Voters League In Session

Resolution Passed Favoring Appointment of Board of Harbor Commissioners.

Interesting Report With Suggested Rearrangment of Civic Offices.

The Voters' League held a very interesting session yesterday evening. Mr. Sorby's proposal to urge the appointment of a Board of Harbor Commissioners was heartily endorsed, and an important report was submitted from the committee appointed to suggest a rearrangement of the municipal offices.

Noah Shakespeare was voted to the chair. The minutes of the previous meeting were read and adopted.

Senator Macdonald, as a notice of motion, forwarded the following communication:

That as voters and citizens it is our duty to consider in a reasonable businesslike manner the various railway charters now before the country, and which of them should receive the first consideration, and our undivided support. The prospect of a line of railway stretching from Montreal and Toronto through the fertile plains of the Northwest, and the Rocky Mountains to Bute Inlet, thence by ferry to or near Seymour Narrows, then on to Victoria, was hailed with great satisfaction by the people of Victoria.

To this scheme an all-Canadian route with its Western terminus at Victoria, the Provincial Government is committed, by an act passed last session of the legislature, the Edmonton, Yukon and Pacific Railway is to receive for construction of the railway from Bute Inlet to Yellow Head, and the Eastern boundary of the province—for 480 miles, a subsidy of $5,000 per mile, in all $2,400,000.

The Victoria and Seymour Narrows Railway Company is to receive for construction of a railway from Victoria via Nanaimo and Alberni to a point at or near Seymour Narrows, and establish from there a steam ferry to a point on the Mainland at or near Bute Inlet—for 150 miles, a subsidy of $5,000 per mile—in all $750,000.

These two companies are virtually one and the same, the Edmonton, Yukon & Pacific Company is to be bound to carry out the obligations of the Victoria & Seymour Narrows Company.

The subsidies to these companies come to $3,150,000. Taking into consideration the portions of the province to which such railways will give access, and the facilities they will afford for mining, lumbering, and agriculture, together with the commercial advantages to Victoria, and the other Coast cities, it is the duty of the league and of all citizens from Victoria to Cariboo to give all the support and assistance possible to the Provincial Government by strengthening its hands to carry this great work—an all-Canadian railway—to a successful termination.

The Imperial Pacific Railway Company was incorporated two years ago with power to construct a railway from Victoria to Seymour Narrows, thence by Bute Inlet and Yellow Head to the Eastern boundary of the province. The intention of this company is not known. The Comox & Cape Scott Railway Company have a charter to construct a railway from Wellington to Cape Scott, about 250 miles, and in the event of its proceeding with the work, the company is entitled to a subsidy of $4,000 per mile, in all $1,000,000. This company by uniting with the Victoria and Seymour Narrows Company to construct one line from Wellington to Seymour Narrows could construct at half cost to each.

Next in importance to the Yellow Head, Bute Inlet and Seymour Narrows line comes the Coast-Kootenay Railway, to construct from Vancouver to Midway in the Boundary district and South of the Fraser river through Delta and Surrey to the mouth of the Fraser river connecting with a suitable ferry with Vancouver Island, giving speedy and direct communication with the city of Victoria, and maintain a first class service between the Mainland and Victoria—for which the province gives a subsidy for 350 miles of $4,500 per mile—in all $1,485,000.

The Midway and Vernon Railway Company, with a subsidy of $5,000 per mile for 150 miles—in all $750,000, to construct between these two points, this would complete a circle from Midway back to the Coast, opening another avenue of commerce with Victoria.

The Kitimat and Hazelton Railway Company has a subsidy of $5,000 per mile for 135 miles for a railway between these two places, and is very important as part of an all-Canadian route to the Yukon, avoiding the delays and annoyances of custom house regulations.

There are other railways to which subsidies are promised, of which time will not permit of special mention. The province is now liable in round numbers for about six millions of dollars for railways. That, with two of the most important of these railways under construction, terminating ultimately in Victoria, the people should realize that much is in a fair way to be accomplished. All should fully and clearly understand that the credit of the province is limited, and that its revenue will be charged to the full to meet interest and sinking fund, on the large amounts borrowed already and to be borrowed.

