

Read the Second Time

Railway By-Law Considered by Council in Special Session Last Evening.

Satisfactory Progress Made and Several Clauses Passed—Mr. Bodwell Explains.

The city council in special session last evening considered the consideration of the railway by-law in committee of the whole, and made satisfactory progress. Each clause was fully weighed, and several amendments made. Mr. Bodwell, who was present, relegated to obscurity any uncertainty that might possibly have been caused by the circulation of the purport of the telegrams which passed between J. J. Hill of the Great Northern, and W. A. Ward, of this city, which appeared below. Mr. Bodwell's explanation was entirely satisfactory, and wholly disposed of the question. The council would perhaps have covered more ground had they religiously avoided resurrecting past issues, and their consequent discussions, in the shape of the late Port Angeles scheme, at which and its attendant obsequies occurred last year. The full council was present, and their deliberations were listened to by an interested audience.

After the usual formalities, reference was made to the telegram from W. A. Ward to Mr. Hill, and the reply, and in speaking on the subject, Mr. Bodwell deprecated the action of the board of trade in sending the telegram without consulting Mr. Bodwell or the Mayor.

The Mayor explained that in consequence of certain rumors circulated on the streets regarding the telegrams he had visited that gentleman's office for the purpose of interviewing him on the subject, but unfortunately that gentleman had gone on the business man's excursion. He obtained, however, the telegrams, which were as follows:

Victoria, Oct. 25.

"J. J. Hill, care of Great Northern Railway, St. Paul."

"Mackenzie, of Vancouver, and others represented by Bodwell, asking city Victoria for bonus of \$15,000 per year for twenty years, to put on car ferry from Steveston to Victoria. State that proposition emanates from you. In this respect, and will Great Northern consent and undertake to guarantee the fulfillment of any contracts entered into by parties named? Answer paid."

"W. A. WARD, Pres. B. C. Board of Trade."

To this Mr. Hill replied as follows:

"St. Paul, Minn., Oct. 25."

"W. A. Ward, Victoria:

"Messages received. Great Northern is not asking the aid and will not guarantee anything."

"JAS. J. HILL."

Being asked for an explanation Mr. Bodwell said that he was greatly obliged to the Mayor for an opportunity of alluding to the matter. He regretted that before sending the message Mr. Ward had not shown him the courtesy of informing him of his intention. Had he done so, he (Mr. Bodwell) would have placed before him in confidence the documents bearing on the subject. The telegram was a most misleading one, and calculated to induce an erroneous impression. There could be no mistake regarding the proposal submitted by the speaker. The arrangement which had been made was one by which Great Northern consented to assume the city of Victoria. That was the substantial fact, vitally interesting to the ratepayers of Victoria. But there was only one way in which this connection could be secured, and if they were not allowed to proceed under that arrangement it was impossible to secure railway connection of this city with the Great Northern. He wished to be distinctly understood as not having stated that the Great Northern itself was asking a bonus. There were certain reasons which precluded the possibility of this being done. The main point was that this proposition would give Victoria connection with the Great Northern railway, and Great Northern traffic would be handled over the road. If this scheme fell through and Victoria lost the benefit of connection, it would not redound to the interests of this city, but to the interests of the C. P. R. Had the latter ever announced its intention of giving this city railway connection, or did they intend to sidetrack Victoria and make its interests subservient to those of Vancouver? The citizens of Victoria must arise and help themselves. The proposition he had made was that an independent company was to be formed, and the road to be inaugurated would give the connection. He was not going beyond the arrangements as the following letter signed by James N. Hill, third vice-president of the Great Northern will show:

"Great Northern Railway Co., Traffic Dept., Seattle, Wash., Oct. 8."

"Mackenzie Bros., Vancouver, B. C.:"

"Gentlemen:—Confirming our conversation of this date, the Great Northern agree to enter into a contract for the handling of its traffic to and from Victoria exclusively via the car ferry line to Steveston, thence via the Victoria & Sidney railway to Victoria, under the arrangement as outlined in our conversation, when you secure right of way and construct track from the present terminus of the Victoria & Sidney railway in Victoria to Market square and effect connection with B. & N. railway."

