Craigflower Once Again

Famous Road Dispute Subject to Lively Debate at Meeting of Council.

Re-Opening By-Law Passes Its Second Reading—Railway Conection.

As predicted in the Colonist, yesterday evening's regular meeting of the city council proved an exceedingly lively and interesting one. The Craigflower road dispute, as was anticipated, "bobbed up serenely from below," Ald. Beckwith re-introducing the re-opening by-law, which has received its first reading in July last. After a lengthy debate, with a number of lively and sometimes humorous incidents, the by-law passed its second reading, on the understanding that when it is again considered in committee at the next regular meeting, a clause providing adequate compensation to the property owners interested, will be inserted. Ald. Kinsman made a vigorout protest against the by-law being read a second time, claiming that it was unfair to spring the matter upon the board without notification. He wished for an opportunity to prepare some amendments which would meet the wishes of the property owners.

A communication from Mr. T. C. Sorby, asking the board to reconsider its action in the matter of his claim for $350 for certain plans furnished in 1896, was laid upon the table.

A report from the railway committee recommending that the city clerk be instructed to correspond with the heads of the large railway corporations, with the view of obtaining railway connection with the Mainland, was the subject of a lively debate. It was finally referred back to the railway committee.

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There were present, His Worship Mayor Hayward in the chair, and a full board. Quite a number of residents of Victoria West were in attendance, in expectation of hearing something said in regard to the celebrated Craigflower road dispute.

The first communication was from the commander-in-chief and officers of the Pacific squadron extending an invitation to a ball to be given on the 19th instant at Assembly Hall. Invitation accepted with thanks.

H. Mortimer-Lamb wrote saying the B. C. Mining Record was about to publish a Christmas number which would contain much interesting matter and many illustrations, and asked for substantial aid. Referred to finance committee for report.

F. Elworthy, secretary of the Provincial Royal Jubilee Hospital advised the board that the directors of the hospital had been negotiating for the purchase of a complete disinfecting plant, and expressed the opinion that the city was taking a grave risk in not having facilities for disinfecting in the event of an outbreak of infectious disease.

Ald. Yates thought the matter a most important one, and moved that the letter be referred to a special committee for report.

Ald. Cameron was impressed with the desirability of having a plant of the kind described, but there were no funds available.

Ald. Yates' motion carried.

C. A. Holland complained that in pulling down certain buildings on Borad street, which had been condemned, some damage had been done to a building adjoining, occupied by Mr. R. S. Day.

Ald. Stewart was of the opinion that the owners of the condemned buildings were responsible for any damage which might result from the destruction of the buildings.

Ald. Beckwith thought it important to find out if the city was responsible in such matters, and moved that it be referred to the city solicitor for report. Carried.

A. L. Belyea, Q.C., on behalf of his client, D. F. Adams, asked that a sheet of plate glass, broken by city workmen, be replaced. Referred to city engineer for report.

Laura S. J. Campbell drew attention to the necessity of a light on the corner of Carr street and Avalon road. Referred to electric light committee for report.

Thos. C. Sorby wrote as follows:

Sir:—The report of the special committee with reference to the claim of James Bay bridge does not make it quite clear why the second report of the committee who made the original award was never laid before the council of 1894.

From reports published in the Colonist and Times, of the meeting of council held on the 22nd Oct., 1894, ex-Mayor Teasdale, in reply to an enquiry made by Ald. Munn, "explained that the only hitch was that the finance committee could not say where the money was to be taken from. The money appropriated under this head had been used for some other purpose. It was only right that the successful competitors should get their money—they could not be held responsible for a mistake of the council," To avoid this liability this second report of the 26th September, 1894, recommending the payment to me of $350, was held back week after week until, at my request, it was produced to the council of 1895, and on the 30th December, 1895, it was "resolved that the communication be received and Mr. Sorby be informed that the want of funds debars the council from entertaining his proposal and acceeding to his request." There was no pretense of the council disputing the justness of the debt, but on the part of a few members a tacit repudiation of a liability incurred by a previous council, the equity of which is admitted even by some of those who seek to avoid the payment of a debt that should have been paid by a preceding council.

I trust this explanation will make this matter clear, and that the council will be pleased to reconsider their vote and pay this old standing claim and a debt of honor.

THOS. C. SORBY.

Ald. Beckwith moved that the letter be received and laid upon the table. The matter might be reconsidered and looked into a little more fully.

Ald. Hall seconded the motion. He thought Mr. Sorby was entitled to the money, and should be paid.

Ald. Stewart did not think there was much use in wasting time over the matter. He had not any knowledge now that would lead him to believe that Mr. Sorby's claim was a just one.

Ald. Kinsman moved that the letter be received and filed. Enough time had been wasted over the matter already.

