

W. E. OLIVER MEETS ELECTORS

HE EXPLAINS VIEWS ON WATER QUESTION

Mayoralty Candidate Proposes to Deal With Subject Per- manently.

The mayoralty campaign was opened Thursday, when W. E. Oliver addressed a gathering of citizens in Pioneer hall and outlined his policy in regard to what he looks upon as the two most important civic matters demanding attention at this time.

The hall was filled with a thoroughly representative audience and Mr. Oliver's remarks were given an appreciative hearing. His plan for the settlement of the water question, which he looks upon as the largest and most pressing problem the city has, was received with applause and apparently struck the citizens present as a good thing. Mr. Oliver's plan would be the formation of a water board, representing not only the city but the whole southern end of the island, which would obtain a reserve on all available sources of water supply and undertake the furnishing of water to all the municipalities in this district. The other matter dealt with by Mr. Oliver was that of the condition of the city streets. He believes in having competent officials to look after this, as after every branch of civic work, make them responsible and leave them to their duties without constant interference from mayor and council. Further civic matters will be treated by Mr. Oliver at meetings in James Bay, Spring Ridge, North Ward and Victoria West.

Beaumont Boggs was called to the chair by the voice of the meeting and briefly explained the object of the meeting. He pointed to the very excellent showing made by Oak Bay under Mr. Oliver, and foresaw great advantages for Victoria if it woke up and placed a man of Mr. Oliver's ability in the chief magistracy's chair. "All I have come out for in this election is to be of use to the city of Victoria, and for no other reason," said Mr. Oliver.

"It seems to me that Victoria is not to the times, that it is not blessed with the prosperity it should have. If there is any place where prosperity should come it is Victoria, the most attractive spot on the face of the earth. I blame no one for the fact that prosperity goes from us rather than comes to us, but it is plain to all who come here that the city is out of date. Owing to its position, without railway terminals, it cannot hope to be the business centre other cities are, but there is no city in Canada with a brighter future in prospect as a residence city, or a business city for those who are not absolutely given up to the dollar hunt. But with all that nothing happens. We get no further forward."

"People who would willingly take up their residence here turn away in disgust. What is the reason? I think the chief reason is civic management. Those in office may try honestly to do their best, but the result is failure. I believe that is because the members of the council are content to look on and treat this place still as a village. They do not seem able to realize that it has become a fair-sized place which ought to be a great city in the midst of a fine district. Victoria is part and parcel of the surrounding country. I believe it only wants careful and firm management to make this a great and prosperous city." (Applause.)

Mr. Oliver went on to speak of the opinions expressed by tourists in regard to Victoria's civic management and the reasons given by many people for settling here. The clouds of distrust and absence of water were things which struck tourists from better-managed cities the moment they landed in Victoria. There was no use winking at the facts. Visitors could not understand why with so much water lying all about in the hills at the city's door it had never been made use of.

"The chief plank in my platform is that the first thing we should do is hear up this question, settle it finally," said Mr. Oliver. Before going into the how of it he repeated the explanation he has already given as to having disposed of his Esquimalt Waterworks company shares for good and all. The whole matter of the water situation, all the schemes propounded, should be put before the ratepayers in such a form that they could really understand it and have all the essential facts before them.

If they wanted to settle the matter once for all there were only two ways—buy the Esquimalt Company out or go to Sooke. If not they would have to make temporary arrangements. One way was to extend the watershed at Elk Lake, which everybody turned down. Another way was to buy from the Esquimalt Company till the city was in a position to settle the problem finally in either of the only two ways he had mentioned. His idea was that no settlement would be satisfactory which did not provide for the whole south end of the island, and therefore it would be wise to have a water board appointed by act of the legislature, as in England, representing all the interests concerned—so many members of Victoria, Saanich, Oak Bay, Esquimalt and the provincial government representing the unorganized districts. This would be the best and fairest manner.

