

THE COFFERDAM CHANGES.

Some of the Aldermen Question Engineer's Right to Order Them Made.

J. G. Brown Made Clerk of Works and C. D. Mason Elected Legal Adviser.

There was a rather important session of the city council last evening. The sewerage of another area of the city and the improvement of the fire alarm system were decided on.

Mr. J. G. Brown made clerk of works on the filter beds contract, C. Dubois Mason was elected legal adviser to the corporation, the street paving estimates and the appropriation of the cost under the local improvement system were adopted.

Mr. Ald. Macmillan wanted to know at what time the matter would receive consideration. The contractors would be wanting money soon and he would oppose giving it unless the contract was carried out.

The mayor said that he had notified the contractors that they must make the report asked for.

Charles G. Wiley wrote objecting to the blocking up of Elizabeth road with water by H. F. Hesterman, agent for W. H. Oliver of San Francisco, who owns property in the vicinity. Referred to the street committee.

Water Commissioner Raymur transmitted the following correspondence received by him from Engineer Jorgensen:

Beaver Lake, Aug. 2. Messrs. Walkley, King & Casey: Gentlemen: I beg to notify you that the following changes will be made in the construction of the coffer dam which you are at present erecting for the city of Victoria per contract:

1. The second row of 12x12 piles may be omitted.

2. Introduce twelve clusters of piles with braces in place of ten, as shown on original plan and brace both ends of timber down thoroughly against the shore.

3. Cover the tops of square piles on the side towards the embankment with one-inch boards so as to form bottoms for the piles, this being to be driven down as far as possible by a sledge hammer and well nailed on mud line and top.

In all other particulars the original plans and specifications shall be followed. The above alterations are to be carried out according to my instructions and detail plans, and their execution rests on the engineer's understanding that no additions or deductions in the contract price shall result from same.

I am, etc. G. E. JOHNSON.

Beaver Lake, Aug. 15. Walkley, King & Casey: Gentlemen: I notice a slight settlement at some of the piles and the fact that the brace piles in that particular place have struck bottom.

As a result of this settlement, the embankment on the inner side of the piles, the embankment to be dry to the water level. It gives me great pleasure to state that the dam shows every indication of being thoroughly impervious. I have taken very close observations as to the fall of the water in the inner basin when the outside was closed, and not the slightest leakage is noticeable.

(Signed) G. E. JOHNSON. Aid. Humphrey wanted to know what authority the engineer had to order changes in the plans. He believed that in any changes the engineer should consult the council. He did not believe that any changes to which the contractors had a right to object should be ordered without consulting them.

Ald. Macmillan did not believe that the engineer had authority to make changes in the plans. If he could omit a wall of piling he could omit a wall in the filter beds. He believed that the engineer was there to carry out the specifications.

Ald. Bragg said he understood that there had been a letter sent to the engineer, and asked to have it read.

Mayor Teague said the letter was not a blank one, was the reply from the hands of the commissioner. He would prefer to have the aldermen wait to read the letters in full than to attempt to explain them, and suggested a delay. The whole matter could be taken up at a special meeting.

The mayor's suggestion was carried out and the whole matter was laid on the table.

The city engineer and city assessor reported on the street paving matter giving the cost as apportioned to each piece of property. The total cost was \$50,000.

Ald. Cameron's report about proceeding with the election of a legal adviser was carried and on the third ballot C. D. Mason was elected.

The Ross Bay Cemetery by-law, 1894, amended by-law, 1895, was reconsidered, adopted and finally passed.

Ald. Macmillan explained that the work now being done would cost but \$14,000, leaving \$36,000 for further work. The committee had, in laying out the new districts, avoided rock as much as possible and desired to carry off as much sewage as was possible. But the weather was favorable so the report said and it would be well to do the work now if the council endorsed the plan.

Ald. Partridge wanted to know what the status of the Conaghan & Mayo suit was, and what provision was made for paying it if lost.

Ald. Macmillan said that beyond the expenditure of \$6,000 proposed in the report there was a balance of \$5,000. He knew nothing about the standing of the law suit.

The report was adopted and it was also decided to have inquiry made about about it.

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THE PERIL OF A STEAMSHIP

Collier-Kahului Drives Ashore on Trial Island, but Floats Off Uninjured.

Her Escape Was a Complete Surprise - Accident Due to Fog and Tide.

The collier Kahului ran ashore at Trial Island in the fog at 3.40 yesterday afternoon, and nine hours later, at 12.45 o'clock this morning, to the surprise of everybody she floated from her dangerous position uninjured as far as could be determined. Her escape from complete destruction was remarkable, and even her commander, Capt. Mitchell Tyson, expressed the opinion three hours before she floated that she would never leave the reef. Her position was at all times a dangerous one, and her escape may be ascribed to the absence of swell, sea or wind. Any one of the three would have quickly pounded her to pieces as she is an old ship. Her escape worked up considerable enthusiasm among those who saw it. The passengers and crews of the steamers R. P. Rithet and Constance, which were standing by her, lined up and cheered Capt. Tyson and then a chorus of whistles emphasized the cheer. Capt. Tyson acknowledged with voice and whistle.