Ald. Cooley thought it most peculiar that neither the first nor second prizes had been given. Mr. Sorby had complied with the conditions of the contest at the time and was, he thought, entitled to the money.

It having been suggested that the matter should again be considered, His Worship promised to consider whether he would not recommend that the question of Mr. Sorby's claim be referred back to the board again.

Ald. Brydon thought that Mr. Sorby's claim should be paid. It was a just one.

The letter was laid upon the table.

Joseph Hunter in regard to the removal of a platform from the sidewalk on Superior street, wrote saying that he had investigated the matter and was satisfied with the explanation by the city carpenter.

Residents of Fairfield road asked for better fire protection. Referred to the fire wardens for report.

C. H. Topp, city engineer, reported as follows:

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

Petition from John Elford and others re improvement of Fort street between Blanchard and School streets.—I have gone over the above locality and find the same in bad condition, and would recommend the roadway be surfaced with broken rock 24ft. in width on the north side of the car track; total distance, 3,070 feet; estimated cost, $2,000.

Petition from W. Rockett and others re sewer rental on upper Johnson street:—

1. In accordance with instructions of the streets, sewers and bridges committee, of February 7 last, I reported the drains that were being used as sewers, and on again going into the matter, I find the above drain was contained in the list.

2. This report was referred to the city solicitors, whom, I believe, reported that there could be no objection to the council converting into sewers such of the surface drains as finally discharging at Clover point, and are otherwise suitable.

3. Shortly afterwards I received a notice to act in accordance with the solicitors' report of February 26, 1900, which I did by placing such drains on the sewer rental list. In conclusion, I may say the drain in question is in first-class condition, and appears to be equal in construction to any of the sewers in the city; and further, permits are being granted to those who desire sewer connections in the above locality. Trusting this will be satisfactory. C. H. TOPP.

Refered to the streets, sewers and bridges committee for report.

The electric light committee recommended that a light be placed on the corner of Garbally road and Douglas street, and that the light on Belleville street, in front of Mr. Spencer's residence, be moved nearer the bridge. Adopted.

The finance committee recommended the payment of accounts for the current month, amounting to $1,827.66.

Ald. Beckwith wanted some information in regard to the item of $40 for lighting Government street with incandescent lamps. He hoped the arrangement was not a permanent one.

The Mayor explained that the matter was being tried as an experiment for a short time.

Ald. Beckwith thought it inconsistent to refuse lights in the outlying districts and then going to this expenditure on Government street.

Ald. Kinsman agreed with Ald. Beckwith, that it would be well to light the districts first.

The report was adopted.

The standing committee on finance recommended the appropriation of $2,880 for providing a new swing to Rock Bay bridge, and grading and gravelling Linden avenue. Adopted.

Ald. Yates wanted to know if any report had been received from the water commissioner in regard to the collecting of water rates from those outside the city limits. City Clerk Dowler will ask the water commissioner to make a report.

Ald. Brydon complained of the way contractors were intruding on the streets in the building operations now going on on Douglas street. The city engineer will look after the matter.

A technical amendment, of no public interest, was made to the Yates and Broad street local improvement by-law.

Formal motions were passed authorizing the destruction of certain wooden buildings, in regard to which the council had taken previous action, already reported.

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The by-law to cover the city's share of the pavement of Government and Broad streets, was slightly amended in title and then finally passed.

The railway committee reported as follows:

Gentlemen:—Your railway committee, after carefully considering the question of a transfer ferry car service connecting Victoria with one or more transcontinental railway lines, desire to report and recommend as follows:

That the calm land-locked waters of Puca Straits and the Gulf of Georgia offer the greatest possible advantages for railway ferry connection and the transportation of loaded freight cars. The distance is less, there is no ice to plough through nor rough water to encounter, as there is on the Eastern lakes and gulfs where, in spite of all the disadvantages to those Eastern waterways, they do now and have been for some years, winter and summer, so successfully operated; it is therefore our opinion that we were supplied with the greatest of all up-builders of cities, a modern and rapid transit car ferry service with modern depot and terminal buildings.

Your committee would therefore recommend that official correspondence be opened up with five known railway companies that are now looking forward for terminal facilities on this Coast, so that advantage may be taken at an early date, and in time, before the various companies decide on terminals on our shores have finally located.

And that the city clerk be instructed to forward a circular letter to the various railway companies; therein setting forth our advantages, and asking if it is their intention to take proper steps to secure the vast and growing trade of the port of Victoria and Vancouver Island, by affording us rapid railway transfer facilities from and to this port.

Ald. Yates understood that the railway committee had full power to deal with the matter—that is, that the committee should have undertaken all correspondence and then reported results to the council. He moved that the report be referred back to the committee.

