

A FROM AUSTRALIA

TH FILLED WITH PASSENGERS

ade—Calls at Fiji Hawaiian Islands.

un northeast from Aus-
ing at Suva and Hon-
Canadian Australian
arrived in port early on
500 passengers aboard.
filed. Besides the
r of the Union Steam-
and his family there
Captain H. A. S. Fyler
counter, who is on his
Admiral Corper of
amship Leipzig, who is
a Fatherland from the
C. Loder, an Ameri-
can Fanning Island; H.
Australian millionaire,
Esquimaux, who is re-
visit to Honolulu, and
of through passengers
land and the United

essel arrived, at quar-
round that two of the
had what looked like
nicken-pot. In order to
e, however, Dr. Watt
them at the station
to until they have re-
children's names are
Green, Mr. and Mrs.
o other children are
their little one and
her child, thus mak-
orary visitors at the

is the passenger list:
Misses R. Bullen,
Rose L. Corbitt, A.
combie, J. Moreton, B.
indley, H. de Vaney;
King, M. L. Hudson,
Rayner, A. Moore,
Dunman (C. L.), Lad-
and five children, Smith,
d child, F. Waite, E.
E. M. Skinner, F. J.
C. P. Hosson, A.
Ryan, P. Norris, D.
L. Dunman, R. Smith,
mes, B. F. Douglas, R.
Smith, W. Park, C. R.

STILL MISSING.
le to Locate Records of
Copper Company.

June 1.—Despite the ef-
festsations, it is said to
have been no further
the search for the
of the United Copper
a late hour to-day the
company were at a
e means by which
ge themselves in a cor-
they appeared before
in the United States

ENT
AT IKEDA MINE

Manager for the
Suffocated by
erdamp.

tragedies which so
the life of the mining
at Ikeda shortly be-
of the steamer Amur
J. Marco, manager of
line at that place, was
an accident which so
othered was the result
a shot had been
inary course of the
s, and the manager
t of the mine before
ared away. He was
to afterwards and
was carried out of the

ook place just before
and Mrs. Marco and
on the boat bound
home in the state of
y the people at Ikeda
over the tragedy. Mr.
in charge of the
were opened a few
enjoyed the confidence
employers and everyone
and dealings.

BASTION
IN BAD SHAPE

me for Destroying
on of Little
Park.

und the upper half of
n on Bastion Square
shape. Drivers of
pay little attention
rushed in and broken
way around, and is
de nearest the court
ing on the lower half
a shape.
take much time nor
to put the railing in
it is looks bad and
comment from visitors
ence of the city su-

COUNCIL TIED; ACTION DELAYED

VOTED FIVE TO FIVE
AS TO COAL BUNKERS

Report of Inner Harbor Associ-
ation Still Awaits Consid-
eration.

The report of the Inner Harbor As-
sociation on the request of the C. P.
R. for a portion of the Songhees re-
serve for coal bunkers and yards and
shops was read at the city council
meeting on Monday. Half the council
was for its consideration, half away
and the other half thought it was of
sufficient importance to warrant a
special meeting. By reason of being
evenly divided motions to both effects
were negative. The report of the
association will be brought up later by resolu-
tion.

The report from the association was
as follows:

W. J. Dowler, Esq., C. M. C., City Hall,
Victoria, B. C.
Sir:—(1) I have the honor to ac-
knowledge the receipt of your letter of
the 24th inst., transmitting for the in-
formation of this association a copy of
letter received from the Victoria
British Columbia Board of Trade, with
reference to the proposal of the E.
N. Railway Company to establish coal
bunkers over the waters of the harbor
fronting the Songhees Indian reserve.

(2) Allow me in the first place to de-
clare the position of this association as
regards the inner harbor of Victoria.
(3) This association, formed original-
ly amongst the owners and occupiers of
property abutting on the inner harbor,
met together and after very careful
consideration, formulated a definite
plan, representing the urgent needs of
the port, modified and limited to such
as the federal government might
reasonably be expected to undertake in
the immediate future. This plan was
submitted by them to a joint meeting
of those more particularly interested in
the harbor and representatives sent to the
meeting by the municipal council and
by the board of trade, and after being
approved at that meeting this plan was
laid before the royal commission on
September 19, 1906. These representa-
tions were favorably reported by the royal
commission to the honorable the min-
ister of public works, were, at the re-
quest of Hon. Mr. Templeman, referred
to Mr. Keeney, a resident engineer and
civil engineer, to report as to the desir-
ableness, practicability and cost of the
project.

