Against a Settlement

Independent Coal Operators Protest Against the Present Turn of Affairs.

Desire Questions to Be Settled By the Anthracite Strike Commission.

And Consider Other Arrangement Would Mean Injustice to Them.

Washington, Nov. 25.—All prospects for an understanding between the Mine Workers and the Coal operators outside the anthracite coal strike commission, came to a sudden termination late this afternoon, through the receipt of a despatch to Mr. Wayne MacVeagh, representing the independent coal operators and the Hillside Coal & Iron company, notifying him that at a meeting of the anthracite coal roads in New York today, it had been decided not to grant an interview to Mr. Mitchell and his associates, which had been suggested for Friday next. The announcement, coming as it did after an all day's conference in this city between Mr. MacVeagh and Mr. Mitchell and his associates attended part of the time by Carroll D. Wright in an endeavor to adjust some of the proposed agreement between the operators and the miners completely surprised everyone here. From a reliable source it is learned that the proposition that the operators meet Mr. Mitchell on Friday next, was made at the instance of Mr. MacVeagh, who was no less surprised that Mr. Mitchell himself at the turn affairs took today. From statements made by Mr. Darrow early in the day, the impression had spread that a complete agreement would be effected at today's conference, but when the meeting broke up, Mr. Darrow read to the newspaper men in the corridor outside his room in Willard's hotel a statement which made it clear that no final agreement had been reached and that no further conferences were likely.

Mr. Mitchell, when shown the despatch from New York telling of the action of the operators, simply smiled and said that he had not asked for the conference, but that when it was suggested to him if it would be agreeable to meet the operators, he said it would. Mr. Darrow and Mr. Lloyd, however, were outspoken regarding the action of the operators. Mr. Darrow said that it was now up to the operators, and that he would return at once to Scranton and on Tuesday would appear before the commission ready to go on with the hearing.

Mr. Lloyd holding in his hand the Associated Press despatch referred to the fact that Friday's conference had been suggested in order to arrange some matters on which there was still some disagreement. "Yet," said Mr. Lloyd, "these same men who only last week wired the commission their assent to the general provisions of the tentative agreement, and upon the strength of which the commission adjourned for a week in order to give the parties time to get together, now go completely back on their former action and call it all off.

We are satisfied to go before the commission and continue the hearing. Messrs. Mitchell, Darrow and Lloyd left here at 6:50 over the Pennsylvania railroad for Scranton.

New York, Nov. 25.—The independent coal operators this afternoon issued the following statement: Scranton, Nov. 22, 1902.—To Messrs. Baer, Thomas, Truesdale, Oliphant, Fowler, and Waller, presidents: Gentlemen—The undersigned individual coal operators, whose product is carried over one or the other of your respective railroads, having learned that efforts are being made to effect a settlement of the questions now before the anthracite coal strike commission, of which the individual coal operators have been made a party, at the request of the commission and a number of your corporations, beg leave respectfully to enter their vigorous protest against any such settlement to be made at this time, and set forth the following among many resolutions:

1. We believe that such a settlement at this time, and upon the basis suggested, would forever establish the power and perpetuate the injustice perpetrated by the United States Mine Workers.

2. That such settlement would be, in the eyes of the public, a confession that we have heretofore been guilty of all the offences charged against us by the said Mine Workers.

3. That we have, and believe that you have such a perfect and complete defence to the allegations made by the complainants before the commission, that any money award the commission would render would be far less than the amount we understand that it is proposed to concede, especially to miners and their laborers.

4. That aside from any money considerations, this commission, composed, as we believe, of men that are absolutely fair, unbiassed, and of unusual experience and good judgment in their findings, will made such declarations as will for many years put a ban upon unlawful practices, oppression of non-union man, unjustifiable demands, and other grievances that we have been suffering from since 1900, when the union first took possession of our property. If, on the other hand, this settlement be made now, when not a single witness has been called on our part, or on your behalf, it will be an absolute and distinct surrender to the miners' union, and the troubles above referred to will not only be continued, but so magnified as to be absolutely unbearable.

5. The hearings before the anthracite coal strike commission present the first opportunity that the coal operators ever had of presenting their case before the general public, who are really an important third party, since abstracts at least of these proceedings are published all over the United States, and it is a duty that we owe to ourselves, as well as to them, to prove that continued and repeated charges of injustice, barbarity and extortion are absolutely unfounded, all of which the individual operators at least propose to do.

