

By-Laws Considered

Council Advance All For the Borrowing of Money For Civic Improvements.

Special Meeting Held Last Night For Furtherance of Business.

Last night's special meeting of the city council was devoted almost entirely to the consideration of the several by-laws now before the city. Each was advanced as far as it was possible.

Plans for a residence for the caretaker at the North Dairy pumping station were submitted, according to which the cost of the building will be \$1,500.

On motion of Ald. Stewart the plans were referred back to the architect, with instructions to make certain alterations in order to bring the cost of the house within \$1,200.

The park committee recommended:

That, carrying out the suggestion of your last meeting with reference to having some of the band concerts on week days as well as on Sundays, your committee have interviewed the representatives of both bands, and would recommend the following arrangements:

That the Park Regiment band should play for the sum of \$250 five concerts on Saturday evenings and one concert on a Saturday afternoon, the special date of which will be subsequently arranged, and the Victoria City band will for a like sum play six concerts on Sunday afternoons.

Your committee would suggest that they be instructed to enter into contracts with both bands for carrying out the above arrangements, and would recommend that the Sunday afternoon concerts to be given by the Victoria City band commence on Sunday, the 22nd day of June, 1901, and that the Friday concerts to be given by the Fifth Regiment band commence on August 2nd, 1901.

All of which is respectfully submitted.

JOHN HALL,
J. STUART YATES,
Park Committee.

The streets, bridges and sewer committee submitted the following report:

Gentlemen:—Your streets, bridges and sewer committee have considered the various matters submitted to them, and have the honor to recommend the following resolutions to the council, viz:

1. Resolved, That the city engineer's suggestion to repair and strengthen Point Ellice bridge, as shown by plan submitted, be carried out, that the Dominion government be communicated with and permission obtained to proceed with the work, on the condition and understanding, if necessary, that the city will put up a new bridge and commence work thereon within eighteen months, and that the mayor be authorized to have an interview with the Tramway Company with a view to obtain an unconditional contribution toward this work.

2. Resolved, That the city engineer be instructed to prepare plans for a permanent truss bridge at Point Ellice, one for general traffic, and one for both general traffic and heavy traffic purposes combined, with estimate of cost in each case.

3. Resolved, That the following sewerage work be carried out: On Quadra street and Franklin street, estimated cost, \$8,000; on Midland street to Avalon road, estimated cost, \$1,750; Discovery street, from Douglas to Blanchard streets, estimated cost, \$200; Connaught street, from Douglas to main sewer, estimated cost, \$38.

J. L. BECKWITH,
A. STEWART,
J. STUART YATES.

The report was received and adopted.

The mayor announced that a petition had been received urging that the city borrow \$75,000 with which to build a permanent bridge at Point Ellice. He said the petition was now in the hands of the city assessor, who was inquiring into the value of the property represented by the petitioners.

The next business before the council was that of the consideration of the by-law authorizing the city to borrow \$13,000, as its contribution towards the laying of Government street. The by-law went through its first and second readings. According to it one-half the total cost of the work, namely, \$13,000, is to be paid by the city. According to the revised assessment roll it is calculated that it will require a mill on the dollar for the paying off the debt contracted, the whole to be liquidated in ten years. The debentures shall bear interest at the rate of 4 per cent, payable first on the 3rd of September. The total frontage of property which the work will improve will be 2,411 feet 8 inches, that is, from the north side of Courtney street to the south side of Johnson street. The by-law provides for the work to be done with wooden blocks with concrete or vitrified brick for sidewalks and curbs, and the taking up and setting back of the telephone and electric wire poles, in accordance with the specifications approved by the municipality. In connection with the above the following petition and report was received and filed:

To His Worship the Mayor and Board of Aldermen of the City of Victoria, British Columbia:

Gentlemen:—The petition of the undersigned humbly sheweth:

1. That, in your petitioners' belief, it is of public and necessary that Government street, from Courtney street to Johnson street, should be repaired with vitrified wooden blocks, and that the sidewalks be made uniform with the other portions of the city, and that the telephone and telegraph poles should either be removed or set back as in the opinion of the city engineer be deemed best.