In England many communities had in the past, in the same water rights and the government made them come to terms by the appointing of a water board. In London, for instance, which was served by a dozen or more companies, the several companies got bonds for the value of their respective works. The security for the bonds were, first of all, the water rates, and if there was a deficit it was met by the municipalities concerned. In Victoria's case it seemed to him absurd, if the city was to go to Sooke

lake, that the cost should not be borne by all the municipalities which would be benefited. If the city went to Sooke lake it should be for the benefit of the whole of this end of the island; if it did not it should not hang on to it in a dog-in-the-manger style.

The water board would have the control of the water sources and supply of water and it should have a reserve of all the watershed of Sooke lake and should also keep Elk lake. There was no doubt the necessary legislation could be obtained, as members of the government and every one he had spoken to had agreed that this was the only way to settle the water question. Mr. Oliver disclaimed any credit for this proposition, which had been brought to his notice by J. J. Shallcross and had been tested by experience in the Old Land.

Mr. Oliver stated emphatically that he had no other interest in this matter than that of seeing the question settled once and for all in the best interests of the city. In the past history of the water question there had been nothing but a bewildering and fogging of the issue and a telling of downright lies to the electors, for what purpose he did not seem to understand. There had been nothing done except the creation of prejudices which never ought to have existed.

"The streets speak for themselves," said Mr. Oliver, and the audience smiled in sympathetic appreciation. He did not blame officials, as many were so inclined to do, he said, and would not do so until he found they were to blame. Then he would deal with them in justice. In Victoria, instead of the council acting in union with the engineer they seemed to be in discord, and the result was unutterable confusion. Nothing was so hopeless as the interference of mayor and aldermen with permanent officials. They forgot they were there as directors and interfered in matters they knew nothing about. The result was apparent on every side.

Mr. Oliver said these two questions were the most pressing of civic affairs. There were other issues which he would deal with at later meetings.

J. J. Shallcross asked whether, if a water board were created and its bonds guaranteed by the government, this would reduce the interest the city would have to pay.

Mr. Oliver replied that it would mean a saving of one per cent. in interest charges.

Mr. Shallcross, who was called on, said the occasion of his speaking to Mr. Oliver was the going to the Esquimalt company of outlying municipalities for water. If this went on a possible market which Victoria would have for water from Sooke would be greatly reduced. At present the city was burdened with a high taxation and the development of Sooke would add about \$75,000 a year to the interest charges. The best thing to do just now was to take out Elk Lake as far as it would go for two or three years and meanwhile develop Sooke Lake.

For the water from which abundant market could be found. There had been good reasons for turning down the Esquimalt company by-law, for the people had not had the facts put before them and did not know what it would cost. In 2 1/2 months there had been an increase of 40 per cent. in the number of water services put in, so that even with the helping out of Elk Lake's supply it would only be a short time before the people were confronted with the proposition of increasing the supply by other means.

One of the silliest things said in Victoria was that the purchase of the Esquimalt company would put money in someone's pocket. If the city were ever to purchase that undertaking it would only be because it intended to benefit by it.

The formation of a water trust Mr. Shallcross approved of. If the government would guarantee the trust bonds it would mean a saving in the interest charges of \$15,000 a year, and a reduction of a mill in the taxation. Whatever scheme was eventually adopted whether Sooke Lake was developed or the Esquimalt company purchased, it was a business proposition, a matter of seeing where the best bargain lay and taking it. Whether people wanted to or not, if things went on as they were, the city would have to be buying water from the Esquimalt company in five years. It was a cold-blooded business proposition, whatever way it was taken, and it was for the city to secure an abundant water supply at the lowest cost it could, wherever it got it.

Mr. Oliver, asked by a ratepayer what he thought of the board of control proposition, said he did not approve of it as it stood. It was an attractive idea on general principles, but when one came to look into it a great deal of gilt came off the gingerbread. The controllers were to be voted for by the majority electors and it was really voting for three mayors instead of one. If the people had not been able to make a satisfactory choice of one mayor at a time they were not likely to do better with a choice of three. As things were the class of men who would make excellent controllers would have no chance against ordinary scallawags. If the controllers were to be appointed by the council it would be somewhat better.