Yours truly,

JAMES N. HILL, Third Vice-President."

That was all the Great Northern could do, but he submitted that with that line in operation the city had the advantage of being directly connected with a transcontinental road.

The city took no risk in the matter. If the road was not commenced within six months, not completed within two years, and if the ferry and railway were not continually operated the franchisee ceased. But there was no doubt whatever but that the road would be operated for all time. He hoped earnestly the by-

law would be put through. Not because he represented the promoters, but because as a citizen of this city he believed it was the best proposition that had yet been submitted. And, when completed, he was certain the road could be conducted in an efficient and adequate manner regardless of the criticism of those who, having nothing to offer themselves, spent their time in belittling others.

The second reading was then moved. Ald. Williams wanted the second reading laid over for a week. More time was essential in the consideration of the by-law, as he considered there were certain features in it which would prove fatal. This was an important matter and could not be ventilated too much. He moved in amendment that the by-law be laid over for a week.

Ald. Yates, while not favorable to going too fast, did not intend to support the amendment. There were some funny people in the world and some very funny aldermen. Ald. Williams was very fond of laying over various things.

Ald. Beckwith—"Except himself."

Ald. Yates, continuing, said that the telegrams in the mayor's possession were certainly interesting, but he was in a position to state that the telegram sent from this city had been concocted by Capt. John Irving and signed by Mr. Ward, and consequently did not go from the board of trade at all. It was well for citizens to know this. He understood that James J. Hill was in Seattle and not at St. Paul, from which the reply had been sent. Of course it was possible for the telegram to have been sent by way of St. Paul. He saw no reason why the second reading should be delayed. There were several points in the by-law that he would oppose in committee, but these could come out in the discussion.

Ald. Cameron was in favor of the proposition as it stood, but he believed that there were items that could be incorporated which would be better for the city. There should be some guarantee that the traffic from the Pacific for the East would pass over the road. He should insist that everything be placed in black and white, and it was in the interest of the promoters, as well as in the interest of the city, to have it so. He considered that the by-law might have had more publicity.

Ald. Beckwith advocated expediting the second reading. The spirit of opposition to the scheme emanated from the C. P. R., and if that corporation suddenly became friendly with Ald. Williams it was news to the speaker.

Ald. Williams—"It is news to me also."

Ald. Brydon also wanted the second reading at once. He pointed out that no by-law would ever be submitted without containing a clause unsatisfactory to some one. But in his experience there never was placed before the council such a business-like proposition as the present one. Mr. Bodwell had answered all questions most satisfactorily and in a straightforward manner that disarmed suspicion, and the aldermen had never understood from Mr. Bodwell that the city was dealing directly with the Great Northern. All desired to see Victoria progress, and he considered this by-law a stepping-stone. The city could not expect railway connection for nothing. The Port Angeles proposition some time ago was vastly inferior—there was no transcontinental road behind it, and yet the promoters wanted \$17,500 per annum for it. "At the same time," said Ald. Brydon as a final shot, "I am not surprised at anything Ald. Williams may say."

Ald. Williams in reply wished to correct the last speaker. The Port Angeles railway by-law stipulated \$12,500 per year, and the company accepted the arrangement. President Mellon, of the Northern Pacific, had guaranteed transcontinental connection.

This caused further discussion entirely irrelevant to the question before the council and out of order. The second reading was finally passed, Ald. Williams uttering a lone protest.

The council then resolved itself into a committee of the whole, and proceeded to tackle the by-law. The agreement was polished off handsily, while the first clause was and sub-sections were passed with several slight amendments.

The question of the capacity of the steamship ferry evoked considerable discussion, and a condition was inserted providing that the eight loaded cars referred to be of standard gauge and load capacity of 30,000 lbs. each. Ald. Williams became recalcitrant on the question of speed. Fourteen knots was an antiquated arrangement, anyway. He favored at least eighteen knots, and if the company would not give that they could take their scheme away. He instanced the Chesapeake Bay ferry, where speed of twenty-one knots was maintained.

