The BISSELL ORCHARD DISK HARROW

at the New West-

WATER COMMISSIONER TO SUBMIT REPORT

City Will Reply to Oak Bay Municipality Regarding Mains.

(From Tuesday's Daily.)

The water commissioner will, on the request of the council last night, give consideration to the requisition from Oak Bay that a statement be sent the Oak Bay municipality by the city as to its intentions regarding the laying of water mains in the Oak Bay district, or whether the main will be run to the boundary of the municipality only, and the municipality will then be expected to construct the portion within Oak Bay limits. The Oak Bay municipality clerk wrote last night for information on the position, and as soon as the water commissioner makes his report the council will notify the Oak Bay municipality of its intentions in the matter.

The police commissioners petitioned the council that orderly bins be procured and placed on the streets for the receipt of rubbish. The request will be considered by the streets committee. A second request that 9 overcoats and 26 pairs of trousers be procured for the police, and that $25 for the provision of plain clothes be allowed detectives was adopted.

Edwin Harris wrote protesting against the amount of taxes on his property, Milne street. A reply will be sent that he can appeal to the court of revision.

The city assessor reported on local improvements work as follows, which will be carried out as no sufficient adverse petitions have been entered: Permanent sidewalks on both sides of John street, from Government street to Pleasant street; on the east side of Haughton street, from Denman street to Pembroke street; on the south side of Pandora street, from Elford street to Stanley avenue; on the north side of Pandora street, between Cook street and Chambers street, and a boulevard on both sides of Pandora street between Quadra street and Chambers street, with curbs and gutters; cement sidewalks on the south side of Collinson street, between Vancouver street and Rupert street.

An adverse petition was entered against the John street work, but the petitioners, neither in point of numbers or assessed valuation, secured sufficient representation. The necessary by-law will be prepared and the work gone on with.

The following works of local improvement will be advertised in the usual manner: To grade, gravel and drain Fourth and Fifth streets, section 25, Mount Tolmie road, and construct permanent sidewalks of concrete on both sides of the streets, the city making no contribution towards the cost of the work; also to grade, drain and tar-macadam Pemberton road from Fort street to Rockland avenue, and to construct permanent sidewalks of concrete, with gutters, on the east side of the road from the end of the present walk southerly to Rockland avenue and on the west side of the road from the end of the present walk southerly to the property assessed in the name of Mrs. Charlotte Keefer, a boulevard with curb and gutter to be constructed from that point on to Rockland avenue; also to grade and macadamize and construct permanent sidewalks of cement on both sides of Pine street, between Craigflower road and Dominion road, and a permanent sidewalk on the north side of Pembroke street, between Chambers street and Cook street.

The sanitary inspetcor reported that lot 46 Pendergast street, is in an unsanitary condition. The owner, Fanny F. Spicer, of Regina, has not replied to a letter of complaint. The city solicitor said that personal service was necessary before action could be taken, and advised that the notice be served through the sheriff.

In view of the fact that the polls close at 5 p.m. on Monday next, all corporation employees will be allowed sufficient time to get into the city and cast their ballots before 5 o'clock. The time to be allowed is left to the discretion of the mayor, who will consult with heads of departments. It was first suggested that the men should have two hours, but Ald. Gleason thought that period too long, and had the other arrangement provided.

The finance committee recommended the payment of $10,473, including teachers' salaries of over $6,000. The report was adopted.

The by-law to authorize the raising of $28,526 for the construction of block pavement on Belleville street was put through its various readings.

The council adopted the report of the streets, bridges and sewers committee as follows:

"Recommended that a plank sidewalk be laid down on the west side of Quadra street, from Queen's avenue to Bay street, estimated cost $40.

"Recommended that surface drains be constructed on the following streets, viz.: Hillside avenue, west of Sixth street; Hillside avenue, east of Sixth street; St. Lawrence street, between Dallas road and Simcoe street; Blanchard street, between King's road and Queen's avenue; Queen's avenue, between Blanchard avenue and Cook street.