The case as presented already shows such weakness that we believe they were almost disappointed when these suggestions of a compromise were made. We believe that any surrender on our part which would be principally what this compromise would amount to, would be by far the most serious mistake ever made in the anthracite coal business. This protest bears the signatures of 24 firms.

The meeting of the independent operators and railroad officials lasted an hour, and at the close President Fowler, of the New York, Ontario & Western, said President Baer was preparing a statement. Later the statement was issued, and Mr. Baer left at once for Philadelphia.

After the signing of names of the private operators present, the list being the same as set forth in the protest of the independent operators together with the name of John Markle, and a few others, the statement was given out by Mr. Baer as follows: The private operators met the coal operators, who signed the request to the President of the United States. They presented a protest against any adjustment being mode at this time, insisting that the principles involved were so serious and effected so many interests, that it was necessary now to have the commission hear all the facts, and pass its judgment on the whole controversy. Mr. Simpson, as chairman, read a paper expressing their views, and other views were expressed. In the midst of the conference the request came from Washington to the operators of both sides, to meet Mr. Mitchell and his associates next Friday morning at 10 o'clock. The parties present, without dissent, instructed Mr. Baer to make the following answer: "The conditions are such that no substantial progress can be made by the suggested meeting. The general opinion of the operators is that it will be best for the present to go on with the hearing."

The list of operators present, besides those who signed the protest, included, according to the statement issued by Mr. Baer, Lewis A. Riley, president of the Lehigh Coal & Navigation company, and Mr. Taylor, of the St. Clair Coal company. They are called "operators from other regions."

Sir Sandford's Railway Views

He Advocates Line Running Direct From Quebec to Port Simpson.

Ottawa Police Want Criminal Code Admendment Against Bucket Shops.

From Our Own Correspondent.

Ottawa, Nov. 25.—Lord Minto has received a despatch from Mr. Chamberlain, which states that the Imperial authorities find it impossible to make an exception as regards the war medal and gratuity in favor of men of the 3rd, 4th, 5th and 6th Mounted Rifles. All troops whether home or colonial, which landed in South Africa after May 31, are debarred.

Mr. Paterson stated tonight that the new sugar convention would not affect Canada unless she decided to accept the new arrangements, and this has not been done.

Ottawa police commissioners seek an amendment to the criminal code to more effectively suppress bucket shops.

Militia officers are notified that no more applications for commissions in the 5th Artillery, Halifax, can be entertained as the establishment is complete.

Sir Sandford Fleming declares himself in favor of a government trans-continental railway line from Quebec by a direct route to Port Simpson. It would open up sections of Canada which have mineral and timber resources and the rich plains of the Peace river country, making a saving of 1,423 statute miles between Liverpool and Yokohama as compared with the New York-San Francisco route.

FUND FOR THE VICTORIAN ORDER

Lady Minto Wants a Hundred Thousand Dollars to Carry on Work.

Montreal, Nov. 25.—Lady Minto in an address before the Victorian Order of Nurses in this city today expressed the hope that before the Governor-General's term of office expires the sum of $100,000 would be raised in Canada for the purpose of carrying on and extending the work of the order. The interest on such a sum would be sufficient to maintain a central board and leave a margin to be expended yearly in grants towards the erection of cottage hospitals. It was now desired to erect a number of cottage hospitals in the West, but there was no money at the disposal of the order.

RECIPROCITY.

Massachusetts Business Men Favor It.

Boston, Mass., Nov. 25.—At the annual meeting of the Massachusetts State Board of Trade today, resolutions favoring reciprocity with Canada were passed. A delegation of business men from the London Chamber of Commerce headed by Sir H. Bennett Carrington were the guests of the board. A reception and luncheon were tendered them.

TORONTO PLUMBERS.

Men Secure an Advance in Wages.

Toronto, Nov. 25.—The master plumbers last night decided to advance the price list for steam fitters, gas fitters and plumbers to 65 cents an hour. This is an advance of 15 cents per hour over rates prevailing before the strike in the summer. It was also agreed to grant employees an eight hour day.

The Grocers' Retail association have passed a resolution asking the Minister of Inland Revenue to fix a standard for vinegar in order to shut out bad stuff which they assert is now sold.

CHURCH IN TROUBLE.

Sheriff in Charge of Vancouver Congregational Church.

