to report on the request of Walkeley, King & Casey for the use of one of the fire engines.

There was some discussion on the application for an exercise wagon. Wilson said at present the James Bay horse wagon had to be brought over town every day to exercise the horses, leaving James Bay unprotected.

Ald. Cameron and Humphrey explained that the horse wagon at present very low, and thought the matter should be laid over until the taxes commenced to come in.

The report was adopted, with the exception of the amount referred to in the wagon, which was laid over.

The street committee recommended that the streets offered to the city by Hon. A. DeCosmos be accepted if Mr. DeCosmos hand them over free to the city, the full width of the street. The committee reported on several other minor matters and enclosed the tenders for removing the tramway poles and wires on Cadboro Bay road. Messrs. Cunningham & Hinton's tender was \$319 and James Cummin's \$300.

There was some discussion regarding the purchase of a horse to replace a lame one now in the service of the city. After a thirty-five minutes' discussion it was decided to turn the lame horse out.

The contract for removing poles and tramway wires on Cadboro Bay road was awarded to the lowest tender.

The poundkeeper presented his report for the first six months of the year. Received.

It was decided to call for applications for the position of clerk of the works at Beaver Lake. Applications to be in on Monday.

In answer to Ald. Macmillan the mayor stated that Walkeley, King & Casey had not yet forwarded a list of the names of their employees to the council.

THE ATTENDANCE LIGHT.

Statement of the Enrollment on the First School Day.

The attendance at the city schools was rather light yesterday as indicated by the statement given below, but during the week the number will be greatly increased, and a few days will see everything in good running order. The statement of attendance is as follows:

North Ward—First division, 34; second division, 28; third division, 49; fourth division, 55; fifth division, 57; sixth division, 59; seventh division, 49; eighth division, 48. Rock Bay—First division, 24; second division, 16; Total North Ward—418.

South Park—First division, 21; second division, 30; third division, 38; fourth division, 41; fifth division 35; sixth division, 54; seventh division, 44; eighth division, 58; ninth division 39. Total—360.

THE TRAVELLING DAIRY.

It Is To Be Exhibited Throughout the Province During September.

J. R. Anderson, deputy minister of agriculture, has received word from Prof. James W. Robertson, dairy commissioner, that the travelling dairy will visit British Columbia towards the close of August.

The first place visited will be Victoria on August 30 and 31, and it will be September 20 before the Island is reached. The dates for the Island have been fixed as follows: Victoria, at exhibition grounds, Friday and Saturday, September 20 and 21; Cedar Hill—Monday and Tuesday, September 23 and 24.

Saanich—At agricultural hall, Wednesday and Thursday, September 25 and 26. Metchois—Friday and Saturday, September 27 and 28.

Duncan's—At Agricultural hall, Monday and Tuesday, September 30 and October 1.

Nanaimo—Thursday and Friday, October 3 and 4.

Prof. Robertson hopes to be here at the same time as the dairy, and will visit all the farming districts with the exception of Comox, where it will be impossible to send the dairy this year.

Circulars sent out state that the object of the dairy is to afford those engaged in butter making an opportunity to gather exact, practical and helpful information regarding all parts of the process. The outfit consists of one expert butter maker and an assistant, with dairy utensils, including a centrifugal cream separator, a churn, a butter worker and a Babcock milk tester.

To enable the farmers, their wives and their families to get as much benefit as possible from the practical teachings of the dairy, it is advised that a local committee in every place to be visited should arrange for a supply of about ten gallons of sweet whole milk and about two gallons of cream. Farmers are invited to bring samples of whole, skimmed milk or butter to be tested about half ten o'clock is sufficient for each sample.

The dairy is to be taken to New Westminster during the fair in October. The Mainland meetings are in charge of Professor Sharpe of the experimental farm.

OPIMUM IN HONOLULU.

An Official Contrives a Scheme for His Own Advantage.

A private letter received in this city from Honolulu by the Warrimoo, throws quite a little light upon the political methods of the government of the islands. In order to satisfy the ministerial conscience, the traffic in opium has been sedulously suppressed, measures having been taken to absolutely prohibit its importation.

The minister's next step was to give out by contract the supplying of the labor. This he did, as he says himself, after hesitation and delay. These tenders were asked for privately, and three or four parties tendered. Here was the first footprint of fraud.