This engendered another discussion. Ald. Stewart wanted to see a fast ferry.

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but deprecated comparing the Chesapeake Bay conditions with these. When the business warranted the twenty-one knot ferry that will be forthcoming.

Ald. Williams moved that the speed be eighteen knots. That was slow enough if this city wanted to be modernized. It amused him to see the amiable way in which the aldermen were dealing with the matter. Here was a scheme to cost \$300,000, and yet why did not the members of the council have the manliness to come out and demand what they desired? "Who is running the matter, any how," demanded the alderman, trenchantly, "the council or the company?"

Ald. Stewart devoted some attention to Ald. Williams. It was plain, he explained, that that gentleman did not want the scheme. Ald. Stewart then produced the "little pamphlet" circulated by Ald. Williams during the last municipal election, and assessed the latter of talking to the galleries. His schemes were all impracticable and unreasonable, and Ald. Williams' interest in railways was only skin deep. He had railway schemes in his hat.

Ald. Williams did not wish to be misunderstood. He favored the scheme, and had studied this question, and consequently knew what he was talking about. Finally serenely was again restored, and after considering several other clauses the committee rose. The by-law will be resumed Monday evening. The council then adjourned.

There were 245 passengers, and these, with the crew, made up the total number of suspects given above. The small-pox patient was moved to the isolation hospital soon after the ship arrived. All others were suspects, and as such had to go through the regulation five-minute bath, be vaccinated and have every article of clothing belonging to them, either on the ship or on their person, fumigated. The women and children, of whom there are 30, were assigned to the "saloon," a building divided off into rooms and made especially comfortable for ladies, while Captain Connell, his crew and the other passengers were provided for in the suspect station. The fine spring mattresses and the bedding of the ship were taken ashore after disinfection, and with the aid of other furnishings of the vessel, including a fine piano, the quarters were made very cosy and more home-like than many who have been "roughing" it in the Far North have within the last few years been accustomed to enjoying. A concert or dance is held every evening for the benefit of the sick and convalescent in the company, and there is by no means a lack of music. Some desiring seclusion are pitching their tents as they would if up North, and are living privately. There are a few on the sick list, but on the whole the health of all is as good as could be expected. It will, however, take probably a week to determine satisfactorily whether those who had been most exposed to the smallpox are going to contract the disease.

Should any cases develop, their detention would of course be prolonged and, under the circumstances, this is not altogether unlooked for, as the patient had been continually mixing up with the crew and other passengers. He had, as previously stated, taken sick at Juneau, and going to a doctor in that city secured medicine, which had seemingly hurried the rash out on his face. He is now isolated from all the other passengers and is convalescent.

It is the sincerest desire of all that they will not be obliged to remain longer than a fortnight at the station, and to the good American citizen a reason that appeals strongly for their rearings in this respect is that of being able to exercise their franchise in the approaching presidential campaign. They have endeavored to make some kind of calculations on when they will get their liberty, and have tried to inveigle Dr. Watt into making promises, but to no effect.

The steamer will be released this afternoon. A tug will tow her across to the Sound and she will there be thoroughly overhauled before she resumes her place on the Northern run. It had been intended to lay her up when she completed her present trip, and her present misfortune is therefore not so keenly felt by her owners as it might otherwise be when Northern traffic was big.

The maintenance for two weeks, and perhaps longer, of 350 people will cost Dodwell & Co. a big bill of expense, for they have to board and provide for the passengers just the same as if the latter were aboard the steamer. This means to the city an expenditure here of hundreds of dollars every day, apart from the individual outlay of the passengers, which amounts to almost as much, if not more. The wants of all are astonishing. Norman Hardie, Dodwell & Co.'s local representative, is acting as ship's husband in the matter, and will send out to the station to-day a big lot of supplies. Such orders as six dozen grouse, 20 gallons of fresh milk, 12 dozen chicken, etc., are but a few items which have to be filled for Sunday. There are only some of the orders of the steward of the steamship, however, and Mr. Hardie and his assistants look after them without the least complaint. The judgment he has to exercise in making these purchases, however, is comparatively insignificant, that required when he enters a millinery, dry goods or drug store. When it comes to buying a lady's hat or an article of lingerie, or filling a prescription for medicine, he reads off to him over the telephone or from the wharf at the quarantine station while he stands off at a safe distance aboard the steamer, that is a most difficult one.