Vancouver, Nov. 25.—(Special.)—The sheriff is in possession of the First Congregational church. This action was taken at the instigation of the mortgage holders. The Congregational Missionary society is in hopes of bringing about an amalgamation of the Congregational churches.

THE SICILIAN.

Damage to Vessel Not as Serious as Reported.

Quebec, Nov. 25.—Divers who have examined the Allen liner Sicilian, which touched ground a few miles below here, yesterday, while outward bound to Glasgow, from Montreal, report this morning that the damage to the vessel is only slight. Temporary repairs will be made here, it is thought, without docking the vessel.

Winter Service to Klondike

Fourteen Relays on the Stage Route to the Yukon Capital.

Rich Strike on Mazie May Forty Mile Is Now Booming.

A special correspondent, writing from Dawson on November 3, says:

The White Pass has provided fourteen relays for its winter stage service overland between Dawson and White Horse, and will change horses at every post. The posts are eighteen to twenty-five miles apart. Four horses will be driven to each rig. Once a week a limited Arctic overland flyer will go each way over the route with special traffic under contract, and other rigs will go by relay over the same route at less speed.

One hundred and sixty horses are used on the route, and are distributed at stations ready for the season. The first stages from each end will be despatched next week. Light wheeled stages are provided for use should the snow not be deep enough for the coaches on runners at the first. The posts and distances from Dawson are as follows: Indian river, 25 miles; Wounded Moose, 50 miles; Stewart Crossing, 75 miles; Stevens, 93 miles; Humes, 111 miles! Polly Crossing, 129 miles; Minto, 151 miles; Yukon Crossing, 173 miles; Carmack's, 193 miles; Montague, 217 miles; Hootchi, 238 miles; Nordenskiold, 259 miles; Little river, 280 miles; Takhini Crossing, 300 miles; White Horse, 325 miles.

Road houses are located at each of the places enumerated, and quite a number of independent road houses along the route at other places. Supplies have been distributed at convenient river points, and are being hauled to inland posts by sleighs.

It is expected to make the trip from Dawson to White Horse this winter, after a few weeks more, in three days. The fare will be $125 to $100.

As high as $1 to the pan has been struck on Mazie May creek, on the Stewart river side. The news is brought by August Gustafson, the carrier of the Dawson News on Henderson creek, who arrived in Dawson yesterday by the overland route. Gustafson is one of the famous Swedes who originally staked Duncan creek. Of the Mazie May strike he says:

"On No. 20 below on Mazie May from 50 cents to $1 to the bucket has been found in the gravel at a depth of nineteen feet, and the bedrock is not yet reached. The miners of the vicinity consider this a fine showing.

"On Nos. 4 and 5 above on Mazie May the miners have rocked out as high as $1 an hour from a drain ten feet deep.

'On Henderson creek 200 men are engaged in work. They have been increasing of late. Summer work could not be done to advantage, but now that the ground is freezing it will not be difficult to operate on the creek.

"The lower half of No. 4 on Sixty Pup has been sold by Louis Shepard for $2,000. The claim is one of the best in the Henderson district."

Herbert Grant, aged 28 years, from Brockville, Ontario, fell down the shaft of his mine on No. 6 Green Gulch, and was killed, on Tuesday. While burning a fire in the mine gas fumes began to overcome him. He had his partner start to pull him up the shaft, but before he could make the top he fainted and fell. His neck was broken by the fall. The body was buried on Sulphur creek. Grant's parents live in Brockville.

Forty-Mile town is booming, and presents a livelier appearance than at any other time since it was founded. Every cabin in town and vicinity is occupied, and there is a demand for more cabins. Many miners are in town from Miller creek buying winter supplies, and splendid reports have been received regarding Moose creek, the new gold stream lying partly on the American side and partly on the Canadian side.

Curley Monroe, one of the successful pioneer Klondike miners, has sold his interests in thirty-nine claims to Thomas Kirkpatrick, who has been his partner for a long time. The property sold is mostly on Hunker, and includes five steam plants and much other heavy equipment.

The value of the interests is placed between a half and three-quarters of a million dollars, and Monroe had a half interest in all the properties this represents save five claims, in which he held a quarter interest. Monroe declines to state the price for which he has sold, but says it is substantial.

A new process for gathering the export tax on gold taken from the territory is being prepared for the winter. All gold leaving White Horse for the outside in winter will be seized unless the owner can produce a certificate showing the royalty or export tax, amounting to 2½ per cent., has been paid. The certificates may be obtained at Dawson or White Horse, but no interference will be made with people carrying dust from Dawson to White Horse without a certificate.

