

The Colonist.

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THE DAILY COLONIST.

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POINT ELLICE BRIDGE.

We learn from the Times that some of the members of the City Council are indignant with the Colonist on account of something it said yesterday about the Point Ellice Bridge. Well, we can stand it if they can. There was a good deal of indignation among citizens generally yesterday, as the news columns of our contemporary show, but it was not directed against the Colonist. May we ask in passing upon what meat our Municipal Cæsars have been feeding that they have grown so great as to be above criticism, and that they presume to be indignant because their methods of doing public business are objected to? The Colonist expressed the opinion that the council did not go about the construction of the bridge on a business-like way and notwithstanding the explanation of Mr. Toop we remain of that opinion. But this is not the material point, and we do not propose to permit a red herring to be drawn across the trail in this fashion. What the public are concerned with is not what has been done, but what is going to be done, and we tell the gentlemen referred to by the Times that the less they say about indignation in that connection the better. The simple fact of the case is that there is danger of a structure being imposed upon the city which will not meet the requirements of traffic. It is this we are opposing. Some representations have been made to us as to the strength of steel bridges, and we have asked if the Seattle tender provide for a bridge that would pass muster in Eastern cities. These are technical questions, which we are unable from lack of information to discuss this morning, but we know something of the present and prospective traffic across Point Ellice bridge and we also know that a 24-foot bridge would in a short time be ridiculously inadequate. And that is the question before the people.

A SMELTING CENTRE.

Pursuing the line of discussion opened two days ago in regard to Western Development, we shall speak this morning of an industry in which Vancouver Island might readily take the lead, if co-operation and some representation could be secured. The reference is to smelting, but this, like many another industry, would draw others in its train. We have seen during the last few years in Cape Breton what can be accomplished by the inauguration of an enterprise on a large scale. At Sault Ste. Marie, evidence of a similar kind has been afforded. For the establishment of what we propose, Vancouver Island presents advantages very much greater than those of the localities mentioned for their special industries, great though the advantages of the latter are. It is unnecessary to do more than refer to the existence on Vancouver Island of immense supplies of coal. This is one of the essential features of the case, and happily there is no need to adduce proof in regard to it. There are also on the Island and within convenient reach of it many extensive deposits of iron ore. These articles, which are essential to the success of a very large smelting plant.

From Cape Barrow on the shore of the Arctic Ocean to Cape Horn there is an almost continuous belt of mineralized

Piles. Dr. Chase's Ointment. To cure you from that Itching, Swelling, and every form of Piles, Dr. Chase's Ointment is the only medicine that will cure you.

formation, Alaska, the Yukon, British Columbia, the United States, Mexico, the Central American republics, Colombia, Ecuador, Peru, Bolivia and Chile all have their mineralized mountain ranges near the coast, and practically midway between the most northerly and most southerly of the profitable deposits is Vancouver Island with its facilities for smelting above mentioned. These facilities are on the seashore, so that the charges upon ore from the mines to a smelter on the Island would be lower than to any other place on the Continent. The policy which we would like to see the federal government adopt is one that would bring the ores from the Pacific Coast, north and south, to this Island to be treated. The magnitude of such an undertaking, if it could be fully inaugurated, would be very great indeed, and would lead to the establishment of an industrial centre here, second to none in the world.

We shall not undertake to go into details as to how such a project can be worked out, although they have been given considerable consideration, and we may add have been outlined to the federal government, and are now being received. The details of such an undertaking would necessarily be a great deal of discussion before any definite plan of action could be reached. We mention the matter that we may get it under public consideration. Readers will admit that if such a plan can be carried into effect, it would be a great thing not only for Vancouver Island and British Columbia, but for the whole of Canada. Let us take one aspect of the case. Canada desires to build up a commerce with Central and South America, and one obstacle in the way is the matter of return freights for vessels that may go south with Canadian products. Provide ore cargoes for the return journey and that difficulty will be surmounted.

