Much Talk Over Sewers

Special Meeting of Council to Deal With Sanitary Officer's Statement.

Reasons for Change In Flushing System Stated By Commissioner Raymur.

There was a severe tempest in the civic departmental teapot yesterday evening, the storm being due to the charges made by Sanitary Officer Wilson that the system of sewer flushing which has lately been inaugurated was wrongfully conceived and calculated in its workings to prove a menace to the health of the city.

The meeting of the Streets, Sewers and Bridges committee, convened at the instance of Ald. Barnard, was originally intended to be a private one, but the hubbub created by the statements of Sanitary Officer Wilson was such that developments were anticipated which warranted the press reporters being present.

But very little eventuated, however, as a result of the meeting, except to demonstrate a considerable difference of opinion between Mr. Wilson and the officials of the Water Works Department. There were present His Worship Mayor Hayward, who presided, the aldermen, James L. Raymur, water commissioner; Mr. Preece, superintendent of the Water Works Department, and minor employees of the city departments interested in the controversy.

Mr. Wilson was first called upon to explain what his position was, and he reiterated the statements made in a letter complaining of the inadequacy of the present method of flushing the sewers, the substance of which has already appeared in the Colonist. In a lengthy speech he pointed out what he considered were numerous delinquencies in the present arrangement. Mr. Wilson was asked by His Worship and several of the aldermen, why, if he found things not working to his satisfaction, he did not at once report. Mr. Wilson found this question somewhat difficult to answer, but explained that he was only trying to protect the public interest in the way of avoiding the nursing of conditions inimical to the health of the community. Mayor Hayward thought Mr. Wilson's charges of alarming conditions were entirely unwarranted, in view of the admission of the latter, that "there was now no danger," and deprecated him making statements which he was not prepared to substantiate.

James L. Raymur submitted Mr. Wilson to a severe cross-examination on purely technical points in connection with the operation of the sewers, and explained exactly what was the position of the Water Works Department in respect to its action in having made departures in the system of flushing. He said: "I wish it to be distinctly understood that I have never presumed to criticize the system of automatically flushing the sewers. What I, as water commissioner, complained about is that, owing either to faulty construction or neglect in looking after them, the flush tanks have been allowed to get into such a state that their usefulness is gone. If, as Mr. Wilson says in his letter to the council, he is "the person responsible for the main sewers in the city," it is then "up to him" to show why this has occurred. The alterations were never intended for a permanency, but only as a stop gap, to endeavor to save at least a part of the enormous quantity of water that was being wasted, until such time as the tanks and syphons could be placed in proper working order. I did not consult Mr. Wilson as to making these alterations, but I did speak to Mr. Topp, the city engineer, and had several conversations with him on the subject, and my letter to the council of the 8th March was submitted to him before being sent in, and he approved of all that was proposed to be done. In recommending this alteration, the Water Department has not been actuated by any desire to save water at the expense of the city's health, or to make a wonderful showing, but simply to endeavor to have the flushing done at least as well as formerly, but with a much less expenditure of water. It has been heartbreaking to see water that has cost money both to filter and to pump, allowed to run out to the sea, and serve no good purpose whatever. If the flush tanks had been properly looked after there would have been no need for any change being made."

Mr. Raymur felt constrained to remark that Mr. Wilson was inclined to give the present system of flushing and the sewerage system generally a black eye. Mr. Wilson denied this.

To explain more fully the system of flushing now in vogue, Mr. Raymur submitted the following statement:

LOCATION OF FLUSH TANKS.

South Turner and Niagara, every hour, leaking badly.
Avalon road and Phoenix Place, every hour.
Avalon road between Carr and Phoenix, every three hours.
Quebec street, opposite No. 21, every three hours.
Superior and Birdcage, every hour.
North Chatham, above Chambers, every hour.
Chatham and Cook, every three hours; leaking badly.
Cook and North Park, every hour.
Quadra, near Chatham, every three hours
Cook and Yates, every two hours.
Johnson and Quadra, every three hours.
Johnson and Vancouver, every three hours.
Yates and Quadra, every three hours.
Pandora and Quadra, every two hours; leaking badly.
Farquhar and Quadra, every two hours.
Fort, above Blanchard, every three hours.
Fort, below Blanchard; every two hours.
Quadra and Kane, not working.
Kane, near Quadra, every three hours.
Mears, between Quadra and Vancouver, not working.
Coutts, between Vancouver and Quadra, every six hours.
Vancouver and Belcher, every three hours.
Bellot and Vancouver, every two hours; leaking badly.
Scrosby and Vancouver every two hours; leaking badly.
Vancouver and Richardson, every three hours.
Hillside and Alley, every three hours.
Bay and Alley, every three hours.
Blanchard and Fisguard, every four hours.
Blanchard and Cormorant, every four hours.
Blanchard and Pandora, every two hours.
Blanchard and Yates, every four hours.
Blanchard and View, every four hours.
Blanchard and Kane, not working.
Blanchard and Rae, every three hours.
Gordon and Courtney, every two hours.
Courtney, below Gordon, every four hours.
Broughton and Douglas, every four hours; leaking badly.
Yates, below Government, every three hours.
Yates, below Langley, every three hours.
Bastion and Government, every four hours.
Helmcken Alley, hardly working.
Fort and Langley, every hour; leaking badly.
Collinson, near Vancouver, every three hours.
Government and Yates, every three hours
Yates and Douglas, every three hours.
Yates and Broad, every four hours.
Fort, between Fort and Douglas, every three hours.
View and Douglas, every four hours.
View, between Douglas and Broad, every three hours.