Ald. Williams did not like to see members of the council shirking their plain duty. Ald. Yates, especially, should take a strong interest in the matter. He moved the adoption of the report.

Ald. Hall seconded Ald. Williams' amendment. The time had come for better railway connection.

Ald. Beckwith thought Ald. Williams rather severe. All the aldermen were anxious for railway connection, but there was some difference of opinion in regard to the method of going about the matter. The committee had the matter fully in hand, and ought to go ahead with the correspondence.

Ald. Stewart wanted to know what had been done on a previous occasion, when an attempt was made to open correspondence with the heads of railway corporations. He believed the railway was coming—in fact, had private information that it was certainly coming, all right.

Ald. Williams complained that the aldermen were quick to bring up objections, but did nothing to suggest a better course than that mentioned in the report of the railway committee.

Ald. Stewart was of the opinion that Victoria would not get railway connection until the business of the town warranted it.

Ald. Brydon thought Ald. Williams had full opportunity to show what stuff he was made of by taking the initiative in the matter and opening correspondence with the large railway companies. But he had done nothing. He was trifling with the matter.

Ald. Yates warmly resented Ald. Williams insinuations in regard to himself. He was as anxious as anybody for a railway, and had personally spent $2,000 on one railway project. The report was simply a "boost" for the Port Angeles railway company. It did not in any event deal seriously with a very important subject. The committee had shrinked their duty.

Ald. Kinsman thought very little could be said on the question. All were in favor of a railway, and Mr. Dowler was the man to handle the correspondence—he was a good man with the pen.

The report was referred back to the railway committee.

The by-law for the re-opening of Craigflower road was then taken up for second reading. It was read a first time in July last.

Ald. Beckwith thought the council should in this matter try and meet the wishes of the majority of people of Victoria West, who were in favor of opening the road. The matter of meeting the wishes of the property owners was one also in which the council was prepared to act fairly. No one intended that the property owners should suffer, and a by-law should be brought in providing satisfactory compensation. The question ought to be taken up now and settled once and for all. There were many reasons why the road should be kept open. The city had recently put up a fine new fire hall; and for other reasons the road should be opened, and kept in good condition. If a sum of money were on hand to grade and put in a good condition certain streets in the locality there might not be so much objection to the closing of the road; but as the matter was at present the road ought to be opened. He moved that the by-law be read a second time. Ald. Brydon seconded the motion.

Ald. Kinsman first heard of the by-law going to be read a second time that day at noon. He moved that the matter be laid over for one week, so that he could be prepared with some amendments satisfactory to the property owners.

Ald. Stewart understood that a by-law showing what compensation would be made to property owners would be introduced at the same time as the re-opening by-law. This, he thought, was the proper course.

Ald. Yates agreed with the opinion expressed by Ald. Kinsman, but he would like to see the by-law advanced a stage when the question of compensation could come up in a proper manner.

Ald. Beckwith assured the board that it was not his intention as mover of the re-opening by-law to do anything which would prevent compensation to the property owners.

Ald. Kinsman again asked that one week be given, in which consideration could be given the matter by the property owners.

Ald. Yates assured Ald. Kinsman that there was no intention of doing anything to injure the rights of the property owners. The board should decide at once the question: Does the council want the road open or not?

Ald. Cameron did not think that a fair question. The re-opening by-law and the compensation by-law should come in as one by-law, and dealt with in that way. There was some difference of opinion in regard to the expediency of re-opening the road. The people of Victoria West were by no means unanimous on the question.

Ald. Yates had gone into the matter of compensation quite fully, looking up deeds, etc., and was prepared at the proper time to deal with that phase of the question.

Ald. Cameron thought the matter should be dealt with on the basis of the city expropriating the land and paying for it.

Ald. Beckwith thought the passing of the by-law under consideration was a proper step; and everybody could rest assured that no man who had property there would lose one cent.

Ald. Kinsman had little faith in the promises made by some of the aldermen who were friends of the re-opening of Craigflower road. They had shouted across the room to him that "he had no property—had paid no taxes."

Ald. Kinsman then directed the attention of the Mayor to the fact that certain gentlemen in the audience from Victoria West, who were in favor of opening the road, were applauding sentiments favorable to that view, and asked rather heatedly that order be kept. His Worship assured the alderman that he would be given a fair hearing.

Ald. Williams approved of the suggestion made by Ald. Cameron, that both by-laws should be incorporated into one. He was in favor of the re-opening of the road, and the compensating of the owners.

Ald. Cooley did not think there was any disposition on the part of anybody to injure the property owners or take away their rights.

Ald. Cameron drew the attention of the board to the precedents which had been established in dealing with similar matters. If it was desirable to open the road let it be done in the local improvement plan, as would be done in the case of the extension of Broad street.

