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June 17.—Street
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MANY TENDERS
ARE RECEIVED
CITY RECEIVES MANY
OFFERS FOR SUPPLIES

Variety of Matters Come Be-
fore the City Council at
Regular Meeting.

(From Tuesday's Daily.)

There was a regular rain of tenders at last night's council. They included many things from order to purchase the hay in Ross Bay cemetery to prices for various parts of the materials including some machinery, for the city's new water works distribution system. All were read and afterwards referred to the purchasing agent and other officials and committees. There was the usual amount of routine business, making it altogether an important meeting of the council.

Elliot & Shandley, on behalf of H. R. Humber and the Humber estate, asked \$1,200 damages from the city for trespass on the lands of the Humber estate at Sidney, and taking therefrom sand and gravel. This was referred to the city engineer and the city solicitor.

Pell & Gregory inquired what action had been taken by the council in regard to two letters they had written to the city in April last in reference to the affairs of the late James Pell, formerly sanitary inspector of the city. No one appeared to know, and the letter was referred to the city engineer and the finance committee.

J. B. Floyd, clerk of the Oak Bay municipality, wrote asking what the city proposed doing about a claim made by that municipality last October in reference to some drainage work. The matter was referred to the streets, bridges and sewers committee.

Weeds on Boundary.
Another communication from Mr. Floyd, the one regarding weeds grow-
ing within the city limits close to the boundaries of the two municipalities, brought forth some discussion.

Ald. Pauline said he could say from personal observation that there was local mustard growing in the city close to the Oak Bay boundary.

Ald. Cameron pointed out that any weeds growing on the streets came within the jurisdiction of the streets department, and those on private property within the jurisdiction of the police department. His motion that the letter be referred to these two departments passed unanimously.

A request from the Horticultural Society, for a grant of \$100 towards the annual exhibition which takes place in August was referred to the finance committee.

J. L. Hays, secretary of the Victoria Board of Trade, wrote asking the council of the arrival in the city of Arthur L. Adams, water commissioner, and recommending that his name be included among those to whom the tenders in connection with the water works system should be referred. The letter was filed.

Joshua Kingham and others, constituting a majority of the property owners on Belmont avenue, between Fort and Pembroke streets, petitioned asking that the street between Pembroke street and Pandora avenue be straightened. The petition was referred to the streets, bridges and sewers committee.

The city engineers and the city assessors reported on the following local improvements, and the city solicitor read a draft of a by-law covering the proposed works.

Permanent sidewalk on Bridge street, both sides, between Esquimalt road and Elliot street. Cost, \$4,776.42; city's share, \$1,591.87.

Permanent sidewalk on both sides of Langford street, from lot 1, block 4 to lot 10, block 5. Cost, \$1,568.75; city's share, \$521.90.

Permanent sidewalks on Fullerton avenue, both sides, from Langford street to McPherson avenue. Cost, \$573.92; city's share, \$291.62.

Permanent sidewalks on both sides of McPherson avenue from Craigflower road, westerly. Cost, \$1,973.68; city's share, \$658.11.

Many Tenders Received.

Tenders were received and disposed of as follows:
For 50 transformers, 50 arc lamps and 50 cut-outs, the Canadian General Electric Company, \$3,000. Referred to the purchasing agent and the city electrician for report.

For the hay in Ross Bay cemetery and on the isolation hospital grounds: W. H. Smith & Sons, \$10.50, and O. Johnson, \$10. Referred to the purchasing agent. Ald. Cameron had pointed out that these amounts would not pay for the advertising done in connection with the tenders.

Furnace for the disposal of garbage: Albert Turner, \$780; Luney Bros., \$733; Parfitt Bros., \$703.90. Referred to the city engineer, the city purchasing agent and the special garbage committee to report to the council Wednesday evening.

Pumps for Yates street station to force water up to the proposed tank on Rockland avenue, in connection with the new water works. The Canadian General Electric Company, two tenders, \$2,450, and it installed \$2,700, or for open motor respectively, \$2,250 and \$2,400; Langley & Williams, complete with tank, \$3,100. Referred to the purchasing agent. The water commissioner, Mr. Adams and the city electrician.

