

PROPERTY OWNERS MAKE COMPLAINT

AGAINST METHOD OF ASSESSING FOR WALKS

Held That Injustice is Worked on Holders of Corner Lots—Other Business Before the Council.

Business of only a routine character was transacted at Monday's weekly meeting of the city council.

The Victoria Property Owners Association writes as follows:—I am directed by the Victoria Property Owners' Association to invite your attention to what appears to be an inequitable method of assessing the cost of permanent sidewalks.

The diagram in the margin herewith represents a block surrounded by four streets, and divided into 12 lots, say 60 feet by 120 feet respectively.

It may be argued that the corner lots are of greater value and better able to bear the surcharge; but they are assessed at a proportionately higher value and already pay upon their higher assessment and are thereby entitled to so much more consideration.

Referred to the streets, bridges and sewers committee.

Roberson & Roberson applied for a confirmatory deed of property purchased on Montreal street to replace one destroyed by fire.

Matson & Cole asked for a share of the city's fire insurance business.

The secretary of the Pacific Association of Fire Chiefs asked for the attendance of a delegate at the annual convention next month in Vancouver.

W. W. Northcutt, city assessor, reported that no objections had been lodged against the proposed permanent sidewalks, plans for which have been in view for the regulation time.

The city assessor and city engineer reported on the cost of the work to be done on Johnson street.

Similar reports from the same officials deal with the cost of permanent sidewalk work on Elliott street and Government street.

A petition was read requesting the removal of rock near Shakespeare street, and that a hydrant be placed on D street.

The electric light committee reported having investigated and suggested need of more lights on Wharf street, and found that the street was fairly well lighted.

The special committee which investigated the water requirements of the residents of Tumbler avenue reported that nothing could be done at present.

The finance committee reported accounts aggregating \$2,211.28.

The streets, bridges and sewers committee reported as follows:—Your streets, bridges and sewers committee have considered the undermentioned subjects...

Recommended that the city engineer be instructed to submit an estimate of the cost of constructing a sidewalk on Moss street, west side, between Richardson street and Fairfield road.

Recommended that the city engineer be requested to prepare an estimate of the cost of painting red all poles in the city which have fire alarm boxes affixed thereto.

Recommended that the sidewalk at the junction of Douglas and Government streets be strengthened out to the proper line, and that poles, drinking troughs, fire alarm and letter boxes be moved to the proper side of the street.

A GUARANTEED CURE FOR PILES. Itching, Blind, Bleeding or Protruding Piles. Your druggist will refund money if PIAZO OINTMENT fails to cure you. In 6

THE PROGRAMME IS NOW COMPLETE

DETAILS DISCUSSED AT LAST NIGHT'S MEETING

Committees Which Had Charge of Arranging for Monday's Celebration Finish Their Labors.

At a well attended meeting of the Labor Day parade committee, held Monday evening, final arrangements were made for that feature of the forthcoming celebration.

It was decided that in order that the procession may be ready to start promptly at 11 o'clock all unions or other organizations, every float, whether competitive or advertising, besides the bands and musicians, must be at the place of assembly not later than 10.30, thus allowing half-an-hour for the marshaling and assistants to put the parade in order.

The principal business transacted was the adoption of the following order of formation for the occasion:— Union Formation.

1. The Victoria division forms in order of seniority on the west side of Douglas street, with the right facing Johnson street.

2. Vancouver division forms between Pandora avenue and Cormorant streets, on Douglas street.

3. Nanaimo and Ladysmith division forms between Cormorant and Fiagar streets, on Douglas street.

4. New Westminster division forms between Fiagar and Herald streets, on Douglas street, with right facing on north side of Fiagar street.

5. The parade will be in double rank formation facing east.

6. Each division will be preceded by a band.

7. In the order of march a distance of six feet will be allowed from front to rear and an interval of six feet between lines will be observed.

8. The police and fire departments form on the right of the line, the former preceding and the latter following the band of the Victoria division.

9. The Boys' Brigade forms on the left of the Victoria division.

10. Carriages with civic and provincial guests will form on the north side of Fiagar street, between Douglas and Government streets, and enter the procession directly behind their respective unions.

Merchants' competitive floats form on the north side of Pandora avenue, and will be so divided that an equal number follows each division.

The floats of each competing union will form in order of seniority on the east side of Douglas street, between Johnson street and Pandora avenue, and enter the procession directly behind their respective unions.

Business advertising floats will form on the south side of Cormorant street, between Douglas and Government streets, and swing into line immediately following the New Westminster division.

The appended order of march was decided upon:— Police Force. City Band. Fire Department. Typographical Union. Ship Carpenters and Joiners. Brotherhood of Carpenters and Joiners. Bricklayers. Iron Molders. Coal Makers. Pressmen. Boiler Makers. Longshoremen. Letter Carriers. Retail Clerks. Painters. Tailors. Laborers' Protective Union. Electrical Workers. Boiler Makers' Helpers. Barber. Blacksmiths. Leather Workers. Garment Workers. Pipe and Drum Band and Boys' Brigade. Judges, Civic and Municipal Guests. Highland Pipers.