He was allowed \$5 a day for a double team and \$10 a day for the same double team on Sundays.

He was allowed \$2.50 a day for the use of a derrick day, and \$3.75 for the use of the same derrick night and overtime, and at the rate of \$7.50 a day for the same derrick for Sunday overtime, and so forth on the same scale for stone-masons, stonemasons and skilled laborers.

One would suppose that such extraordinary prices would have excited some enquiry on the part of the public treasury, but no suspicion that the tenders were bogus. It should not have been difficult one would think to ascertain whether it was not possible, as Superintendent Kennedy, subsequently wrote, that the contractor actually did "obtain his labor for night and overtime at about the same rate as day prices."

At the outset the labor contract was only for the Wellington street bridge. On the 24th February, during the progress of the work, it was extended to the Grand Trunk bridge. This time there was no pretence about even private tenders. The minister was evidently satisfied with the prices. Out of this work he was to clear the most outrageous of the frauds arose. On the Grand Trunk bridge there was neither check upon the time nor pay rolls.

According to the commission "there has been every opportunity given whereby the contractor for labor or any of his employees, if so inclined, could defraud the government."

Not more than one week later 1300 men and a hundred teams employed by Mr. St. Louis were turning over to another upon the work. The Montreal Star said in an article on the 8th March that "the number of men at work is very great and the work is being done in a very rapid manner."

THE CURRAN BRIDGE FRAUDS.

A Review of the Facts Connected With the Notorious Bridge Scandal.

The Minister's Responsibility—Payments Made After the Exposure.

The Curran bridge scandal, as it is called, has occupied many columns of newspapers and many pages of parliamentary records, and is likely to occupy many more before it loses its interest for the public.

Upon the main features of the case there is practically no dispute. Two bridges were to be rebuilt over the Lachine Canal in the City of Montreal. One was a general traffic bridge at Wellington street, and the other the Grand Trunk railway bridge close by. In the session of 1892 the minister of railways and canals told parliament that after careful investigation his engineers had calculated that the bridges would cost \$700,000. The actual cost, however, was \$1,220,000.

The first criticism to which adverse criticism has been directed was the method adopted for the work by day labor instead of by tender and contract. The law lays down that "the minister shall invite tenders by public advertisement for the construction of all works, except the maintenance of the public interest or in which from the nature of the work it can be done more expeditiously or more economically by the method adopted."

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Mr. St. Louis was therefore, by the terms of his contract, to be paid for the work done by day labor, and the minister was to be held responsible for the cost of the work. The minister was to be held responsible for the cost of the work. The minister was to be held responsible for the cost of the work.

There was a conflict between the reports of Douglas and Parent, but from the latter's own statement the deputy minister instructed him to dismiss Mr. St. Louis and to employ a large number of the teams. But despite Douglas' report nothing was done to prevent St. Louis again overworking the work and stuffing the pay rolls with fictitious names.

Superintendent Kennedy, a protégé of Solicitor-General Curran, had been having trouble with Contractor St. Louis over the interpretation of the contract. In a letter to the solicitor-general, dated the 12th March, he spoke of the "scandalous manner" in which the bridges were being built.

Referring to St. Louis' contract he said he could get the skilled laborers "by the thousand at an average day's pay without any discontent." Further on in his letter he said, "imagine their trying to place pick and shovel laborers whom I employ for \$1.25 per day at \$1.875 on his (St. Louis') terms."

At that date all that had been paid to St. Louis was \$14,717 for the January and February pay rolls. To this amount

ACCIDENT ON THE EMPRESS.

Explosion of Coal Gas at Amoy Kills a Fireman and Burns Four Others.

Arrival of Exiled Prince Pak, of Korea, Fleeing to the United States.

The Empress of Japan, Capt. Geo. Lee, U.N.R., arrived here yesterday morning, but it was last night before her passengers were landed. She was reported from Carmanah Point at 7 o'clock, and at 10:30 the steamer Danube, which acted as tender, led to join her outside. It was very foggy outside and the Danube was unable to locate her above the Raes and off towards the American shore, where she was hoisted.