This subject has received considerable consideration in San Francisco, and an effort is being made to stir up the capitalists of that city to establish a smelting plant there to treat southern ores. We had the following in a recent issue of the Chronicle:

The suggestion conveyed in a despatch recounging the shipment of a cargo of 4,800 tons of silver ore from Chile to Pueblo, Col., to be smelted, ought not to be lost in California. This shipment is high-grade ore, assaying, it is said, \$700 per ton. It had to be high grade, of course, to pay the expenses of transportation, the import tax and the cost of smelting. If it yields the assay value, \$3,300,000 worth of silver will be extracted from it. The duty amounting to \$144,000, and the freight bill for transportation by rail to Pueblo from Galveston, where it was landed by the steamer bringing it from Chile, amounting to \$60,000. To this must be added the steamer freight and other charges, amounting to at least \$3 per ton, or \$28,800, and the cost of smelting. The cost of delivery at Pueblo will thus amount to at least \$222,800. That Pueblo is 2,200 miles from Chile, and has, apparently, been no handicap to the transaction.

The shipment proves that there is an opening in the market for this sort of smelting establishment possessing the same facilities and equipments as the Pueblo smelters. The latter are, of course, among the best equipped establishments in the world. Fuel is drawn from the coal fields in the neighborhood, and the requisite fluxes are obtained from the mines in the district. Except in the matter of coal, we are as well equipped for smelting as Pueblo, and as regards fuel, we have the advantage of being nearer to the coal fields. The deficiency in coal supply here cuts no figure in the comparison. Orde oil can be delivered at a field here at as low a price, proportionately considered, as coal is delivered at the Pueblo smelters. We ought, therefore, to have been in a position to have undertaken the Pueblo smelters for this shipment of Chilean ore to the extent, at least, of the cost of land transportation from Galveston to Pueblo and possibly one-half of the steamer freight, or a total of \$74,400, assuming that the shipping rates be the same as those for the Pueblo smelters. Our own mines can furnish all the fluxes needed. If South American ores are seeking smelting facilities abroad, it seems to be a field here to accommodate them. All that is apparently needed is enterprise and the proper utilization of our resources.

This aspect of the subjects upon which we would like to have the co-operation of the Times. Our contemporary will not need to be told that it means can be found to build up a great smelting industry on Vancouver Island it would mean much for this city and the Island generally, to go no further. This being the case we ask if it cannot discover some way by which it can advance so excellent a proposal. Depend upon it, we will only get such things by working for them. Do not let any one suggest that there is nothing that the government can do in the premises. We are satisfied that the government can do much to give the plan a great impetus. If something in that way could be done, the Pacific Coast of Canada would take a step forward which would be productive of surprising results.

This illustration will show, not only our contemporaries, but our readers generally what we mean when we speak of the adoption by the federal government of a Western Policy. Perhaps after the editorial which our contemporary printed last evening it is hopeless to ask it to discuss a question of this nature. It is more at home in the realm of innuendo and misrepresentation; nevertheless we are not without hope that its better judgment will prevail and that it will see its way clear to say whether or not it would favor the adoption by the federal government of a policy which would make possible the establishment of a great smelting plant on Vancouver Island. Perhaps also it will say whether or not it thinks that such a plant could be profitably erected and operated here, and so that its answer may be comprehensive, if it makes one, we will add that the plant referred to is one that would draw its supplies of ore, not only from British Columbia, points only, but from the whole Pacific coast of the two Americas. It tells us that we have spoken enough of "broad, comprehensive policies," and wants something specific. Well, here is something specific. What does it think of it?

MOLYBDENUM.

As much local interest has been aroused by the recent discovery of considerable bodies of molybdenite—an ore of molybdenum—on the St. Paul group at Pitt lake, we take this opportunity of giving the particulars of this metal available. The earliest experiments regarding the commercial use of this mineral were made in Germany about 1835, when Kurner demonstrated that a combination of molybdenum with a salt of tin produced a pigment of a blue color. In France silk this pigment showed a re-

markable durability, but when applied to cotton was inferior. At that time it was proposed to substitute this pigment for indigo, and we understand that the process employed by the so-called "Artificial Indigo" company, operating extensively in Europe, is to a certain extent the outcome of this suggestion.

