# The Railway And the Streets

## A Lively Discussion of the Above at the Council Meeting.

### Beyond That Little But Routine Business Transacted by the Board.

Yesterday evening's meeting of the council, though brief, was a somewhat lively one. The taking up of Ald. Grahame's motion referring to the repairing of the streets which had suffered damage owing to the faulty manner in which the Victoria Terminal Railway Company had laid its track on that portion of the line which extends from Hillside avenue into the city, engendered a lively debate on the question of the status of the railway company and the ability of the city to get satisfaction for any damage which the ratepayers' property had suffered. Several amendments were made to the motion, but final consideration of it was deferred until next Monday evening's meeting of the council.

Mayor Hayward presided, and there were also present Ald. Kinsman, Williams, Cameron, Yates, McCandless, Grahame, Worthington and Vincent.

COMMUNICATIONS.

Capt. Bernier wrote as follows:

Quebec, Dec. 26, 1902.

To His Worship Mr. Hayward, Mayor, Victoria, B. C.

Dear Sir,—In confirmation of my telegram, I beg leave to thank you very much for the subscription of $5,000 which has been offered by you as a contribution to the expenses of my contemplated exploration of the North Pole. I know for a fact that my scheme and plans are morally and substantially supported in money and efforts in all the other provinces of the Dominion.

In your case, were I going to build my ship at Victoria, I have to state that, all things being considered, I would rather see your subscription raised up from $5,000 to $15,000, adding to that, all facilities and privileges which could be obtained from your locality.

The fact is that the enterprise being a non-political and non-sectional, but a simple geographical and scientific, and moreover a national one, I will select as a spot where I will build the ship and where I will start from, the place in the Dominion where I will find the largest possible measure of encouragement, both in money and effects, and where also I will be given the best facilities in any direction, which facilities may widely vary according to localities and will be of serious consideration in the estimation of the sum which may be required to foot up the total expenditure of the expedition.

Hoping that my suggestions will be considered worthy of reconsideration by all the authorities, both government and municipal, I have the honor, Sir, with the compliments of the seasaon, to subscribe myself your obedient servant, with the hope that 1903 will see my endeavors and the good will of my fellow countrymen regarding the exploration of the North Pole crowned with success.

CAPT. J. E. BERNIER.

Mayor Hayward explained that Capt. Bernier was laboring under a misapprehension regarding what was meant by his (the Mayor's) wire. He had simply asked him would he, if he got $5,000, build his ship here?

The letter was received and filed.

L. F. Ottofy, of St. Louis, Mo., wrote saying that he had a new invention for sprinkling the streets and cleansing the same by means of compressed air.

Referred to the engineer for inquiry and report.

Edward North complained that the residents of Churchway had not been treated fairly in the matter of getting a sidewalk in that vicinity.

Received and filed, Mr. North to be informed that the work is to be proceeded with at once.

P. C. McGregor called attention to the early expiration of the accident policies on the Victoria firemen. Referred to the city treasurer with instructions to renew the same.

Thos. Shaw made application for the position of bridge inspector. Referred to Streets and Bridges committee.

City Clerk Dowler wrote as follows:

Gentlemen,—I have the honor to inform you that the following communications have been received and referred to the city engineer for report, namely:

Mrs. S. S. Burt, calling attention to the condition of a drain in front of her property, Vancouver street.

James Flett, complaining of the condition of a drain on Michigan street.

Received and filed.

REPORTS.

The city engineer reported having made certain repairs to the box drain on the corner of Government and Herald streets. Received, and action of engineer ratified.

The market superintendent submitted his monthly statement, showing the total receipts to be $75.70. Received and filed.

The milk inspector submitted his annual report, as follows

Gentlemen,—I beg to submit a report of inspections made by me since my appointment to the position of milk inspector on June 1st.

There were 80 milk vendors supplying the city and the milk derived from about 1,200 cows. I have gathered the samples of milk for testing from the milkmen in all parts of the city. One hundred and fifty-six samples tested by the Babcock we take into consideration that the standard for milk generally adopted on this continent is 3 per cent.

I am making regular inspections of the dairy premises, giving particular attention to the sanitary surrounding, cleanliness in milking, and handling o fthe product, care of utensils, the health of the cattle, water supply and nature of food. I have found the dairymen as a rule ready and willing to make any improvements suggested, and some of the dairies will compare very favorably with those to be seen anywhere.