The vote was then taken, and the by-law read a second time, on the following vote:—

Ayes.—Ald. Williams, Brydon, Beckwith, Stewart, Yates, Cooley, and the Mayor.

Noes.—Ald. Kinsman, Cameron and Hall.

After transacting some purely routine business of an unimportant character, the board then adjourned.

FROM THE BOER SIDE.

Some Humors and Side-Lights on the South African War.

Journey from St. Petersburg to Vladivostock Made in About Twenty-Four Days.

London Daily Mail Correspondence.

Every war brings in its wake distress and misery untold, but of all wars, a Boer war is most prolific in unaffected humor.

The Boer's contempt for discipline and authority is proverbial; neither he nor his superior officer understands the art of war in that sense, and so fatally can his individual influence be exercised adversely against those commanding him, so strong is his clannishness and close knit his family ties, that it would be a particularly venturesome field cornet that would dare to play Lord.

The earlier days of the republican picnic to Natal saw scenes of shameless license, which would have been amusing if they had not been painful and degrading in a people not entirely lawless and destitute of good qualities.

At Dundee a troop of Boers were loading up thirteen pianos! On General Lukas Meyer remonstrating against such wholesale brigandage, they bluntly told him he might "loop naar zyn mo'ee"—a rough "taal" injunction intimating that he might go and be hanged.

I doubt whether until quite recently many Boers took the war seriously. One evening in January last, on a spur of the giant Umbulwana, overlooking the Neutral Camp, at Ladysmith, I came upon a Utrecht outpost. A raw, callow youth of not more than sixteen years, was this "brandwacht," and he asked me to help him interpret the meaning of a written order sent down from the head laager, which he was laboriously spelling out. The paper said in effect that English spies and Kaffir runners were continually creeping through the Boer lines to Buller at Chieveley, that extra vigilance was imposed, and that if at a third challenge no satisfactory answer was given, there was to be no further parley. The outposts were to shoot to kill.

The password that night (our friend told me quite candidly) was "Mauser;" and he said he meant to carry out his instructions to the letter.

Presently his keen eye descried a movement in the bushes. A figure was approaching through the gloom.

The outpost challenged three times and got no answer.

"Werda!" bellowed the outpost for the fourth time, adding in a high state of excitement and anger; "If you don't shout 'Mauser' at once I'll shout you dead, sure!" ("as je nou nie gauw-gauw 'Mauser' reop, dan sal ik jou zeker schiet.")

By this time the figure was upon us; it was that of a shaggy-haired old farmer, who indignantly inquired what his own son (for such it was) meant by offering such unfilial remarks. I explained the commandant-general's orders, but the old man was not to be appeased. What did he want with passwords and threats. A nice state of affairs if he couldn't visit his own child after dark without all this nonsense and falutin' regulations.

Incidents such as these go to explain the success of the two night surprises by the Ladysmith garrison on the Boer guns at Lombard and Vaal Kops, during the latter of which expeditions, by the by, Mr. Henry Spanner, a sexegenarian speculator from the United States, who had joined the Pretoria town commando, was accidentally shot dead by a Boer marksman. The facts of the episode were suppressed by the Pretoria censors; but all knew that his inability to talk Dutch and his rallying cry on Vaal Kop, "Come on, boys, here they are, just here!" uttered in English, in the rush and gloom of the night, cost him his life. Of course, the Boers preferred to believe that the success of these daring coups was the handiwork of traitors, and Lieutenants Tossel and Walker, of the Pretoria Police, with two other Englishmen, named Cooper and Milne, were placed under arrest; but we, with inside knowledge, concluded that the reverses were due only to the crass carelessness and imprudence of the somnolent young persons from the country at the outposts.

More prudent and circumspect was the action of a certain Vryheid veteran, sent with his fellows to seize the Armstrong guns Colonel Long was forced to abandon on the south side of the Tugela on that fateful 15th of December. This was a great shaggy creature, a giant in stature, with a countenance weather beaten and gnarled, in a patriarchial framework of white hair, that streamed unkempt all over him. Such a man as Dan'l Peggoty might have been. He had been despatched by Emmett, Botha's brother-in-law, to help fetch the unprotected guns, and the Tugela river being "very wet," and more than normally high, he had divested himself of all his clothes. He had, in short, adopted the "altogether," save for the bandolier, slung across his torso, and his rifle in his hand. Then followed the altercation with brave Colonel Bullock, (forced to surrender by a blow from a Mauser's butt-end), and the capture of the Devons in a donga. Being told off as escort to the captures khakis and unable to recover his clothes, he presented a side-splitting picture, as he trudged quietly by their side, his herculean figure towering above all the company.

