

ARRANGING FOR AN IMPROVED SERVICE

CITY HAS SCHEME TO PROCURE MORE WATER

Important Announcement Made by Ald. Fell at Weekly Meeting of City Council.

Anent the deplorable shortage of water in this city, Ald. Fell had a statement to make at Monday's meeting of the city council, which he thought would put a stop to some of the letters being written and turn the energies of the waters to better account. The letters alluded to were of course dealing with the inadequacy of the present water service, which laments in different parts of the city so sadly suggest, and which residents during the recent big fire could not procure in quantities sufficient to use in their gardens for the protection of their own homes. Ald. Fell announced that the city had been working on a scheme for the securing of more water for the past three months—long before the first added the alderman—and he expected that it would shortly be laid before the public. Ald. Fell did not suggest in any particular the character of the scheme, although rumor has it that they city officials have recently been paying considerable attention to Goldstream. Ald. Fell's announcement was made at the conclusion of the meeting.

Among the communications dealt with was one from Geo. W. Penketh, secretary of the parade committee, of the forthcoming Labor Day celebration, who wrote asking that the members of the fire department be allowed to attend the parade. Referred to the fire wardens with power to act.

T. Maine and other residents of Tolmie avenue took objection to the council's reply to the petition for water. The communication asked how outsiders were continually being given water while they were refused it. They had it on the advice of the city solicitor that on protest every one outside the city limits could be refused the city water.

The petition provoked considerable discussion.

Ald. Vincent again opposed the giving of water to outsiders, and so moved. Ald. Beckwith moved an amendment that the petition be referred to a committee to confer with the water commissioner to see if something cannot be done. A four-inch pipe 900 feet long would carry the pipe to Oak street, where the connection would be tapped.

Ald. Goodacre seconded the amendment. The amendment was then put and carried. Ald. Vincent, Oddy and Fell voting against it.

His Worship then appointed Ald. Stewart, Beckwith and Vincent on the committee.

City Clerk Dowler's report mentioned the receipt of a number of communications handed over to the different departments.

The city engineer and city clerk reported on the cost and plans for the extension of Birdcage Walk to Dallas road. Referred to the streets, bridges and sewers committee.

James Wilson, sanitary inspector, reported as follows:

To His Worship the Mayor and Board of Aldermen:

Gentlemen—I have the honor to submit the following report for your consideration. With reference to the communication from T. M. Brayshaw complaining of the unsanitary condition of Chinese laundries, I may say that during the summer of 1900 notices were delivered to each owner and occupier of laundries throughout the city to have their premises put in shape, to comply with the provisions of the Waterhouse By-law, but no action was taken in the matter after the notices were served.

As to the proprietors of the laundry referred to in Mr. Brayshaw's letter, I intend to comply with the provisions of the Waterhouse By-law with respect to plumbing and cement floors, I may say I was not consulted in the matter, and in fact it did not come within the sphere of my duties.

The Chinese laundries throughout the city are in as good sanitary condition as the present plumbing arrangements and wooden floors will permit of.

I have the honor to be, Your obedient servant, JAMES WILSON, Sanitary Inspector.

Received and filed. The finance committee reported accounts totalling \$4,200.34. Adopted. The streets, bridges and sewers committee reported as follows:

Gentlemen—Your streets, bridges and sewers committee, having considered the undermentioned subjects beg to submit the following recommendations for adoption by the council, viz.:

Recommended that the city engineer be instructed to require persons supplying wooden blocks to the streets paving purposes to furnish said blocks in all respects in exact conformity with the dimensions stated in the specification.

Recommended that the Tramway Company be allowed the space of eight feet between their double tracks on James Bay causeway, instead of seven feet, as decided upon by the adoption of a report of the streets and bridges committee of the last instant.

Recommended that the offer of the B. C. Electric Railway Company in regard to the hauling of filling for the foundation of the permanent sidewalk under construction on Fort street, north side, at Vancouver street, be not accepted.

Recommended that the permanent sidewalk proposed to be constructed on Hillside avenue from Douglas street, be constructed eastward as far as Third street only, and not to Fourth street, as already decided upon.

Recommended that the following sidewalks be renewed: Blanchard avenue, west side, between Queen's and Prince's avenues, 218 feet, 6 feet wide; estimated cost, \$48. Pembroke street, north side, from Douglas street, westerly, 140 feet; estimated cost, \$75.