In the summer all taking dust from Dawson by steamer had to have export certificates for the gold and to have the gold sealed with the government stamp on boarding the steamers at this port.

PANAMA CANAL.

Negotiations Will Likely Come to a Full Stop.

Washington, D. C., Nov. 25.—At today's cabinet meeting Secretary Hay presented the subject of the Panama canal negotiations, but was not able to report any progress during the past week. In fact it appears that the negotiations have come to a dead stop, and that while no such thing as an ultimatum has passed, the Colombian minister here, Mr. Concha, has distinctly informed the State Department that he cannot, on behalf of his government, accept the last proposition of the United States as the basis of a canal treaty. The State Department has already let it be known that it has come to the end of its concessions, so the chances of a renewal of the negotiations in the near future are not very bright.

One of the statements of fact in connection with the Panama route for the canal which has been brought to the attention of the State Department is that the original canal concessions will expire in 1904, and it has been suggested that the Colombian government has that fact in mind, and is disposed to refrain from making a treaty now in the expectation that the franchise will lapse, and it will thus be in a position to build the canal itself, or sell a new concession. Such of course would raise a very serious question before the Colombian government, the Panama Canal Company, the French government and the government of the United States, as to whether or not a supplementary decree extending the concession 10 years from 1904 was valid.

CANDIDATE RETIRES.

Halifax, Nov. 25.—(Special.)—S. H. Pelton, Liberal nominee for Yarmouth, has retired in favor of Bowman B. Law.

Charles McNutt, employed at the Intercolonial railway freight shed here, was thrown from a car yesterday and instantly killed.

A valuable timber limit in Nova Scotia, situated at Bridgewater, comprising 210,000 acres, has been sold to an American syndicate for a million and a quarter dollars.

RECEIVER APPOINTED.

London, Nov. 25—The Yorkshire Wool Combers association organized in 1899 with a capital of $9,575,000, has sent a circular to its shareholders announcing the appointment of a receiver. The association has been in difficulties for some time. It exhausted its working capital in an unsuccessful attempt to buy up important independent firms. As the result of a conference today in London between the officials of the association and the debenture holders, the latter applied to the Chancery court, which appointed a chartered accountant, Mr. Guthrie, as a receiver in place of Mr. Ellingworth, who had been acting temporarily as receiver.

STRUCK OIL.

Great Excitement Over Find at Chatham.

Chatham, Ont., Nov. 25.—Much excitement was caused here yesterday by the discovery of a valuable oil well in the centre of the city.

C. P. R. To Build Hotel

Little Doubt That the Great Railway Will Erect Tourist Structure.

Matter Practically Settled That Douglas Gardens Will Be the Site.

That Victoria is shortly to have a splendid new tourist hotel under the management of the Canadian Pacific Railway Company seems to be now an assured fact.

The letter read at Monday evening's session of the City Council from Mr. Elworthy, secretary of the Board of Trade, conveyed the interesting information that Sir Thomas Shaughnessy, president of the Canadian Pacific Railway company, was inclined to view with favor the proposition that the C. P. R. should consider the expediency of establishing a first class tourist hotel in Victoria.

Inquiries in the proper quarter made by a representative of the Colonist yesterday elicited the fact that there can now be no doubt that it is the intention of the C. P. R. to erect at a very early date a thoroughly modern hostelry in this city, which will cater particularly to the tourist traffic. It may be taken for a matter of almost absolute certainty, also, that the new C. P. R. hotel will be erected on the property of the Douglas estate—known last summer as the "Douglas Gardens," fronting on James Bay, and an ideal site for such a building. Provided always that the city will advance certain inducements.

In conversation yesterday with a gentleman who is in close touch with the C. P. R., a Colonist reporter was told that it was obvious that the great railway company would soon find it necessary to arrange for the erection of a modern tourist hotel building here—purely as a matter of business. The C. P. R. had gone to the enormous expense of building one of the finest passenger steamers in the world—the Princess Victoria—for the purpose of handling the traffic between Victoria and Vancouver. The vessel can only be made to pay if she carries a full complement of passengers between the Island and the Mainland; and she can only do so if there is special hotel accommodations for the increasing number of tourists which are handled annually at this end of the line.