Total number of flush tanks, 40, each supplied with one-half inch service; total capacity, 10,666 gallons.

All tanks marked "leaking badly," had to be plastered inside with cement, not one single tank that did not leak more or less

WATER SERVICES CONNECTED DIRECT.

Surface Drains—Herald, near Douglas, ½ inch, going all the time.
Douglas and Pembroke, 2 inch.
Kings road and School street, 2 inch.
Blanchard, near Judge Walkem's, ½ inch.
Stelly, ½ inch.
Yates, above Cook, 1½ inch; leaking badly.
Yates and Quadra, 2 inch; leaking badly.
Quadra and View, 2 inch.
Pakington, 1 inch.
South Park, ½ inch.
Opposite 116 Menzies, ½ inch.
Menzies and Simcoe, 1½ inch.
Toronto and Parry, ¾ inch; going all the time.
Bird Cage and Michigan, 1½ inch.
Opposite 130 Michigan, ½ inch.
Box Drains—Fernwood and Johnson, 1 inch; James street, 1 inch; oposite 90 Quebec street, 2 inch.
Night Soil Dump, Cook Street—Two services, each 2½ inch.

MEMO RE PUMPING.

Month.	Gallons pumped per day.	Daily Saving Gallons.
July, 1901	1,831,006	6,334
July, 1902	1,767,660	6,334
August, 1901	1,928,042	306,933
August, 1902	1,621,109	306,933
Sept., 1901	1,607,895	293,545
Sept., 1902	1,314,320	293,545
Oct., 1901	1,462,747	369,403
Oct., 1902	1,093,344	369,403

CONSUMPTION OF FUEL.

	Coal. lbs.	Wood. Sticks.
Oct. 23, 1901	3,500	265
Oct. 23, 1902	2,700	140
Daily saving in fuel.	800	125

Equal to $4.33 per day.

For upwards of two hours the discussion waxed warm upon the vexed question as to whether the sewers were being properly flushed or not. Mr. Wilson was blamed for not having reported sooner to his superior officers his belief that a bad condition existed; Mr. Preece explained how the tanks were leaking badly and how, when this was discovered and remedied, a great saving of water and fuel for the pumping station was effected, and how, generally, the present system was working satisfactorily.

Ald. Grahame, in a sentence, summed up the whole situation—Mr. Wilson ought to have reported at once to his superiors any defects which he might have noticed in the operation of the sewerage system, and should do so in the future. The meeting shortly afterwards adjourned.

Boys' Reefers, sizes 22 to 28, $1.50 each for cash. B. Williams & Co. *

THE BOER DELEGATES

Will Reach British Columbia About November 8.

The Boer representative farmers who are touring Canada under the auspices of the Imperial government, for the purpose of studying modern agricultural methods, are now in Ontario. The Department of Agriculture has received advices from Ottawa that due notice will be sent of their arrival in this province, and arrangements have been made through which R. M. Palmer, freight rates commissioner, will meet them at Revelstoke and show them through some of the principal farming, ranching and fruit-growing districts. They will sail for Australia by the R. M. S. Mowera on November 15.

CANADIAN CHEESE

Sold for More Than Ordinary Market Price in England.

In the past the cheese and dairy inspectors covering the 1,500 odd cheese factories of Ontario have had a couple of hundred factories each to cover. This was a great many more than they could inspect at all satisfactorily and attempt to give any instruction with a view to improving the output. This year an experiment was tried, when two extra instructors were put on the job and each given just 25 factories.

Mr. George C. Creelman, the superintendent of Farmers' Institutes, reports the experiment a decided success, in proof of which he points out that the cheese which came from these factories sold in the Old Country masket from an eighth to a quarter of a cent per pound ahead of the product of other Canadian factories.

This will probably lead to a government measure at the next session of parliament providing for the licensing of all factories and imposing a small license fee to pay for the cost of inspection. As the law now stands, no matter how badly the factory is run nor how unsanitary are its surroundings, the health officer is the only man who can take proceedings to abate the nuisance. With such an enactment as the one proposed, however, if the factories were not up to the mark they would be closed. It is urged on behalf of such a measure that it is in the interests of the industry, which is injured by every shipment of an inferior quality.

A PRESENTATION.