"Recommended that sewers be constructed on the following streets, viz.: Fairfield road, from Trutch street easterly; estimated cost $200. Ontario street, from Montreal street to St. Lawrence street; estimated cost, $850.

"Recommended that the water pipe at the corner of Wilson street and Cowan avenue be extended 300 feet to Cowichan street, at a cost of $150.

"Recommended that the water pipe be extended 250 feet from the corner of King's road and Fernwood road to the corner of King's road and Cedar Hill road.

"Recommended that the following sub-divisional plans be approved, viz.: (1) Sub-divisional plan of parts of blocks 17, 25, 26, Washington avenue. (2) Sub-divisional plan of lot 1, block H, Fairfield farm estate.

"Recommended that sub-divisional plans of lots 1, 2, 18, 19, 20, block I, Fairfield farm estate be approved subject to the cancellation of the portion of the plan approved by the council on the 21st September last so far as it relates to lots 18 and 19, which are west of Linden avenue.

"All expenditures contemplated in the foregoing to be subject to favorable report thereon by the finance committee, and adoption of said report by the council."

The city solicitor reported an agreement had been arrived at in regard to compensation to be paid to Mr. Nicholson, Mrs. St. Clair and Mr. Rogers in return for permission to enter and lay water mains through the property of the parites. The city will pay the owners $250 and give them a limited supply of water.

In connection with the arbitration proceedings in Victoria West, the city solicitor states that the Ralph survey is correct, and has been validated by statute, but pending the hearing of an action brought by Mrs. Sarah Ward no further steps can be taken in the matter.

GALE HURLS WORKMEN OVER HILLSIDE TO DEATH

Six Known to Have Perished in Cheyenne Disaster—30 Others Injured.

Cheyenne, Wyo., Oct. 20.—As the result of an unprecedented accident on the Union Pacific at Lone Tree Creek, 30 miles west of Cheynn, last night, six laborers are known to be dead and several others probably met death while 25 or 30 others were injured, many seriously.

A terrible gale picked up the caboose of a work train, tore it away from its coupling and carried it over the edge of a hill. It dropped thirty feet with its forty occupants nearly all of whom were section laborers, and the terror-stricken men were picked up in helpless confusion among the wreckage when it landed.

The work of rescue is still in progress and only disconnected details have come to headquarters here. The names of none of the dead can be ascertained and those of only three of the injured, Conductor Jas. Lowery, Roadmaster Corliss and Traveling Auditor Sumption, are known.

TO REPAIR HERE.

Contract For Ship Ditton Has Been Let to B. C. Marine Railway Co.

The ship Ditton, which was surveyed a short time ago by Lloyd's agents here, and for the repair of which tenders were called recently, will be repaired at Esquimalt by the B. C. Marine Railway Company. The work is all above water so that it will not be necessary to haul her out on the ways.

The damage to the ship was sustained while rounding Cape Horn on her way to this coast. It is thought that the work of repairing will take in the neighborhood of three weeks.

OCEANIC SS. COMPANY TO RESUME SAILINGS

Wellington, N. Z., to Be Destination of Vessels From San Francisco.

San Francisco, Oct. 20.—The announcement of the resumption of the Oceanic Steamship Company's service between this port and New Zealand ports, was made on Saturday, travel to be started in January, 1909. Wellington will be the point of destination of the Oceanic steamers instead of Auckland, as was the case before the route was abandoned a year ago, and the American line will operate in conjunction with the Union Steamship Company, of New Zealand. Tahiti is named as a port of call on the new schedule.

REMOVING WRECKED CARS.

Large Force Employed Clearing Debris at Fernie Coal Chutes.