"The C. P. R. has come to realize," said the Colonist's informant, "that Victoria is the Mecca of tourists coming West over the trans-continental line; and the making of arrangements to properly provide for the comfort of the travelers at Victoria is purely a matter of business with Sir Thomas Shaughnessy's company."

It may be taken as a matter of certainty that simultaneously with the placing of the Princess Victoria on the route next year work will be commenced on a C. P. R. tourist hotel situated in Douglas Gardens.

The spot which it is understood has been chosen for the erection of the new hotel by the C. P. R. is an ideal one. While handy to the city, and commanding a splendid view of the harbor and the environs, it is close to all points of interest—the Parliament buildings, Beacon Hill park, the Beach drives, etc.

From the same informant which the Colonist interviewed yesterday it was learned that the C. P. R. will use every endeavor to build up the tourist trade of Victoria. It is content to recognize Vancouver as the commercial terminus of the system and do all in its power to aid Victoria in taking full advantage of its unquestioned position as the premier spot for tourists' pleasure on the Canadian Pacific Coast.

Committees of the Board of Trade and the City Council and Tourist association will shortly meet and arrange to place formally before Sir Thomas Shaughnessy the feelings of the city in the matter, so as to arrange for a speedy accomplishment of the purpose in view by both parties.

The gentleman who spoke to the Colonist regarding the progress of negotiations thus far was of the opinion that before many weeks elapsed the C. P. R. architects would have in hand plans for the erection of a splendid new hotel in Victoria. It is a matter of common knowledge that the C. P. R. has had a bond on the Douglas property for some time.

In connection with the above it was learned yesterday that it was not beyond the bounds of probability that a suggestion will be made for the city to give over the mudflats when the latter shall have been filled in as a site for the proposed hotel. Many who have given the matter any consideration agree that the site mentioned would be a most admirable one for hotel purposes.

KING OF PORTUGAL.

London, Nov. 22.—The King of Portugal spent the day at Windsor, where he witnessed an elaborate military ride. He was given a banquet this evening.

The Bridge Will Be a "Riveted"

Mayor Hayward Arranges Matter Satisfactorily With Tramway People.

Makes Special Trip to Vancouver and Accomplishes His Purpose.

That Victoria is going to have its heart's desire—a "riveted" bridge—instead of a pin structure, thus ensuring the expenditure of a large sum of money in the city, was indicated by a special report on the matter of the Point Ellice bridge which was made at yesterday evening's meeting of the City Council by His Worship Mayor Hayward, and which was unanimously endorsed by the council.

All the aldermen were in their places when the meeting opened; and, the Mayor being absent, Ald. McCandless was voted to the chair. The following telegram was read from Mayor Hayward, who was on his way down from Vancouver:

Vancouver, Nov. 24, 1902.

W. J. Dowler, City Clerk, Victoria, B. C.

Request Council to kindly postpone dealing with committee report re Point Ellice bridge until my return tonight from Vancouver. Have brought the bridge engineers together here, and their formal approval, including Tramway Co., to the design for riveted bridge, is almost certain to follow at once. Engineers Town and Bell remain here until tomorrow. Strongly recommend further consideration of the matter before final action.

CHAS. HAYWARD.

COMMUNICATIONS.

The first item of business to be dealt with was the following communication from the secretary of the Board of Trade:

His Worship the Mayor, Chas. Hayward, Esq., Victoria, B. C.

Dear Sir,—At the last meeting of the Council of this Board, the committee which was appointed in November last for the purpose of interesting the Canadian Pacific Railway Co., in a proposal to erect a tourist hotel in this city, reported progress.

At the same time two letters were presented from Sir Thomas Shaughnessy. In the first Sir Thomas gave no encouragement that his company would enter into the hotel business in Victoria. In the second, however, he referred to an interview with Mr. F. S. Barnard, who had been requested to see Sir Thomas upon the hotel proposals and Sir Thomas stated that Mr. Barnard would report verbally upon the latest views of the Canadian Pacific Railway company.

Mr. Barnard was present at the Council meeting, and his report appeared more favorable than might be inferred from the first letter received from Sir Thomas.

At the conclusion of the discussion it was decided to ask that committees be appointed by the Corporation of Victoria and the Tourist Association, which committees, it was suggested, should act jointly with this Board's committee in drafting some kind of a proposal to be forwarded to the Canadian Pacific Railway company, in connection with the tourist hotel proposition, which would likely meet with the approval of the citizens of Victoria in the event of it proving acceptable to the Railway company.