It was only a shade less comical than that of a tall, bony, grey-head, who, having looted Allison's splendid farmstead, near Ladysmith, and appropriated young Mr. Allison's "things" might have been observed for days after careering exultant through the laagers on an absurd little pony, attired, (the Boer brigand, not the pony), in an opera hat, a dress coat, and dress waistcoat no shirt, pumps with boks, no socks, and a pair of dress trousers, which, by reason of being altogether too short, just spanned the knee.

What would be said in the service clubs if a trooper could translate himself at his own sweet will from an infantry garrison stationed at Cairo to a heavy cavaly regiment fighting in the Soudan? What would be said if a go-as-you-please-stay-if-you-like sort of system, by which a Dorset Light Infantry officer, tired of active service, just sadled up and hitched himself on to an army medical corps in the rear? Or, if there was anything to be made in that quarter, joined the staff of the field canteen? Or nominated himself Batman-in-Chief to Lord Kitchener? Yet similar things frequently occurred in the Boer camps.

I have known a man nominally attached to the Johannesburg commando, go to his commandant, Ben Viljoen, say he was sick of Natal, and that his brother-in-law, the general at Doordrecht, or his aunt's cousin, the field cornet at Modder River, had sent him an urgent message to come down at once. Ben Viljoen might protest; but he would be powerless to interfere; it he decided the renegade permission for the night. He would take train all the same. Protests in these cases were futile, there was no camp machinery to enforce them.

I have also seen the abject terror of a Rand magistrate, Mr. D. J. Schurman, commandeered for active service in the campaign, lest he should be laagered in a camp where a Johannesburg ne'er-do-well, whom he had recently sentenced to a term of imprisonment, had risen from convict to assistant-laager-commandant and to the military dignitary wielding the field of retaliation and revenge in such despotic hands.

The late General Joubert, when the "Volksiem" accused him of "unmilitary humanity," outside of Ladysmith, got into a towering temper, and said he knew about the tactics "Wellington and Bonaparte, Alsace-Lorraine, and those other generals would have adopted, but he probably knew his business a little better than they."

TRANS-SIBERIAN RAILROAD.

Journey from St. Petersburg to Vladivostock Made in About Twenty-Four Days.

From New York Times.

Some interesting facts regarding the new trans-Siberian railroad have been given in a report to W. H. Holloway, United States consul general at St. Petersburg.

Passenger traffic on the road is at present suspended east of Irkutsk, the rolling stock being engaged in transporting troops and munitions of war to China, but it is expected that this interruption will be only temporary.

The journey from Vladivostock to St. Petersburg, 9,922 versts or 6,617 miles, can be effected in about thirty-five days, and in that sense, and so fatally can his individual influence be exercised adversely against those commanding him, so strong is his clannishness and close knit his family ties, that it would be a particularly venturesome field cornet that would dare to play Lord.

Daily trains start from Vladivostock to Chabarovska with a dining room car, in which, for moderate prices, travellers can lunch, dine, sup, have tea, coffee, and wine. The prices are limited by a tariff approved by the administration. The daily board is from 3 to 5 rubles, ($1.50 to $2.50.)

The distance between Vladivostock and Chabarovska is 716 versts, (482 miles). Trains start from Vladivostock in the morning at 9:25 o'clock and arrive in Chabarovska the next day at 1:20 o'clock; time, twenty-eight hours.

The journey from Chabarovska to Blagoveschenska and further to Sretenska (2,138 versts, or 1,423 miles,) is via the River Amur and the Shilka. There are 108 steamers on the basis of the Amur, four transport boats, and two steam long boats belonging to private companies and to the Minister of Ways and Communications. The steamers of the Amur company are preferable. These steamers leave Chabarovska every five days and go from Chabarovska to Blagoveschenska in six days.

The board is two rubles ($1) a day for one person. Travellers receive, at 8 o'clock in the morning, tea, with bread and butter; at 12 o'clock, a dinner consisting of two dishes of meat and pudding; at 4 o'clock, tea, and at 8 o'clock in the evening, one dish of meat and tea.

From Blagoveschenska to Sretenska the steamers require eight days and run even in case of low water.

From Sretenska the journey is by rail. The trains leave Sretenska Tuesdays, Thursdays and Saturdays, at 6:40 o'clock in the evening, and arrive, via Tshit, the third day, at Muissov, on the southeast bank of the Baikal.

Travellers cross the Baikal at 4 o'clock, connecting with a train on the other bank, the distance to Irkutsk being 62 versts, (41 miles,) and from Sretenska 1,175 versts, or 781 miles.

Between Irkutsk and St. Petersburg there are daily trains with all three classes of carriages, making the journey (5,507 versts) in twelve days.

Laid at Rest—On Sunday afternoon the funeral of the late Mrs. Smethurst took place from the family residence, Delta street, at 2 o'clock, and later at St. Mark's church, Boleskine road. Rev. F. Grundy conducted services at the church and at the graveside. The pallbearers were Messrs G. J. Jones, D. Parsell, A. Murray, F. Mills, G. Calder and H. Rivers.