I would respectfully suggest that some milk standard should be adopted by the city. The three per cent standard is the one in general use, and I think would be satisfactory to all concerned.

Received and ordered to be printed.

The park keeper submitted his annual report, which was referred to the park committee.

The Finance committee recommended the payment of accounts amounting to $1,923. Adopted.

The firewardens recommended returning the piece of fire-fighting apparatus which had been removed from the Oaklands fire hall. Adopted.

RAILWAY AND BAD STREETS.

Ald. Grahame's motion to proceed with the repair of the streets on the Work Estate which had been injured by the Victoria Terminal Railway Company's tracks, was next taken up. The motion provided that the council should proceed with the work of repairing the streets, if, after six days' notice, the railway company did not do it.

Ald. Grahame said he did not make the motion with the object of injuring in any way the interests of the railway company, but as a simple matter of attempting to have justice done to the people who live on the streets which are in such a bad state of disrepair. He had examined the bylaw under which the company were empowered to enter the city, and found nothing there which compelled the company to repair the street beyond points two feet on each side of the track; but Mr. Bodwell, in 1900—and the letter was now in the hands of the city solicitor—had agreed on behalf of the company to fully repair all portions of the streets which suffered any damage from the laying down of the tracks. There were streets other than those in the vicinity of the Work Estate which needed repair. In front of Judge Walkem's residence the rails were very much above the grade of the street. He did not know whether the engineer had approved of the manner in which the rails had been laid by the railway company, and he thought the present unsatisfactory condition of affairs was due mainly to the fact that there had been no proper supervision by the city officials. But in any event, he favored going ahead with the work of repairing the streets right away.

Ald. McCandless seconded the resolution. The people on the streets mentioned had not been treated fairly. The work should be done as soon as possible.

Ald. Kinsman was quite in accord with the resolution. The rails had not been properly laid to the grade of the streets, and, as a consequence, vehicles could not cross the tracks, except at right angles. If the council had the funds on hand, he favored going ahead with the work of repair at once.

Ald. Worthington also favored the motion. In his opinion, the Victoria Terminal Railway Company should be forced to do something towards living up to their contract.

Ald. Vincent—Is there any such company in existence? Who would you collect the bill from if you did the work and sent an account in? They have got no property. If you do the work, it might just as well be charged to the city first as last.

Ald. Yates brought up another point on which the city had a grievance against the railway company. For a week past the rear entrance to the market building had been made inaccessible owing to a string of freight cars standing in front of it. He moved in amendment to the motion that a clause be added requesting the railway company to leave a space between their cars so as to permit vehicles to use the entrance.

Ald. Vincent—I have another amendment. Let us have the list of the officials of the railway company, so that we will know with whom we are dealing. I will move that a clause be added to that motion requesting the railway company to furnish the council with a list of its officials.

Ald. Kinsman seconded the amendment.

Ald. Grahame objected to this procedure on the part of Ald. Vincent. If such were added to the motion, the latter would simply be made ridiculous.

Ald. Yates' amendment was put and carried.

Ald. Vincent's amendment was then put and carried on the following division Ayes: Ald. Kinsman, Williams, Worthington and Vincent, and the Mayor.—5. Noes—Ald. Cameron, McCandless, Yates and Grahame.—4.

After the vote had been taken on the amendments, Ald. McCandless remarked that he was in favor of finding out who the officials were, but he did not favor tacking on a request for such information to the motion of Ald. Grahame.

Ald. Vincent, referring to the status of the Victoria Terminal Railway Company, interjected a remark that Mr. E. V. Bodwell was now suing the company for an account amounting to $3,700.

Ald. Cameron, discussing the main body of the resolution, expressed sympathy with the people of North Ward, but the council should not act with undue haste. They should try and find out where they would get the money if the expenditure was undertaken. He favored having the city engineer make a report on the matter.

The Mayor suggested the getting of some advice from the city solicitor. Ald. Yates favored this idea.

Ald. McCandless approved of laying the matter over for a week for further consideration. Ald. Yates so moved, and it was carried.

Further consideration of the bylaw to provide for the regulation of lights on bicycles was laid over until the next meeting.

The council then adjourned until 3 o'clock this afternoon, when it will meet as a Streets, Sewers and bridges committee and afterwards go into regular session.

# Report on The Velvet

## Estimated That 200,000 Tons of Ore Are in Sight.

### Large Ore Bodies Proved to Exist—Lots of Fine Ore.

At a meeting of the New Gold Fields of British Columbia, held in London, the following report on the Velvet mine was presented.