In Canada, molybdenum is first mentioned in the Geological Survey Report for 1863 where it is noted as existing in a few places on the north shore of Lake Superior. The transactions of the American Institute of Mining Engineers also report its discovery, a few years later, in what was then Hudson's Bay Territory.

Turning to the use of molybdenum in other branches of industry, it is generally known its chief use is in the preparation of special steels. For this purpose it is used in three forms—(a) A dark blue, powdered metal, containing 95 to 99 per cent. molybdenum; (b) ferro-molybdenum, with 50 to 55 per cent. molybdenum; and (c) molybdenum-nickel, with 75 per cent. molybdenum and 25 per cent. nickel.

Its influence on iron is similar to that of tungsten, but the use of molybdenum in steel gives the steel a greater toughness at the same time rendering it more readily worked. Molybdenum steel also stands hardening better than that alloyed with tungsten. For tool steel, 2 to 4 per cent. of molybdenum is added, for other qualities from 1 to 2 per cent.

Ores of molybdenum, which is never found in a native state, but generally in the form of molybdenite, a sulphate of molybdenum containing, when pure 41 per cent. of sulphur and 59 per cent. molybdenum, have been discovered in many places, notably in Sweden where extensive deposits occur at Veslefors and on Ekholm Island. These deposits were worked up to 1867, but the price of the metal falling in that year mining was discontinued. It has also been reported from the Thames Goldfield, New Zealand, in Arizona and New Mexico, and more recently near Lake Okechlan in the Okanagan district of Washington. A vein of molybdenite one foot wide, was found on the line of the White Pass railway, and a company formed at Skagway to work it. This deposit is noticeable as it is reported to contain \$50.00 in gold to the ton.

The price of molybdenum having been discussed the following information regarding production and price in the United States is taken from "Mineral Industry."

1896—Molybdenite, production 8 short tons, value \$50.00 per ton. Molybdenum, production 9,550 lbs. value \$1.25 per lb. 1900—Molybdenite, production 18 short tons, value \$50.00 per ton. Molybdenum, production 30,000 lbs., value \$1.25 per lb.

No production of local molybdenite, and it is also pointed out that ore unless running 42 per cent. molybdenum is not purchased, although it may be concentrated to that desired tenor. It will thus be seen that the market as yet is very limited, and care should be taken not to build too much on a present sale for a large quantity, although there are evidences of an increase in the near future. The projected institution of iron industries in this province will, if materialized, offer the most available market for local molybdenite, and it is satisfactory to know that we have at hand a supply for the manufacture of molybdenum steel.

THE POINT ELLICE BRIDGE.

We suppose the action of the City Council in refusing to open the tenders for the Point Ellice Bridge, received after the expiry of the time, settles the matter so far as that aspect of it is concerned, for the present at least, but it has only stimulated public interest in that important work, and increased the desire of the public to know something more about it. There is no very general understanding of the position in which it stands.

The City Council, instead of deciding in advance on the character of bridge to be erected and asking tenders for such a structure, which we submit would have been the reasonable and business-like way of dealing with the matter, invited intending contractors to furnish their own plans and specifications and to build complete structures according to such plans. It is therefore to be understood that no two of the tenders were bidding upon the same work, but each was offering to construct such a bridge as he or they thought necessary for such a place. Hence without an expert examination of the tenders, it is impossible to say which is the cheapest. It is easy enough to say which would cost the least money, but in a work of this kind, it is possible that to save at the beginning may be to lose in the end.