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THE CITY FATHERS HAVE A SCHEME

TO GIVE VICTORIA GOOD WATER SUPPLY

They Have Had It Under Consideration for Several Months—Some of the Proposals.

THE BODY WAS FOUND AT LAKE WASHINGTON

Geo. B. Cliff, Well-Known Railroad Man, Lost His Life—Missing Since Thursday Last.

The body of Geo. B. Cliff, superintendent of the Seattle division of the Northern Pacific railway, who was missing since Thursday evening, was found on Sunday morning at the bottom of Squak slough, about three hundred yards from Lake Washington. First the coat of the dead man was found, then the canvas canoe in which he had been seen, and finally the dead body.

There were no bruises on the corpse, but from his position it was evident that he had made a struggle. The hands were clenched. The thumb of the right hand was clenched between the second and third fingers. When taken from the water blood flowed freely from his mouth and nose.

The body had been caught by a three-toned grappling hook, which had been used by the searchers to drag the bottom of the slough. At the time a half dozen boats containing nearly 100 men, were working at points in the slough up as far as Swamp creek.

Various theories are advanced concerning the way in which the supposed accident met his fate. Some believe he capsized while rowing in the open slough. Others think that he struck a snag, and the canoe filled and sank. The theory now believed is that he capsized while attempting to take his boat over a boom of logs which were near the mouth of the slough, and which obstructed the channel. To have gained the lake Mr. Cliff had either to pole his boat around these logs or drag it over them. He was not a swimmer, and he fell into the slough while getting out of the boat as he encountered the logs.

Several holes had been torn in the bottom of the boat, and it is possible that he stuck his feet through the bottom of the canvas, lost his balance and sank with it.

George B. Cliff was one of the best known railroad men in operating department work in the Northwest. Mr. Cliff was born in Galva, Ill. thirty-eight years ago and received his early education on the Union Pacific system. He went to Seattle fifteen years ago, and entered the employ of the old Seattle, Lake Shore & Eastern railroad as a station dispatcher. With the exception of two years he spent on the Oregon Short line as a dispatcher, he had been with the railway for the remainder of his life.

His ownership, ever since. He rose successively to the positions of chief dispatcher and master of transportation, prior to the property passing to the control of the Northern Pacific three years ago last spring, holding the position of master of transportation two years. On the Northern Pacific assumed control, he was appointed superintendent of what was then designated the Seattle division of the road, embracing the Seattle & International, formerly the Seattle, Lake Shore & Eastern.

PHOENIX TRAGEDY. Colored Woman Died Half an Hour After Being Stabbed—Her Assault Captured.

The Phoenix Pioneer of Saturday says: "Friday a tragedy occurred among the houses of all-fame in this city, the victim being a colored woman, Annie Allen, by name. The tragedy occurred about 10 o'clock in the afternoon, the murderer being a colored man, Joshua Bell, who came here in a prize fighting outfit that gave an exhibition on Wednesday evening. The woman died half an hour after receiving the fatal stab."

"The alarm was at once given to the police, the murderer having escaped over the hills, with a bare half hour's start of the police. About 6 o'clock last night Chief of Police Flood came into town having the prisoner. He started back over the hills towards the War Eagle, figuring that Bell would strike for an unsold trail, and thence for the boundary line. He ran across Bell's tracks some two miles west, and then made a cut off and awaited for the man to come along. This Bell did in an unsuspecting way, the chief jumping from behind an old shack and having the handcuffs on Bell before the latter knew what had happened."

"When safely lodged in jail, Chief Flood sent for Annie Swan, keeper of the house where the murder was committed, who positively identified Bell as the murderer."

"Bell waited in hiding for the Allen woman to come out of her house when he stabbed her in the breast with a knife, and then kicked in her teeth. Then Annie Swan, in whose house the Allen woman lived, came out, and Bell chased her around the house. His motive for the crime is said to be money, which the victim said she did not have. After this attack and murder followed."

"It is said that Annie Allen was legally married to Bell, but that Bell was with him. Bell had a gun when captured by Chief Flood three or four miles away in Wellington camp."

LAKE SHORE NOTES. George Cassidy, provincial police constable, has left for Harrison Hot Springs on a two weeks' holiday. His duties will be performed during his absence by Thomas O'Connell, who has been sworn in by the stipendiary magistrate.

The steamship Princess Beatrice was in port Monday night and had bunkered coal.

About 100 people were unable to get on the Joan Sunday morning for the excursion to Vancouver, as the limited number of passengers were very quickly filled. Had a second steamer been available she would have been crowded.