"The property was acquired on the recomendation of James Morrish, a mining engineer of large experience, who formed a high opinion of its value. He expressed this in his report of December 1, 1900, stating that the character of the metal bearing ground was a broad fissure which proved to be at least 50 feet wide, in which ore bodies of variable size occured as replacement veins, carrying high values of gold and silver in copper and iron pyrites. Mr. Morrish was sanguine that a very large amount of ore, which he estimated at 100,000 tons, averaging $20 per ton, was available above the 250 foot level, and a further unascertained amount below. The first shipment from the mine proved even greater richness than Mr. Morrish predicted, and his estimates of quantity has not yet been disproved. J. L. Morrish, his son, on taking charge of the mine, however, contented himself with driving and sinking without following the payable ore, and later with stopping, apparently anything that came his way, with the result that working in the upper portion of the mine was temporarily suspended.

"Mr. Sorenson, who was sent out to report, and subsequently to manage the mine, on reporting in June, 1901, while refusing to accept J. Morrish's estimate of ore in sight, wrote with regard to the width of the mineralized belt: 'Width of lode bearing formation.—The greatest width of the mineralized belt, proved to be ore bearing, is on an east and west line through the shafts. The distance between extreme workings on this line is 180 feet. In addition to this, there are croppings of ore to within several hundred feet east of the boundary in the Bluebell property, in which a little ore has been worked upon.'

"It is evident that this wide belt of mineral containing several streaks of rich ore, has been insufficiently proved by the levels run by J. L. Morrish, which only tested a fraction of the local width. These levels have their value in opening up the ground, but from each, lateral borings and crosscuts are necessary to be driven, until the true country rock is reached on either side of them, by which the position of each rich streak will be located. Mr. Sorensen also emphasized the continuation of at least one of these rich streaks, from the Stable shaft through the Tupper fraction, to the ore developed in the Portland, some 330 feet distant, and stated that much of the upper portion of the mine was unproved. He, however, recommended, as the reconstruction of the company had placed it in funds, that further sinking was of the first importance, and the shareholders being of the same opinion, a new sinking pump and hoist were installed, and the main shaft sunk to a depth of 516 feet. The fifth and sixth levels were also driven, various raises made for ventilation, and some stoppings done, chiefly at the lower levels, from which good ore was shipped.

"Mr. Sorensen, towards the close of his period of management, gave some attention to boring, and the results generally were satisfactory, as it led to the localization of considerable ore bodies, and proved the continuation of the lowest ones below the present deepest workings of the mine. Mr. Gray the present manager, on taking over charge, therefore, found mineral bearing formation, in which three, if not four, parallel, very rich streaks of mineral had been only partially located at the surface and at a few spots beneath, but their extent was undemonstrated. It is satisfactory to see from his letters and plans how thoroughly he is setting to work, by crosscutting the lateral drilling, to prove their area. From this surface he has proved good ore going down in the incline shaft, stable shaft and office shaft, all parallel streaks in the ore belt, none of which are exhausted, and all only partially proved. And there is further a fine shoot in the open cut at the compressor, which is probably a prolongation of one of these.

"In the intermediate level stopping can be continued on good ore. Mr. Gray's last letter gives encouraging statements as to the No. 1 level, which is 100 feet below the above mentioned showings. He mentions that he is winning mineral at intervals along a distance of over 320 feet.

"At the north end it assays $62.50 and at the south, at the crosscut put in on No. 7 bore hole, he states he is able to report that 'quite five feet of mineralized ground has been passed through (giving an average assay of $34.50 per ton), and that the crosscut will be continued until we have made sure we have cut through the ore.'

"At No. 5 level stoping is in progress in two places on a fine body of ore giving good values and continuing strong. It has now risen to 23 feet, and several hundred tons are already in sight, and Mr. Gray considers, from its strength, this will continue upwards to the fourth level.