Cast iron specials: Adams & Parsons, the firm agreeing to have the work done in this city, 15,000 lbs. at 7 1/2 cents per lb. Other tenders for these specials were contained in those for piping, all being referred to the purchasing agent, the water commissioner and Mr. Adams.

Laying the steel pipe required in

connection with the new water works distribution system: McDougall & Jenkins, 3,000 feet of 27-inch pipe, 60 cents per foot; 15,000 feet of 24-inch pipe, at 55 cents per foot, and 2,000 feet of 18-inch pipe at 54 cents per foot, to be completed within 90 days; Hydraulic Manufacturing Company, 27-inch at 50 cents, 24-inch at 77 cents and 18-inch at 74 cents, work to be completed within 70 days from being order to proceed with it; F. B. Robertson Iron Works, 27, 24 and 18-inch, all at 50 cents, work to be completed within 60 days on order to proceed. Referred to the purchasing agent, the water commissioner and Mr. Adams.

Steel piping required for the new water works distribution system: Canadian General Electric Company, 900 lbs., 3,000 feet, 27-inch, \$18,500; 24-inch, \$54,945; 18-inch, \$6,640; riveted specials, \$332. F. B. Robertson Iron Works, 15 cents per lb., delivered before September 1st. Puget Sound Supply Company, 27-inch, \$3.45 per foot; 24-inch, \$3.10; 18-inch, \$2.37; riveted specials, 14 cents per lb.; firms' shipment 60 days after receipt of order. Andrew Gray, 27-inch, \$3.24; 24-inch, \$3.38; 18-inch, \$2.50; riveted specials, 13 1/2 cents per lb.; cast iron specials, 8 cents per lb. Hydraulic Manufacturing Company, delivery before 30th, 27-inch, \$3.10; 24-inch, \$2.64; 18-inch, \$2.05 4-5; riveted specials, 15 cents per lb.; cast iron specials, 14 cents. Hydraulic Manufacturing Company, delivery before December 30th, 27-inch, \$2.83; 24-inch, \$2.48; 18-inch, \$1.93; riveted specials, 15 cents per lb.; cast iron specials, 14 cents per lb. Referred to purchasing agent, the water commissioner and Mr. Adams.

Finance Committee.
The report of the finance committee recommending the payment of \$3,743.19 on account of current revenue and of \$368 on account of school loan was adopted as read.

The borrowing of \$50,337 on account of local improvement by-law No. 22 was also authorized.

The report of the fire wardens was adopted as follows: That the quantities of piping be secured for the high pressure salt water system: 10,000 feet of 8-inch and 6,000 feet of 6-inch. This will be ordered at once from the Robertson Company, to whom was given the contract for a large amount of pipe for the water works system, and which is now being manufactured in the Old Country. The pipes for the high pressure system must be capable of standing a pressure of 150 pounds per inch. That plans be prepared for fire proof buildings to be used as fire halls, one to be located in the vicinity of Douglas street and Burnside road, and the other on the site of the present hall on Kingston street. Hydrants will also be ordered to the amount of \$500.

The great advantages of the Columbia river route for the high pressure water system have been fully discussed and the advantages of a sleigh road, which already exists from Golden to Donald, for winter use, were fully made known. After several of those present had spoken from actual personal experiences of both routes from Beaver and Revelstoke it was decided to support the idea of the Golden route to Victoria immediately to interview the government and to acquaint them with the situation from our point of view. H. G. Parson, M. P. P., was called upon to accompany the deputation and to use his best efforts with the government in the interests of this district.

H. G. Parson, M. P. P., briefly stated that he was fully convinced of the superiority of the route from Beaver and expressed himself as being most willing to do everything in his power to support the idea of the Golden route to Victoria and to secure from the government a fair consideration of the interests of the district.

Improvements to Start.
Local improvement by-law No. 23, authorizing the carrying out of the following works and providing for the borrowing of \$15,397.15 to pay the cost pending the passing of the final by-law was introduced, and put through the various stages up to and including passing of the by-law.

