

Bicycles and Taxation

Conference Between City Council and Cycling Club Officials Last Evening.

Municipal Legislators Discussed Clauses of Revenue By-Law and Other Details.

The principal topic for discussion at the meeting of the City Council last evening was that clause of the Revenue By-law for 1900, providing for the imposition of a tax of \$1 for bicycles.

Another important matter was the report of the city solicitor regarding the rights of the corporation to keep their street railway company to keep their lines in thorough repair.

During the discussion engendered in the consideration of the Revenue By-Law Ald. Cameron spoke trenchantly in favor of improving the streets, which he considered would advertise this city more than anything else.

After the usual preliminaries, communications were taken up. H. D. Helms, M.P.P., wrote enclosing several copies of the bills to amend the Municipal Clauses Act. Received and filed and Mr. Helmcken will be thanked for his kindness.

M. L. Young complained that the pound-keeper had impounded his dog, and although he had paid the tax within the required time, he had not yet recovered the canine. He asked that an inquiry be instituted.

Ald. Yates pointed out that this was not the first, second nor third complaint against the pound official, who seemed to occupy his time in gathering in the valuable dogs and allowing the curs free. The duties of the pound-keeper were to clear streets of curs. He consequently moved that the communication be received and an enquiry made at a special meeting. Carried.

E. H. Hunt suggested that the new street between Richmond avenue and Rockland avenue be named Balston street. Received and referred to city engineer for report.

W. J. Hanna wrote enclosing the account for exhuming the body of a child some time ago. The account amounted to about \$5. Referred to finance committee with power to act.

Mrs. Shanks wrote regarding application for water at her premises on Moss street. The distance from the main to her premises was only about 200 yards, and she asked that pipes be placed there. Referred to the water commissioner for report.

Messrs. Barker and Pettis drew attention to the fact that they had asked the council some time ago for a rebate of \$72 of poll tax which they claim was illegally collected from Chinese clients. They threatened action if their request was not complied with. Received and filed and writers will be informed that their request is receiving consideration of finance committee.

Edgar Fawcett directed attention to a defect in the drain on Franklin street, which had caved in. He asked that it be remedied. Referred to city engineer for report.

The city solicitor reported as follows: Gentlemen—We have the honor to report that in accordance with the request made to us, we have considered the rights which the corporation possess to compel the street railway company to keep their lines in thorough repair, and we have considered the acts and by-laws bearing upon the question.

Considering the effect of section 27 of by-law (189) 45, and the inference to be drawn from the remaining sections quoted, it is our opinion that the company must not only keep their lines of rails in thorough repair, but must keep each portion of the streets as are intersected with by their lines in repair, so that the lines are at all times efficient, and that the rails are flush with the street, so as to offer as little obstruction as possible.

As an illustration, we consider that should the rails sink below the surface of the bed of the road, the company must raise their rails, and vice versa, if the roadway sinks or hollows in consequence of the traffic passing in the roadway adjacent to the sleeper, the under structure of the rail the company must fill up the cavities.

With regard to bridges, we are of opinion (but with some little doubt) on the construction of the by-law and section 33 thereof, that the company have to maintain the flooring of the portion of any bridge crossed, occupied by their rails, in good repair and condition, and if any want of repair in other portions of the bridge should exist which can be directly traced to the operations of the street railway service, the company can be called upon to amend the same, or should the council decide to re-floor the bridge, the company must bear their proportion. We come to this conclusion because the whole spirit of the by-law which embodies the agreement with the company is, that the bed of the tram lines, whether in the roadway or crossing a bridge, which is in fact the "roadway" shall be always repaired and maintained and kept by the company in an efficient condition.

Some care should be exercised in the formality of calling upon the company to repair, and we suggest that when it is deemed a proper and convenient time to do so, the engineer should be asked to furnish a general report upon the wants of repair existing over the whole of the company's system, and that we should then be asked to advise as to the form in which the request to repair is made to them.