2. That such work should be carried out as a work of local improvement.

3. That your petitioners are of opinion that such work repaying will benefit the municipality at large, and that it would be equitable to impose the whole cost thereon upon the assessable owners of lands and improvements, and that it is the desire of your petitioners that the municipality should contribute one-half of the total cost of such work.

4. That your petitioners represent owners of more than one-tenth of the value of real property within the city of Victoria, as shown by the last revised assessment roll.

5. That your petitioners request that a by-law may be introduced and passed for the purposes aforesaid and for borrowing the municipality's share of such cost, not exceeding fifteen thousand dollars, and that the same be submitted for the assent of the electors.

To His Worship the Mayor, and Board of Aldermen:

Gentlemen:—As directed by His Worship the Mayor, I have the honor to report that the petition of Charles E. Redfern and 37 others in proposed Government street paving loan of \$15,000, represents, according to the last revised assessment roll, an assessed ownership amounting to \$2,353,585, which is more than one-tenth required by the Municipal Act. I remain, gentlemen, your obedient servant,

WM. W. NORTHCOTT,
Assessor.

A by-law to enable the corporation to borrow \$30,000 for the building of a new high school was then considered. The total amount required to be raised annually for repaying within 50 years this sum and interest thereon, and the creating of an annual sinking fund, was stipulated, \$1,400. This by-law went through committee.

The by-laws providing for the widening of Menzies street at a cost of \$2,235.20, of which the city is to pay a third and the property owners the balance, and for the reclamation of the James Bay mud flats, were also considered. It was decided to authorize the city to borrow \$150,000 for the carrying out the improvement, was read a second time. It is proposed to reduce the sum borrowed in 50 years, and that the debentures will bear interest at 4 per cent.

This exhausted the business of the meeting and the council adjourned.

New Chief Initiated

Fire Department Formally Handed Over to the Recently Appointed Head.

Speeches Delivered by the Fire Wardens, and New and Old Occupants of Position.

Yesterday evening at 6 o'clock, the formal transfer of the fire department from Chief Deasy, the retiring head, to Chief Watson, who has been appointed to fill that position, took place at the headquarters of the department. The mayor presided over the gathering, which was attended by the fire wardens, Aldermen Stewart, Cameron, Kinsman and Yates, the retiring chief and the new incumbent, together with a large gathering of the members of the fire department.

The mayor in introducing Chief Watson made reference to the services which the late chief had given the city. He said in his retirement was sustaining a heavy loss. He hoped that the new chief would give the same honest, efficient and sober service as the retiring chief has given.

He was pleased to see that the incoming chief had the goodwill of his fellow competitors for the position, and all the members of the department.

In reply, Chief Watson thanked the mayor for his words of congratulation. He would do his utmost to merit the trust put in him, so that he hoped the city would never regret having appointed him to the office. He had confidence in the officers under him, who would help him in carrying out the work of the department. To the men of the department he indicated the long as they did their duty they would be dealt with fairly. He would, however, permit of no laxity of discipline.

Ex-Chief Deasy said that his retirement at the end of fourteen years' service was not due altogether to any differences which had arisen. But for the drift of circumstances he would have retired at the beginning of the year. He recalled a gathering of thirty years ago when the mayor and he were lantern boys. Joining the department when he was 12 years of age he had been 31 years in the service. He had tried to do his duty faithfully and to merit the salary paid him. He had never asked a favor of anyone, either in the department or out of it. He left it to the other men entered it. Opportunities presented themselves in connection with his office by which, if he had been dishonest, he might have acquired considerable money, but he was proud to say that no one could say he was not honest.

Of the thousands fires he had handled no charge could be laid against him. He had endeavored the rules laid down by the fire wardens, and in doing so had made enemies. He was pleased to hear his successor promise to enforce discipline, as that was more necessary in the fire department than in any other branch of the civic service. If he had made enemies in the discharge of his duty he was sorry for it, but the interests of the city had always actuated his actions.

At the conclusion of his years of service he was going to take a holiday out of the sound of the fire bells. He thanked the mayor and wardens for what they had done in carrying out his recommendations.

Ald. Stewart congratulated the new chief, and spoke well of the retiring one. The report that Chief Deasy ran him as chairman of the fire wardens was untrue, but any recommendations of the chief for the good of the department had received consideration. He hoped the men would obey the new chief in the discharge of duty.