On the 28th of September, 1906, the
owners and occupiers of property abut-
ting on the inner harbor agreed to meet
the Hon. Mr. Templeman and Mr. Keeney,
and the Hon. Minister of Public Works.
At that meeting Hon. Mr. Temple-
man stated that the city had been asked
that all future work in the harbor
should be carried out on the lines of the
plan submitted to the royal commission.
Of this plan you have a copy on file
dated the 13th of September, 1906.
(5) This association was then organized
on the 26th of November, 1906, to
secure the effective execution of this
project in accordance with the plan de-
vised. On the 31st of January, 1908,
the Hon. Mr. Templeman assured us
(by letter) that arrangements would be
made for the prosecution of the work
in the improvement of the harbor
as vigorously as possible. This, there-
fore, is the position of the association
in the matter, and the work is steadily
proceeding on these lines.

(6) This association held a special
meeting on Wednesday, the 26th, to
consider your communication, and I am
directed to state that this association is
decidedly of the opinion that the de-
mands of commerce, present and pros-
pective, require that the whole of the
water area, as defined on the approved
plan referred to, should be kept free
from all obstructions. This plan pro-
vides for a deep water line drawn from
Songhees Point to Pelly Island, and the
association considers that the erection
of the bunkers should be kept on, or
shorewards of, a line drawn from or-
dinary high water mark on Songhees
Point to ordinary high water mark on
the south end of Pelly Island, as indi-
cated—pencil on plan returned. With
this reservation the association strong-
ly approves the proposition to the erec-
tion of bunkers for the coaling of
steamers frequenting this port.

(7) Whilst the council is considering
the question of concessions to the rail-
way company, I am further directed
to the association to draw your atten-
tion to the contrary view of the com-
pany of section 173 of the Railway Act.
This section provides that "no company
shall cause any obstruction in or im-
pede the free navigation of any river,
water, stream or canal across which its
railway is carried."
(8) This bridge as at present handled
by the railway company, constitutes
a most serious obstruction and imped-
ment to the free navigation of the har-
bor, occupying a time in its opening
and closing of from 22 to 30 minutes.
This association claims that shipping
has the first right of way and submits
to the consideration of the municipal
council that steps should be taken to
compel the company to place this
bridge in a state to conform with the
Railway Act, and to so operate the
bridge by mechanical power, so that
it could be opened at any time on the
approach of a passing vessel and closed
within say five minutes, as in Portland
and other cities.

(9) As a matter of fact, the railway
company refuse to open the bridge
within half an hour of the approach of
a train (owing to the time occupied in
the opening), and a boat approaching
at such a time had to drift about the
harbor sometimes for an hour in an al-
most unmanageable condition, if any
wind is blowing, to the extreme dan-
ger of property and giving the port a sin-
ister reputation. This is causing a seri-
ous check to the expansion of trade and
depreciates the value of all properties
abutting on the upper harbor.

(10) As business increases, over the
railway and on the water, these evils
will become so serious that it will be
prejudicial to the best interests of

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Pity, which are a junior branch of the
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The president, Mrs. C. R. Rhodes,
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Hon. Richard McBride, Hon. F. J.
Fulton and Dr. Young, expressing re-
gret at being unable to be present, and
sympathy with the work in which the
society was engaged, as well as appre-
ciation of their efforts.

The president's report was presented
as follows:
Ladies and Gentlemen: We have
now, for many years, met together at
this anniversary, and it has been the
pleasure and the privilege of your vari-
ous presidents to take the opportunity
thus afforded to review the work of
the society, to lay before you all mat-
ters of importance, to direct your
attention to such conditions as re-
quire special effort and yet once again
to thank you for the spirit of mutual
unselfishness which forms not only the
happiest, but also the strength of our
union.

Owing to my long absence, the year
about to close seems short, but I find
that in looking over the monthly re-
port, the committees have continued
their usual, consistent and faithful ser-
vice, and while no extraordinary work
has taxed your efforts you have stood
"shoulder to shoulder" maintaining and
administering your funds, visiting,
and sewing and meeting together, vol-
unteering cheerfully at any special call
and thus bringing another year's record
to a close.

The report of the executive covers
all "honorable mention" of the work of
our committee and the generous as-
sistance of friends, but I must person-
ally