Fernie, Oct. 19.—The C. P. R. has had a large wrecking gang employed here in removing the steel coal cars which were wrecked in the burning of the coal chutes during the progress of the big fire. The coal from the chutes has been smouldering ever since that date and has considerably delayed the removal of the debris. The chutes will not be rebuilt at this point as it is expected the trains will coal at Hosmer when those mines are producing and until then they will continue to coal at Cranbrook and Crow's Nest.

BARRY WILL MEET WEBB.

London, Oct. 19.—Sullivan, the veteran, is much disappointed over George Towns' defeat by Ernest Barry. A great deal of money changed hands over the race. Towns was a 11 to 10 favorite. Barry says he will not go to Australia to row Webb on the Thames.

ACTION FOR SLANDER.

Kingston, Ont., Oct. 20.—As a result of the Frontenac nominations at Cataraqui, Dr. J. W. Edwards states he will bring an action for slander against Meizar Avery, the late member, for the statement he made concerning the doctor's stand in the election of 1904. There was a lively time at the meeting. No Liberal is running.

AERIAL NAVIGATION COMPANY.

Contract Given For Balloon Which Will Fly on Boston—New York Line.

Boston, Mass., Oct. 20.—The giving of a contract yesterday for a dirigible balloon to cost about $7,000 to Captain Thomas S. Baldwin, inventor and builder of the dirigible balloon recently sold to the United States government, marks the first step taken by the Aerial Navigation Company, of which Chas. G. Glidden is the leading spirit, since the company was incorporated some months ago, for the purpose of operating an aerial passenger and freight line to New York.

PORTLAND TAKING TO SOCCER GAME

May Enter North Pacific Coast League Eventually—Interest on American Side.

Portland, Ore., Oct. 20.—While it will be at least two years yet before Portland dare venture into the new North Pacific Coast Soccer League, Association football down this way is making great strides and the quality of the game is getting better constantly.

In 1905, when Ladysmith administered to the local team what was an historic whipping of 8 to 1, there were scarcely fifteen men here who knew the game and the standard of soccer maintained farther north was entirely unknown. The first beating by Ladysmith and the one that followed it immediately of 7 to 1 by the same team, opened the eyes of local promoters of the game, and from that time soccer began to build up steadily. Ladysmith's visit was a good thing. In 1905 there were two teams, each as good as the one that essayed Ladysmith. In 1907 there were three. This year there are five.

This fall Multnomah Amateur Athletic Club, the biggest and cleanest athletic organization in the Pacific Northwest, took up Association and has the best eleven in the city. It won its first two games by 3 to 0 and 11 to 0, respectively, and is considered as good as the picked team from all-Portland that went to Seattle last fall and held the Seattles down to 3 to 2. The fact that the mainland and island teams of British Columbia, however, get away with Seatle's finest without much difficulty shows that local soccer is still a grade below that played by the northerners. The next two years, consequently, will be required to develop a highly-trained standard here for perhaps fifteen men, and create enough local interest in the game to warrant giving northern teams at least a guarantee of expenses. When these two things are accomplished, Portland will probably try to get into the north coast interantional organization.

Here is one thing, though, that Victoria, Vancouver, Nanaimo and Ladysmith soccer players do not know: Away down in the southwest corner of Washington, in two tiny towns on the Pacific ocean, where the annual precipitation is tremendous and where few outsiders ever go except for summer trips, are two Association teams that feel themselves equal to anything along the coast, Vancouver Island not excepted. These teams have headquarters at Ilwaco and South Bend. They have never seen the Canadians play and their confidence might be dashed, but without doubt they really have class, from reports constantly reaching Portland. When Ladysmith was here in 1905, big "Jim" Adam, centre forward of that aggregation, heard of Ilwaco's fame from afar off and chafed to get down at them. The town was too remote, however.

The Ilwaco eleven has been together for ten years. It plays a rough, hard game. Its members are Americans; they pull fishboats in the summer and do logging in the winter. They can run all day and can take any amount of punishment. Their team system is said to be a beauty. They shoot as hard as they check, but still play under the old-time rules permitting interference with a man not on the ball.