Gamma street, grading and macadamizing roadway 24 feet wide.
Delta street, grading and macadamizing roadway 24 feet wide.
Waddington alley, a concrete sidewalk on the east side and to pave said alley with wooden blocks placed on a concrete foundation, from Johnson street to Yates street.

Cook street, permanent sidewalk on the east side between Fort street and Pandora avenue.
Richardson street, permanent sidewalk on both sides, between Cook and Moss street.

Since street, permanent sidewalk on both sides, with gutters, and grading and macadamizing said street between Moss street and Oswego street.
Dunedin street, boulevards on both sides, between Douglas street and Gorge road.

Garbally road, boulevard on the north side between Dundas street and Gorge road.
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Franklin street, boulevards on both sides, from Fort to Yates streets.
Ald. Gleason's by-law providing for increase of the license fees of wholesale liquor dealers and brewers from \$100 per year to \$200 per year. Ald. Hall's garbage by-law and the by-law closing certain streets in the neighborhood of Smith's Hill reservoir were reconsidered, adopted and finally passed.

Ald. Hall asked that a couple of members of the council be appointed to assist him in drawing up a by-law amending the pound by-law so far as it affects dogs and the mayor appointed Ald. Henderson and Ald. Cameron for the purpose.

First Station Agent
AT PRINCE RUPERT

Prince Rupert, June 15.—Jack Leggett, one of the oldest employees of the Grand Trunk Pacific on the Pacific coast, and one of the best known men in the city, died at his home in Prince Rupert, when he was handling a rifle of 20 calibre, when it suddenly discharged, the bullet penetrating his stomach.

Medical attendance is doing all in its power for him, but at last reports his life was in extreme danger.

Telephone to Mission.
New Westminster, June 15.—The first stage of the new long distance telephone to Mission is now completed and to-day it is possible for the first time for residents of this city and Vancouver people to talk over the wire to people in Westminster Junction. The charge over either of these lines will be 25c for three minutes. The poles have been erected between the Junction and Mission and the stringing of the copper wires is proceeding apace.

The Bedouin Arabs are small eaters. Six or seven dates soaked in melted butter serve a man a whole day, with a very small quantity of coarse flour or a little ball of rice.

A NATURE STUDY.

How Plague of Caterpillars Retard Progress of C. P. R. Trains.

New Westminster, June 15.—That the humble caterpillar can stop even a C. P. R. train is no flight of the imagination, but a serious proposition to roadmasters and section gangs on the division west of Yale. Since the warm weather began these pests of the horticulturalist, and so full of promise to the student of entomology, have multiplied exceedingly on the tracks, where the heat encourages their development. At night myriads swarm on the "head" of the rails, and the warmth keeps them there till a passing train deals out death and destruction. Their bodies so grease the rails that several times last week the train crews failed to make the grade, till the metals had been well sanded. This was the case on Friday evening near Mission, when several trains were stalled. The phenomenon, according to railway men, is by no means uncommon in tropical climates.

DOINGS AT SALT SPRING.

Ganges, June 15.—The Salt Spring Athletic Association is having its members out at football practice three times a week. The players are eagerly looking forward to the next football match with the Ladysmith Intermediates for the Salt Spring cup. Several baseball teams will also be organized by the association this summer.

Personals.
Sergeant Purver, from Work Point barracks, was a guest at Mrs. Stevens' house recently.

J. Walcott, of North Salt Spring, has been very ill lately. He is staying with Lieut.-Col. Laidy until he regains his health.

A. B. Walter, son of A. Walter, J. P. R., returned from McGill College for his holidays.

Mr. and Mrs. E. R. Cartwright are living in J. Walcott's house at North Salt Spring. Mr. Cartwright formerly taught in Mr. Bolton's private school at Victoria.

GOLDEN TAKES HAND
IN MAINLAND ROUTE WAR

Another Deputation to Interview Premier McBride on G. T. P. Trade Question.

Golden, June 15.—On Friday evening a large and enthusiastic meeting was held at the court house under the auspices of the Golden board of trade. In the absence of the president, J. E. Griffith was voted to the chair.