What Heavy Marching Means

Captain Mason's Diary Tells of the Hardships of Soldiers Life.

Day After Day Canadians Pushed Along With Very Little Rest.

From Mail and Empire.

Lieut.-Col. Mason has received a letter from his son, Capt. Mason, of B company, R.C.R., dated Krugersdorp, Aug. 22nd. The gallant captain tells of three weeks' heavy marching, covering about 240 miles. He reports that the Canadians stood it well, hardly a man falling out. The commanding officer hit upon the happy idea of having a dozen of the best vocalists of the battalion march in the centre. These led the singing, which had a capital effect in keeping up the spirits of the men in the long and fatiguing journeys. Everyone knows that Capt. Mason was shot through both lungs at Paardeberg, and was then taken back to Capetown, but refused to be invalided home, and insisted on rejoining his regiment at great personal risk. His legion of friends, will, therefore, hear with relief that he came through the ordeal safely, and was feeling well at the time of writing. His diary, some extracts from which are given below, records some phenomenal marching, surpassing, perhaps, anything in the campaign. The extracts are as follows:

Monday, August 13.—Fine. Reveille 1:30 a.m. Marched 3 a.m.; crossed Mool river about 6 a.m.; got rather wet in crossing. Some difficulty getting transport waggons across; fatigue party from our regiment to assist in pulling waggons out of drift. Took about two hours crossing. Marched off about 11:30 a.m. and halted at 4:30 p.m., at Silverfontein. Very dusty to-day.

Tuesday, August 14.—Reveille at 6 a.m. Marched about 7:30 a.m., 14 miles. Halted for lunch. No water; very warm and dusty marched about 5 miles in afternoon; halted about 8:30 p.m.; dinner at 7 p.m.; lay down at 8:30; up at 10:30 p.m.; marched until 6 a.m.

Wednesday, Aug. 15.—Fine; warm. Learned to-day Dewet and his force got away into the mountains 20 miles north-west of here. A couple of hours' sleep in morning. Marched about noon and halted about 2:30 p.m. Very hot march. Rear guard, under Gen. Smith-Dorrien and Gen. Ian Hamilton, and Baden-Powell's forces. Rather tired out after last night's march. Thursday, Aug. 16.—Fine. Marched out of camp about 6 a.m.; our battalion rear guard. Only marched about two miles when got orders to return to camp. We were to march to relieve Zeerust, but as we were moving, received word that Lord Carrington had arrived there.

Friday, Aug. 17.—Reveille at 11 p.m. Last evening we were rear guard, and as this column was miles long, our battalion did not get off until 1:30 a.m., halted until 10:30 a.m. It was pronounced the most fatiguing march of the campaign, the men having lost the entire effectiveness of 21 miles without breakfast. Halted four hours. This place is called Elandsfontein, a small stream in the valley between high hills. Marched out in afternoon, but only moved about one mile when orders came from Lord Kitchener to go back to camp and remain there for the night. Lord Kitchener is in front about 12 miles with cavalry.

Saturday, Aug. 18.—Fine, lovely day. Marched at 6 a.m., retracing our steps of yesterday. Only got about six miles when ordered to halt for the day to await Gen. Broadwood, who was bringing in convoy of sick and wounded. This proved late in the to-day. Gen. Broadwood came in about 2 p.m. The reasons for all these apparently uncertain moves we do not know. Leeuwfontein is the name of the spot. For the ending to-day we have marched 112 miles, average of 16 miles per day. This is a very conservative estimate.

Sunday, Aug. 19.—Marched out at 6 a.m., Gen. Broadwood's convoy preceding us. Halted for an hour at 9 for breakfast before moving from bivouac. We felt it wiser plan to give the men something to eat before moving rather than march on an empty stomach, and then have a hurried breakfast. Halted at 1:30 p.m. at Vlakfontein for the day, having marched 15 miles. All feeling well; regiment rather weak; 400 strong, exclusive of G company, which is still on armored train.

Monday, Aug. 20.—Fine. Marched at 6 a.m.; halted at 9; marched again at 10:30. Halted at 3:15 for the day. Covered about 16 or 17 miles. Sun very hot; weather getting much warmer; grass commencing to get green on the veldt; animals commencing to give out; many horses and mules left dead and dying on the road; short of forage for the present. A party of the enemy cut one of our horses on the march; our artillery shelled them; result unknown. Days getting longer; sun rises about 6 and sets about 5:30.