The suggestion has been made that a properly handled game on Seattle grounds between an eleven picked from South Bend and Ilwaco and a British Columbia team would pay its way and permit settlement of a question long mooted down in this soccer country. What class have Ilwaco and South Bend, anyway?

COMPANY WILL TAKE OVER TIMBER CLAIMS

Mill With Capacity of 250,000 Feet a Day for Kettle Valley.

Grand Forks, Oct. 17.—A company has been formed in Chicago to take over the timber claims recently acquired up the North Fork of Kettle river. The company is known as the British Columbia Timber Company. Information has been received in the city that the company had purchased a sawmill plant capable of cutting 250,000 feet of lumber a day, and that it is now on its way to this city. It is not as yet definitely settled just where the new mill will be located, but all indications point to Smelter lake, this city, as the spot. This will mean a large addition to the payroll of this city, as a large number of men will be employed the year round both at the mill and in the woods cutting timber.

The members of the newly organized Epworth League society this week held the first social at the Methodist parsonage. About forty members and friends assembled, who passed a very pleasant evening with games of all kinds. A musical programme was also rendered, after which refreshments were served. It is the intention of the members of the league to make this social a regular affair.

Ed. Davis, of Jeff Davis & Co., has arrived home from Colville, Wash., very much pleased with the results of the horse races at that city. Mr. Davis' horse "Buster Brown," was entered in the 2.30 class race, but owing to that race not filling, was compelled to go into the 2.18 pace, which he won easily, beating a Spokane horse and one of Colville's horses. Mr. Davis' horse broke the record for the free-for-all event on the Colville track, stepping it off in 2.18.

FOUND DEAD IN BUSH.

London, Ont., Oct. 20.—John Eldy, a well known resident of this city was found dead in the bush near Cranton by some children who were out after nuts. He was 60 years old and had been missing for three weeks.

GOOD TEMPLARS ARE MEETING

GRAND LODGE IS NOW IN SESSION

The Local Option Campaign Referred to in Grand Chief's Address.

(From Tuesday's Daily.)

The grand lodge for B. C. of the Independent Order of Good Templars is in session to-day, attended by about forty delegates from different parts of the province. The meetings are being held in the K. of P. hall and opened this morning in due form.

Rev. J. P. Hicks, Esquimalt, grand chief Templar, is presiding. He conferred the grand lodge degree on the delegates not already members of the grand lodge, and then read his annual report.

The report spoke of continued advance in the work of the order and of a net gain in membership of twenty per cent. Several new lodges and juvenile temples had been chartered, and the total membership now was 990. Prospects are bright for other lodges, including an Indian lodge at Bella Coola. Dealing with local option, the Grand Chief Templar said: "Local option has become the temperance cry in Canada, and happily in British Columbia the tendency is for concentration upon this on the part of various temperance and moral reform organizations, churches and other agencies. If there is now competent and courageous leadership the objective is well in sight. Nothing of greater importance than this is likely to occupy our attention at this session. Being entirely free from either ecclesiastical or political denominationalism, and having a network of lodges throughout the province, we are in a position to do great service at this juncture, and incidentally raise the prestige of our order in the process. I sincerely hope a very careful and clear plan of campaign will be thought out and adopted by the grand lodge, so that all over the province we may take an intelligent leading part to secure a British Columbia local option law."

This evening the Victoria lodges banquet the delegates in the First Presbyterian schoolroom. A public meeting, presided over by Mayor Hall, will be held tomorrow evening, at which Bishop Perrin, Hon. Geo. Cotterill, Seattle, Dr. Ernest Hall and other gentlemen will speak.

STEAMER FORERIC TO DOCK AT ESQUIMALT

Andrew Weir Tramp Chooses Local Drydock in Preference to All Others.