Substantially the City Council is now dealing with two concerns only, namely, the Albion Iron Works of this city, and the Puget Sound Bridge Company of Seattle, the Montreal company being out of the competition under the terms of their bid. The two above named companies have put in their offers with the necessary plans and specifications. The offer of the local company involves a larger expenditure than that of the Seattle company. It is not necessary to discuss whether the difference between the two figures is such as to prevent the City Council from giving the work to the local concern, for the offers are for two very different structures. Neither is it necessary to consider if the Seattle City Council would under any circumstances that can be imagined give a contract to a Victoria house in competition with a Seattle firm. These considerations drop out of the case because of the very great difference between what the two companies propose.

The Seattle company proposes to erect a bridge which will be 24 feet wide between the trusses, with a sidewalk on each side outside of the main structure, the sidewalk to be 5 feet wide.

The Victoria company proposes to erect a structure that will be 50 ft. dia. wide, and will be divided as follows: In the centre will be a passage for the tram cars, and no other traffic will be permitted upon that part of the bridge; on each side of the car track will be a walk for pedestrians only; outside of the walk on each side will be the carriage way, and the idea is that carriages shall take the left hand side, so that one side will be devoted to those going one way and the

other to those going the other way. The cost of the latter bridge is considerably more in the aggregate than the cost of the former; but calculation shows that the bridge proposed by the local establishment is less per square foot of surface than that proposed by the Seattle firm. In other words, the citizens would spend more money if the local offer is accepted, but will get more value for each dollar than if the Seattle offer is accepted.

It may be mentioned that the abutments of the bridge proposed by the Albion Iron Works will cost \$20,000, this amount being contained in their tender. It is also worth mentioning as an element of the case, that of the local firm's offer about \$70,000 would be expended in wages here, the number of men that could be employed upon it being about 125. As to the capacity of the bridge offered by the local company, there can be no doubt. It is estimated by disinterested authority that it would safely carry at one time the whole present population of Victoria.

It is doubtful if the bridge proposed by the Seattle company is equal to the requirements of the traffic at the present time. Our own view of the case is that it is utterly inadequate, and we have already so expressed our opinion. We claim, and we think the proposition cannot be disputed, that a 24-foot bridge is not wide enough to be used by a tramway and ordinary vehicular traffic in a locality where there is any considerable volume of traffic. Such a bridge would be a constant menace to persons in using it with carriages, for there would be no telling when a person with a restive horse might find himself or herself between a team and a moving car, with perhaps, and very often most likely, another car coming. We wish to make a plain and definite protest against the expenditure of public money to erect a permanent bridge of such width on such an important highway. But the traffic to and from Victoria West and Esquimalt is nothing new to what it will be. It is growing rapidly, and will continue to grow. First in regard to the tram car traffic. This is becoming heavier year after year. The construction of the loop line around by way of the Gorge may not take place next year, but it is sure to be realized within a very few years, when there will be in all probability a 4-minute service across the bridge, and at certain hours of the day and on public occasions a more frequent service. The amount of crowding and traffic on a 24-foot bridge and expect the large amount of heavy trucking and other vehicular traffic to use the same bridge, is to provide for all time to come, practically, a source of delay, inconvenience, anxiety and danger. Can it be possible that the City Council will deliberately impose such conditions upon the city? The importance of Esquimalt is daily increasing. It is destined to increase still more rapidly. Only a few days ago we read in a London paper an article on the visit of the Duke of Cornwall to Canada in which the writer said that one of the lessons of the visit was that it was imperative upon the Imperial government to strengthen its outposts at Halifax and Esquimalt. There is plenty of evidence that this is already appreciated by the Home authorities, for extensive plans for the strengthening of Esquimalt have already been prepared and will be carried out. The increasing importance of the naval and military station will make the demands upon the Point Ellice bridge very great, and we submit that in deciding upon the structure to be erected, the City Council must take the future into consideration. A steel bridge is not something that is put up for a temporary purpose. It is intended to be permanent. We are in deciding upon what we shall have, must think not alone of the traffic to be handled now, but of what it is likely to become. Surely no intelligent man will say that a 24-foot bridge will accommodate the traffic on the Esquimalt road during the next ten years, not to speak of the next twenty-five, fifty or one hundred. It is not unreasonable that a Seattle firm should have tendered for a bridge barely equal to existing tram, and really insufficient for that. They could not be expected to take account of what Victoria and Esquimalt are destined to become. But with the local firm it was different. They know the history of the last few years. They know what may be expected in the future and have tendered accordingly.

