

COMMITTEE OF FIFTY

Proposition of Port Angeles Eastern Company to Give Victoria Ferry Connection.

Report of the Committee on Aldermanic Qualifications Discussed Last Evening.

There was a good attendance at last evening's meeting of the Committee of Fifty, at which Mayor Redfern presided and Mr. H. M. Graham acted as secretary in the absence of Mr. H. Barnard.

The proposition of the Port Angeles Eastern Company is contained in the following letter of Mr. N. M. Graham, chairman of the railway committee:

Dear Sir, We have herewith prepared and herewith submit for your consideration blue print of steel and iron double track ferry boat and rough draft of terminal dock at Port Angeles.

The passenger steamer will be built of steel and finished in native woods, and will have sufficient speed to make the passage to Victoria in one hour. She will be used exclusively for passenger and express matter.

The ferry boat will be built of wood, will be about two hundred and fifty feet long, forty feet breadth of beam, and will accommodate from ten to twelve freight cars, or six or eight passenger coaches, and will be fitted to carry a quantity of freight, which will be necessary for less than carload lots. She will have a speed of about nine miles per hour.

The dock, ferry, slip, floats and buildings at Port Angeles will be of a most substantial nature, and every detail will be carefully worked out that will facilitate handling the business done by the company.

The dock, slips, floats, buildings, tracks, etc., at Victoria will be planned and built in the same substantial manner as this side, and drawings of same will be submitted as soon as we are informed as to location, and our engineers can complete them. We believe there is sufficient business to warrant the passenger steamer making at least two trips daily and the ferry boat once or more, depending upon the amount of freight to be handled.

Passenger and freight rates would be arranged on a healthy basis, and it goes without saying that every effort would be put forth on our part to increase the traffic.

It would be utterly impossible at this time to state what amount of money we would require before the court of opinion to carry out our plans and give you transcontinental connection via Olympia until you locate the terminal ground in your city and our engineers can complete them. We would like this point settled, that is, location, as early as possible, as we are now carrying on the work along at once and of completing the line early in the year 1900.

We will add regarding the road that we have practically abandoned the idea of connecting with the Port Townsend Southern railroad, as it would lengthen the line considerably, and are now looking for the shortest route to Olympia.

In submitting these plans and explanations, we have aimed to give you first-class service in every respect, but should you decide to be satisfied with slower and more uncertain connection the cost would be very materially reduced.

Yours truly,
CHARLES A. CUSHING, President.
ISAAC C. ATKINSON, Vice President.
V. P. and Gen. Mgr.
Port Angeles Eastern R. Co.

The report of the sub-committee on aldermanic qualifications was then taken up, and was considered clause by clause. The first clause recommended that the city be divided into four wards. Mr. McKay, of the sub-committee, stated that Ald. Bockwith, who was not present, had the map and data prepared by the committee.

Messrs. E. Bragg and Gordon Hunter both spoke in favor of abolishing the ward system, and Mr. Hunter moved that the committee recommend that the ward system be done away with, expressing the opinion that better men could be secured if the aldermen were elected by the city at large.

Ald. Williams seconded the motion. Mr. Walter McFarlane was of opinion that by abolishing the ward system in a certain part of the city. At any rate the electorate should be asked to pass on the proposition.

Mr. Bragg said he understood that anything the committee adopted would be submitted to a public meeting, and in reply to Mr. Hunter, he said there was nothing to show that better men could be secured to manage the city. He supposed Mr. Hunter referred to the industrial classes, who he contended were well able to act as aldermen.

Mr. Hunter denied that he wished to cast aside the industrial classes. What he referred to was the fact that men who stooped to canvass were elected, while those who stood on their records were defeated.

Mr. George Powell supported the ward system, and Mr. W. H. Bone spoke for its abolition, pointing out that men about whose election he had no say, had as much to do with the management of his affairs as the men representing his ward.

Mr. Pearson suggested that the committee wait until they had seen the map prepared by the sub-committee dividing the city into four wards, before passing on the clause.

Mayor Redfern said that there would be more unanimity in the council if the aldermen were elected from the whole city. At present aldermen felt that they should look after their wards particularly, while if elected for the city as a whole they would not feel the duty to attend to the wants of the city as a whole. Besides, by the ward system a ward could vote for land in each ward with \$1000 worth of land in each ward could vote for but three aldermen. Mr. W. McKay, of the sub-committee, was not unanimously in favor of the ward system.