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PROPOSED AMALGAMATION

Letters From Insurance Companies Read at Board of Trade Council Meeting.

Pressure in space prevented the appearance of more than a condensed account of the board of trade council meeting in the Times Monday afternoon. Among the business was the receipt of several letters from insurance companies regarding the question of amalgamation.

Robert Ward & Co. concluded their acknowledgement thus: "Needless to say we much regret the proposed change and sincerely hope that the representations you have made to our head office may have the desired effect. We shall doubtless in due course be advised by the general manager of the London & Lancashire of the receipt of your cablegram and receive from him full expression of his views, which we trust will be in harmony with our mutual desire."

The London & Lancashire Fire Insurance Company wrote under date of Liverpool, 23rd July, saying: "We are not in possession of information as to the present position, but in studying the matter we shall, of course, give full weight to the representations which you have transmitted to us."

The Liverpool & London & Globe Insurance Company in acknowledging the cablegram, added: "We had some correspondence with the Victoria agent, Mr. Hall, in the early part of last year, which resulted in a decision not to support the proposed amalgamation, as he did not consider it necessary or expedient. We are again writing Mr. Hall, informing him that we are prepared to oppose the amalgamation even if the majority of the agents are in favor of that course."

The special committee appointed for the purpose reported having interviewed A. T. Goward, manager of the British Columbia Electric Railway Company, on the 3rd inst., with the object of ascertaining if it is possible to have the street car service improved for the handling of passengers off steamers docking at the outer wharf. The company has arrangements whereby they should be promptly advised of the approach of such steamers, and on such occasions it is customary to double the usual 20-minute service.

Mr. Goward further informed the committee that the double track between the city hall and Menzies street will very soon be completed, his company intending to double track Government street, opposite the post office, as soon as the corporation commence the block paving at that point. As soon as this is done it is proposed to give a regular 12-minute service with the outer wharf, which he hopes will remedy the grievance complained of.

STEVENSON NOTES. (Special Correspondence of the Times.) The sockeye run proved very disappointing on Sunday night. Hundreds of boats were lined up in front of the town when the 6 o'clock gun was fired, and the fishermen were at liberty to cast their nets. In a moment whales, Indians and Japanese were engaged in throwing their nets, which marked the end of their nets, and the wooden floats followed, making quite a noise as they struck the stern of the boats. A large number of visitors stood on the wharves watching the thousands of men at work. During the evening the Japanese and Indians, tired of their fruitless quest, began to return and reported fish runs. One Indian fished for two hours and succeeded in landing one humpback salmon. Spring salmon caught were taken to do with the sockeye. It is predicted that the sockeye run is over, although a number of the fishermen will continue until the close of the season, when they will return to their homes.

The police of Stevenson had another exciting time a few nights ago. A Japanese arrested on a charge of supplying liquor to an Indian woman. The prisoner was conveyed to the police station and made a break for liberty during the time the officer was entering the charge against him. He ran along several streets and made for the open fields. The river was high and the dykes filled with water, and the Japanese leaped through one of the ditches and went in to another. The police were close on his heels, and one of them jumped into the river and swam after him. The Japanese again secured. He was handcuffed and placed securely in a cell. At the trial he pleaded guilty to the charge, and was sentenced to three months in the reformatory.

Two trains arrive at Stevenson daily from Vancouver. The steamer Transfer carries passengers and freight from New Westminster daily, except Sunday. The Rithet calls on the way up and the Victorian lands at Port Coleridge, almost immediately opposite. Your correspondent was pleased to find an old Victoria citizen in the position of purser of the Transfer. C. Blain, formerly of the fire department, occupies the office.

The northern Indians gave a very creditable magic lantern exhibition in the open house on Saturday evening. A lecture describing the views and singing by the natives added to the attractiveness of the entertainment.

A little son of Chief of Police Marchant was met with an accident on Friday last and was conveyed to his home with a badly fractured arm. Dr. Greer attended the sufferer.

Scott and Dickson, the men injured in the melee with Japanese, are on the streets again.

COWICHAN NEWS. Early on Sunday morning the residence of L. Norde was burned to the ground. Mr. Norde was awakened by the smoke, and had only time to get the other inmates out of the burning building, and save a few articles from the front room. Much valuable furniture, clothing and jewellery were lost. The fire started in the kitchen, but the origin is unknown.