The paper will be discussed at a subsequent meeting.

Mr. J. G. Grant gave the following notice of motion:

At the next meeting of this League I will move as follows: Whereas the city of Victoria has given notice that it intends to apply for a special charter, and whereas the city of Vancouver, operating under a similar charter, has found it disadvantageous and expensive; Therefore be it resolved, that in the opinion of this League the said application for charter should be deferred until the combined legislative committees of the cities of Victoria and Vancouver make an effort to amend the Municipal Act by readjustment of the classification of municipalities to admit of all the cities, towns and districts of B. C. obtaining a uniform status according to their class under the General Municipal Act.

Mr. Sorby said the council had decided not to apply for a charter.

Mr. Grant thought it would be well to discuss the matter in any event.

The committee on suggested reforms in municipal management reported as follows:

Gentlemen,—In pursuance of request, your committee appointed to prepare a suggestive report on the question of reform in municipal management, after much discussion in the League and very careful study and deliberation, beg to report and offer suggestions as follows:

We think that the whole system might with advantage be put under two main heads, each of whom should be held responsible for their respective departments, and might be styled commissioners or the less pretentious names of "City Clerk," and "City Engineer." The City Clerk should have full charge of the general office, seeing to the performance of all initial or preliminary legal work that might be required, having a staff consisting of an accountant to keep and look after all accounts, a cashier to receive and have charge of all cash matters, a stenographer and typewriter to aid in recording minutes, conducting correspondence, etc. All other work, including the wyriting and copying of rolls and other clerical work arising therefrom, to be performed by such junior help as required.

The City Engineer would be entrusted with and held responsible for all public works, and for the more effectually carrying out his duties, the work might be arranged under three heads with a competent person over each—say (1) head of waterworks and sewers; (2) head of electric light and (3) head of roads, bridges, culverts, sidewalks, surface drains, etc., and in lieu of the first assistant should be a capable draughtsman competent to take off quantities, make and check estimates and other etc., appertaining to that department the rest being done by such junior help as needed.

The assessments might be made by some competent valuator who should be employed early in the year to revise values (the clerical work being done in the City Clerk's office, and after substantiating his values before the Court of Revision, his duties would end for the year, being paid a lump sum therefor.

The duties of Auditor should either be performed by a government official, or two independent persons elected by a vote of the people, and it would be the duty of the Auditor or Auditors to go into the office at any time to check the cash, certify a trial balance, say monthly, see that all expenditures are properly made and vouchered and certify a yearly balance sheet.

The Mayor and Aldermen being duly elected by the vote of the people, their duties should be of a directoral character, being divided into committees for the better carrying out of their work—all executive work being carried out by the respective persons under whose delegated authority it should come, subject, of course, to the directoral oversight of the Mayor and Council, whose duty it shall be to decide the Yukon, avoiding the delays and annoyances of custom house regulations.

It is hoped that such rearrangement would so lighten the Aldermanic work as reasonably to make it an honorary body. The position of Mayor should also be honorary, although he should be allowed a liberal sum for entertaining.

Although other matters of detail might be enumerated, yet your committee consider that the leading features have been touched upon in the foregoing remarks, but it would be impossible to conclude without emphasizing the importance of urging that whenever a bylaw for the expenditure of money is to be referred to the people, a clear description of the purpose for which the money is required and the plan of its expenditure should be made part of the bylaw, and in cases where works of construction are to be carried out, the completed plans and specifications should be made part of the bylaw.

The report was laid on the table.

Mr. T. G. Sorby in moving his motion regarding Victoria harbor management told of the origin of his scheme for harbor improvement and how necessary it was that something should be done in that direction. "He had been told that one steamship company had been prevented in recent weeks from putting on a line of steamers on the Sound run owing to inadequate depth of water. The amount of water in the harbor navigable for commercial purposes was very small. The growth of the shipping trade of Victoria rendered it absolutely necessary that something should be done in the way of harbor improvement, and a phase of the matter which ought to receive consideration was the fact that any railway company which made Victoria its terminus would at once insist upon better harbor facilities or else go elsewhere. He recited what had been done by other seaports in the way of harbor improvement and care by a harbor board, which he now advocated appointed. In Quebec there were nine commissioners, holding office for a term of three years. At Ottawa he had pressed for the appointment of a Board of Harbor Commissioners for Victoria. The terms on which the application was made was as follows:

1. An Act to incorporate a Board of Commissioners, three to be appointed by the government, the Mayor of the city (ex-officio) and one representative of the Board of Trade or shipping interest.