Steamer Foreric, Captain Gardiner, which loaded lumber here a year ago, is reported to be on her way to Esquimalt for the purpose of entering the dry dock. At present, however, the Algerine is in dock and will likely remain there for two or three weeks. It is not improbable that the Foreric will wait until the Algerine comes out as it is a well known fact that steamers prefer to dock here whenever possible on account of the low charges and the convenience of this port. After overhauling, the Foreric will go to the Sound to load lumber for Australia. This steamer is one of the tramps of the Andrew Weir Company.

NAVAL SENSATION; MINISTER RESIGNS

M. Gaston Thompson Gives Up Office Following Arraignment by M. Delcasse.

Paris, Oct. 20.—Gaston Thompson, the minister of marine, resigned yesterday as a result of the vote in the chamber of deputies deploring the negligence in his department as indicated by the navy register.

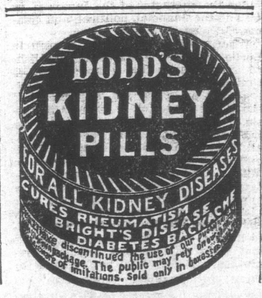
The growing dissatisfaction with the methods of the minister of marine culminated in an interpellation in the chamber. M. Delcasse led the attack against Mr. Thompson, and in a powerful speech asserted that the long series of accidents in the navy was directly due to the administrative anarchy and culpable negligence of the navy department.

During the past two years there has been a large number of serious accidents to French warships, the most terrible of which was the blowing up of the battleship Jena on March 10, 1907, at Toulon, more than a hundred officers and men being killed.

A senate commission was appointed to investigate the explosion, and its report charged that the disaster was directly traceable to the responsibility for general negligence and lack of harmony prevailing in the navy.

The immediate cause of the explosion was found to have been the spontaneous combustion of powder in the magazine, where the temperature was too high on account of its proximity to the dynamo compartment.

Eight hundred and ninety French umbrella manufacturers turn out over 8,000,000 umbrellas yearly. Their average wholesale price is 68 cents apiece.



WRESTLING CARNIVAL BOOKED FOR SEATTLE

Y. M. C. A.'s All Along Coast Will Be Invited to Send Competitors.

Seattle, Wash., Oct. 20.—Arrangements are being made for the holding in Seattle of what promises to be the greatest wrestling tournament ever held on the Pacific Coast. The best wrestlers from eleven Y. M. C. A.'s in the Pacific Northwest will be brought together in Seattle on November 24th. Invitations are to be extended to the Y. M. C. A.'s of the following cities: Seattle, Tacoma, Portland, Spokane, Vancouver and Victoria, B. C., Bellingham, North Yakima, Roslyn, Hoquiam and Walla Walla.

Last spring a tournament of Y. M. C. A. wrestlers was held and it was so much of a success that it has been decided to hold one in Seattle next month. It is now planned to make the event an annual one, holding the tournament in a different city each year.

Seattle won two championships at the Tacoma tournament and one of these mat artists, Harvey Donaldson, is now the champion 115-pound grappler of the Pacific Coast, having annexed that title at the P. N. A. tournament at Portland, Ore., recently. The local organization also has some promising middleweight and heavyweight grapplers. The Seattle Y. M. C. A. officials are planning to make this year's tournament a notable one, and nothing will be left undone to bring about that end.

HACKENSCHMIDT V. GOTCH.

George Hackenschmidt, the famous wrestler, is back in London, and has given Health and Strength the authority for stating that he is trying to arrange a return match with Frank Gotch.

"My plans for the future," said Hackenschmidt, "are now definitely settled. I am returning to the halls very shortly, and am booked up for a tour of six months in various parts of Great Britain. At the end of that time my present intention is to go into strict training. I am going to have one last great match before I finally retire, and that will be with Gotch. I have nothing to say about my encounter with him at Chicago, but I feel sure that my friends would like to see me on the mat again with him before my retirement, and I am going to gratify them if possible. As a matter of fact, I have already opened active negotiations on the subject, and have every reason to believe the match will come off in due course. Whether it will be in America or in England I cannot say at the present moment."