E. V. Bodwell, K. C., Presented With a Unique Souvenir.

Yesterday morning Mr. James Breen, manager of the Crofton smelter, accompanied by Mr. James Anderson, waited upon E. V. Bodwell, K. C., who is solicitor for the smelting company, and a particular friend of Mr. Breen, and presented him with a unique souvenir of mining progress in this province—a cup made of the first blister copper ever turned out in British Columbia.

Mr. Bodwell acklowledged the receipt of the gift in a few well chosen words, expressive of his great appreciation of the honor paid him. He spoke enthusiastically of the outlook for the mining industry on Vancouver Island, and interpreted the incident of the making of a cup of blister copper as a happy augury for the success of the Crofton smelter in all its operations. The copper of which the cup is made is 99 per cent. pure copper.

Mr. Breen is very enthusiastic regarding the work of the Crofton smelter, and its capacity to profitably treat the product of the mines of Vancouver Island, what is now being turned out assaying 88½ to 99 per cent. pure copper. Approximately 200 tons per day are being treated, which gives a daily output of 10 tons of blister copper.

ABSOLUTE SECURITY.
Genuine
Carter's Little Liver Pills.
Must Bear Signature of
Brent Good
See Fac-Simile Wrapper Below.
Very small and as easy to take as sugar.
CARTER'S LITTLE LIVER PILLS.
FOR HEADACHE.
FOR DIZZINESS.
FOR BILIOUSNESS.
FOR TORPID LIVER.
FOR CONSTIPATION.
FOR SALLOW SKIN.
FOR THE COMPLEXION
GENUINE MUST HAVE SIGNATURE.
Price 25 Cents. Purely Vegetable. Brent Good
CURES SICK HEADACHE.

Riojun Maru In Typhoons

A Sunken Wreck Causes Some Slight Damage to Nippon Liner.

Tow Boat War Inaugurated on the Sound—Rosalie Laid Off.

The Riojun Maru, of the Nippon Yusen Kaisha company arrived from Japan yesterday morning, and docked at the Outer wharf about noon. The Riojun Maru left Yokohama on the 11th from which port she had an uneventful voyage across the Pacific. When off the Coast of Korea she ran into the typhoon, which wrought such havoc in Yokohama and other Japanese ports in the early days of the month. The report that she was ashore is incorrect, as the captain says that although his ship struck something which he supposed was either a sunken wreck or the pinnacle of a rock, still the ship received no further damage than a few bent plates. Only three persons aboard ship felt the shock of impact, but on arriving at Kobe the Riojun Maru was docked when it was found that it would be necessary to remove three plates on the port side forward. The vessel remained in dock for ten days, and had all necessary repairs made so that she was ready to sail on the 9th of October, calling at Yokohama, from which latter point she sailed as stated above, on the 11th inst. This typhoon was the third which the steamship encountered.

The Riojun brought a full freight, but only a few passengers—eighteen all told, sixteen being Japanese, and all were booked for Seattle.

ON A SAND BAR.

S.S. City of Nanaimo on the Mud in Plug Bay.

Incoming boats report that for the last few days the fog has been very thick north of this port, says the Nanaimo Herald of Saturday. This report appears to be confirmed by the experience of the S. S. City of Nanaimo on her last trip to Union. She left here Thursday evening on time, but owing to the dense fog, was unable to make the wharf at Comox until yesterday morning, and on several occasions came near going ashore. After reaching the wharf yesterday morning passengers, mail and freight were hurriedly landed, and the boat pulled out on the return trip to the Coal City.

This time the fog was so thick that the vessel could not be kept on her course, and the boat ran fast aground in Plug Bay, this side of Denman island. Fortunately the boat was under a half speed bell, and when she took the mud it was on a rising tide. After spending an hour or two on the bar the boat floated off and resumed her course, reaching this city several hours late.

ROSALIE LAID OFF.

One Steamer to Handle Sound Traffic Until Next Spring.

From now on and until travel again warrants the double service, Victoria will have but the one steamer on the route between this city and the Sound ports, the steamer Rosalie having been laid off for an overhaul and will be kept off the route possibly until next spring.

Passenger traffic at present between Victoria and Seattle is comparatively light, besides which it is stated that much of the freight which formerly reached this city over the American lines and the Sound steamers, has now been diverted to the two ferries. This has very materially reduced the tonnage at the disposal of the Seattle boats, and while tourist travel is now light as it is at present, the whole of the business will be attended to by the Majestic.

It is interesting in this connection to recall the fact that shortly after the wreck of the City of Kingston, which steamer was Victoria's only, and, at that time, most effective tourist association, a proposition was made to organize a local company to secure a proper steamer to run on the route. At that time it is stated that the steamer Dolphin, the "flagship" of the Northern fleet, could have been purchased for about $80,000. The project, although showing a good prospective financial result, did not meet with much encouragement from those with whom it was discussed, and unfortunately it was not submitted to the Board of Trade. Had Victorians secured the steamer named, there cannot be the slightest doubt but what by this time sufficient trade would have developed to make it a paying investment all the year round, and at the same time have provided ample facilities for handling in an efficient and satisfactory manner all the tourist trade offering in summer.