Mr. Oliver will hold a couple of meetings next week, of which full notice will be given.

WOMAN AND FOUR CHILDREN PERISH

Explosion of Stove Starts Fire Which Destroys Home.

Concordia, Va., Dec. 10.—Hemmed in by flames that enveloped the windows and blocked the doorway, Mrs. Frank Hicks and her four children were burned to death in a fire that destroyed their home at Hershey, twenty miles northeast of here shortly after midnight. The children, two boys and two girls, whose ages ranged from three to ten years, were asleep in the upper story of the house. The explosion of a crude oil stove is supposed to have caused the fire.



THE KIND OF "CONTROL" REQUIRED AT THE CITY HALL.

TIME FOR CHANGE.

Omaha, Neb., Dec. 10.—"Give us a system of farming in the United States which will greatly increase the productivity of the soil," advised James J. Hill in an address before the national corn exposition here yesterday. He warned the Congress that the time is not far distant when the farms, as tilted at present, will not feed the people of the country.

TO BUILD THROUGH PEACE RIVER DISTRICT

Company Secures Charter for Road From Edmonton to Fort George.

Ottawa, Dec. 10.—The House of Commons railway committee yesterday granted an extension of time to complete the construction of the Nicola, Kamloops and Similkameen railway and the Kamloops and Yellowhead Pass railways.

The Pine Pass Railway Company was granted a charter for a line from Edmonton through Peace River district and Pine River pass to Fort George on the Fraser river.

REVOLUTIONISTS AWAIT ATTACK

HAVE STRENGTHENED POSITION AT RAMA

Nicaraguan Army is Now With- in Ten Miles of Estrada's Stronghold.

Bluefields, Nicaragua, Dec. 10.—(By wireless to Colon).—Strongly entrenched at Rama, Estrada's revolutionary forces to-day are awaiting the approach of the Zelayans, confident that the crucial battle of the struggle is, but a few days distant.

Following their decisive victory near Rama last Tuesday, when General Vazquez's troops were repulsed, leaving 500 dead on the field and abandoning cannon and a large quantity of ammunition, the rebels retired into Rama and busied themselves in strengthening their defences. Earthworks have been thrown up on three sides of the town, in front of which has been strung a network of barbed wire. A towering hill behind the city safeguards an attack from that side.

Zelaya's army under General Ozeja is reported to have approached within

ten miles of Rama. Estrada apparently has determined to remain behind his fortifications and await the attack he believes the Zelayans will make. If Ozeja refuses to precipitate the fight, it is thought the revolutionists will take the initiative.

SIX DAYS' BICYCLE GRIND.

New York, Dec. 10.—As a result of the numerous spills during the night, the six leading teams in the six-day grind at Madison Square Garden, are about five miles behind the previous record to-day.

SUFFRAGETTES PLAN TO DISTURB ASQUITH

Thirty Women Found Hiding in Hall in Which Premier Will Speak.

London, Dec. 10.—Thirty suffragettes were discovered to-day hiding in Albert Hall, where Premier Asquith is scheduled to speak to-night. It is believed they had planned to make a demonstration when the premier mounted the rostrum. The women were taken in charge by the police and escorted from the hall.

Close guard will be kept on the building to-night to prevent the disturbers from returning.

WILL OPEN UP RICH COUNTRY

G. T. P. Proposes to Change Route of Branch Line to Vancouver.

Vancouver, Dec. 10.—The Grand Trunk Pacific Railway has abandoned its plan of building a branch line from the Yellowhead pass at the summit of the Rockies to Vancouver, paralleling the route adopted by the Canadian Northern. It now proposes to build by a slightly longer route, but one which will open up an entirely new country. This is indicated by an application just made to the Dominion parliament asking for an amendment to the company's act of incorporation and seeking for legislation authorizing the new route and an issue of bonds to the extent of \$50,000 a mile.

The branch line, it is proposed, will run south from a point on the main line between Moose Lake and Tete Jaune Cache, thence through the range to the Clearwater river, Bonaparte river, Seaton and Anderson lakes and Lillooet river, or the Squamish river, or between the last two rivers to Vancouver.