2. The Commissioners to have power to take up and inquire into the whole question of such harbor improvements as may be for the general advantage of Canada, to take expert and other evidence, report and submit suggestions to the government.

3. An adequate appropriation to be made by the government to meet the necessary expenses incidental to the foregoing inquiry.

4. The Harbor Commissioners to have power to appoint such temporary officers as may be necessary for the carrying out the objects of the Act, and to pay reasonable costs and charges out of the funds placed at their disposal.

The league on a former occasion had taken action during the visit of Col. Anderson in the passing of a resolution.

The next step was to again urge upon the Government the necessity of appointing a harbor board. What the latter would do might be summed up as follows:

THE OBJECTS OF THE BOARD.

1. To take evidence as to the present state of the harbor of Victoria, its sufficiency or insufficiency to meet the growing demands of the commerce of the port.

2. To prepare plans and charts of the harbor as existing, including all the surrounding properties to the streets bounding same, and also of the Indian reserve; to plot upon the surface of the harbor the depths of water, and by borings ascertain the nature of the bottom to a datum line of 30 feet below ordinary low water level.

3. To prepare plans of such improvements as the Board may, after mature conference, deem necessary to provide for the commerce of the port and for the general advantage of Canada.

4. To estimate the cost thereof and the probable revenue to be derived therefrom.

5. To report their conclusions to the proper departments of the government at Ottawa.

The full powers of the Act shall not be operative without an Order in Council.

Mr. Sorby then moved the following resolution, seconded by Mr. Clements:

That the League appoint a deleration to confer with the Mayor and Council, the Council of the Board of Trade, and that of the Chamber of Commerce, with a view to urging upon the Dominion government, through our Senators and representatives the necessity of incorporating a Board of Harbor Commissioners for the port of Victoria, similar, as to powers and jurisdiction, to those already existing at Montreal, Quebec and other ports, as being a public work for the general advantage of Canada.

Mr. Martin, representing the Shipmasters' Association of Victoria, favored the plan outlined by Mr. Sorby. He would report the matter to his association.

Mr. Pierson thought harbor improvements were of the greatest importance to Victoria, which now ranked second in Canada in the mercantile trade.

Mr. Grant thought that better harbor accommodation was badly needed. When the Indian reserve question had been settled much good foreshore would be available for dockage purposes. He thought something could be done by united action by public bodies.

Mr. Morley thought Mr. Sorby was entitled to a great deal of credit for the enormous amount of work he had done on the question of harbor improvement.

C. Beaven did not think there was a deficiency of harbor accommodation. There was ample dockage facilities at the Outer wharf. Where was the money coming from for harbor improvements? The inner harbor would always be unsuitable for large boats. If it were not for the docks at the Outer harbor the large steamers could not dock at all.

Mr. Laird said Victoria would not be asked to be paid one dollar by the proposition which Mr. Sorby had just brought forward. As regards the business of the harbor, it would be greatly increased if the harbor facilities were better. The largest steamers afloat could dock in the harbor by being warped around. The question was, did they want the harbor improved or not? He claimed they did and would support Mr. Sorby in his effort to have a board of commissioners appointed.

Mr. Clements thought Mr. Sorby's motion was a very simple one, and an excellent one—the appointment of a board of commissioners to supervise the work of improvements which would be undertaken in the near future.

Mr. Laughton also spoke in support of the motion, which was carried unanimously. The delegation was named as follows: Messrs. Redfern, Moberly, Grant, Laird and Sorby.

It was decided that the question of arranging an agricultural exhibition this year should take precedence at the next meeting of the league.

The meeting then adjourned.

Pride of the Island S. O. E. has a large list of business to go through at next meeting.

MINING NEWS.