As regards this communication Ald. Yates said he did not think the document should be received and filed, but "received and framed." The council had evidently been under a misapprehension in regard to this question for a number of years. He advised that investigation

be made to ascertain if the tramway company paid their share of taxation, and then it would be known how much revenue was derived from this company. He moved that it be received and filed, and a copy sent to the city engineer. Also and a copy sent to the city engineer. Also and a copy sent to the city engineer.

In seconding, Ald. Stewart pointed out that the company should be notified that they must hereafter pay for the work of improving the street between the tracks. The resolution was carried.

City engineer reported that the cost of proposed permanent sidewalk on Yates and Broad streets, as covered by Ald. Brydon's motion, would be \$112,175.

Ald. Cameron suggested that the report lay on the table pending the consideration of the finance committee's report. This was seconded by Ald. Stewart and carried.

Chief of Police J. M. Langley wrote regarding the purchase of winter clothing for the police force. Referred to purchasing agent for tenders to be called for supplying the articles mentioned in the report.

W. W. Northcott reported that he had sold two horses owned by the city to the highest bidders—one for \$80 and the other for \$25. Received and filed.

Thomas Hooper and Jno. Hepburn wrote asking that the sidewalk on Cornmorant street be raised to the street grade as its present condition causes considerable inconvenience. Referred to city engineer with power to act.

The finance committee reported on the awarding the contract for printing and binding of the municipal by-laws to the B. O. Printing & Engraving Co., the lowest tender. Received and adopted.

The same committee recommended the payment of accounts amounting to \$4,427.08. Adopted.

The report of the city engineer on cost of permanent sidewalks was next received and adopted.

The council then took up the revenue by-law dealing with the bicycle tax feature. Permission was granted Messrs. Outhbert and Wm. Dee, representing the Capital City Cycling Club, to explain their views on the subject.

In addressing the council Mr. Outhbert explained that the present roads were suitable at all times during the year, while the bicycle paths would be suitable, but for the sake of necessity. At the present time there was \$250,000 invested in wheels in this city, and that capital had as much right to the consideration of good road as any other capital. Cyclists had as much right to a portion of the road as a pedestrian. People would rather pay \$1 a year in tax than \$3 occasionally in fines. The deputation had been requested to suggest the following:

That each bicycle above 19-inch frame be taxed \$1 per year, and that all 19 inches and under be taxed 50 cents per year.

That all moneys collected from this tax and from fines imposed on cyclists be expended upon the making and maintenance of as many bicycle paths as possible.

That the paths built shall be as follows: From Douglas street up Yates to Oak Bay Junction; from Pandora street to the Fountain along Government street, from Johnson street to Victoria West Indian reserve, if possible; if not, by the bridges; from James Bay bridge to the park via Birdcage walk and Superior street; from Birdcage walk to the outer wharf.

That one or two car representatives be allowed to act with the street committee.

It is also suggested to your honorable body that city by-laws be passed prohibiting vehicles of any sort and horses from using the streets; also prohibiting any person from placing or dropping any large stone, piece of wood, glass or other dangerous obstruction on the streets or highways, also compelling all horses or vehicles to keep to the left of the center of the road; also that every bicycle or other vehicle be compelled to carry a lantern or lamp after sunset, and that all scorching be absolutely prohibited on any street, path, or public place, and that the speed of a bike shall not exceed eight miles an hour. It also urged that the following street improvements are very necessary: That the streets shall all be level with the sewer and water main caps and tram rails, that the planks of the bridges be levelled.

In reply to Ald. Yates, Mr. Cuthbert said the petitions were signed by 350 people, representing about 350 wheels. In reply to a question from the mayor, Mr. Outhbert said that from 1,500 to 2,500 wheels are in use in the city.

Continuing, Mr. Outhbert said that if the council passed the by-law, whatever the surplus was at the disposal of the city, should be expended in the various improvements are very necessary: That the streets shall all be level with the sewer and water main caps and tram rails, that the planks of the bridges be levelled.

Ald. Yates asked the deputation if they had any suggestions to make as to the best way to collect the tax. There was difficulty experienced in collecting the dog tax, and he would like to learn how that on bicycles could be collected.