Tuesday, Aug. 21.—Fine. Marched out at 6:10 a.m.; marching southeast, passing through a very hilly country. Rather good farms and plenty of water by the way. Marched off at 10:45 and halted at bivouac at 3:45, having covered about 17 miles. This place is called Bramfontein. It is a pretty spot; large growth of trees in the vicinity. Four men and three waggons captured from our column yesterday. Rear guard sniped for a short time to-day.

Wednesday, Aug. 22.—Fine; marched out about 7 a.m.; our battalion rear guard; B company right flank. Arrived at Krugersdorp about 2 p.m. Marched through town; battalion singing "The Land of the Maple Leaf." A very pretty little place. Bivouacked outside the town on the hill.

CHRISTOPHER FOLEY CHOSEN.

Result of Labor Convention at Nelson Last Week.

From Nelson Miner.

James Wilks, as predicted by the Miner, was the choice of the labor convention and was tendered the nomination Thursday afternoon, but he declined it, and Christopher Foley, of Roesland, was named and an acceptance was secured from him.

There were four names placed before the convention, James Wilks, of Nelson; Christopher Foley, of Rossland; Arthur Ferris, of Rossland, and John McLaren, of Rossland. The latter two gentlemen withdrew, and on a division Mr. Wilks beat Foley by a large vote. Mr. Wilks was given until this afternoon session to decline or accept the nomination, and during the noon recess some of the fastest political work ever executed in Nelson was indulged in. Mr. Galliher's friends did not want Wilks nominated, and influences were brought to bear upon the nominee to induce him to decline the nomination. Whether or not Mr. Wilks was influenced in any way by these, is an open question, but in any event, he declined the nomination at the afternoon session. Mr. Foley, being the second choice of the convention, was offered the nomination by wire, and after a short delay an acceptance was secured from him.

A campaign committee, consisting of the following, was appointed: Rossland, Thomas Brownlee; Greenwood, Charles Wilson; Sandon, Percy Johnston; Moyie, H. H. Dimmock; Kimberley, Harry White; Slocan City, John A. Foley; New Denver, Duncan J. Weir; Silverton, Joseph Brandon; Whitewater, J. J. Macdonald; Ymir, Alfred Parr; Kaslo, Duncan McPhail; Nelson, Walter Kee; Phoenix, James Riordan; Revelstoke, Frank Craig; Kamloops, John Savage.

James Devine, of Rossland, was appointed secretary-treasurer of the general committee.

Our Mail Order Department.

This is a special feature of our business. All orders are executed with care and promptness thus avoiding any mistakes.

All goods invoiced at the lowest possible price on day of shipment.

Be sure to send enough money as it is an easy matter to return any sum that is over.

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HIGHEST STANDARD GUARANTEED

STEMLER & EARLE, IMPORTERS AND MANUFACTURERS VICTORIA

HEAD OFFICE:—Thomas Earle, 92, 94 and 97 Wharf St, Victoria, B.C.

FOR SALE.

Three Farms, improved and attached, forty to fifty acres each; good soil, wharves, school, etc. Daily communication if necessary. Terms easy. Might rent or exchange for Victoria property. For further particulars apply to. W. GRIMMER, Pender Island, B. C.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described lands situate on the Tel-Kwa river, in Cassiar district.

Commencing at a post, said post being the northeast corner and identical with the southwest corner of the John Irving coal prospecting claim—thence due west 80 chains—thence due south 80 chains—thence due east 80 chains—thence due north 80 chains to the point of commencement and containing 640 acres, more or less.

Dated this 10th day of August, 1900.

(Signed.)
JOHN DANIEL QUINE.

(No. 106.)

CERTIFICATE OF THE REGISTRATION OF AN EXTRA-PROVINCIAL COMPANY.

"Companies Act 1897."

"Gribbell Island Copper Company."

Registered the 28th day of May, 1900.

I hereby certify that I have this day registered "Gribbell Island Copper Company" as an Extra-Provincial Company under the "Companies' Act, 1897," and to carry out or effect all or any of the objects hereafter set forth to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate in Fairhaven, Whatcom County, Washington, U. S. A.

The amount of the capital of the Company is $100,000, divided into 1,000,000 shares of ten cents each.

The head office of the Company in this Province is situate in Victoria, and G. A. Kelly, miner, whose address is Victoria aforesaid, is the attorney for the Company.

The time of the existence of the Company is fifty years.

The objects for which the Company has been established are:—

To carry on the business of mining for coal, silver, lead, copper and other minerals, and to do a general mining business of all kinds in the State of Washington, and other States of the Union, and in the Province of British Columbia; to buy and sell mines; conduct a steamboat and transportation business; to buy, sell, and mortgage real estate and personal property; to issue and sell bonds secured by a mortgage or deed of trust upon any property belonging to said Corporation, and to any and all things that, in the opinion of said Corporation and its managers, may be deemed conducive to the best interests of said Corporation, and to enable it to carry out the general purposes for which it is organized.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 28th day of May, one thousand nine hundred.