DREDGING WRANGLE NARROWS

Reported Feasibility of Improvement to Navigation.

The surveying party sent to Alaska by Major Mills has demonstrated that the work of cutting a channel through Wrangel Narrows, that will make it safe for all the steamers in the Alaskan trade to use that route, is practicable, says the Seattle Post-Intelligencer, and that about the only thing necessary is to dredge to a sufficient depth to insure plenty of water.

There are a number of rocks in the present channel that are a menace to navigation, and under the present conditions only boats of light draft go through the narrows in the day time, and no boats of any kind attempt to work a way through at night. The party made a survey of the entire 22 miles, and took borings of the bottom so it is now known under what conditions the dredging will have to be done. A record was made of the number of boats using the narrows while the party was in camp and this information will be used to show the amount of commerce the improvement would benefit. All the shipping concerns having boats running to that part of Alaska are deeply interested in this improvement, for if the narrows is made safe it will make a short cut that will be used by all the steamers.

FROM COOK'S INLET.

Reports of Rich Prospects on Slate Creek.

The steamer Excelsior, of the Pacific Packing and Navigation Company, Capt. J. S. Moore, arrived at Seattle from the Cook's Inlet country and Valdes yesterday morning, bringing down 186 passengers and about $20,000 in treasure. The voyage on the down trip was uneventful. The weather was good and nothing was seen of the storm which raged further westward. Among the passengers was Webster Brown, the surveyor and civil engineer, who has been in the country adjacent to Valdes and up the Copper River country looking into the prospects. He is much impressed with the outlook of all that country, and says that next year Slate creek will produce $1,250,000 at least, and while the Nezina country has not been prospected very much there has been some gold taken out, and it is known that the claims are very rich. The Chestochena country also has a splendid outlook.

CHEAP TOWAGE IN SIGHT.

Sound Tugs Cut Rates in Order to Run Rival.

"A tugboat war is now declared," says the Port Townsend Call. "The advent of the tug Escort No. 2 in the towing business from Cape Flattery to all points on Puget Sound, under the management of a Port Townsend man, was the signal for the Puget Sound Tugboat company to show its hand by cutting rates for the purpose of driving the Port Townsend beat out of business as well as showing its hatred for this city.

"For some years the company had its headquarters in this city and upon threatening to take their headquarters to Seattle were induced to stay by the city striking the company's boats off the tax rolls. Even this illegal measure prevented them finally moving to the city up the Sound.

"Now that the Escort No. 2 is being operated from this place the company has not only cut rates, but keeps one of its boats at the heels of the Escort and when that vessel is about to secure a tow they will offer to take the boat at any old price."

See our lines of waterproof overcoats and cravenette raglans. B. Williams & Co. *

THE OVERDUE LIST.

Reinsurance on Clydesdate Has Advanced.

The rate of reinsurance on the overdue British ship Clydesdale, 105 days out from Newcastle, Australia, for this port, says the San Francisco Chronicle of the 22nd, was advanced yesterday to 50 per cent., probably as a result of the report made by the British ship Ditton, recently arrived from Newcastle, and which reported that on September 21, in latitude 33 deg. 48 min. north, longitude 147 deg. 29 min. west, she passed a ship's deckhouse floating on the water. The rates were advanced on some of the other overdue vessels also as follows: Beech Holm, 106 days from Newcastle, Australia, for Callao, 35 per cent.; bark Glenmark, 188 days from Tacoma for Liverpool, 25 per cent.; Lynton, 136 days from Pisagua for the English channel, 15 per cent; Prince Louis, 171 days from Vancouver for Cardiff, 15 per cent.; Fred. E. Scammell, 173 days from San Francisco for London, 15 per cent. The last two were placed on the board yesterday.

WIND JAMMERS ARRIVE.

Tug Lorne Brings in Two and Others Coming in.

The tug Lorne arrived from the Cape last night with the German bark Antuco for the Sound for lumber, and the British ship Lord Elgin from Leith with cargo for Seattle. Both vessels anchored in the Roads. Captain Cates reports that the wind at the Cape yesterday morning was easterly, and a four-masted schooner under sail, and a barkentine in tow of the Dolphin were coming up. The schooner is a wooden one, and is not the overdue four-master Honolulu, as was expected.

The Lorne left the Fraser river Friday with the Cambrian Hills in tow, salmon laden for Liverpool and dropped her off the Cape yesterday morning at 5:30. The tug will leave Esquimalt at 5 a. m. today with the Antiope for Ladysmith, and will return from that place with the Potter.

See our new styles in American soft hats at $2.50 each. B. Williams & Co. *

An Ambitious Proposition

The J. B. A. A. Seeks to Form a Pacific Northwest Association.

The Union Would Embrace All Lines of Athletic Sports.