Mr. Outhbert replied that this phase had not been thoroughly discussed by the club, but he did not anticipate any difficulty on this point.

Mr. Dee suggested that the matter of collecting the bicycle tax be dealt with by the collector of the poll tax, who could ascertain in the various premises the names of bicycle riders.

Ald. Williams favored the construction of bicycle tracks, but he pointed out that the attempt to collect the tax in Seattle had proved a lamentable failure.

Ald. Cooley thought that a small tag on each wheel would obviate the difficulty. If a wheel was seen without a tag the owner should be summoned.

Mr. Dee explained that this plan was adopted in several of the larger cities.

Ald. Cameron suggested that the clause be forwarded in writing, and the matter laid over until after the public meeting.

Ald. Yates was afraid that the \$2,000 derived from the taxation of the wheels would not be sufficient. He threw out the suggestion that the wheels be taxed \$2 each the first year and \$1 each the next in order to raise the required amount. Ald. Cameron's suggestion was embodied in the form of a motion and carried.

The clause will consequently stand in abeyance until after the public meeting on Wednesday evening.

Ald. Stewart wanted sub-section "B," section 6, providing for a tax of \$2 for vehicles, struck out. Ald. Yates on the

other hand was desirous that the clause be retained.

Ald. Cameron opposed the imposition of restrictions in vehicles. Good streets were wanted, and he believed that these would be obtained if the finances were properly handled. Excellent progress was being made, streets were being paved and permanent sidewalks inaugurated. Considerable money had been spent on other departments, which should be devoted to improving the streets. There was sufficient revenue to allow for these improvements. People talked of advertising Victoria. The best way to do this was to improve the streets. The procedure of improving the little pettingfogging tax on vehicles was an absolute one, and scarcely adequate. Next year an effort should be made toward the desired object—the improvement of the streets.

The mayor pointed out that expressmen had been taxed for years past, and it was only just that the owner of a vehicle should pay for the part of the street he helped to wear out.

Ald. Stewart's motion that the sub-section be struck out was lost. It was ultimately decided that the sub-section be laid over.

At this juncture the committee rose, reported progress and asked leave to sit again. The council then adjourned.

THE NORMAL SCHOOL

Superintendent of Education Robertson Will Be the Head Master.

It is understood that in connection with the establishment of the Normal school at Vancouver, the duties of principal will in the meantime be undertaken by Superintendent Robertson. The major portion of that official's work extends from Vancouver to Christmas, and the school will not be ready for work until New Year. Mr. Robertson will undertake the work of headmaster immediately after that date.

It is quite possible that one of the other teachers will be the inspector of the school, and that the only additional expense therefore will be for the salary of an arts master, for the present. The expense of heating and lighting and, indeed, of furnishing rooms for the school will fall on Vancouver, which has voluntarily undertaken that duty.

It is not yet known how many there will be in the classes as this is a new departure, and the organization by which applications are received is not yet completed.

His new duties will entail the residence of Mr. Robertson in Vancouver for a portion of the year, his visits to Victoria being only such as will be necessitated for supervising generally the work of the department. The routine work will be left to his assistants.

MOBILIZATION

Lieut-Col. Gregory Issued Orders to the Fifth Regiment—Parade on Saturday Evening.

The Fifth Regiment will take part in the mobilization on Sunday and Monday next. A parade drill will be held on Saturday night at 8 o'clock, the regiment marching to Macaulay plains, where they will go into camp preparatory to the mobilization.

It is proposed to hold an open air church parade at 3:30 p.m., and a sacred band concert in camp at 8 p.m. on Sunday.

The following regimental orders have been issued by Lieut-Col. Gregory: 1. The non-coms and gunners of the Fifth Regiment will parade at the Drill Hall at 6 p.m. o'clock on Thursday, the 30th inst., for the purpose of furnishing a guard of honor to His Excellency the Governor-General. Capt. J. Fortesque Foulkes will command the guard and will be assisted by subalterns to be detailed hereafter.