I am instructed by the chairman of the Board's committee to ask the Association to appoint a committee and if you will kindly furnish me with the names I will notify the members of a joint meeting to be held at such time as will likely be convenient to the majority.

The Board's committee consists of as follows: Messrs. Mara, Ker, Fraser, McCandless and Pitts.

F. ELWORTHY,
Secretary.

Ald. Yates was of the opinion that each of the railway companies which are seeking to make Victoria a terminal point should be invited to consider the matter of erecting a tourist hotel here. And he moved that a committee be formed to formulate what the city could offer in the way of aid, and so notify the different railway companies.

Ald. Barnard deplored any action on the part of the council which would look like discouraging the C. P. R. in its avowed intention to do something in the way of giving Victoria better hotel accommodation. It was obvious that none of the United States railway lines were desirous of building up Victoria.

Ald. McCandless did not think it wise to entertain the suggestion that all the railway companies should be asked to compete for the building of a tourist hotel.

Ald. Grahame was of the opinion that the C. P. R. would drop the matter "like a hot potato" if the council manifested any disposition to invite outsiders on the field.

Ald. Barnard again insisted that it would be most unwise to trifle with the C. P. R. in the matter.

Ald. Cameron agreed with Ald. Barnard, and the latter's amendment that the matter be left in the hands of a special committee carried—the committee being Ald. Yates, Barnard and Grahame.

Messrs. Hooper and Watkins asked that a branch sewer be laid at a point on Cormorant street to Douglas street. Referred to the city engineer for report.

W. J. Dowler, city clerk, wrote as follows:

Gentlemen,—I have the honor to inform you that since the last regular meeting of the City Council, the following communications have been received and have been referred to the City Engineer for report, namely:

Horace J. Knott, asking that a six-foot sidewalk be laid to the proper grade on the east side of Harrison street.

Sidney M. Leigh, et al., requesting that Esquimalt street, between Catherine street and Esquimalt road, be graded.

Jas. E. Painter and 19 others, asking that a four-foot sidewalk be laid down on the north side of Pine street.

Noah Shakespeare, et al., calling attention to the condition of the sidewalk from Government to Douglas street at the fountain.

E. Kermode, re condition of box drain opposite No. 92 Henry street.

C. C. Mesher & Co., re drain Russell street.

The letter was received and filed.

PETITIONS.

G. H. Begg and others complained of the nuisance caused by cattle grazing inside the city limits.

Ald. Yates believed that a by-law should be framed to meet the case. He moved that the matter be refered to the Streets, Sewers and Bridges committee for report.

Ald. Grahame, in seconding the motion, pointed out that he knew of his own knowledge that cattle grazing on open lands in the vicinity of the Gorge road caused much annoyance. He favored having the vacant lots of the city all fenced in. The motion carried.

Fred. W. Patton, secretary of the Trades and Labor Council, forwarded a resolution in which was embodied the views of the labor bodies of the city on the question of the relative merits of a riveted and pin bridge.

On motion of Ald. Kinsman the matter was laid upon the table so that it could be taken up regularly when the question of the final allotment of the contract came before the council. Ald. Kinsman's idea was adopted.

James Lee & Sons, and others, asked for an electric light on the corner of David and Pleasant streets. Referred to the Electric Light committee for report.

The city engineer reported as follows:

Gentlemen,—I have the honor to submit the following report for your consideration:

Communication from Dr. Verrinder re improvement of Regent's Park avenue, which was referred to me as to cost. I have examined the locality in question and have prepared an estimate as follows, viz: Grading a roadway 16 feet wide, together with removal of black soil, rock work, gravel surface. Total estimated cost, $295.

Re improvement of that part of Johnson street, which has lately been widened, from George street easterly. After looking into the matter I would respectfully recommend the same be graded and graveled, or rock surfaced, 24 feet in width. Estimated cost $296.

Communication from Wm. Munsie complaining of surface drain on Johnson and Vancouver streets. On looking into the matter I find it will be necessary to extend the pipe drain northerly on Vancouver street, from the junction of Yates street to carry off the storm water from Pandora avenue. I would therefore recommend this be done at an early date. Total estimated cost, $400. If this work be carried out the nuisance complained of can be at once abated.

Communication from F. W. Adams re crossing on Andrew street, Rock Bay district. I may say the crossing has received attention, but upon examination of the street I find it is in almost an impassable condition. I would therefore recommend the same be graded and graveled. Estimated cost $400.