The great advantages of the Columbia river route for the high pressure water system have been fully discussed and the advantages of a sleigh road, which already exists from Golden to Donald, for winter use, were fully made known. After several of those present had spoken from actual personal experiences of both routes from Beaver and Revelstoke it was decided to support the idea of the Golden route to Victoria immediately to interview the government and to acquaint them with the situation from our point of view. H. G. Parson, M. P. P., was called upon to accompany the deputation and to use his best efforts with the government in the interests of this district.

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IMPROVEMENTS AT
NANAIMO COAL MINES

New Ventilating Fans and Baldwin Locomotive Will Cost \$50,000.

Nanaimo, June 15.—For some months now the mines have been working slack time. With the coming of June, which is always a dull time in the coal trade, the miners have been working, up to this time, less than ever. This state of affairs has caused more or less apprehension among the people of the city, who have a few of them, in sight some misgivings as to the future of the city. This feeling, however, has to a large extent been dispelled by an interview Mr. Stockett, superintendent of the Western Fuel Company, who controls the mines, has just given out. Mr. Stockett states that his company has every confidence in the future of Nanaimo. As far as the company was concerned he said that they had not the least apprehension of the future of the mines. Both mines were never in as good condition as they were at present. There has been a great deal of work done in the mines, and it is expected to be completed in a few days. The new ventilating fans and the Baldwin locomotive will be in operation by the end of the month. The cost of these improvements is \$50,000. These consisted of a new ventilating fan at Northfield mine, costing in running order, \$12,000 (this fan is of the Capell type, a high type, having a fan of the Silesia make costing \$25,000, and the purchase for the railway department of a Baldwin 50-ton locomotive that would be laid down here at a cost of \$12,000.

One encouraging feature as it affects the local mines and one that gave promise of great development to the advantage of the local mines and of dependent interests, was the fact that less and less of the foreign business being transacted as the home trade, the strictly Canadian trade, was being supplied. Some five or ten years ago the amount of the Canadian business done by the Nanaimo mines was but five to ten per cent of the total output, the rest of the coal being sold to the United States, and so far, for the five months of this year, 76 per cent of the output has been sold outside of the United States.

The reason of this was the tremendous growth of Canada, the development of new industries, the expansion of trade, the general quickening of business and increase of population in the country. This was a very significant fact for the general feeling was that Canada was but on the threshold of a still greater growth, and as the products of British Columbia expanded industry within the whole country, so would her industries thrive. In this way the future of the local companies was bright, and other concerns supplying those things that are essential to this growth, was very bright indeed. Since the earthquake, which for a long time had more or less paralyzed the business of the Fuel Company's foreign trade, they had been assiduously courting and fostering the Canadian trade with gratifying results to themselves.

While business has been dull of late he looked for an improvement. Yet, although trade had been dull it was worthy of note that the company up to the present time had paid up more wages this year than they did up to the corresponding period of 1902. June, as was always the case, would undoubtedly be a slack month, as little work had been done in June, the month up to now, but he anticipated a fairly strong revival in the company's business from now on. Even for the balance of June, compared with the directly preceding month, work was fairly steady. By the early fall work would be in good swing again, he thought. By early fall was meant as early as some time in August. At any rate gradually improving conditions could be reasonably expected from now on.

No doubt the people felt the change, from the busy scenes of last year, when the big pay rolls, but it was the hope of the company that those would again be re-enacted. Big pay rolls meant lots of room on the market for coal, and when that condition was reached, the company would be in a position to speak of the city generally, the future looked bright. The real estate that the company had placed on the market had been sold, yet it all had its effect on the general volume of trade transacted at Nanaimo and by reason of establishing good transportation facilities in the city added another valuable asset for the interesting of the prospective investor.

Taking it all through, his company had every confidence in the town.

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ELK RIVER IN FLOOD.

Ferne, June 15.—The high water in the Elk river is still causing considerable trouble especially to the millmen and it is feared that serious damage will result if the water should rise higher. The Elk Valley Lumber Company in West Ferne is experiencing great difficulty in preventing the flooding of their premises, but so far have been successful in their efforts. All the bridges in the immediate vicinity of the company have stood the severe strain admirably, and there is no danger of loss in that respect.