Final preparations for Labor Day celebrations next Monday were considered at a meeting of the general committee held on Tuesday. There was a large attendance. Details in connection with the parade in the forenoon, the afternoon sports at the Caledonia grounds, the band concert, dance at the A.O.U.W. hall and the meeting at the Institute hall to take place during the evening, were dealt with most expeditiously.

The programme may now be considered complete, and it is one calculated to provide ample entertainment for the thousands of visitors expected from Nanaimo and Mainland points.

President G. Caldwell, who occupied the chair, reported on behalf of Mayor Barnard and the civic authorities that the arrangements made for the reception of Lord Minto, Governor-General of Canada, would not interfere with the celebration. He then outlined the programme mentioned in the Times, explaining that the formal reception of His Excellency at the city hall at 1 o'clock would give the latter an opportunity to witness the parade just before its dispersal.

This announcement resulted in some general discussion during which the question of inviting Lord Minto to the Caledonia grounds after luncheon at the Deane hotel, which is to be served at 2.30 o'clock, was considered. It was decided, however, to leave the matter in abeyance.

A report was then received from the special committee in charge of the arrangement of the parade. This consisted largely in the order of formation, to be followed by a list of bands and other organizations to take part in the procession, both of which appeared in these columns yesterday.

DISCRIMINATION IN FREIGHT RATES

THE COMMISSION IS NOW INVESTIGATING

Listen to Both Sides at Sitting in Terminal City—Further Discussion To-Day.

In its report of the first day's sitting of the Railway Commission in Vancouver, the News-Advertiser gives at length a report of the representations made by the B. C. Lumbermen and Shingle Manufacturers' Association regarding discrimination on freight rates on the C.P.R., an account of which was published in yesterday's Times from its Vancouver correspondent.

After Mr. Miller, general manager of transportation for the Canadian Manufacturers' Association, had given particulars of the discrimination, E. W. Greer said that on the matter of discrimination between fir and cedar rates, nothing he could say would be final, as it was a matter to be decided by their freight traffic manager at Montreal.

Mr. Miller said it seemed surprising to him that Mr. Greer had stopped at Manitoba, which was a most important centre of settlement. Was it done out of deference to the American railway companies?

Mr. Greer said they understood that there was not the same demand for this class of lumber in Manitoba as in the Northwest.

Mr. Miller said that Winnipeg especially was a most important market.

Hon. Mr. Blair said it seemed to him that Mr. Greer had not come prepared to present his case. They did not want the matter hurried over, and it seemed they had not come there in a business way prepared to say "This is why we did so and so."

Mr. Greer said they thought the association would be there with evidence, and they could answer them.

E. J. Davis suggested that the matter be presented this case, and he wanted to get home again, as he had plenty of business to attend to.

Mr. Miller said he had some 2,800 miles to present this case, and he wanted to get home again, as he had plenty of business to attend to.

Mr. Greer said before they parted he wanted to know some reason why the cedar mills should be crippled for the sake of the mountain mills.

Mr. Greer said that both said that if they fixed the rates on fir and cedar, they would be hurt; if the other way the mountain men complained.

Hon. Mr. Blair said that when they came here again he wanted them to show some intelligent reason for this differentiation in rates. The matter was evidently in such a position now that it could not be dealt with.

Mr. Greer asked for two days that they might get the evidence of some of the mountain men.

Mr. Miller said it seemed to him as if the C.P.R. was merely sparring for time.

Hon. Mr. Blair wished to know why the fir and cedar rates were so much higher to all points than rough cedar or fir.

Mr. Greer said it was so much lighter, and besides the quarry men did not pay to carry air. He added that they had to draw their empty cars to the coast to haul the lumber and had to adjust the minimum rates to cover all expenses. He thought it would be best to have these figures handed in to them before taking any further action.

Mr. Greer said that when they had many persons there who were prepared to give evidence on this question, and it should all be considered before they separated. He had spoken to some of the railway officials in the East before coming here, and was told that they would not take up time with them if they had a lot of statements here that they knew nothing about.

Mr. Miller said that they had been asking for these reductions from the C.P.R. for some months past, and had been giving them all the statements on the subject that they had. He also submitted a letter showing that the lumbermen had a lot of statements here that they knew nothing about.

Mr. Greer said that the idea of refusing an application for filling up cars with shingles and doors at less than carload rates was to encourage them to ship in carload lots.

Hon. Mr. Blair said he was much more concerned with the larger question of the difference between cedar and fir.

Mr. Greer said the rates on rough cedar and fir to all points in the Northwest were the same.

Mr. Miller pointed out that from the mountain mill the same rates applied throughout Manitoba. He also said that Manitoba was an important market, Winnipeg especially being most important.