Communication from F. F. Hedges, complaining of crossing and streets, James Bay. In connection with this district I may say I find the Outer wharf road in a very bad condition and becoming almost impassable, particularly that portion of St. Lawrence street between Erie and Kingston streets. I would recommend this section be surfaced with rock at an early date. Estimated cost $260, out of which about $80 should be paid by the B. C. Electric Railway company.

Communication from Major C. T. Dupont re improvement of Upper Pandora avenue between Stanley and Belmont avenues. I may say this matter was reported and recommended on April 1st, 1902. Total estimated cost $550.

Communication from Messrs. Wollen Bros. re condition of Kane street, between Blanchard and Douglas streets. I may say the above matter will receive attention at an early date.

Communication from T. Robets complaining of black mould being taken from Cowan avenue. I may say no permission has been given from my department for the removal of the soil in question.

Communication from Wm. Turpel complaining of surface water entering his property from Kings road. I have examined into the above complaint and am of opinion it would be best to make connection with the box on the north side of the street and place a catch basin nearly opposite Mr. Turpel's house. Estimated cost $20.

In accordance with request in a petition from Messrs. Moore & Whittington and others re sidewalk on the corner of George street and Pandora avenue, The city carpenter reports the total cost to be $88.

Ald. Grahame asked that one item be dealt with immediately. The water in the lane at the rear of the North Ward school was now draining on the land of private residents. The grievance could be remedied for the expenditure of about $20.

Ald. Kinsman supported Ald. Grahame in this. He moved that the report be referred to the Streets, Sewers and Bridges committee, with the exception of the one item in respect to Mr. Turpel's grievance, which is to be attended to at once. This met with Ald. Grahame's approval and the motion carried.

The Fire Wardens reported in favor of the establishment of a new hydrant on the corner of Boleskine road and Douglas street. Adopted.

The Finance committee recommended the payment of accounts amounting to $5,741.34. Adopted.

The same committee favored an appropriation of $500 to the Victoria Tourist Association. After some little discussion this supplementary report was also adopted.

Mayor Hayward, who had just arrived from Vancouver, submitted a special report as follows:

Gentlemen,—The good points brought out in the recent discussions on the local advantages of riveted bridges, as compared with pin-connected structures, led me to give considerable attention to the Point Ellice bridge matter, resulting in finding that the difficulty in the way of at once obtaining the required engineering approval to the plans for a riveted bridge was not on account of the general design, but because a difference of opinion regarding certain important details, and principally in connection with the form of the upper and lower chords.

These matters, I am pleased to state, have been satisfactorily adjusted by the engineers, and the amended plan is now being carefully examined by the engineers of the B. C. Electric Railway company, and I have good reason to believe that the formal approval of that company to the plans for a riveted bridge, will follow in a few days.

In the opinion of our engineers, both designs for the proposed pin-connected and riveted structures are now equal, as regards strength and durability, and in general appearance are almost identical.

"I anticipate that these gentlemen will report fully to you on their return from Vancouver tomorrow. Under these circumstances I beg to suggest that the consideration of the report of the committee recommending certain action with regard to Point Ellice bridge, be postponed for two or three days. If this is agreed to, I am very hopeful that the Council will then see its way to accept theender for a riveted bridge, and thus secure to the city the advantages accruing from the larger local expenditure."

CHAS. HAYWARD.

Ald. Yates moved that the report be adopted and the suggestions contained therein carried out. As he understood it, the whole trouble which the council had experienced in the matter of the awarding of the contract, was due to lack of unanimity on the part of the engineers.

Ald. McCandless seconded the motion. He was inclined somewhat to blame Mr. Bell, C. E., for the latter's decision in the matter. However, he quite agreed with the Mayor's action, and hoped the matter would be finally settled before long.

Ald. Worthington was inclined to cast aspersions on Mr. Bell's department throughout the negotiations, but the Mayor thought they were unwarranted.

The motion carried.

Mayor Hayward further said, by way of information, that he had the assurance of Mr. Spratt, of the Victoria Machinery Depot, that there would be no additional cost to the city in connection with any alteration to the plans. The same price would prevail as that quoted for the pin structure. Mr. Spratt also guaranteed that nothing but the raw material would be imparted, and only local labor employed. His firm was willing to deposit any further sum which might be demanded as an evidence of their bona fides.