DISCUSS GRIEVANCES.

Fraser River Fishermen Appoint Committee to Draft Resolutions.

New Westminster, Oct. 19.—Over one hundred white fishermen met to discuss their grievances respecting the fisheries regulations and to consider what steps they should take to lay their troubles before the government. Several well known fishermen voiced their ideas and then, upon the suggestion of Robert Jardine, a committee was appointed to formulate resolutions to be considered at a further general meeting and then presented to the government. John Oliver, M. P. P., and Robert Jardine, the Liberal candidate, were present by invitation and both stated their intention of standing by the fishermen until a decision upon the recent prosecutions was reached by the privy council.

STEAMERS ARE TAKING MOST OF CARGOES

Many Sailing Craft Lying Idle With Little Prospect of Being Chartered.

A fair amount of grain chartering has been done during the past week, says the San Francisco Commercial News; 27s 6d Portland or Puget Sound loading has been obtained once or twice, but 26s 3d is more frequent. There are still a number of idle vessels at northern ports holding out for the union rates but as the season is advancing and steamers are still being taken up the prospects for obtaining their rate are not good. An unusual fixture announced recently is that of the German ship Albert Rickmers to load part cargo of wheat at Portland and finish with general merchandise at San Francisco. So far as known this is the first charter of that kind made on the coast.

Lumber chartering has quieted down, and little of importance has transpired during the week. British Columbia to Melbourne (steam) has been done at 31s 3d.

Offshore rates are quoted approximately as follows: Lumber from Puget Sound or B. C. to Sydney (steam) 26s 3d to 27s 6d, sail 31s 3d; to Melbourne or Adelaide (steam) 30s to 31s 3d, (sail), 32s 6d; Port Pirie (steam), 30s to 32s 6d; to Fremantle (steam), 37s 6d; to Japan ports (steamers), 30s Callao, 37s 6d to 38s 9d; direct nitrate ports, 37s 6d to 40s; Valparaiso for orders, 38s 9d to 40s; 2s 6d less for a direct port; to South African ports, 47s 6d; to U. K. or continent, 52s 6d to 55s; Guaymas, $5.75; Santa Rosalia, $6.50; Manila, $8.75.

Coastwise freights are a little more active. Mills are starting up again, and there promises to be better demand for vessels. Rates run about $3 to $3.25 Puget Sound to San Francisco and $3.75 with an occasional $4 south.

Liverpool mail advices give the following fixtures: Portland or Puget Sound to U. K., 26s 3d one loading port, 27s 6d two loading ports, ditto 26s 3d one discharge port, 27s 3d two discharge ports, 27s 6d option Mediterranean; coal, Comox, to Guaymas, round, 2s 3d on deadweight; Antwerp to San Francisco, general, 18s; South Australia to U. K. or continent, 22s 6d to 24s 6d; good demand, Sydney to U. K. or continent, 22s; nitrate freights steady.

OVERDUE VESSELS.

Ship Toxteth, 231 days from Port Talbot, 90 per cent.

Ship Jupiter, 186 days from Liverpool for Puget sound, 10 per cent.

Ship Acamas, 178 days from Rotterdam for San Francisco, 10 per cent.

Barque Cadowan, 130 days from Penco for Queenstown, 25 per cent.

Ship Thornliebank, 133 days from Caleta Buena for Bilbao, 8 per cent.

Barque Criccieth Castle, 146 days from Barry for Mejillones, 25 per cent.

Barque Crocodile, 121 days from Barry for Talcahuano, 8 per cent.

BIG SHIPPING POOL.

Inquiries in well-informed quarters all tend to confirm the report pointing to a new and comprehensive agreement between the Cunard combination and the German lines, says a London exchange.

All of these are feeling the great cost of competition, and, although not generally known, a pooling arrangement affecting third-class passengers has been in operation for some months.