Ald. Yates said that he regretted Chief Deasy's retirement, although this might be doubted by the retiring chief. While at the head of the department he had aided in saving the city from disastrous fires. The new chief was untried, but he hoped he would come up to what was hoped of him. If necessary he must make enemies in enforcing discipline as his predecessor had done.

Ald. Cameron and Ald. Kinsman spoke in similar terms. Assistant Chief McDowell and Foreman Smith spoke well of the new chief, and promised to give him their hearty support. Engineer McDougall also promised to give Chief Watson support, and would work in the interests of the fire department.

Cheers for the new chief and also for the retiring one brought the gathering to a close.

PUBLIC INSTITUTIONS have found that the old method of doing things is not equal to it in all cases of bowel troubles. Avoid substitutes; there is but one Pain-Killer, Perry Davis' Zee and See.



SPORTING

Particular interest has been attached to the trial spins of Shamrock II, on account of the somewhat radical changes which Mr. Watson is supposed to have introduced in modeling the new boat, changes suggested by his lengthy experiments in the Denny towing tank. On the first of the two spins which she has taken in the Solent there was, during most of the time, smooth water, and breezes generally so light that the cup racer carried her big press of canvas at a very slight angle of heel. On the second day there was heart in the wind, and although there was no sea which could be counted as likely to retard the yacht, the surface was pleasantly ruffled and there was a fleet of foam showing here and there on top of the short little seas.

Under these conditions it might have been expected that the watchers would have been able to settle off-hand the question of whether the new challenger went along with greater or less disturbance of the water, and therefore resistance, than other sailing crafts of similar size. As it is, however, there is some difference of opinion. When under tow the yacht went along carrying a deal of foam under the bow, and this impression is intensified when she is seen under sail. To the older school of yachting men, trained to appreciation of the sharp-stemmed craft which could cleave its way through the water with least disturbance of the surface, this peculiarity condemns her at once, and heads have been shaken ominously when her chances have been discussed among the men who built and sailed the challengers of by-gone days.

On the other hand it is argued by others who have less suspicion of novelty, that the length to which the

was not in her proper trim. Although this is probably true, it cannot be denied that the race has been somewhat of a disappointment in England, and also in America, where the interest is always greatly heightened if the challenger is believed to be a dangerous boat. The last race was over a 20-mile course, and sailing under the same conditions over a 30-mile course the difference would have been about eight minutes. Columbia beat Shamrock I. in a very similar wind and sea by six minutes and thirty seconds, and Constitution will probably be four or five minutes better than Columbia. It is stated that Shamrock I. is in better form and better sailed than when she was on this side of the water—which is quite possible—and Shamrock II. will no doubt beat her in the later trials. We are indebted to Mr. Davies Parrie, Sir Thomas Lipton's representative in this country, for an excellent photograph of the new yacht. Scientific American.

ATHLETICS.

PRINCETON DEFEATED BY CORNELL.

The Cornell athletes surprised the Princeton team yesterday in the dual meet on Percy field by administering to the visitors a severe defeat. Out of 104 points, the Ithaca team took 64, leaving only 40 for the visitors.

RECORDS LOWERED.

At Bergen Point yesterday, where the Knickerbocker Athletic Club held its annual sports, Ray Every, of the New York Athletic Club, went 34 feet 9½ inches, in three standing jumps, which carried him 1½ inches over the record, and L. Handley, of the Knickerbocker Athletic Club, finished the medley race in 16 min. 27.45 seconds, which is under the 18 minutes flat of T. Savage (English).

DISASTROUS HAMMER THROWING.

The annual athletic meet of the Irish-American Athletic Association, held at Meriden, Conn., yesterday, was marred by an accident which it is thought will be fatal.

In the hammer throwing, John Flanagan, the holder of the world's record, threw a 16-pound hammer through a fence, and the weight struck Henry Diehl, a bystander, on the head, fracturing his skull. Diehl was conveyed to a hospital, and his chances for life are slight. The accident threw to the spot where the man stood was 175 feet 5 inches, beating the world's record by nine feet. The meet was closed after the occurrence.

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