If it be said that our argument is for the acceptance of the local offer, practically without competition, then we will add that the City Council should prepare the plan which, in the opinion of the Mayor and Aldermen, will meet the needs of future traffic, and invite tenders for the construction of public works, in accordance thereto. We are not advocating the acceptance of the local offer, although we want to see the work go to a local firm. We are protesting against the waste of borrowed money in putting up a structure, which every one can see now will not be equal to the purpose for which the ratepayers passed the by-law.

THE AGONY OF SLEEPLESSNESS.

Did you ever pass a single night in wretched misery, tossing and rolling in bed, trying in vain to sleep and longing for morning to come? Can you imagine the torture of spending night after night in this way, each succeeding night growing worse and worse? This is the most dreaded symptom of nervous exhaustion and debility. You can be gradually and thoroughly cured of sleeplessness by the up-building influence of Dr. Chase's Nerve Food. It cures in Nature's way, by restoring nerve cells and restoring lost vitality.

THE PRESS AND THE PARTIES.

Some time ago our evening contemporary speaking of itself, said that it discussed public questions as independently as any paper could. Without dissenting or dissenting from this statement, we refer to it to draw attention to the fact that our contemporary admits there is a limit to its independence, and this is a confession which no newspaper need hesitate about making. Even the so-called independent papers could truthfully make it. All papers are more or less hampered in the expression of opinion by their alliances, or if not, they have their points of view, so that what they say must be necessarily, in part, partisan or personal bias. The most that can be expected is that a paper will be as independent as circumstances permit

it to be. One of the circumstances is the fact that in countries where free discussion is permitted, party politics exist, and a paper is pretty sure to be on one side or another. Take the case of the Montreal Star. This claimed to be an independent paper for years, but its leanings were so distinctly Conservative that when, shortly before the last federal election it declared itself for the Conservative party, no one was in the least surprised. The Toronto Globe affords a very good illustration of an independent party newspaper. The Globe is a staunch supporter of Sir Wilfrid Laurier, but the government, instead of waiting to be told what to say, and it reports what is said by the opponents of its party with absolute impartiality. In this respect the Globe is conspicuous among Eastern papers, for although most of them deal with their opponents fairly, they are disposed to be a little partial in their news reports to their friends. The idea that a newspaper must on all occasions magnify its friends, and belittle its opponents, is rapidly being exploded in most parts of the country. A prominent Canadian public man did not long ago that he preferred the independent criticism of an opponent to the unreasoning support of a friend, for, he said, "the former shows up the weak points in my case, while the latter gives a false sense of security." If the independent criticism of an opponent is to be welcomed, much more so should be the friendly criticism of a supporter.

We have advanced these general views with a purpose. The opening of the federal parliament is not far distant, and once more there will be a demand from the people of British Columbia for consideration. Will the newspapers supporting the government join in this demand? From past experience we are inclined to think that they will not. Our evening paper, which thinks itself as independent as a newspaper can very well be, has hitherto failed, since its friends were in power, to work very strenuously for provincial interests except in one particular, namely, cabinet representation, and possibly its advocacy of this may not be wholly disinterested. On the questions of policy directly affecting this province our contemporary has not had much to say, wherein it is like the other journals supporting Sir Wilfrid Laurier in this province.