The Kahului left Departure Bay at 5 o'clock yesterday morning in charge of Pilot Daniel Morrison. She had 1,300 tons of coal aboard consigned to Taylor & Co. of Oakland. The first part of the trip down was easy enough, but the weather was fairly clear, but towards the afternoon it settled down thick and the vessel's speed was slackened. There was a strong tide running and it made navigation all the more dangerous. Both Capt. Morrison and Capt. Tyson remained on the bridge constantly, and a sharp lookout was kept forward. As near as they could reckon it before they struck, they thought they were off to no avail. The dimmest outlines only of the island could be made out, and it was not until Capt. Morrison and Capt. Tyson had landed and explored the place that they knew where they were. The had struck bow on about a quarter of a mile beyond where the Xelos was lost. When they returned to the Kahului Capt. Tyson ordered the crew to commence jettisoning the cargo, and he and Capt. Morrison left for the city in a small boat for assistance. There were no tugs available here, the Xelos being on the way down from Union with the Richard Hill, and a telegram was sent to Capt. Libby of the Puget Sound Tugboat Company at Port Townsend for assistance. The steamer Rithet was engaged to take 20 longshoremen out to discharge cargo and render any assistance possible. The captain and pilot returned at once and the Rithet got away at 6.30 o'clock. In the meantime the tide had swung the ship around broadside on with her bow pointing toward shore, and as it began to recede, she veered amidships. The crew and longshoremen worked with a will discharging coal from three hatches, but it looked like a forlorn hope. It was the short end, and Capt. Tyson feared that before assistance would come the vessel would break in two. The ship listed badly to starboard, but at 11 o'clock she eased and the flow commenced. Then the ship heeled to right herself, a trade and at midnight the list was a scant 5 degrees. Capt. Tyson however, did not have much hope for his vessel. "This is bad enough," said he, "a Times reporter," "for a new vessel, let alone an old one like this, she is in very dangerous condition, and I fear if we are left here until the long run out, the ship will go to pieces. If we had had a tug late this afternoon we could have gotten off. We are not in a very good position, but we are men having our heads into the sea, but it may do no good. This is my first experience of the kind and I hope that it will be the last."

The non-arrival of the American tug was not so tragic, and it was decided to have her make a bold attempt to pull her off. There was plenty of water alongside and astern the lead showed a depth of 50 ft., a good thing for fouling but a bad thing for a ship straining in sea or swell. The pumps were sounded regularly, and it was shown that she was not making any water. The Rithet and Constance had both been alongside and received a few tons of coal each, and at 12.30 the former made arrangements to go alongside again. As she approached the Kahului it could be seen that she was again swinging outward in the flowing tide. A little later with a blast of her whistle she started backing. There was a momentary straining and she was off and flying through the water backward into the open stretch toward Discovery Island. When those on the Constance and Rithet saw she was free they gave Capt. Tyson a hearty cheer, and followed it with a series of blasts of the whistles. Capt. Tyson answered it, and was so happy that he broke into a rollicking song that came across the water to the other boats.

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The Kahului left Departure Bay at 5 o'clock yesterday morning in charge of Pilot Daniel Morrison. She had 1,300 tons of coal aboard consigned to Taylor & Co. of Oakland. The first part of the trip down was easy enough, but the weather was fairly clear, but towards the afternoon it settled down thick and the vessel's speed was slackened. There was a strong tide running and it made navigation all the more dangerous. Both Capt. Morrison and Capt. Tyson remained on the bridge constantly, and a sharp lookout was kept forward. As near as they could reckon it before they struck, they thought they were off to no avail. The dimmest outlines only of the island could be made out, and it was not until Capt. Morrison and Capt. Tyson had landed and explored the place that they knew where they were. The had struck bow on about a quarter of a mile beyond where the Xelos was lost. When they returned to the Kahului Capt. Tyson ordered the crew to commence jettisoning the cargo, and he and Capt. Morrison left for the city in a small boat for assistance. There were no tugs available here, the Xelos being on the way down from Union with the Richard Hill, and a telegram was sent to Capt. Libby of the Puget Sound Tugboat Company at Port Townsend for assistance. The steamer Rithet was engaged to take 20 longshoremen out to discharge cargo and render any assistance possible. The captain and pilot returned at once and the Rithet got away at 6.30 o'clock. In the meantime the tide had swung the ship around broadside on with her bow pointing toward shore, and as it began to recede, she veered amidships. The crew and longshoremen worked with a will discharging coal from three hatches, but it looked like a forlorn hope. It was the short end, and Capt. Tyson feared that before assistance would come the vessel would break in two. The ship listed badly to starboard, but at 11 o'clock she eased and the flow commenced. Then the ship heeled to right herself, a trade and at midnight the list was a scant 5 degrees. Capt. Tyson however, did not have much hope for his vessel. "This is bad enough," said he, "a Times reporter," "for a new vessel, let alone an old one like this, she is in very dangerous condition, and I fear if we are left here until the long run out, the ship will go to pieces. If we had had a tug late this afternoon we could have gotten off. We are not in a very good position, but we are men having our heads into the sea, but it may do no good. This is my first experience of the kind and I hope that it will be the last."

The non-arrival of the American tug was not so tragic, and it was decided to have her make a bold attempt to pull her off. There was plenty of water alongside and astern the lead showed a depth of 50 ft., a good thing for fouling but a bad thing for a ship straining in sea or swell. The pumps were sounded regularly, and it was shown that she was not making any water. The Rithet and Constance had both been alongside and received a few tons of coal each, and at 12.30 the former made arrangements to go alongside again. As she approached the Kahului it could be seen that she was again swinging outward in the flowing tide. A little later with a blast of her whistle she started backing. There was a momentary straining and she was off and flying through the water backward into the open stretch toward Discovery Island. When those on the Constance and Rithet saw she was free they gave Capt. Tyson a hearty cheer, and followed it with a series of blasts of the whistles. Capt. Tyson answered it, and was so happy that he broke into a rollicking song that came across the water to the other boats.

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