LE ROI DECEMBER REPORT.

Manager Reports Estimated Profits for Month at $44,414.

Manager's report of the Le Roi Mining company, Ltd., for the month of December, 1902:

The ore shipped during the month amounted to 13,378 dry tons, containing 669 ounces of gold, 7,779 ounces of silver, 356,832 pounds of copper; value per ton, $13.47. The cost of breaking and delivering this ore on the railroad cars was $2.83 per ton, while the cost of development was equal to $1.23 per ton.

Mining.—Neither the tonnage or values were equal to expectations owing to the falling off in value of the intermediate stope betwen the 9th and 1,050 levels. During November this stope produced 6,216 tons of ore, carrying assay values of $15.30, while the December production was only 3,802 tons, assaying $11.91. It is now practically exhausted below the 900 foot level, so stoping has been resumed on the third floor above the ninth, where operations were suspended last May owing to the ore values being too low for requirement at that time. Operations have also been resumed in the Black Bear vein on the 700 foot level. There have been no improvements, or changes, on the 1,350 level since last report. The original plan of driving to the Centre Star line to the east and the Josie dyke to the west is being carried out; at the same time sufficient diamond drill holes are being bored as crosscuts to thoroughly explore the vein. After the location of the Josie dyke has been ascertained, it is the intention to drive a crosscut to the south vein on this level and undercut the ore body now being mined on the seventh level. The expenditure for the month on mine account was $54,343.

The expenditure for the month at the Northport smelter was $83,672. During the month 421 tons were purchased, containing 307 ounces of gold, 473 ounces of silver, 45,080 pounds of copper. The tonnage treated during the month was 16,144 tons, segregated as follows: Roasted ores, 11,142; raw ores, 5,002. It is to be regretted that the increased quantities of coke promised by the Crow's Nest Pass Coal company have not materialized. The company does not seem to be in a better position to increase the supply now than formerly. Rough weather, the usual depth of snow and lack of men have prevented it from increasing its output, and until larger supplies are forthcoming the manager will be unable to bring smelting costs down to the minimum which would be reached by operating the whole of the furnaces, or yet avoid the loss in the shape of interest caused by the inability to reduce the large stock of ore which has accumulated in the smelter yards. On 31st of December this stock amounted to 37,673 tons, and carried a gross value of $557,668.

Estimates of December profit—

The gross value of the ore mined and shipped to the smelter during the month was $13.47 per ton, equal to	$180,199
From this deduct smelter losses, refiners' settlement rates, equal to $1.80 per ton	24,089
	$156,110
Deduct the cost of mining and smelting at $8.35 per ton	111,705
Estimated profit	$44,414

SLOCAN ORE RICH.

Value of the Exports From That Division Last Year.

Figures have recently been made public giving the value of the ores shipped by the various properties in the Slocan City division during the year. Despite the low price of silver during 1892, the value per ton is high, more so on the average than in th eolder portion of the Slocan camp. There was a total of 6,333 tons shipped during the year and the average value per ton works out at $91, or an aggregate value of $576,303, which is slightly above the value placed thereon by the Slocan Drill at the end of the year.

Appended is a list of 10 of the 12 properties shipping and the value per ton of the exports:

Arlington	$ 150
Enterprise	50
Ottawa	150
Florence	55
Neepawa	40
Duplex	55
Speculator	55
Hampton	250
May	55
Paystreak	55

These figures are an excellent index to the richness of the ores contained in the dry ore belt, and they are high enough to attract the investing public. A little careful calculation will convince the capitalist that there is money to be made in mining in this camp, even with silver at present prices. Added to the fact, too, of less cost in general development to other parts of the country, is the much smaller rate charged for treatment by smelters on the dry ores than is the case with the lead ores. Confidence in the future of mining in this division is well grounded.

THE MINING CONVENTION.

The Provincial Mining Association of British Columbia has today its choice of being the most powerful weapon the mining industry of the province has yet acquired, or of sinking into a mere machine for aiding the schemes of broken-down politicians and loafing "labor" delegates and Socialists. Everything turns upon the class of men whom the convention may elect to control the Association for the coming year; and we trust most earnestly that the delegates will use deep and thoughtful consideration before choosing each member of the governing board, and in any resolutions they may pass.—British Columbia Mining Exchange.