Staff and non-coms, and band will attend.

The officer commanding the guard will see that guard pay-sheets are prepared and signed in duplicate before the guard is dismissed.

(a) In accordance with district order No. 13, 1900, the regiment will parade at the Drill Hall at 8 p.m. o'clock on Saturday, the 1st September, for the purpose of taking part in the first annual mobilization of Esquimalt fortress.

(b) Dress, marching order, and each man will provide himself with cleaning materials, brushes, etc., knife, fork, spoon, plate, and camp stool.

(c) The regiment will leave the Drill Hall at 9 p.m. o'clock and march to Macaulay Point, where they will go into camp for two days.

(d) The quartermaster, quartermaster-sergeant, and 8 gunners (those detailed by the sergeant-major), will parade at Macaulay Point, at 5 p.m. o'clock on Saturday to take over camp equipment and pitch the camp for the regiment.

(e) As the government only issues camp, kettles, axes and tin pans, the officers commanding companies will arrange for extra messing and detail cooks for their respective companies and will see that all additional cooking utensils required are furnished. These articles must be delivered not later than 12 o'clock noon on Saturday at the Drill Hall, when transport to Macaulay Point will be furnished.

3. Officers commanding companies are authorized to grant leave of absence until 9 a.m. o'clock on Sunday, the 2nd September, in urgent cases, but attendance at the camp from that hour until the camp breaks up is compulsory upon all ranks, and any member of the regiment failing to attend will be dealt with under the Militia Act.

4. The period spent in camp will form two days of the annual training of the regiment.

The following rations will be issued daily during camp to each officer, non-com, and gunner present: 1 1/2 pounds bread or 1 pound biscuits, 1 pound meat, 1 pound potatoes, 1/2 lb of coffee, 2 oz cheese, 1/4 oz tea, 2 oz sugar, 1/4 oz salt, 1-36 oz of pepper.

The soothing and healing properties of Chamberlain's Cough Remedy, its pleasant taste and prompt and permanent cures, have made it a great favorite with the people everywhere. For sale by Henderson Bros., wholesale agents, Victoria and Vancouver.

Champion Coming

Noted Tennis Crack Will Visit This City on Friday Next

Freeman, of California, to Expound the Game on Victoria Courts.

An event which will certainly prove of unbounded interest in the local tennis realm will be the visit to this city, on Thursday or Friday next of L. R. Freeman, champion of the state of California, to whose superior prowess the expert exponents of tennis of the Northwest succumbed at Tacoma a few days ago.

As will be remembered it was just about this period last year when all the potentialities of tennis as a scientific and athletic pastime were exploited here in a never-to-be-forgotten manner by the quartette of luminaries, Whitman, Davis, Ward and Wright, and in a few days' lovers of the game in Victoria will have the opportunity of witnessing the play of one whose sphere is no great distance from those of the great Easterners, and who is in every respect entitled to the designation of master of the game.

It there was hitherto any doubt on this point the uncertainty was dispelled at the tournament in Tacoma, when such men as Foulkes, Powell, Goward and Newton were vanquished by the superior ability of the Californian crack.

Freeman is first of all an athlete, and as such he is a marvel of versatility. He was recently a prominent member of the Leland-Stanford University football team, while in other departments of sport he was equally renowned. Somewhat more than a year ago he joined the rush of aragonauts to the North, and only returned in time to enter in the matches at Tacoma. Consequently he was to a considerable degree lacking in practice, but that his eye had not lost its keenness nor his arm its strength and accuracy was evidenced by the result of his matches with the leading players of the Northwest.

His style of play is a forcible reminder of that of Dwight Davis, who played here with the other Eastern experts last year. The irresistible smashing tactics, the "tireless" activity and personal self-possession which characterized Davis's play with the racket, are particularly noticeable in Freeman's play. He has, however, a greater reach than Davis, and is much taller, being about six feet three inches in height. His only vulnerability in his line play, but the great difficulty is to drive him back to this portion of the court where this might be taken advantage of. From the net, however, he plays havoc with his opponent, keeping him back in the line, and entirely at his mercy.