Consideration of the clause was deferred.

The next clause was in respect to the qualification of aldermen, providing that property to the value of \$1,000 or \$2,000 in personal property over all enumerated, and that he be a British subject over 21 years of age and a resident of the city for 12 months.

Mr. Bragg moved that the qualification should be left as it is.

Mr. R. L. Drury thought it a mistake to have a personal property qualification. In the first place, it would be difficult to arrive at the value of a man's personal property, and besides the real property was security for the debts of the city.

Mr. Hunter contended that a man with \$2,000 worth of personal property had as much interest in the city as a property holder. It was easy enough to find out what a man's personal property was worth, and if that could be found out, surely the value of an alderman's personal property could be ascertained.

Mr. Drury asked if a senator's qualifications had ever been disputed.

Mr. Hunter replied that the constitution act was framed by men of brains, who knew what they were doing, and no doubt if the system was tried it would be found to work.

Mr. T. W. Paterson asked if the city received any taxes from personal property.

Mayor Redfern replied that the city did not.

Mr. W. H. Langley spoke very strongly against a personal property qualification, being sufficient, and Mr. T. W. Paterson spoke in the same strain, the latter saying it was sufficient to find out what a man's personal property was worth, and if that could be found out, surely the value of an alderman's personal property could be ascertained.

Mr. McKay opposed the raising of the qualification, but in fact he was not in favor of it. He pointed out that the council fixed the rate of taxation on real estate, and if the council was composed of men owning only personal property, there was no telling what the rate would be.

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The clause was amended by placing the qualification of aldermen at \$1,000 worth of real property, free of encumbrance. This is \$500 more than at present.

The next clause recommended that the duties of aldermen should be more legislative than administrative.

Mr. Bragg opposed the change, while Mr. Langley saw no harm in passing the clause, as he did not think it meant anything.

The clause was passed.

The report recommended that the mayor's qualification be \$2,000 in real estate or \$3,000 in personal property. The personal property qualification was crossed out, and the clause as amended was passed.

The report endorsed the action of Mayor Redfern in appointing the whole council as a board of public works, instead of having a street committee of three.

The clause was passed, and further consideration of the report was deferred until the next meeting.

The meeting adjourned at 10 o'clock.

REPROBATE FRENCH OFFICERS.

Further Details of the Dreyfus Case Scandals Get Into Print.

Paris, April 6.—The Voltaire, which yesterday published an installment of the evidence given before the court of Cassation by M. Paleogou, one of the permanent officials of the foreign office, regarding the Dreyfus case, has given us some more details. Col. Schwartzkoppen, former German military attaché, relations of whom with the Dreyfus family are well known, is mentioned as being connected with the Dreyfus case, and the minister of the Dreyfus family is mentioned as being connected with the Dreyfus case.

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TIMELY PREPARATIONS

Captains and Crews Go North for the Canadian Development Company's Fleet.

A Daily Service to and From Dawson—Rates for Passengers and Freight Announced.

Although the season is yet early and very few of the northern travellers take the trouble to secure their transportation in advance, the indications are that despite the alien bill this season's travel to the North will be decidedly heavy.

The Alton district is as yet too little explored for a definite opinion to be formed as to the extent of its resources; it nevertheless promises well, and will no doubt receive a considerable increased population within the next few months.

For the Klondike and especially that portion of the country tributary to Dawson City, there is a very real and pressing need for a definite opinion to be formed as to the extent of its resources; it nevertheless promises well, and will no doubt receive a considerable increased population within the next few months.

There are now a sufficient number of men in the country to properly work the mines and in fact the business, settled down to a good business basis, opportunist being afforded for all men who desire to get employment in the Yukon and its tributaries have been engaged for the past few months.

Whatever abuses have existed in the past with respect to governmental regulations, have been properly corrected, and it is impossible to imagine a more orderly or a better managed town in the world for its size, than Dawson to-day.

Indeed, the entire administration of law and order by the Northwest Mounted Police from end to end of the route leading from Dawson to the Klondike is as near perfect as it is possible to conceive of for so new a country.

Preparations for the opening season's business have already been initiated by all of the transportation companies catering for the business of the territory in question, and the Canadian Development Company, having its headquarters in this city. This company owns and will operate during the season a very effective fleet of well appointed, fast and capable steamers including the Victorian, Columbian, Anglian, Patrician, Australian, Tasmanian and Canadian.