The derangement of the railway service caused considerable inconvenience to local merchants who have shipments on the road, and some lines of necessities are pretty short. A great deal of delayed mail matter from the East has come in from the West, having been sent around by Revelstoke.

SALT SPRING'S HOTEL.

Ganges, June 15.—Salt Spring's new hotel will be in the course of construction shortly. Mr. Fatts of Victoria, is pushing the matter with his accustomed energy, so it can be safely predicted that next summer Salt Spring will have a hotel bidding welcome to many hundreds of tourists.

It is hoped the beneficial to Salt Spring in a great many ways and has long been a recognized necessity.

ALMOST CHOKED TO DEATH.

Mr. Lionel E. Schwartz, a commercial traveller, writing from Winnipeg, Man., says: "Catarrhoea cured me of Asthma after the doctors had despaired of my recovery. I am now sleeping through the night without waking up in a fit of coughing. Sometimes I almost choked to death. I have not been bothered since using Catarrhoea. It has cured me entirely. Catarrhoea is the only remedy I have ever met to give such good results." Sold by all dealers in three sizes, 25c, 50c, \$1.00, for two months' treatment, which is guaranteed to permanently cure.

BLASTING OF ROCK
IS SPECTACULAR

Day and Night Gangs Engaged in Cutting G. T. P. Across British Columbia.

Prince Rupert, June 15.—Now that the long summer days have come with their long hours of daylight, the day and night gangs have been put to work by many of the railway sub-contractors, and double shifts are being used where the condition of the work justifies it. For an hour or two at night drilling cannot be carried on satisfactorily, but the balance of the work of grading, mucking and cleaning up can be done almost as well in the twilight as in the daylight.

Another big shot in the first rock bluff where J. W. Vandergriff's station men are working was fired on Wednesday night with splendid success. The shot was fired from a position about 33 feet into the solid rock, and 25 feet back from the face of the cut, which now extends 100 feet into the bluff. Into each hole 50 pounds of dynamite was packed, and the dynamite was burning a large chamber at the bottom of each. They were then loaded with 525 pounds, or 2100 sticks of dynamite, and the men were waiting for the explosion. There was a muffled roar, a spasmodic convulsion of the earth, and the hundred tons of rock were driven down the town saw 1,000 tons of rock rise en masse about ten feet into the air and fall, shattered to fragments into the cut below. No damage whatever was done to the buildings in the vicinity, and enough rock was broken up to keep the day and night gangs mucking for the next ten days.

News of the big charge being loaded created considerable excitement amongst the nearby residents, who watched eagerly for the warning bell. Contractors and station men have come out to the beach at Ross Bay cemetery, and the police were called upon and forced them to retire; but since last week's disaster, such people are willing to move at the first sound of the bell. Hotels, restaurants and small stores line the right-of-way hardly fifty feet distant from the "cut," and should an accident occur, such a happened a week ago, these buildings would be wiped out of existence.

Contractor Peterson with his gang of men, who have been working on the station work on the second rock bluff for the past month, have thrown up their contract and quit work, claiming they were not making expenses. The work is heavy and on account of its proximity to the town, only a limited amount of powder could be used in blasting, thus to a certain extent preventing the work being done profitably. It was on this piece of work that the big "cocyte" hole was shot last week, which ended so disastrously.

H. A. McClure, formerly superintendent of the construction for the Guggen helms at Catella, Alaska, and now in charge of work on the five miles subbed to the Prince Rupert Construction Company, has three miles of subbed station men and camps erected. He reports work well under way and expects to sub-let the balance of their contract and have camps erected within a couple of weeks.

P. Antonelli, of Seattle, one of the best known railway contractors on the Pacific coast, has a contract for mile 34 above Aberdeen, and the bearing of two miles of right-of-way. He left on the steamer Caledonia on Saturday with a gang of men and will commence work at once. Mr. Antonelli has done much work on the Pacific coast, and has been successful in every state on the Pacific coast from Mexico to Alaska, and built the