Forest fires are raging all around, and the air is filled with smoke. The majority of the farmers in this district have finished their harvest, and are now turning their attention to the reaping of the roads.

Some more land has been sold here lately. Large farming farms are likely to change hands soon.

A mining claim near here is said to be promising big things.

THE CELEBRATION ON LABOR DAY

COMPLETE PROGRAMME OF ATHLETIC SPORTS

Prizes For the Parade—Meeting of the General Committee Was Held Last Night.

A grand naval assault-arms will be the feature of the Labor Day celebrations. This was announced at a meeting of the general committee held last evening, at which final preparations were considered. Officers of H. M. S. Grafton have agreed to provide the entertainment with the assistance of a couple of squads of bluejackets. The assault will be followed by a number of exhibitions of various drill and singlet competitions. All will take place in connection with the regular programme of sports at the Caledonia Park.

Members of the committee in charge of the drafting of the sports programme reported that preparation were proceeding apace. All approached for support have been exceedingly generous in their response, and the outlook is indeed promising. There are twenty-six events and foot races, jumping competitions and other contests have been included. Cash prizes are being offered in most cases, the committee being of the opinion that such an arrangement will be more appreciated than the presentation of mementoes. Following is the complete programme of sports:

1. One hundred yards, open.
2. One hundred yards, amateur.
3. One hundred yards, boys under 12 years.
4. One hundred yards, girls under 12 years.
5. One hundred yards, fat men's race, 200 pounds or over.
6. Fifty yards, married ladies' race.
7. Seventy-five yards, single ladies' race.
8. Two hundred and twenty yards, open.
9. Two hundred and twenty yards, amateurs.
10. Obstacle race, open to labor unions.
11. Hop, step and jump, open.
12. Quarter mile, amateur.
13. Quarter mile, open.
14. One hundred and fifty yards, freemen's race.
15. One hundred yards, policeman's race.
16. Egg and spoon, open to all ladies.
17. Half mile, open.
18. Half mile, amateur.
19. One hundred yards sack race, amateur.
20. Three-legged race, amateur.
21. Ground tumbling, 5 entries or no second prize.
22. Putting 16 lb. shot, open to amateurs.
23. One hundred yards, open to labor unions.
24. Two hundred and twenty yards, open to labor unions.
25. Wheelbarrow race, open to labor unions.
26. Potato race, open to labor unions.

It was also announced by the committee that steps are being taken to provide for a number of novel attractions during the afternoon at the grounds. These will take the form of balloon ascensions and parachute drops. In this exhibition a dummy will be attached to a miniature balloon, and after reaching a certain distance will glide slowly to the ground. Several of these will be sent up.

According to the report from the committee charge of the parade this will prove one of the largest in the history of the local trades and labor council. Floats representing every trade will be included, and the competition roused by the prizes offered promises to be exceptionally keen. It was decided last evening to increase the cash awards put up by the committee in charge of the parade, and the competition roused by the prizes offered promises to be exceptionally keen. It was decided last evening to increase the cash awards put up by the committee in charge of the parade, and the competition roused by the prizes offered promises to be exceptionally keen.

The appended draft programme was presented by the parade committee, and was adopted by the council. Best mechanical float, members of unions to be working on float—1st prize, \$40; 2nd prize, \$20. Wholesale manufacturers' float, to represent contractors and wholesale dealers—\$15. Retail merchants' float, to represent retail merchants—\$15. Best float representing union labor—Goods, \$20. Most artistic float, open to all floats on parade—\$50. Best comical float or vehicle—\$10. Best dressed union on parade, members representing trades or calling—\$20. Largest representation of members of a union on parade, to be decided by percentage of members of the union in good standing—\$25.

If reports are to be relied upon, there will be a larger crowd here on September 5th than on any previous Labor Day celebrated in Victoria. Words have been received from Vancouver and New Westminster announcing that the unions there were sending over big crowds, while indications point to throngs coming down from Nanaimo and points along the line. Special arrangements have been made by the C. P. R. for the accommodation of the excursionists expected from the Mainland. The steamer Princess Victoria will be operated on schedule time, but a large number intend taking passage on her the day previous to the celebration. Others will embark on the steamer Chamer, which is to leave Vancouver about midnight and arrive in Victoria early on the morning of Labor Day. It is also expected that many will remain here to make the Princess Victoria for Vancouver on the morning of the 6th, although the majority will probably leave by the Chamer on the night of September 5th.

At last night's meeting the entertainment committee reported that arrangements were being made for the parade.

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