Those familiar with the route state that it has many points of superiority over the Canadian Northern route, and that it will traverse proven mining and agricultural districts like Cariboo and Lillooet. The line will run down the Clearwater, which in turn empties into the North Thompson. From the Clearwater a low pass will give an easy grade to the Bonaparte river, which will be followed south until the line will swing west across the Fraser and into the Lillooet country. Near Seaton and Anderson lakes the company will have the choice of three routes into this city. One will be via Pemberton Meadows and the Squamish river, and thence along the coast to North Vancouver and via a bridge across the Second Narrows. The second route will be south via the Lillooet river and Harrison lake to the Fraser river, and thence west to this city. The third route, said to possess equal advantages, is from the Lillooet river south over a divide and thence into North Vancouver via the head of the North Arm of Burrard Inlet.

The Grand Trunk Pacific Railway originally proposed to build south from Fort George several hundred miles west of Yellowhead Pass. Later it sought to parallel the Canadian Northern route, its application being strongly opposed by the latter corporation, when the matter was dealt with by the minister of railways. In view of this opposition and the fact that an equally good route was available, the Grand Trunk Pacific seems to have concluded that it would be better to build through northern Cariboo and Lillooet. The line will cross the Fraser below Clinton.

DOUBLE TRACKS ON DOUGLAS ST.

WORK TO BE DONE EARLY NEXT MONTH

Will Link Up Section Between Pembroke and Hillside Avenue.

Early in January next the B. C. Electric Railway company will proceed with the work of double-tracking Douglas street between Pembroke street and Hillside avenue. This will add materially to the trackage facilities on the Douglas street-Outer wharf line and will enable the company to improve the scheduled over what is now in force. When the work contemplated shall have been completed, the double tracks, on the route indicated, will extend all the way from Main street in the James Bay district to Hillside avenue, and very shortly also it is proposed to build a track connecting the Government and Douglas lines via Bay street. This latter improvement will enable a loop service to be inaugurated which will be a great improvement on the present system.

Esquimalt and Gorge cars bound citywards will then run across Bay from Government to Douglas, instead of continuing up Government to the terminus at the corner of Yates and thus the latter street will be utilized to an even greater extent to centralize traffic. Much better time can be made on all services when these improvements have been effected. The company is gradually improving its rolling stock. The traffic on the Douglas street-Outer wharf lines has increased to such an extent that the small cars have proved entirely inadequate and three of the larger type of cars, equipped with air brakes, are now in use. The smaller cars are being repaired for emergency purposes, but it is the policy of the local management to replace the latter with larger cars on all lines where they have been in use.

During the summer of 1910 it is expected that plans will be completed for the various extensions of the system which are to be taken in hand when power from Jordan river will be available. The engineer in charge of this latter work is of the opinion that it will be completed and ready to deliver electric current to the city by Christmas of next year. The Jordan river plant will, in any event, be ready for operation early in 1911.

KILLED BY EXPLOSION.

Madras, Ore., Dec. 10.—News reached here to-day that one man had been killed and three others fatally injured by the premature explosion of a dynamite while blasting on the Deschutes railroad, 12 miles north of here.

MISSING BOAT PROBABLY LOST

NO TRACE OF CAPTAIN AND TWELVE SAILORS

Nine Men Perished When Grain Steamer Richardson Foundered.

Cleveland, O., Dec. 10.—Hope of rescuing Captain Bell and 12 sailors of the steamer Clarion, who are supposed to be drifting on the lake in a small steel boat, practically was abandoned to-day.

The Clarion burned off Point Pelee yesterday, two sailors losing their lives and five being rescued by the steamer Hanna. Captain Bell and the remainder of the crew tried to reach shore in one of the ship's boats.

Throughout the night a watch was kept along the beach, but no trace of the boat was found. The lake has been whipped by a succession of stiff gales, and exceedingly high seas are running to-day. Experienced lake navigators are of the opinion that no small boat could have lived long in the storm.