COMMANDER SPAIN EXPECTED THIS WEEK

Officer Will Investigate Cause of Collision Between Steamers Vadso and Amur.

Commander O. G. V. Spain, the recently appointed wreckage commissioner, is expected to arrive in Victoria at the end of the week, his visit having a double purpose. Primarily he will investigate the collision between the steamers Amur and Vadso, which took place a short time ago during a dense fog off the Queen Charlotte Islands. This work has been done during the last two years by a commissioner especially appointed for the purpose. Previous to that the local agent for marine and fisheries was always appointed the commissioner. The appointment of Commander Spain to this work has been made possible through the appointment of Rear Admiral Kingsmill to the command of the Canadian cruiser fleet.

Perhaps the most interesting duty of Commander Spain, while on this coast, will be the investigation which he is to conduct into the question of pilotage as it affects the ports on the Pacific coast. There has been a good deal of discussion on this subject from time to time and changes in the system of collecting dues have been made with an idea of arriving at a satisfactory basis. The appointment of an independent and competent man who will consider the question in all its aspects, both from the point of view of protecting the lives and property of mariners and shippers, and also with the view of encouraging the shipping industry on this coast, is being welcomed by everyone.

SPERRY IS GRANTED AUDIENCE WITH MIKADO

Brilliant Ceremony at Imperial Palace—U. S. Naval Officers Honored.

Tokio, Oct. 20.—The Emperor of Japan, at luncheon to-day received in audience Rear Admiral Charles H. Sperry, commander-in-chief of the American battleship fleet, the three rear admirals commanding divisions, a score of captains, and the chief of staff and flag lieutenants. The ceremony at the imperial palace, which occurred shortly before noon was one of the most brilliant features of the week's celebration.

TWO RAILROAD VICTIMS.

Man Killed by Falling Rock on G. T. P. Construction—Brakeman Crushed to Death.

Vancouver, Oct. 20.—Peter Johnson, of New Westminster a laborer on the Grand Trunk Pacific construction was last Friday instantly killed by falling rock.

Alex. McLennan, a C. P. R. brakeman, aged 23, was crushed between cars last night while assisting in shunting at Sicamous. He was placed aboard a car to be hurried to the hospital at Revelstoke but died on the way.

BRODEUR BY ACCLAMATION.

Montreal, Quebec, Oct. 20.—Hon. L. P. Bordeur, the Liberal candidate, ship Albert Rickmers to load part cargo of wheat at Portland and finish with general merchandise at San Francisco. So far as known this is the first charter of that kind made on the coast.

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EE A MOTHER'S EE
HAPPY THOUGHT.

A lady writing from Ireland says:—"I went to see my sister's baby, who was very ill indeed. She had been up for nights with him without undressing; he was crying all the time as with some internal pain. The doctor told her he could do nothing except put him in a warm bath, which gave him a little ease for the time being.

"I thought of STEEDMAN'S SOOTHING POWDERS which I used for my own children; and next day I sent some to my sister, when she gave the child half a powder according to directions. For the first time for a fortnight she and the baby, and, in fact, all the household, had a good night's sleep, and the little fellow has continued to improve ever since."

These powders do not contain poison, nor are they a narcotic; but they act gently on the bowels, thus relieving feverish heat and preventing fits, convulsions, etc.

Please notice that the name STEEDMAN is always spelt with EE.

EE

ALD. HENDERSON HAS OBJECTIONS TO BY-LAW

Proposed Measure Set Over One Week for Solicitor's Consideration.

(From Tuesday's Daily.)

Further consideration of the amendments to the building by-law before the city council last night resulted in the matter being set over for another week to allow of its reconsideration and re-drafting by the city solicitor in some way which would not prove so drastic as at present. It is probable that further changes will be made before it comes up before the councillors again. The clause upon which the hitch occurred last night was in connection with the rights and privileges a property owner has, or would have if the by-law went through, in regard to the building of a stable on his property. It appears that complaints have been made in reference to the deposit of manure from stables against the division fence of two properties and the by-law as now drafted provides that no building used for stabling purposes shall be less than ten feet from the street line, five feet from the rear line and ten feet of the side boundary line, and that all stables hereafter erected shall be properly connected with sewers, and have watertight floors with proper drainage, under a penalty not exceeding $200.