LE ROI WILL TRY NEW PROCESS.

Management Looking for New and Cheaper Methods of Treatment.

"One of the most promising features in connection with the Le Roi is that the costs of mining and smelting are being materially reduced, and when we get the benefit of a larger coke supply there will be further very material reductions which will make available large bodies of ore, upon which we shall be able to make a substantial profit," said Anthony McMillan, managing director of the Le Roi, at the recent annual meeting of the company in London.

"In November last our combined mining and smelting costs amounted to $7.28 per ton, exclusive of freight and refining charges and these costs, our manager tells us, will be still further reduced. We are not losing sight of the various new processes proposed for dealing with the gold-copper ore of the world, and while at present we are not in a position to make any definite statement in regard to these new processes, the matter is receiving our careful attention. Then there is a portion of your business which it seems to me holds out promise of future profit, and that is the smelter. It has always seemed to me that it ought to be possible to work up a very large and profitable business at the Northport smelter by treating, not only the Le Roi ores, but ores from other mines in British Columbia and the United States, and that at a good profit. There is probably no shrewder observer in America in matters of this kind than J. J. Hill, the president of the Great Northern railway, and he is much impressed with the advantages possessed by your smelter in this respect, and he states his willingness to do what he can to make the smelter a great success. Manager Mackenzie has done good work for the Le Roi, and I very much regret that he is leaving us.

"Much of the trouble the Le Roi has had in the past has been brought about as the result of misunderstandings between the board in London and the management in British Columbia. For this reason the board decided to appoint a managing director in the person of myself, believing that as I am frequently backwards and forwards between London and Rossland, I can be a useful link between the board of London and the local managers in British Columbia. We make no rash promises, and I think that the shareholders in this company—nearly 4,000 in number—who have waited so long and so patiently, will make no unreasonable demands upon us. I know I can speak on behalf of all my colleagues when I say we promise you honest and economical management, conscious that if we achieve success not only will you reap some reward for your patience, and receive some return for your investments, but that we shall have done something also towards placing in its proper light before investors the possibilities of one of the richest portions of the British empire."

Sir Henry W. Tyler, chairman of the company, in the course of his speech said that although the accounts showed a debit to profit and loss of £4,551, Manager Mackenzie claimed to have made a profit, and gave reasons for saying so. After referring to these in detail, the chairman pointed out the desirability of a local audit to prevent mistakes in the figures in future, and said that since the 30th of June they had published monthly by month the profits made. These had amounted to £90,000, thus entirely changing the position with regard to the balance of Montreal. They had converted a deficiency of net assets amounting to £40,000 into a surplus of £50,000, and they proposed to ask the bank for a reduction of interest. Mr. Mackenzie had found more high grade ore than was anticipated, whilst rates had been further reduced between the mine and the smelter, and the coke had been more freely obtainable. With good, honest, careful management, reduced charges and improved processes, he looked for a satisfactory change in their prospects. They had a great mine, with large reserves of ore, valued at from $10 to $12. It was expensively equipped, and they intended to devote themselves to its development.

DOES GOLD GROW?

Cuttings Not Yet Offered in Seed Catalogues.

Some reasons for answering this question in the affirmative are offered by "Popular Mechanics," which warns the reader, however, that he must not expect to grow gold eagles from dollars. Says the writer:

"It has been found that gold nuggets under favorable circumstances actually increase in size. Gold is known to have grown on mine timbers which have been long immersed in mine water. In the California State Mining Bureau Museum there is a specimen of a piece of jointed cap and post taken from the Comstock, where it had been under water for years, in which gold has formed in the joints and pores of the wood. Gold is constantly being formed in rocks and veins and placers. Just what it is that the baby gold feeds on to effect its growth is not known; if it were a new and wonderfully lucrative industry might be born and all other farming save the growing of gold might temporarily be abandoned. The formation and growth are due to mechanical and chemical action. As in the case of the animal or vegetable, existing gold has existed in some other state before assuming its present form. Waters which percolate through the earth's crust are said to contain substance from which gold is formed. Thus gold, like the animal and vegetable, must have water in order to thrive. The gold in the water is deposited when it meets the proper precipitant. The precipitant may be an earth current of electricity, some vegetable growth or chemical in the rocks. It has been claimed that the nuggets found in placers are the formations from the waters that percolate through the gravels and not from decomposed quartz as generally supposed. Those who so contend cite the fact that in the center of the nuggets can be found a small grain of iron sand. This was the nucleus around which the earth current of electricity created or deposited gold from the substance in the waters, just as it is deposited in electroplating. During long ages this influence was at work, causing the gold to form around the little grain of iron ore and then grow to become a bright, shining nugget of gold much larger and purer than any ever found in the veins of ore."

ITALIAN DUELS.

Several Will Result From Rows Among Deputies.

Rome, Feb. 24—Several duels between deputies are expected as the result of a disorderly scene in the Chamber today. A heated debate followed an interpellation by Signor Montignarerie upon the alleged oppression of Italian subjects in Austria. The Republicans and Conservatives indulged in violent recriminations and the sitting had to be temporarily suspended.

THE FAMOUS WHITNEY GO-CARTS AND BABY CARRIAGES AT WEILER BROS.

GIVE THE CHILDREN A "SUN BATH."

No. 311 Carriage—Price $16

Body—Oak, Varnished.
UPHOLSTERING—Extracted Velour Cushions.
PARASOL—No. 3 B.
GEAR—All Steel, Rubber Tire Wheels Whitney Patent Anti-Friction Wheel Fastener. Whitney Patent Foot Brake. Enamel Finish. Color, Oak. Also with Canopy Top and Curtains. $16.

Reclining Go-Cart No. E 26, C. & P. Price $22

BODY—Oak, Varnished.
Gear—All Steel, Rubber Tire Wheels. Whitney Patent, Anti-Friction Wheel Fastener. Whitney Patent foot Brake, Enamel Finish. Colors, Oak or Green.

Reclining Go-Cart, No. E 17, C. & P. Price $19

BODY—Reed, Varnished.
Gear—All Steel, Rubber Tire Wheels. Whitney Patent Anti-Friction Wheel Fastener. Whitney Patent Foot Brake. Enamel Finish. Colors, Oak, Green or Maroon.

NOTICE

Through Error of Printer These illustrations Appeared in Wrong Positions in Yesterday's Colonist

Reclining Go-Cart, NO. E 13, C. & P. Price $17

BODY—Reed, Varnished.
Gear—All Steel, Rubber Tire Wheels. Whitney Patent Anti-Friction Wheel Fastener. Whitney Patent Foot Brake. Enamel Finish. Colors, Oak, Green or Maroon.

No. 304 Carriage—Price $15

BODY—Reed, Varnished.
UPHOLSTERING—Grade No. 1.
PARASOL—No. 2 B.
Gear—All Steel, Rubber Tire Wheels. Whitney Patent Anti-Friction Wheel Fastener. Whitney Patent Foot Brake. Enamel Finish. Colors, Green or Maroon. Also with Canopy Top and Curtains. $15.

Pullman Sleeper No. 347—Price $15

BODY—Reed, Varnished.
UPHOLSTERING—Grade No. 1 with Mattress Cushion.
PARASOL—No. 2 C. This cut illustrates No. A Lace Cover.
Gear—All Steel, Rubber Tire Wheels. Whitney Patent Anti-Friction Wheel Fastener Foot Brake. Enamel Finish. Colors, Green or Maroon.
The Pullman Sleeper is a combination of carriage and go-cart. The body is smaller than that of a carriage, size of base being 22x15 inches. It also has adjustable reclining back, and foot-well with sliding cover.

Reclining Go-Cart, No. E 9 C. & P. Price $14

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There is no Equal to It.

Reclining Go-Cart, No. 30 C. & P. Price $22,50

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Gear—All Steel, Rubber Tire Wheels. Whitney Patent Anti-Friction Wheel Fastener. Whitney Patent Foot Brake. Enamel Finish. Colors, Green or Maroon.

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