After two, seventy-foot, twin-screw steam launches with a running speed of sixteen miles an hour. In addition, the company has a fleet of smaller launches, with Captain John Irving and with Mr. Bowker, owner of the steamers Tyrrell and Lightning, by which the addition of these two boats and of Captain Irving's steamer on Bennett lake is made to the working force of the company.

It is intended to operate daily service to Dawson from the opening of navigation, and in addition, the British mails will be carried, and express parcels hand carried by the Dawson City in association with the Dominion Express Company, such parcels as well as samples of goods, and other business, being forwarded to the company being fully insured. Arrangements are also making looking to the handling of the United States mails as well as the so-called "express" mail, showing that the company is not connected with Dreyfus, except as regards a single document, a letter mentioning him, which is of no consequence and is therefore unimportant.

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selecting officers and men for the northern service, the managers of the company have made it a point to choose only the most reliable and experienced officers available. Capt. Ritchie, for some time a resident of Victoria, will continue as marine superintendent; Mr. Williams will act as agent at Dawson; Mr. Hisslop at Bennett, and Mr. Fred. H. Worlock at Skagway.

The roll of masters includes Captains Holmes, Coalbridge, Whaling, Gardner, Eden, More and Bragg, all of Victoria; and Captains Raabe, Shaver, Henson (for many years at the Hudson's Bay Co.), Murray, Turner, Peavey, and Dobler. All these are thoroughly expert and experienced men, with whom the steamers will be operated night and day.

Their chief engineers, upon whom speed so much depends, will number among them Messrs. Chapman (superintendent), Scott, and McConnel, Ritchie, McKee, Yabsley, and two to be engaged for the launches. The company has also secured from the Yukon and White Horse, owning also their own town lots and a landing stage at Bennett, a large floating wharf and a landing stage at Dawson.

The only one of its kind, 150 feet long and capable of accommodating 100 passengers, and 100 tons of cargo. Mr. Maitland Kersey, the managing director of the Canadian Development Co., joins with those with whom he works the mines and in fact the business, settled down to a good business basis, opportunist being afforded for all men who desire to get employment in the Yukon and its tributaries have been engaged for the past few months.

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THE ORPHANS' HOME.

Subscribers to the Institution Meet and Receive the Annual Reports.

Work of the Year Told Of in Address of President and Mrs. McCulloch.

The annual meeting of the subscribers to the British Columbia Protestant Orphans' Home was held yesterday at the city hall, the president, Mr. Charles Hayward, in the chair. Among the other guests present were Messrs. R. R. Bishop, C. R. Wilson, Rev. W. Leslie Clay, Messrs. A. C. Plummer, W. S. Scowcroft, E. C. Baker, W. H. Headman, Messrs. G. Kent, E. W. McCulloch, C. Hayward, Hasell, G. A. Sangston, W. R. Higgins, Gospel, G. A. Kent, Berried and Miss O'Connell.

The proceedings were opened with prayer by Bishop Cridge, after which a letter was read from Bishop Perrin, regretting his inability to attend. The letter was received and filed, and the president then read his report as follows:

Ladies and Gentlemen,—In presenting the twenty-sixth annual report of the British Columbia Protestant Orphans' Home, it is gratifying to note that the institution continues with unabated vigor on its useful career, with the favor and generous support of the people of the province.

The success of the institution in its affairs is administered largely due to the devotion and energy of the ladies' committee, who are charged with the supervision of the internal business of the Home, and to whom the hearty thanks of the managers and friends of the orphanage are tendered for their faithful cooperation of their valuable services, their lady president has been invited to establish a precedent by submitting for the first time our general meeting a report, entirely from their own standpoint, and embodying their own particular views.

The ladies have recently adopted an excellent plan, in deciding to place children out at service, or to learn a trade, at an earlier age. Notwithstanding the fact that it is believed that the future welfare of the little ones are best served by placing them in carefully selected households as soon as they can be removed from school, the honorarium of the ladies' committee, who are charged with the supervision of the internal business of the Home, and to whom the hearty thanks of the managers and friends of the orphanage are tendered for their faithful cooperation of their valuable services, their lady president has been invited to establish a precedent by submitting for the first time our general meeting a report, entirely from their own standpoint, and embodying their own particular views.

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