The C.P.R. officials directed that she go into William Head, and the pilot sloop which came along shortly thereafter had orders to that effect from Dr. Macnaughton Jones, quarantine officer. It was thought when the Danube steamed away to the Head that the Empress would follow, but she did not.

Capt. Lee regarded that as dangerous owing to the fog, and instead ran into the rocks and dropped anchor. Dr. Jones on the Barle ran out to her later on and repeated his order, but Capt. Lee said he would prefer to await clear weather rather than run any danger. Thus the entire afternoon was wasted. Finally at 4:30 o'clock the Danube came back to the rocks and led the way for the Empress to William Head, where at 6 o'clock she dropped her anchor. After all there were no Japanese stowaway passengers aboard, and the ship, therefore, hardly came within the scope of the recent order. The vessel had an uneventful run of the usual time, except for a bad accident at Amoy the night before she left Hongkong on the way to Victoria.

An explosion of gas in her coal bunkers killed one of her coal passers and seriously wounded four others. One of the latter may not survive the burning which he received. There was an accumulation of gas in the coal bunkers, and one of the coolies is supposed to have gone to the door carrying a lamp. At all events a terrible explosion followed, and the man who died was badly burned and lingered in great agony for several hours. No damage was done to the vessel in any way. The ship passed the N.P. liner Straits of Dover at noon yesterday, and that furnished the only incident of the ocean voyage. The weather throughout the trip was simply perfect. Purser Lobley pronounced it the best he ever made in the ship. It

DECEIVED HIS WORKMEN.

Contractor Fullerton Leaves the City With a Round Sum of Money.

John Fullerton, the contractor, has left the city suddenly, and work on the alterations to the Helmecken building at the corner of Langley and Fort streets is temporarily suspended.

Fullerton received a progress payment of \$400 from Dr. James D. Helmecken. It was in the form of a cheque, which Fullerton cashed, but when his workmen asked for their pay on Saturday evening he declared that the bank was closed when he got the cheque. He said that they would have to wait until Monday. Fullerton was not in evidence on Monday, and it is said that he left the city of Kingston on Sunday night. His household was later with Charlie Williams, now a resident of the United States. He resided here for many years and was very well known. It is said that of late he has been in up.

—Mr. Natanael Mortenson, a well known citizen of Isbepning, Mich., and editor of Superior Posten, who, for a long time, suffered from the excruciating pains of rheumatism, was cured eight years ago, by taking Ayer's Sarsaparilla, having never felt a twinge of it since.

—Her-John, I do believe the baby has swallowed your collar button. Him—it would take time to find out if he has he will be trying to crawl under the bureau in a few minutes.

The cabin passengers were as follows: Mr. Abraham, Mr. T.W. Aldis, Miss Aldis, Mr. J. Baker, Mr. H. Baker, Mr. Alex. Benson, Rev. Evan Bryant, Mr. Buckle, Mr. V. Chittol, Mr. W. G. Crawford, Lieut. Chas. W. G. Crawford, W. G. H. C. Elgar, Mr. M. E. A. Fraser, Mr. H. E. Furse, Mr. H. S. Guinness, Mr. J. H. Howard, Mr. H. O. Jones, Mr. J. J. Karbe, Mr. John Lindsay, Mr. Lindsay, Master Thayer, Mr. Halstead, Mrs. John Lindsay, Mr. Lindsay, Mrs. Ewan, 4 children and maid, Mrs. Mackie, Mr. M. A. Mosie, Mr. G. S. Nagai, Prince Yong Ho Pak, Mr. P. B. Nasli, Mr. J. Nagai, Mr. W. Rennie, Mr. J. F. Rennie, Mr. M. Schanz, Rev. Seder, Mr. John Seder, Mr. S. J. Seder, Dr. J. E. Seder, Dr. Seder, Mr. Stocken, Mrs. Stocken, Rev. Thomas, Dr. J. E. Seder, H. L. N., Count de la Vaulx, Lieut. H. Veale, R.N., and others.

The notable passenger was Prince Yong Ho Pak, the fugitive Korean Home Minister. He fled Seoul a month ago to avoid arrest at the investigation of the queen, and left Japan for the purpose of the Korean queen would receive him, or at least make the attempt to give rise to complications that would embarrass the Japanese. The plan was to change his name and make his way to the United States, and then to make his way to the United States, and then to make his way to the United States.

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