

DR. DUNCAN'S DOINGS

On Election Day Discussed by the Members of the City Council.

The Tramway Company Offers to Contribute Towards Building a Bridge.

An Investigation re the Recent Fire on Leighton Road Will be Held.

The first business taken up at last evening's meeting of the council was the discussion of Dr. Duncan's doings on election day.

Ald. Marchant rose to a question of privilege. He referred to the article appearing in last evening's issue of the Times, in which attention was called to the peculiar conduct of the city health officer, Dr. George H. Duncan, on election day.

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(Signed) M. PHILLIPS, WOOTTON & BARNARD.

Mayor Beaven stated that he had an interview with the president of the tramway company and their legal adviser with reference to building a bridge across the arm at Point Ellice.

Ald. Marchant moved that a proposition be submitted to the council to accept the offer of the tramway company, dealing with the question of the bridge.

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MR. SORBY'S SCHEME

He Calls the Council's Attention to a Plan for Deepening the Harbor

And Reclaiming Marginal Lands - Harbor to be Made 30 Feet Deep.

The following letter from Mr. Sorby was read at last evening's council meeting:

Victoria, B. C., 1896.

To His Worship the Mayor and Hon. Aldermen of the City of Victoria: Sir, I have the honor to acknowledge the receipt of your letter of the 24th inst.

The harbor is at present 173 acres in extent, between Shoal Point and Colville island on the west and the railway bridge on the east, bounded by a very irregular shore line, its enclosed area scattered over with islands, rocks and shoals, and with only a narrow passage for the entrance of ships to the wharves in the heart of the city.

The Dominion government takes from this port, in the form of customs revenue, on an average about 1,000,000 per annum, and has been spending \$10,000 per annum for about 25 years in dredging up mud and blasting up small pieces of rock with but little, if any, practical benefit to the mercantile marine.

The proposition embodied in my plan is to close the harbor, within the area I have referred to, for a short period by temporary dams; then to pump out the water and excavate an area of about 107 acres to a depth of 30 feet, enclosing it with a sea wall built up of steel bridges.

The reclaimed area provides opportunities or sites for the construction of small, private docks about 300 feet long, ship-building yards, a marine railway, boiler shops, and other marine enterprises that naturally grow and develop out of the necessities of mercantile marine, and that would tend to build up a great seaport city.

The following comparative statement of shipping will be of interest, showing that Victoria is the first port of Canada:

FOR THE YEAR 1895.

Late yesterday afternoon the C. P. N. Co's steamer Maude, Capt. Roberts returned from the West Coast. When the Maude left Hesquiat the Quadra was stationed there and the sealing captains had no difficulty in securing Indians for their schooners.

Highest of all in Leavening Power.— Latest U.S. Gov't Report

Yale Baking Powder

ABSOLUTELY PURE

Several years ago the veteran carriage builder, Mr. Charles Caffery of Camden, N. J., said to the writer that it would not be many years before riding on rubber tires would be as common as riding on wheels.

The assessable value of the land reclaimed would be about \$2,000,000, and the method of dealing with it would be by letting leases, as in Liverpool, renewable at fixed periods of 15, 15 or 20 years, on payment of a small premium.

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