H. Dallas Helmcken, the energetic president of the James Bay Athletic association, has had in mind for some time past the amalgamation of all the leading athletic organizations of British Columbia and the Pacific Coast States into one body, which should have for its object the fostering of and advancement of legitimate athletic sports among the young men of the West.

With this object in view Mr. Helmcken has addressed a circular embodying his idea to the following sporting organizations:

The Spokane Amateur Athletic club, the Multnomah Athletic club at Portland, Ore.; the Brockton Point association, of Vancouver, and the Seattle Athletic club, and to all the Victoria clubs.

Following is the text of Mr. Helmcken's circular:

In view of the fact that the Northern Pacific Association of Amateur Oarsmen has proved such a success and its annual regatta is always looked forward to by rowing men as an event of the year in aquatic matters, it has occured to us that it would be a desirable thing if for the purpose of encouraging the practice of athletic sports, particularly field sports in the Northwest, a similar association should be formed with this end in view. We may point with pardonable pride to the admirable way the North Pacific Association has managed aquatic sports and to the great effect it has had upon the rowing interests in the province. Previous to its organization there was no common object among rowing men, and to create keener interest and more rivalry the association was formed, and as you well know, the clubs forming this association having their crews faithfully at work for the great event of the year, it has placed rowing in a very enviable position.

The idea is to frame it very much on the same lines as the Montreal Athletic Association, whereby all sports other than rowing, can be brought under the management of the organization. We can, of course, see difficulties in the road, but in our opinion they are not insurmountable.

We think that the association herein pointed out will have the effect of bringing all athletes in the Northwest together in a way which one single organization could not possibly do. There are in the Northwest many athletes of high rank, but there is no central organization which can bring these parties together.

Owing to the loose way in which in previous years meetings have been conducted, more particularly in this province, the question of amateurism has been to a great extent lost to sight, and one of the main objects we have in view is for the purpose of preventing athletes from jeopardizing their standing as an amateur and to have good, healthy, clean sport, and that no one will be recognized in athletic meets unless he can satisfy the association of his standing as an amateur.

The organization should be in a position to offer valuable cups and medals and make it worth while for athletes to train faithfully to carry off those events, and in this way to impress upon the youth of the Northwest a healthy regard for outdoor sports. There will be ample opportunity afforded them of choosing any branch of sport they prefer. Just as the regattas of the N. P. A. A. C. are held in different cities, so arrangements could be made for holding meets at certain times during the year—the meet of the year in athletic circles.

The idea of this is so that the local association could, if they choose, hold local meets, while the association would deal entirely with championship events. In this way the association could keep athletic records which would be officially recognized. Affiliation could be had with the Canadian A. A. and with similar institutions in the United States.

We shall, therefore, be glad to be informed from you as to whether you think the scheme is feasible, and whether you would lend your co-operation in the matter.

Should there be a favorable response to this note, arrangements could be made at some suitable place, convenient to all parties for the purpose of holding an initial meeting and laying out a foundation for the future work of the organization. We would suggest that the first meeting be held in Seattle, and that each association appoint two delegates to the meeting.

Yours faithfully,
H. DALLAS HELMCKEN,
James Bay Athletic Association, Victoria, B. C.

John Teague Called Home

Victoria Pioneer and Highly Esteemed Resident Dies at Ripe Age.

Was Twice Mayor and Took Prominent Part In Affairs of City.

It was not as a matter for surprise that Victorians learned yesterday afternoon of the death at his residence, 33 Fernwood road, of John Teague. Deceased, who had been a resident of Victoria since 1858, and twice mayor of the city, succumbed to a complication of maladies which, about three years ago, compelled him to practically keep to his residence and await the end. He was 69 years of age.

John Teague was born in Cornwall, England, in 1833. In 1856 he went to Grass Valley, Nevada County, California, where he engaged in a mining enterprise. This he soon abandoned to engage in the work of building and contracting, in which he was very successful. Next year found him in business as a mining broker, but fate did not intend that he should long remain in California, for in May, '58, he took passage from San Francisco on the steamer Constitution, which landed its passengers at Sehome, Wash. From the latter point Mr. Teague came almost immediately to Victoria, pitching his tent—for Victoria was then in its infant days—on the spot where the entrance to the old Methodist church is now located.

Mr. Teague was early seized with a desire to join in the rush of miners to the Golden North, and on the 4th of July, 1854, he proceeded to a point known as Murderer's Bar, on the Fraser river, where he spent some time, and afterwards moved on to Langley. After roughing it for some months, experiencing all the ups and downs of the miner's life, he finally made his way back to Victoria, where he remained until he was "called home" yesterday morning, surrounded by a loving family, who have the sympathy of all in their affliction.

The late John Teague took a lively and active interest in all questions affecting the welfare of the city, in which he for so long a respected and honored citizen, and was chosen on numerous occasions to serve at the council board as alderman and mayor—the latter office he occupied twice with credit to himself and satisfaction to the ratepayers.