The Streets, Sewers and Bridges committee reported as follows:

RE BROAD STREET EXTENSION.

Resolved, that the property owners assessed for this work be required to pay the amounts now due, on or before the 1st of December next and that the city collector be instructed accordingly.

RE JAMES BAY BRIDGE.

Resolved that the sum of $100 be spent, after the usual formalities of the Expenditure By-law have been complied with, in repairing James Bay bridge.

RE CONNECTIONS WITH SURFACE DRAINS.

Resolved that the city solicitor be instructed to take such steps as may be necessary to compel the persons mentioned in the report of the plumbing inspector of the 24th of October last, to disconnect their water closets from the surface drains.

RE DRAIN MAUD STREET.

Resolved that a pipe drain be laid down on said street, from St. Charles street, easterly, at a cost not exceeding $135, the expenditure to be subject to, and compliance with, the provisions of the Expenditure By-law.

Ald. Barnard asked leave to introduce a by-law for the borrowing of $200,000 for sewer extension purposes. The by-law was put through its initial stages and the council adjourned.

Another Car Ferry Plan

McLean Brothers Will Give Victoria Direct and Fast Service.

Will Build Fraser Valley Section of Coast - Kootenay Railway.

Prepared to Construct Whole Road If Given Additional Aid.

Norman McLean, of McLean Bros., promoters of the Coast-Kootenay railway, has returned from a trip to New York and other Eastern cities. Mr. McLean was seen by a Colonist reporter last evening, and was asked if he had anything new or of interest to state regarding the Coast-Kootenay railway scheme?

"Well," said Mr. McLean, "I can tell you that we have perfected arrangements in the East through which we are prepared to proceed at once with the construction of the road, provided always that the government will give us a reasonable subsidy, which will satisfy the Eastern capitalists, who are ready to finance the scheme."

"What are the prospects of you securing such additional aid?" asked the reporter.

"At the present time things are looking very favorable; in fact, we are assured that additional aid will be granted at the next session of parliament."

"What about the Western end of the line; do you propose making a direct connection between Victoria and the Mainland at an early date?"

"Our intentions in that direction have taken such tangible shape that plans are now being prepared for a first-class passenger and freight car ferry steamer, which will give Victoria the shortest possible connection with the Mainland."

"And what about the Western end of the line?"

"Yes, I was coming to that. We intend to begin construction work on the Coast end of the road in a very short time. We will build those portions of the line to the mouth of the Fraser river and to Vancouver—the Fraser River valley section—and that without waiting for any additional government assistance."

"Is it your intention to ask Victoria for a bonus on account of your ferry service?"

"No, sir. We think Victoria has given all the railway ferry bonuses that she can be expected to stand at present."

Mr. McLean left for Vancouver last night.

Biggs—"I understand that you lost money on that chicken-raising experiment of yours." Boggs—"Yes, I did; but I expect to get it all back again. I'm writing a book on how to raise chickens."—Judge.

RAILWAY MAN KILLED.

Accident to Man Makes Him Fall Under Wheels.

Port Arthur, Ont., Nov. 25.—A man named Woods, a fireman on the Central division of the C. N. railway, was killed today by the parting of the locomotive and tender, caused by the breaking of a coupling pin. When the train parted, Woods fell under the tender, the whole train passing over him.

EXAMINING THE COUNTRY.

Grand Trunk Officials Start West From Winnipeg.

Winnipeg, Nov. 25.—(Special.)—Frank W. Morse, third vice-president of the Grand Trunk railway, and William Wainwright, general assistant and comptroller, left at 7 o'clock this morning for the West over the Canadian Pacific. They will inspect the country between here and the Pacific Coast with a view to the early commencement of survey work for the new Grand Trunk transcontinental line.

Backache is almost immediately relieved by wearing one of Carter's Smart Weed and Belladonna Backache Plasters. Try one and be free from pain. Price 25 cents.

SMUGGLED BUTTER.

Plattsburg, N. Y., Nov. 25.—Customs officials have arrested Edward Pond, of Budke, and John E. Leach, of East Constable, Franklin county, N. Y., on the charge of having smuggled butter from Canada to the United States. A wagon loaded with tubs of butter was seized last Saturday night as it was crossing the line near Trout river, and the driver, Edward Pond, was arrested. Leach is the butter maker for a creamery in Constable. Pond was held in $1,000 bail and Leach in $700.

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