Early to-day a large steam barge, supposed to be the Charles Gubbard, grounded off Point Pelee, near the spot where the Clarion burned to the water's edge. She was reported to be in no immediate danger and tugs were sent to assist her from her position.

Nine Men Drowned.

Buffalo, N. Y., Dec. 10.—Fourteen survivors of the wrecked grain steamer W. C. Richardson, which foundered yesterday, were brought to this port to-day by the freighter Payne. Nine of the Richardson's crew, according to the survivors, were drowned when the vessel sank. The Payne was anchored near the scene of the wreck and succeeded in transferring fourteen of the crew of the doomed ship to her decks.

Goes Down at Sea.

New York, Dec. 10.—The British steamer Joanna, loaded with a cargo of sugar from Ileria, Philippine Islands, for Philadelphia, sank at sea off Santo Domingo, according to a cable message received here from the island to-day.

The message came from Captain Nickerson, of the Joanna, who announced only that he had saved himself after his ship had foundered. The fate of the crew of twenty-five is unknown.

Tug Goes on Rocks.

Portland, Maine, Dec. 10.—The ocean-going tug Portland has gone on the rocks near Portsmouth, according to a report received here early to-day. Her crew of six men were said to be in grave danger.

ALLEGED SWINDLE.

Man Arrested on Suspicion of Being Connected With Fake Pool Room.

Oakland, Cal., Dec. 10.—William O. Belay, a man of 76 years, was taken into custody yesterday by the police and held on the suspicion of having been connected with a fake pool room. The officers are seeking to discover his confederates.

The complaint, which resulted in the arrest, was made by Frank J. Curran of San Francisco. A search was made of the rooms occupied by the gang, where paraphernalia was found in the form of an unattached telephone, which was rigged with a bell, some bookmakers' cards bearing the name of Clark & Co., Seattle, and a coin bag from the Syndicate bank. This bag was labelled \$500, and when opened was found to contain iron washers.

It is believed by the police that a number of people have been fleeced by this gang.

FIRE AT WINNIPEG.

Six-Story Block Destroyed—Loss Estimated at \$125,000.

Winnipeg, Dec. 10.—A fire which broke out yesterday afternoon completely gutted the six-story block of W. B. Sterling & Co., wholesale furniture dealers, on south Main street. The other tenants of the buildings besides the Sterling Furniture Co. are the Lewis Furniture Co., Barrel, Shewman & Co., wholesale liquors; Smith & Bruce, architects, and the Standard Storage Co. The total loss is \$125,000, insurance \$75,000. The origin of the fire is a mystery, the flames being discovered near the roof at the rear end of the building. A fireman was injured during the progress of the fire and was removed to the hospital.