In the early days of his career in Victoria Mr. Teague was engaged as a contractor in the naval yard, Esquimalt, and his name was numbered among the prominent architects of the city, drawing the plans for such notable buildings as the Driard hotel, Jubilee hospital, naval hospital, St. Anne's convent, the Masonic hall and other structures.

Deceased leaves a widow and four children—two sons and two daughters—John and Albert, and Mrs. J. G. Brown and Miss Emily Teague.

He was a member of Victoria Columbia lodge, A. F. & A. M., No. 1, under whose auspices the funeral will take place from the residence tomorrow at 2:30 p.m. Members of Vancouver, Quadra lodge, No. 2, and United Service lodge No. 24, and visiting brethren are invited to attend.

20 dozen wool fleeced underwear, $1.00 per suit. B. Williams & Co. *

THE TRAMWAY SERVICE.

An Explanation of How a Recent Annoying Delay Occurred.

The letters which appeared in the Colonist of recent dates complaining of an annoying delay in the operation of the tram service on Thursday evening last, led a Colonist reporter to make an inquiry from tramway officials yesterday as to how such came to occur.

It will be recalled that the complaints cited that passengers who boarded the cars for suburban points found that the cars which they boarded carried them as far as street crossings adjacent to the Victoria theatre, and then waited upwards of half an hour until the conclusion of the performance of "Floro-dora," occasioning the people in the car who were on their way home, much annoyance.

The explanation as to how this came about shows that the tramway company did not anticipate anything of the kind occurring, but were in fact simply trying to make the service accommodate itself to the people who wished to go home by tram after the performance, without any delay to anybody.

An official of the traffic department visited the theatre, and was informed that the curtain would be rung down on the last act, releasing the audience, much sooner than it did. Anticipating an earlier closing of the performance, the service was adjusted to meet what was supposed to be the requirements of the case—but as matters eventuated, a mistake was made. The error in arrangements was a regrettable one, and only discovered too late to remedy the matter.

Complaints on the score of the efficiency of the service on such occasions have been very few, and the tramway officials will take every precaution to see that the wishes of their patrons are met as far as possible in the future.

15 cases "Christy's" latest style hats in stiff and soft, just in. B. Williams & Co. *

AFTER NINETEEN YEARS.

Man Recovers Sight by Surgical Operation.

Montreal, Oct. 24.—(Special.)—A marvelous cure of blindness has just been effected in this district. Joseph Brunet, residing in Valleyfield for 19 years, stricken with blindness, has recovered his sight after treatment by a Valleyfield doctor.

FOR LOYALISTS.

Parliament to Be Asked to Aid Them.

London, Oct. 24.—The Daily Mail this morning, says it understands that the government will this week ask parliament to vote a grant of $10,000,000 for the benefit of those residents of the South Africa republic who remained loyal to Great Britain during the war in South Africa in addition to the $15,000,000 granted under the peace treaty.

Fractured His Arm.—Robt. Elworthy, the young son of F. Elworthy, was the victim of an unfortunate accident yesterday. The little fellow was climbing a tree when he missed his footing and fell some distance to the ground, fracturing one of his arms in two places. The boy was attended to at the hospital, and was afterwards removed to his home, where he is resting easily.

Wise Ways of Women.
No "prizes" offered with common soaps will long tempt the wise woman to use common soaps. The wise woman soon sees she has to pay dearly for "prizes" in the low quality of soap, in the damage common soaps do her clothes and her hands. The wise woman considers her health—so soon ruined if she were to continue breathing the steam of adulterated common soaps. The wise woman recognizes the difference between such soaps and Sunlight Soap—Octagon Bar. 212

A. O. U. W. ENTERTAINMENT.

City Lodges and Friends Will Celebrate Next Week.

Victoria lodge No. 1, A. O. U. W., has organized an entertainment for the evening of November 3 at the Workmen's hall, Yates street. The programme for the occasion will include a tombola for ladies, and a dance, the arrangements being in the hands of a strong committee, who have in view the making of this entertainment one of the events of the season. In this respect the order is noted for the delightful evenings provided for its guests, and the forthcoming entertainment will be no exception.

THE DAY OF MIRACLES
is past, but many who are cured of itching, bleeding or protruding piles by the use of Dr. Chase's Ointment look upon their recovery as next thing to miraculous. It is not uncommon for persons who have undergone painful, risky and expensive operations in vain to be finally cured by this wonderful ointment. It is the standard the world over and the only guaranteed cure for piles.

LOCAL NEWS.

Pay Up.—The one-sixth rebate for prompt payment of city taxes will expire in five days from date.

Indians Doing Well.—A. W. Vowell, Indian superintendent, has returned from an official visit to the Indian reserves in Kootenay district. He reports a gratifying improvement in the conditions of many of the bands, who are going quite extensively into farming and stock-raising. One object of his trip was the location of a small band of Indians on a reserve at Arrow lake, near Burton City.