In making this observation we wish not to be understood as having in mind the attitude of our Liberal contemporaries towards any proposals which may have emanated from the Provincial government. Our reference is to the broad question of western development, in which of course the local government must necessarily take some part, but which for its success will depend chiefly upon the federal authorities. That attention is not given to the Pacific Coast by which we mean all the portion of Canada lying west of the Rocky Mountains, which its present importance and future possibilities demand. Sir Wilfrid Laurier has not as yet developed a Western Policy. And yet the time is ripe for it. If such a policy can be worked out in harmony with the local government, so much the better, but if it becomes necessary for the Dominion authorities to go forward alone, their duty to do so remains the same. We should be sorry to insinuate that our Liberal contemporaries do not appreciate the importance of western development as fully as we do; but what we do say, and we think with justice, is that they are backward in urging its importance upon their friends at Ottawa.

To advocate measures which will enable British Columbia to assume its proper place in western progress is quite consistent with the support of a party which has not yet seen its way clear to taking such a course. We can readily understand that persons who may be seeking patronage or preferment will hesitate before they will do anything to disturb the line of action which their friends in power may be following. Most of the papers will support either one party or the other but it should not be left to the opponents of a government to point out what public opinion and the welfare of the country demand. While we have party politics, we will have a party press, and papers will support their party in preference to its opponents, even though their friends may not come up to the full measure of what they think can be reasonably asked of them, but this ought not to prevent the friends of an administration from frankly telling it what the country requires, and we hope to see the Liberal papers of British Columbia adopt this attitude towards the Laurier government.

MR. ANDREWS' LETTER.

Mr. Alfred J. Andrews, who was Mayor of Winnipeg has written an open letter to the Leader of the Opposition in the Dominion, which through his courtesy we are able to reproduce today. In one respect Mr. Andrews takes the same position as the Colonist has assumed, namely that the Conservative party, if it hopes for success must have an affirmative policy and cease confining itself to the worn-out issues of the past. It will be hard for the older generation of Conservatives to accept advice of this kind, and it may be even harder for them to accept the new platform which Mr. Andrews suggests. A party which would accept it could hardly call itself "Conservative." Mr. Andrews would utter radical the Radicals. His proposed platform has three planks: the ownership of public utilities; the abolition of the spoils system and the adoption of the initiative and referendum. As everybody is in favour of the second, and as no one will admit that he practises the spoils system it is hardly necessary to say much about it. The ownership of public utilities when examined, amounts for the present to the extension of the Intercolonial Railway to Georgian Bay, and ultimately further in the West. We fear that it is difficult to persuade the present Minister of Railways that our impression is that that Minister would be very glad to hear that Mr. Borden and the Conservative party are prepared to back up such a project. It is an open secret that Mr. Blair would like nothing better than to extend the Intercolonial as far West as he could get it. As this part of the proposed platform must be eliminated, we are left the acquisition of telephone, and telegraph lines in connection with the Post Office and ultimately the purchase of all the railways. The acquisition of the telegraph lines has al-

ready been ably advocated by Sir Sandford Fleming, who proposes that all the telegraph lines in the Empire shall be acquired by the Empire a proposal which we have already taken occasion to commend. As yet government ownership of telegraphs has not presented itself as a live question, and we doubt if at present it is of sufficient importance to be made one. As according to Mr. Andrews, the purchase of existing railways is a matter yet in the future, it can hardly be contended that it can be made into an available platform now.

There remain to be considered the Initiative and Referendum. Mr. Andrews should have been more explicit and told us what he means by these terms. He seems to take it for granted that they have some fixed and definite meaning, which they have not. In New Zealand there is a plan whereby federal laws may be submitted to popular vote, and it is called the Referendum. We are not aware if the Initiative is in force anywhere. What is understood by it is that certain laws originate with the people, or with subordinate governments. We had an example of something like the Initiative in the Prohibition plebiscite, and an amendment to the Constitution of the United States must be agreed on by a Referendum before it is valid. In Switzerland, where the referendum plan has worked fairly well for about 30 years, it was adopted in order to decentralize legislative power. The several cantons were not content to surrender full legislative authority to a central body. The conditions of Switzerland are so completely different from those existing in Canada, that when Mr. Andrews asks Mr. Borden to champion the Initiative and Referendum he proposes only something very indefinite and completely foreign to the British system of representative institutions.