The suspects on the whole are a pretty wealthy crowd, two having more gold than they can lift at once, and are not only buying the mere necessities of life,

but are indulging in all kinds of luxuries. The tugs Sadio and Constance have been going out to the station every day since the City of Seattle was quarantined, and are generally pretty well loaded with supplies. Yesterday Mrs. Hawkins, the wife of the general manager of the White Pass & Yukon railway, was a passenger on board the Constance. She arrived from Seattle on the Victorian and went out to the station to have a talk with her husband, who is there confined, from the deck of the steamer.

Bernard S. Heisterman has arrived home from visiting San Francisco.

CENTRAL SOUTHERN PACIFIC

New York, Oct. 26.—The Times says the Vanderbilts have obtained control of the Southern Pacific system, a conspicuous in the syndicate obtaining new control are William K. Vanderbilt, E. Harriman, Norman B. Remsen and James Speyer.

LOST CONTROL OF WHEEL

Brantford, Oct. 26.—Eva Gimston, aged eight years, was seriously, if not fatally, injured, last evening, by a bicycle running into a moving train while wheeling over a railway crossing.

There is entire satisfaction in the result of work done with Brainerd & Armstrong Asiate Dyed Silks. Three hundred and seventy-six shades insure just the color you want.

Brilliant, lasting colors, insure the beauty of your work as long as the fabric lasts.

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Death of Capt. Pearse

Ex-Adjutant of the Fifth Succumbs to Tuberculosis at Pretoria.

Sergt.-Major Elliot, of Sword Contest Fame, Also a Victim.

Dispatches received from Ottawa indicate that two more volunteers for South African service, well known to Victorians, have succumbed to the hardships of the campaign. Capt. C. St. Aubyn Pearse, formerly adjutant of the 11th Regiment, died on October 18th at Pretoria, the attack of tuberculosis from which he was reported to be suffering over a week ago having proved fatal.

The other victim was Sergt.-Major Elliot, who was at one time with the Royal Horse Artillery, and who acquired local fame through his sword-combat in Victoria and in Spokane with Baron Ivon De Malchin, the alleged Russian nobleman.

The Sergt.-Major at the time Strathcona's Horse was enlisted, was residing in one of the interior cities, either Rossland or Nelson, and professed his services with the troop being raised there. Being a fine specimen of manhood and an experienced soldier, his offer was readily accepted, and he went forward with the contingent. He died of dysentery at Pretoria the day prior to Capt. Pearse on October 17th.

It is a somewhat odd coincidence that this last Victoria officer to die, held the same post in the Fifth Regiment as the late Capt. Blanchard, having been adjutant for several years.

He came to this city a number of years ago, and was associated with Mr. Stewart in Hather Park. From the very beginning of his residence here he manifested a keen interest in military matters, and soon became adjutant of the local regiment. Anxious to increase his knowledge, he took a twelve months' course with C. Battery, which was at that time stationed here. Hence he proceeded to Kingston, where at the Military College he further enlarged his knowledge. Some time after returning to Victoria, where he received the appointment as subaltern in No. 2 Co., R. C. R., stationed at Stanley barracks, Toronto.

After serving some time with this corps he was transferred to the Royal Canadian Dragoons, a branch of the service for which he has always manifested a strong liking. Here his fine horse-manship had full scope, and he soon became one of the fancy riders of the barracks, participating in the musical rides, which were such a feature of the tournaments and horse shows in Toronto several years ago.

Later when the troops were dispatched to the Yukon, Capt. Pearse accompanied them as quartermaster, going around by St. Michael's on a tedious trip with the supplies. Having safely landed these he returned to his duties with his corps, and when the Canadian mounted Rifles were raised for service at the Cape he went with them as one of the captains of the First battalion.

His death will be sincerely regretted by many in the city, who knew and respected the deceased officer.

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