Mr. Greer said the mountain mills produced inferior lumber to the coast mills, and they had not the advantage of the export trade.

And you do not make lower rates beyond the border of Manitoba out of deference to the American railway company? asked Dr. Mills.

"I cannot say as to that," replied Mr. Greer. "Most of the lumber is sold in the Northwest, and not much finds its way to the Manitoba markets."

On application of J. Sweet, letters of the Interior Ministry, and the rate of 5 cents per 100 pounds more from

DRILLING COMPETITION

Executive of Agricultural Association Preparing for Contest to Take Place During Exhibition.

The miners' drilling competition to take place in connection with the forthcoming exhibition will be one of the features of the show. As stated several days ago, subscriptions are being received from many local mining men interested in order that the \$400 necessary for prize money may be had when needed.

Entries are expected from Mount Sicker, Nanaimo, Wellington, and possibly from interior points. The executive of the B. C. Agricultural Association is now considering the detailed preparations for the contest.

E. C. Musgrave, one of the committee in charge of the competition, writing from Mount Sicker, suggests that the regulations should provide that two holes be drilled one "down" and one "up"; that a time limit of ten minutes be placed on the contest; hammers not to weigh more than eight pounds; drills not larger than seven-eighths of an inch.

He also explains that an entry fee of \$5 is usual, and that the competitors are required before a contest is allowed to proceed, and that the referee is empowered to disqualify any team for irregularity, his decision to be final.

"I think the two-hole contest better than the three, because drilling is very severe work. Besides, the quarry men would have the advantage in the down hole and the coal miners on the upper. This will therefore give both one chance to show their skill in what they do."

As for the size of the rock a piece of granite, either buried in the ground or with a platform built round it, preferably the latter, would be satisfactory.

The hole would be about two feet square and three feet thick. For the "up" hole a piece three feet long, two feet wide and one inch thick will be required.

Everything in connection with the exhibition looks promising. Entries are being received in fairly large numbers, and the quality of the work is of an excellent and that of last year.

Those in charge of the art exhibit are paying special attention to this feature of the interior display, and the collection will represent the very best work of local artists.

Every possible arrangement has been made to advertise the show, and according to indications there will be crowds here during exhibition week from Island, Mainland and Sound cities.

LEGAL NEWS

In Chambers Wednesday the following applications were made before Mr. Justice Martin:—

Wrightsworth vs. Duval—An application to set aside under Judgment Act. Reference was made to the registrar to take account. J. Walls for plaintiff, D. M. Eberts, K. C. for defendant.

Jackson vs. Drake, Jackson & Helme—An application for judgment made a previous order. Leave was granted to defend, costs in the cause. C. J. Prior for plaintiff, J. O'Reilly for defendant.

Re Grant Mining Camp—On application of E. E. Wootton secretary for liquidators was fixed at \$5,000.

Pike vs. Haggerty—An application by C. J. Prior to examine judgment debtor. Order was made.

Teetzel vs. Canadian Lumber Company—Leave was granted to defend, costs in the cause. J. O'Reilly for plaintiff, E. E. Wootton for defendant.

Morgan vs. British Yukon Company—An application for payment out of court. Reference was made to the registrar to pay \$12,000 to plaintiff. J. M. Bradburn for plaintiff, R. Cassidy, K. C. for defendant.

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Mr. Greer said that that was never regarded as a factor in basing the rates. Mr. Miller said that nevertheless it was urged as a justification for raising the rates that the duty made it possible for them to sell at a profit in spite of increased tariff.

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Mr. McDowell pointed out that the board had gone thoroughly into the matter, and the report contained many figures which he would leave with them for their consideration.

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A dispatch from New Westminster says:—"The Dominion railway commissioners arrived here Tuesday morning and were first shown about the city by the mayor and prominent citizens. The different railway routes into the city, as well as the new Westminster bridge, were inspected before the commission sat in the hall. The first question presented was that of an application of the Vancouver, Westminster & Yukon railway company to rescind an order, made some time ago, compelling that line to use the present C.P.R. tracks in this city instead of building a parallel line.

The evidence put in showed that it is the intention of the Hill road to erect a handsome station somewhere on Front street near the junction with Begbie. A suggestion was made of a union depot and a single track through the city, and this seemed to be approved by both parties. The matter was held over for a decision as to the question of the control of the interlocking switch station at Sapperton, where the two railway lines cross."

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THE BATTLE OF THE TAITSE RIVER

This out-sherival armies on Tuesday. A ed a semi-circle Liao Yang. Of forced to abandon fence southward news that a moving from

CHANG HING IS PORT A

St. Petersburg, Sep. Gen. Kourapatkin has whole army to the Taitse river to meet G ing movement.

WHOLE ARMY HAS CROSSING

St. Petersburg, Sep. The news of the occup and the withdrawal of to the right bank of reached only a small ple of St. Petersburg caused intense excitement. The majority of the to rest, believing that had again been success Japanese attacks had