S. P. C. A.—The annual meeting of the society for the Prevention of Cruelty to Animals, will be held in the city hall on Wednesday evening next, at 8 p. m. His Worship Mayor Hayward will preside, and addresses will be given by Lieutenant-Governor Joly, Right Rev. Bishop Perrin, Hon. J. D. Prentice, M. P. P., H. D. Helmcken, K. C., M. P. P., Rev. W. B. Allen, Rev. Dr. Campbell, Rev. W. Leslie Clay and others.

Died at St. Louis.—A telegram was received from St. Louis, Mo., yesterday, announcing the sudden death of Clarence W. Moberly, C. E., who was well known in Victoria and throughout British Columbia. Deceased was the fourth son of the late Capt. John Moberly, R. N., and brother of Walter Moberly, C. E., of Vancouver, and Frank Moberly, C. E., of this city.

Charles Imbert's Funeral.—The funeral of the late Chas. Alfred Imbert took place yesterday afternoon from the residence of Mr. Braden, Hillside avenue. The Rev. Mr. Wood, conducted the services at the house and graveside. The following gentlemen acted as pallbearers: Messrs. A. McLeod, Jas. Mallett, Chas. Stears, Samuel Adler, Edward Able and Samuel Jackson. There was a large attendance and many floral tokens of sympathy and esteem were sent.

Women's Auxiliary.—The special meeting of the Woman's Auxiliary, Provincial Royal Jubilee hospital, called for today to make final arrangements for the coming ball, will be held at the City Hall at 2:30 p. m., and not at the hospital as was erroneously stated in yesterday's issue. All members and friends willing to assist with this event are cordially invited to attend.

Has Done Good Work.—A local business man, speaking to a Colonist reporter yesterday, spoke very approvingly of the work of the Tourist Association during the past. He was led to make the remark because he said he had noticed with the conclusion of what may be termed the "tourist season," a considerable falling off in business. This return to normal conditions made it all the more noticeable what immediate benefit had been done the city by the influx of tourists.

Hallowe'en Concert.—The annual Hallowe'en concert under the auspices of Perseverance Lodge, I. O. G. T., will take place next Tuesday evening in Temperance hall. This event is looked forward to by Scotsmen and their friends, and is always well attended. The programme is in charge of Mr. J. G. Brown, particulars of which will be published later. Refreshments will be served during the evening of a Scottish character, including shortbread, oat cakes, scones and cheese, etc.

Wedded Yesterday.—William Blamgerer, of Storeben, Wash., and Jenny Forsing, of Lake View, Wash., arrived in the city yesterday and registered at the Dominion hotel. Shortly after their arrival they were united in marriage at the residence of Rev. W. Leslie Clay, the latter being the officiating clergyman.

Handsome Bouquet.—The rooms of the Tourist association were ornamented yesterday by a beautiful bouquet of most generous proportions from the flower garden of Mrs. F. M. Rattenbury, Oak Bay. The basket full of flowers included a large bunch of sweet peas, and another of migonette, besides a lot of marigolds, nasturtians, dahlias and eschscholtzia picked in the open garden, and altogether formed a most glorious tribute to the mildness the climate enjoyed in this favored portion of the globe.

Laid at Rest.—The funeral of the late Mrs. Wm. McKay took place yesterday afternoon from Hanna's undertaking parlors. Services were conducted by Rev. R. B. Blyth. There were numerous floral offerings, testifying to the esteem in which deceased was held. The pallbearers were: Messrs. R. L. Drury, W. Scowcroft, John Speed, R. Porter, S. W. Edwards and A. N. Sandell.

TOO MANY CHURCHES.

Interviewed in Montreal recently, Rev. A. W. Rowland, the leader of the delegation sent to Canada by the Congregational Church of England said:

"What our tour of investigation has shown us especially is that the smaller cities, towns and villages throughout Canada are altogether overcrowded with churches. It is difficult to understand why every sect and denomination should consider it absolutely necessary to get in every place that has any kind of population without thoroughly realizing whether the congregation that can be secured will be sufficient to support it."

OUR WHEAT FAVORED.

English and Scotch Millers Prefer Manitoba to Any Other.

A report has been received at Ottawa from Mr. C. C. Castle, warehouse commissioner of the Manitoba inspection district, upon his visit to Britain to ascertain how the grain dealers there were satisfied with the quality and condition of the leading grades of Manitoba grain shipped across the Atlantic within the last two or three years. Mr. Castle met the corn exchanges of London, Liverpool, Glasgow, Dublin and Bristol, and found that Western Canada wheat was held in high favor. One of the chief concerns in Scotland is to-day milling nothing but No. 1 hard and No. 1 Northern. Manitoba wheat, carrying Winnipeg or Fort William inspection certificates, gives general satisfaction. The grading of uniform quality and conditions is well maintained in the opinion of the British grain men. This same compliment was paid to the Canadian grain at all the corn exchanges. This is taken as showing that the grain inspection act of 1899 was in the right direction. Mr. Castle ascertained that there are serious complaints against the Toronto and Eastern certificates, and asks that the work of the Toronto inspection be looked into.