LETTERS TO THE EDITOR.

RENAMING STREETS.

Sir,—Surely the mayor and aldermen will never sanction in whole the suggestions contained in the plan which our contemporary is on naming and numbering streets, and surely the citizens of Victoria will never tolerate the change of names without rhyme or reason of names of the commonest description for those by which many streets are now known, names in many instances of historic interest; in any case of intrinsic merit, as regards associations, and of having different names in many regards commonplaces. Where there is application of names, containing streets or roads bearing different names, even having an evil reputation, there seems to be some reason to change name, and those in my opinion are the good opportunities for ambitious aldermen to hand down their names to posterity.

POINT ELLICE BRIDGE.

Sir,—With reference to the width of the roadway of the proposed bridge, there is one point that appears to have escaped notice. I understand that the width is to be 24 feet between the trusses, as which would have to be provided, there will not be a width of more than 23 feet available for the roadway. The minimum width of such a roadway should be 30 feet between wheel guards.

ESQUIMALT ROAD.

Sir,—It seems to me that our aldermen are making a great mistake in not opening all the tenders for the construction of the Point Ellice bridge, and in not considering also those of the Albion Iron Works and the Puget Sound Bridge Co. And our aldermen seem to be giving the contract to the latter by shutting out the Canadian concern. I wonder if they are spending their own money in sending out the tenders, or if they are the city of Seattle calling for tenders for a bridge in that city. The Puget Sound Bridge Co. is a Seattle concern, and the only competitors, whose tenders could be considered. I think I can see the Seattle aldermen every day in their power to shut out American competition so that the Albion Iron Works of Victoria might get the contract. The aldermen did that, what would be the result? Why not open the tenders in arms and say if we are to have a bridge built in Seattle it must be built by American hands. If the tender is opened, the contractor cannot build the bridge for the same money as the Albion Iron Works will make up the difference. Let us have a little of it in Victoria. Let us have respectably all means, in substance, as well as in trade.

STREET NAMES.

Sir,—I beg to propose some alterations in the names of the streets in the city calling them by those of the aldermen, as suggested: "Bombast" Street, "Check" Street, "Impudence" Avenue, "Swelled Head" Road, "Great Gall" Road, "What's the Matter" Street, "Rot" Street, "Waltz Me Again" Avenue, "What Not" Street, "Lollypop" Road, "Tasty" Street, "Single Oat" Road, Etc., etc.

RATEPAYER.

DREDGE KING EDWARD.

The official trial of the new dredger King Edward, which is to be used in filling the James Bay flats, was held at New Westminster on Wednesday, under the supervision of A. W. Robinson, consulting engineer of the Dominion government. The hydraulic dredge King Edward was built by the Falcon Ironworks of Toronto, Ont., for the department of public works. The hull is composite, that is to say, built with a steel frame sheathed with wood. It is 127 feet long, 22 feet beam, and 7 feet 6 inches deep. The main deck is devoted to the engine, while the upper deck contains commodious quarters for the officers and crew. A steel anchor pipe extends from the bow on the dredge, capable of dredging to 40 feet depth. At the lower end of the suction pipe is a large steel rotary excavator fitted with spiral blades of peculiar shape, so as to dig or cut the material and feed it into the suction pipe. This cutter is actuated by a double engine mounted on top of the deck, and connected to the cutter shaft by steel shafting. The cutter is sharp and powerful, and will cut up logs and snags or any substance short of solid rock or boulders. Even when it has encountered no damage occurs, because the cutter with all its working parts is of steel, and is protected in proportion to the power which drives it, so that it can stall the engine without risk of breaking. The suction pipe can swing on its pivot, and is 40 feet wide, or the whole dredge can swing on a stern post making a cut 125 feet in diameter, if required. The power is horse-power. This is equivalent to 600 cubic yards of solid material per hour, or 6,000 cubic yards for 10 hours. The volume of material can dig 9,000 feet deep, and deliver it nearly a mile away. This pump and engine is of the latest type developed, after long experience by Mr. A. W. Robinson, consulting engineer to the department of public works. The dredge will thus have a great sphere of usefulness in filling and reclaiming land as well as in deepening channels.