Freeman at present a resident of Pasadena, Cal. He is twenty-three years of age.

A LEGISLATIVE PICNIC. Jolly Party Leave as Guests of the Premier for Comox.

This morning a jolly party of legislators embarked on a special train at the E. & N. station in response to an invitation from the Premier to spend the day at different points of interest along the line of railway which he controls. A special train had been chartered, thoroughly equipped with all the comforts necessary to make such an outing enjoyable, and at 8 o'clock pulled out for Nanaimo, every guest aboard the train full of anticipation for an enjoyable outing.

The party consisted of almost every member of the Legislature, and a number of departmental officers, newspaper proprietors and editors, and a few other guests. The special conveyed them to Comox, where an inspection was made of the Chemainus mill, on the invitation of Mr. Palmer.

Thence the party proceeded to Ladysmith, where it was intended to make another stay of an hour or two and look over the town which is rapidly springing up there, and examine the coal bunkers and other features of interest.

A visit will also be paid this evening to Extension, and the party will then return to Nanaimo and go on board the Joan, which is awaiting them, and proceed to Comox, where the mines will be thoroughly examined. It is expected that the return to Nanaimo will be made by 6 o'clock, when a special will again be in waiting to convey them to Victoria.

THE VICE-REGAL RECEPTION

Fitting Preparations Made for the Entertainment of His Excellency and Lady Minto.

Active preparations are being pushed forward for the reception to His Excellency the Earl of Minto and Lady Minto on their return from the North. The Quadra is expected to reach port on Thursday evening, but definite announcement will be made as soon as Comox is reached and telegraphic communication with the vice-regal party is established.

The marshals, officers, barmaids and representatives of the various societies intending to take part in the parade in honor of His Excellency are kindly requested to meet the Mayor and aldermen at the City Hall, tomorrow evening at 8 o'clock.

Decorations are being completed at the Drill Hall and additional lights are being strung across Government street.

The Fifth Regiment, guard of honor for their Excellencies, will parade at the Drill Hall on Thursday at 6 o'clock. Dress review ordered.

BROKER'S SUICIDE

(Associated Press.) New York, Aug. 28.—The body of Alfred Bingen, a broker, was found today in a vacant lot at Long Branch, N.J. There was a bullet hole in the right temple and a revolver beside the body. Mr. Conti, a friend, says that he had received in this morning's mail a letter from Mr. Bingen which indicated that the latter was suffering from some mental distress.

ALLISON TOWNSHIP

LOTS NOW IN THE MARKET

SITUATED ON THE BEAUTIFUL VALLEY OF THE

Similkameen River,

at the point where the railway leaves the valley for Spence's Bridge and in close proximity to Copper Mountain is the coming business centre for all the mining camps from Twenty-Mile to Otter Valley, and the country west of the railway known as the Hope Mountain, is so situated as to command the trade north to Spence's Bridge, east to Penticton, west to Hope and the Tulameen, and south to Copper and Kennedy mountains.

NOW IS the time to secure the most favorable location before the railway is commenced, and the government establish the head offices for that district. Railway and wagon road are both located through the centre of the town. Handsome bridge just completed over the Similkameen river, connecting with Copper Mountain wagon road.

Stores and hotel now under construction, and sawmill being erected close to townsite. Apply to

J. F. FOULKES & CO., 35 FORT STREET.

and Room 7, Board of Trade Building. Head office, Dewdney's Canadian Syndicate, Ltd.

Agents Wanted

To sell high grade fruit trees and fruit bushes, ornamental trees, flowering shrubs, roses, bedding vines, etc., all of which is sent out under government certificate for cleanliness and freedom from disease, for

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Steady Employment to Workers

And good pay weekly. All supplies free

Write at once for terms.

Stone & Wellington, Toronto.

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Strathcona's Horse Have Some Odd Experiences With the Devon Warrior.

The Fraser Brothers Have an Experimental Knowledge of Boer Tactics.

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