In reply to a question from the Mayor it was found that if the by-law went through every owner of a stable now built would next year have to remove it, if not in accordance with the proposed amendment.

Ald. Henderson strongly protested against the measure. Such an action he thought as to compel an owner to move his stable next year, if it did not comply with the by-law, would not stand good in law. He thought it altogether too drastic and that for the purpose for which the section of the by-law was intended there was nothing that could not be dealt with under the nuisance by-law.

Ald. Cameron differed from Ald. Henderson inasmuch as he had found the nuisance by-law inoperative in a case where stable refuse was so plied against the dividing fence as to make it a nuisance and an offence to the next neighbor opening the back door. All that had been done had been the order given by the nuisance inspector to remove the manure of which no notice had been taken.

Ald. Henderson—Well, amend the nuisance by-law. That is all that is necessary. You cannot compel a man to build his stable under these conditions. The object of this amendment is, for the improvement of property. This clause would tend towards the depreciation of property. Such restrictions placed on property holders are going to lessen the values of their investments.

Ald. Mable thought the by-law should be laid over for a week.

Ald. Henderson thought to prevent people enjoying the rights of the property would not be fair. In the case of a twenty-five foot lot a man could not possibly build a stable under the conditions proposed and his lot would be useless.

Ald. Cameron—Well, I don't think that a man who can only afford a twenty-five foot lot will be likely to build a stable.

Ald. Henderson—He certainly won't under this by-law. You are condemning the stable and not the nuisance. In the case of valuable stables that are now perfectly conducted it is absurd to think those owners are going to remove their stables to fit the provisions of these amendments after the stables have been in use for several years past. I don't think you could compel them to do so. If the stable is the nuisance why not take in automobile houses. The machines next door cause more nuisance to neighbors than the usual stables.

The by-law is modeled after that now in force in Winnipeg and is intended to apply to closely settled districts. There is, however, power to shut out of any desired portions of the city certain buildings if their erection would be thought by the building inspector to reduce the assessable value of the neighboring properties. The amendments provide in this direction that where a property owner intends to erect a building other than a private residence within closely settled residential districts, he shall announce personally or through his authorized agent the use for which the building is to be put, thus preventing the erection of unsightly or unsuitable business premises in the centre of residential surroundings and the building inspector is given power to refuse a permit for any such building. The following businesses are specifically mentioned as being prohibited from the residential sections of the city: Premises intended for use as breweries, brickmakers, blacksmith shops, boiler shops, bowling alleys, public billiard or bagatelle rooms, blood or bone boiling, chemical works, cabins, dance halls, foundries, fishmongers, fishcurers, fish canneries, hide warehouses or hide dressing, laundry and washhouse buildings, livery stables, oil refining or extracting, paint works, piggeries, poultry (alive or dead) dealers, stables, saw or planing mills, soap works, soap boilers, skating rinks, saloons, tanneries, tallow melters and tripe boilers or any industry employing steam or electric power.

GRAND TRUNK WINS.

Gets Prize for Excellent Showing at Franco-British Exhibition.

According to a cable received in the city the grand prize of the Franco-British Exhibition, the highest award given, has been secured by the Grand Trunk railway for the excellence of its building and exhibit. The contest for this prize was known to be very keen, and the buildings were all of a very fine nature, so that the judges were some considerable time in deciding as to which the prize should be awarded, the Grand Trunk finally winning.

DR. WM. STEPHEN DEAD.

Vancouver, Oct. 20.—Dr. Wm. Stephen formerly of Wallaceburg, Ont., one of the founders of the Anti-tuberculosis society, died to-day.