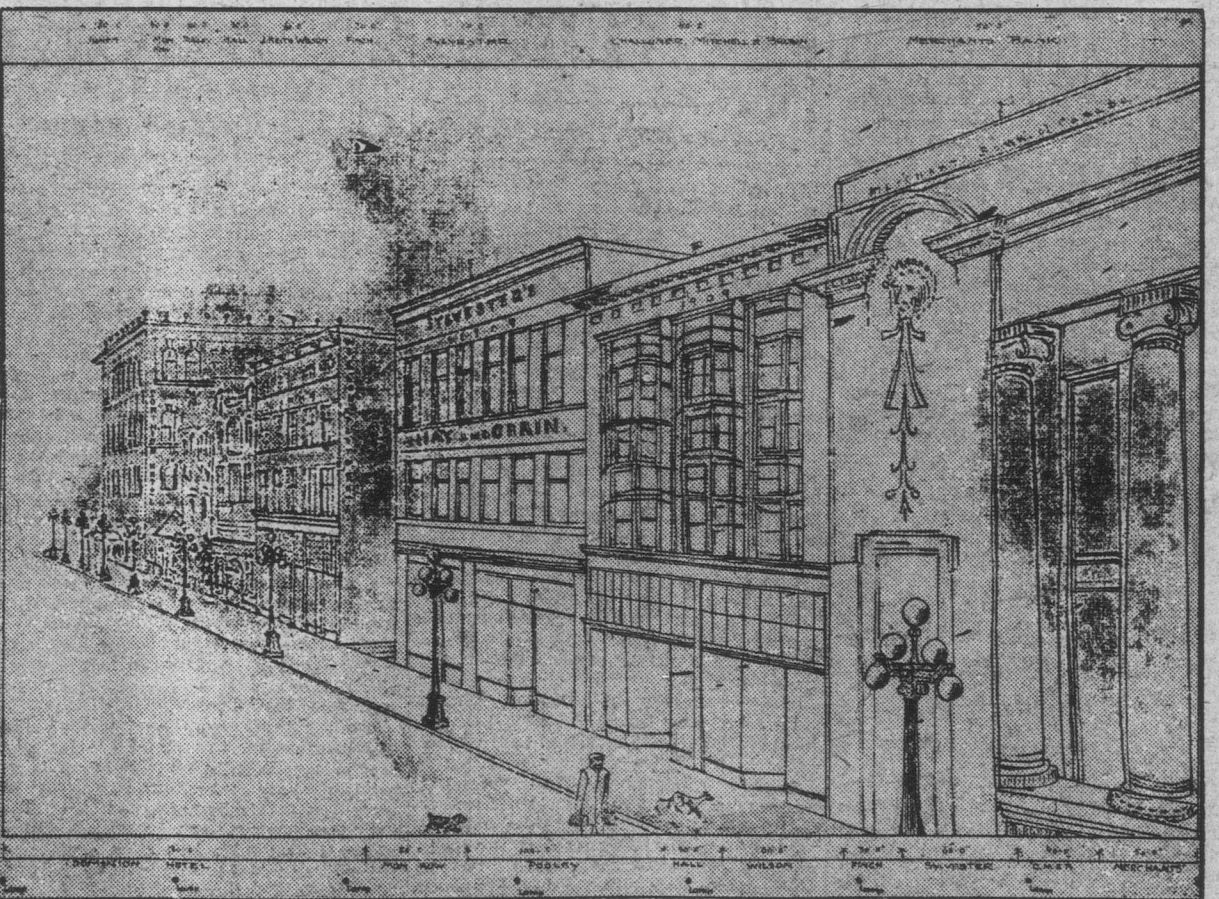
SIX MEN DROWN AT PORT ARTHUR

Lose Their Lives When Dredges Sink—Nine Rescued by Tug.

Port Arthur, Ont., Dec. 10.—Six workmen were drowned late yesterday when a dredger being towed across the harbor sprung a leak and went to the bottom. Nine men who leaped from the sinking barge before it was engulfed were picked up by the towing tug.

THREE CRUSHED TO DEATH.

Ambridge, Pa., Dec. 10.—Three employees of the American Bridging Company were killed and two others seriously injured to-day when they were caught beneath a pile of steel girders which collapsed. Two of the men were killed instantly. The third died on the way to a hospital. The accident occurred at the company's plant.



ENTERPRISE SHOWN BY PROPERTY OWNERS

The above sketch shows a section of Yates street that will soon rival any other section of the city from a business standpoint. It extends from Douglas street to Blanchard street on the south side of the street.

Within the past few months there has been most marked enterprise shown by the owners of real estate. Realizing that there was a pressing need for more business blocks, the vacant lots in that section have been

built upon with structures of the most modern and substantial type until to-day the street is one of the finest built sections, three and four stories being the rule.

The owners of property have shown enterprise in the matter of lighting the street. Within a few weeks' time they will have installed eight ornamental standards shown in the above sketch, on the outside edge of the sidewalk, each carrying five globe burning a 32-candle power Tungstead lamp,

which will make the street the finest in the city.

Realizing that it is one of the coming retail centres of Victoria the street is to be paved with wooden blocks, the by-law having been passed.

A petition is now being circulated to have the next block paved at the same time, and also to have lights established so as to carry out the ideas of the lower block by paving to Cook street. The street would then be one that the citizens might well be proud of, being 76 feet wide between curbs.