The two boilers are of the water-tube type adapted for 200 pounds pressure, and are large enough so that the dredge can work with one boiler if necessary, while the other is being cleaned or repaired. The dredge is propelled by two sets of engines with cylinders 16 inches in diameter, by 6 feet stroke, and is in fact a complete steamboat, with pilot-house and steering wheel, etc.

BORN.

FERGUSON—In this city on November 13, the wife of Alex. Ferguson, of a daughter. KELLILHER—At Grand Forks on November 14th, the wife of Patrick Kellilher, of a son.

MARRIED.

MUIR—In this city on the 16th inst. the wife of Douglas D. Muir, of a daughter. INNES—On Monday 18th inst. the wife of C. B. Innes, of a daughter.

McDONAGH—At St. Paul's on Tuesday, 19th inst. the wife of Mr. Herbert, William Campbell McDonagh, Esq., of a son. O'Neil—At St. Mary's, the wife of Mr. O'Neil, of a son.

BARNHART—At Everett, Wash., on August 23rd, 1901, D. T. Barnhart of this city, to Miss A. King, of San Francisco.

WRIGLESWORTH—Squires—In this city on the 20th inst. by Rev. J. F. W. W. Walter J. Wriglesworth, to Miss Nellie Palmette Squires.

DIED.

DOCKRILL—At New Westminster on November 22nd, Mr. G. O. M. Dockrill, aged 96 years, eldest son of Mr. Dockrill, of Sunnyside, B. C.

STATION—At New Westminster, on November 22nd, Mr. Peter Station, aged 61 years.

NELSON—At Southport, England, on October 31st, Henry Nelson, father of Charles Nelson, of Vancouver, aged 85 years.

Notice to Contractors

COMBINED TRAFFIC AND RAILWAY BRIDGE FOR FRASER RIVER, AT NEW WESTMINSTER, BRITISH COLUMBIA, CANADA.

Sealed, separate or whole tenders, properly subscribed, as the case may be, "Tender for Substructure, Fraser River Bridge," "Tender for Superstructure, Fraser River Bridge," "Tender for Fraser River Bridge," will be received by the undersigned up to and including 8th day of January, 1902, for the manufacture, erection and completion of the bridge in accordance with the drawings and specifications to be seen on application at the Lands and Works Department, Victoria, B. C., at the Government Office, New Westminster, B. C., and at the office of Messrs Waddell and Hedrick, Consulting Engineers, New Nelson Building, Kansas City, Mo., on and after the 5th day of December, 1901. Intending tenderers upon application at any of the above named offices may obtain, upon payment of ten (\$10) dollars, copies of drawings and specifications for either substructure or superstructure, or twenty (\$20) dollars for both. Each tender must be made out on the form supplied, and must be accompanied by an accepted bank cheque or certificate of deposit on a chartered bank of Canada or National Bank of the United States, made payable to the undersigned, or by gold, in the sum of five thousand (\$5,000) dollars, which will be forfeited if the tendering declines to enter into contract when called upon to do so. The cheques or cash deposit, as the case may be, of unsuccessful tenderers will be returned when contract is awarded. The agreement on the form of tender to furnish a bond for \$50,000, or equivalent satisfactory security, for the due fulfilment of the work, must be signed by the tenderer and his sureties. The lowest or lowest acceptable tender will be accepted. W. S. GORE, Deputy Commissioner of Land and Works, Lands and Works Department, Victoria, B. C., 2nd November, 1901.

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KANSAS AGAIN.

Three Men Killed in Street Fight in Lawton.

Wichita, Kan., Nov. 16.—A special says a "