(L.S.) S. Y. WOOTTON,
Registrar of Joint Stock Companies.

MINERAL ACT, 1896.

(Form F.)

Certificate of Improvements.

Success, Serpent, Gen. James M., Lady Francis, Leviathan, Leviathan No. 2, Leviathan Fraction and Faith, Mineral Claims, situate in the West Coast, Vancouver Island, Mining Division of Clayoquot District.

Where located: On Tranquille Creek, Tatine Inlet.

Take notice that I, A. S. Going, agent for James M. Ashton, Free Miner's Certificate B48927, and Mary F. Ashton, Free Miner's Certificate No. B48928, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 25th day of September, 1900.

A. S. GOING.

B.C. Year Book

1897

By R. E. GOSNELL

Cloth .....$1 50 per copy

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THE TRADE SUPPLIED.

This book contains very complete historical, political, statistical, agricultural, mining and general information of British Columbia. Copiously illustrated.

THE COLONIST P. & P. CO., LTD

VICTORIA, B.C.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described lands situate on the Tel-Kwa river, in Cassiar district.

Commencing at a post, said post being the northeast corner and identical with the southwest corner of the John Irving coal prospecting claim—thence due west 80 chains—thence due south 80 chains—thence due east 80 chains—thence due north 80 chains to the point of commencement and containing 640 acres, more or less.

Dated this 10th day of August, 1900.

(Signed.)
JOHN HENRY HARWOOD.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described lands situate on the Tel-Kwa river, in Cassiar district.

Commencing at a point 80 chains due north from the initial post, said initial post being situated near the north bank of the Tel-Kwa river, about six miles above its junction with the Buckley river, aforesaid point of commencement being the southeast corner—thence due north 80 chains—thence due west 80 chains—thence due south 80 chains—thence due east 80 chains to the point of commencement and containing 640 acres, more or less.

Dated this 10th day of August, 1900.

(Signed.)
JOHN IRVING.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described lands situate on the Tel-Kwa river, in Cassiar district.

Commencing at a post, said post being the southwest corner and identical with the southeast corner of the John Irving coal prospecting claim—thence due north 80 chains—thence due east 80 chains—thence due west 80 chains to the point of commencement and containing 640 acres, more or less.

Dated this 10th day of August, 1900.

(Signed.)
JANE IRVING.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described lands situate on the Tel-Kwa river, in Cassiar district.

Commencing at a post, said post being the southeast corner and identical with the southwest corner of the John Irving coal prospecting claim—thence due north 80 chains—thence due west 80 chains—thence due south 80 chains—thence due east 80 chains to the point of commencement and containing 640 acres, more or less.

Dated this 10th day of August, 1900.

(Signed.)
WESLEY ROBINSON BRYANT.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described lands situate on the Tel-Kwa river, in Cassiar district.

Commencing at a post near the north bank of the Tel-Kwa river, about six miles above its junction with the Buckley river, said post being identical with the southeast corner of the W. B. Skillen coal prospecting claim and is the northeast corner of this claim—thence 80 chains due south—thence 80 chains due west—thence 80 chains due north—thence 80 chains due east to the point of commencement and containing 640 acres, more or less.

Dated this 10th day of August, 1900.

(Signed.)
SAMUEL M. ROBINS.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described lands situate on the Tel-Kwa river, in Cassiar district.

Commencing at a point 80 chains north from the initial post, said initial post being situated near the north bank of the Tel-Kwa river, about six miles above its junction with the Buckley river, aforesaid point of commencement being the southeast corner—thence due north 80 chains—thence due west 80 chains—thence due south 80 chains—thence due east 80 chains to the point of commencement and containing 640 acres, more or less.

Dated this 10th day of August, 1900.

(Signed.)
C. W. D. CLIFFORD.

In the matter of the Tramway Company Incorporation Act and The Tramway Incorporation Amendment Act, 1900.

NOTICE is hereby given that The Lenora Mount Sicker Copper Mining Company, Limited, Non-Personal Liability, intends to build, equipe and operate a tramway commencing at a point at or near the Lenora mine; known as lot 17, Chemainus District, Vancouver Island, the property of the Company,

Thence round the north end of Mount Sicker to a point about five hundred yards from Westholme station on the Esquimalt and Nanaimo Railway, in a southerly direction,

Thence in an easterly direction to a point on Osborne Bay in section twenty (20), range three (3), Comiaken District.

And also to build, construct, equip and operate a telephone in connection with the said tramway.

Sealed with the seal of the Company, at the City of Victoria, the 1st day of October, 1900.

W. W. BERRIDGE,
Secretary.

Exhibition Next Ye

Meeting of Citizens Endo Suggestion to Revive Agr cultural Shows.

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