A Visitor's Opinions

Mr. William Norman of Spokane Greatly Impressed With Victoria's Charms.

He Suggests the Building of Cottages for Summer Visitors.

William Norman, of Spokane, is in the city enjoying a brief holiday, and meeting hosts of old friends every day. Mr. Norman is a pioneer of Western mining in British Columbia, having been one of those who assisted in the establishment of Rossland. He was the first man to navigate a steamer on the upper waters of the Columbia river, and assisted at the birth of many a hamlet which is now a flourishing mining town. He visits Victoria after an absence of several years, and is much pleased with the evidences of substantial progress which are manifest all over the city. The beauty and stability as well as the moderate cost of the parliament buildings and the James Bay reclaiming will particularly impressed him, for, as he remarked, such works on the south of the international boundary would cost from three to five times as much and still lack in permanency and solidity of construction which are their distinctive features.

Mr. Norman is enthusiastic with regard to Victoria's great opportunities as a summer resort. The drives and sea beaches about the city are superior to anything on the Pacific Coast, and the climate is unrivalled, preferable in every respect to that of Southern California.

"What is wanted here," said Mr. Norman, "is enterprize to turn your splendid natural advantages to account. Your beautiful bays and beaches should be lined with summer cottages—not costly structures, but just plain, wooden buildings, in which families could pass the summer months in comfort within easy reach of the sea. Such cottages would cost from $250 to $500 each, and would rent readily for $75 to $150 for the summer season. The population which would thus be attracted to the city every summer would contribute considerable revenue to local store-keepers, and would probably be the means of securing several permanent residents. In any event, the summer invasion would be sure to increase from year to year, as every family which spent a summer here would serve as a most valuable advertizer of the city and its charms.

"Your Tourist Association is doing excellent work in Washington, Oregon and Idaho, and should receive every encouragement from the business men. It is as yet only in its infancy, but if given generous support will accomplish great things for Victoria and Vancouver Island."

Speaking of the mining situation in the Kootenay and Boundary, Mr. Norman said the faith which he had always held in those districts had not been misplaced. The settlement of labor troubles, the securing of more favorable railway rates and the introduction of economical methods of mining and smelting, made the future of southeastern British Columbia assured.

He spoke enthusiastically of the prospects and the wonderful development of the Coeur d'Alene district, which is now producing about 120,000 tons of ore per month, the only drawback to which is an inadequate supply of coke. This is being remedied in part by the importation of coke from Comox, but the futher development of the coal mines in southern British Columbia will in a brief space of time remove every hindrance to the mining industry.

Lever's Y-Z (Wise Head) Disinfectant Soap Powder is better than other soap powders, as it also acts as a disinfectant. 24

150 Boys' Overcoats $2.00 each, former price $3.50 to $5.00. B. Williams & Co. *

CANADIAN CUP.

Rochester Yacht Club Discussing a Challenger.

The challenger for the Canada's Cup will be built for members of the Rochester Yacht Club during the coming winter, and will be ready to be given an early launching next spring. It was somewhat of a surprise to the United States yachtsmen when the Canadians elected to defend the cup with a forty-footer, as this move was hardly expected by the challengers.

The cost of the challenger which the Rochester Yacht Club will have built will be nearly $10,000. It has been stated that a yacht of the type desired could not be put into commission for less than $9,000, and before the races are sailed it is expected that the cost of the challenger will exceed that mentioned above. Several meetings have been held with reference to the building of the challenger, but as yet there is very little detail which the members are willing to give out.

The regatta committee considered plans for the challenger at a recent meeting, and the names of several prominent designers are under consideration, but the one who was to be entrusted with the building of the yacht has not been decided upon, or if he has really been chosen he has not replied, so that at the present time the committee is unwilling to make any announcement whatever in the matter.

Was Off Work For Five Weeks.
But Has Been Cured and Loses No Time Since Using
DR. CHASE'S KIDNEY-LIVER PILLS
Good health is the capital of the majority of people, and when health fails time and wages are lost. It is not only the suffering that is to be considered but the expense as well.
Dr. Chase's Kidney-Liver Pills are invaluable to the working men, because they make him well and keep him well and do this at small cost. Mr. Peacock, who states his case below, was continually losing time before he found out the great curative powers of Dr. Chase's Kidney-Liver Pills. Read what he says:
Mr. J. Peacock, moulder in Pilkington's foundry, Aurora, Ont., states: "After using Dr. Chase's Kidney-Liver Pills I was off work for about five weeks on account of my kidneys being so badly out of order. It was about a year ago that I began taking this medicine, and since that time I have not lost a day from work.
"Before that I used to be very sick at times. I would work for a few weeks and then have to lay off on account of kidney disorders, and severe