"Besides the recent shipments of rich ore, Mr. Gray has commenced shipping 'fines,' which have accumulated to the extent of 1500 tons, and which on trial shipment he has found yield a net profit of over £1 per ton, a highly satisfactory return for ore of this nature, which is only a secondary profit. I think these remarks are sufficient to show that our venture in the Velvet is of an exceedingly promising character. We have a wide mineral belt running through the property in which several streaks of ore occur of great richness, and all of them can be easily proved by short crosscuts, where borings show valuable indications. We have the strong probability that if one shoot narrows or gives out, there are equal chances that a second or third one may prove productive. Of the high value these shoots possess, the earlier shipments gave promise, and the recent shipments of over 1000 tons confirmed. The circular issued by the directors, which accompanied the report, will have shown you that this quantity of ore gave a return of 19cwt. 5 grains of gold 19cwt. 14 grains of silver, 6.86 per cent of copper and a net profit of £4 6s 6d per ton. They have 'fines' and a large amount of 'second class' ore suitable for concentration (for which arrangements to treat are in a forward state) to fall back upon."

# Recrudescence of Chinese Troubles

## Expected by a Missionary Who Has Just Returned From Hunan.

### Dr. Guinness Tells of His Sensational Escape During Boxer Riots.

Dr. C. H. Guinness, hospital chief of the China Inland Mission, who arrived by the Iyo Maru from Hunan, a central province of China, says:

"China is on the eve of another uprising of the Boxers unless the foreign powers lend assistance to the imperial government to quell it before it has started. If it does come, the atrocities of 1900 will be nothing as compared with what will be, for the feeling then against what they call the 'foreign devils' has been intensified many fold.

"They are gathering strength and arms, working quietly, and when the time comes to strike, which those in the interior who are interested believe will be within a year, there will be awful scenes, if anyone is left alive to describe them. The troubles that are being reported now are only by renegade bands, and are not sanctioned by those in charge of the general movement. They do not want any disturbances until they are prepared to begin, when the first word the world will have will be an awful slaughter of Christians.

"In July, 1900, I was in charge of the mission hospital at Shaekitien, which is southeast of Hunan province. On July 6 a number of Canadian missionaries from the north came to our city and told us of the disturbances in their territory and that they were fleeing for their lives. They wanted us to join them, but we did not think it was anything serious, and did not.

"The following day we were at our work, when, as though from the clouds, thousands of the armed devils bore down on us with cries that would make our blood run cold. Then we knew we were too late in taking warning. We barricaded the doors, and while they were battering them in we made our escape over a rear wall and fled to the house of a friendly Chinese, who hid us in his loft. Half an hour after we were gone our building was razed to the ground as though by the wind, and all of our property stolen. My personal loss at the time was about $2,000 in cash and belongings.

"To this friendly Chinese we owed our lives. For seven days he kept us hidden in his loft, feeding us on rice. On the sixth day the Boxers came to his house and informed him that they knew we were there, and they wanted us. He denied that we were. They saw a ladder leading to the loft, and one of the Boxers climbed it and opened the trap. We all stood ready to open fire and sell our lives as dearly as possible, but the fellow did not see us, as it was dark, and they went away. However, we were afraid to longer stay in that place, and so on the night of the seventh day we made our escape to another loft.

"We had only got nicely settled there when some China boys passing saw us, and gave the cry that we were there. In an incredibly short time there were hundreds of the mad devils about, calling on the Chinese in charge to surrender us. Again our presence was denied. Then they threatened to burn down the house, but for some reason they did not, and went away.

"We saw that we must get out of that section at once if we would save our lives. One night I left the place, and, guided by a friendly Chinese, went to see one of the city officials who had charge of the gates of the city, all of which were locked. We agreed to give him 800 taels if he would allow us to pass without a word. The bargain was made and we returned to our hiding place. The following morning at 3 o'clock, guided by the same friendly Chinese, we left the loft and hurried to the gate, where the official was to meet us.

"On the way we were forced to pass close to a company of sleeping Boxers. We tip-toed, lest one of them should awake, which would have meant our death, and finally passed without arousing any of them. When we reached the gate, the official to whom we had paid the money refused to allow us to go unless we paid more, and we were forced to give up at his demand.

"We were all dressed as Chinese, and as soon as we reached the outside struck straight across the country for the Han river. There we boarded a boat and started for Hankow. On the way we were held up and examined by Boxers no less than twelve times, but they always happened to come in the night when we were lying on the deck, and we were able to turn our backs and pass as Chinese. At the end of 13 days we reached Hankow, which is a foreign settlement, and there we were safe. There I met some of the newspaper correspondents and gave them news of the condition on the inside.

"From Hankow we went to Shanghai, and for the next year and a half we remained on the coast. Then I was directed to proceed to Pei Ianghein, where I have been ever since.

"In that part of the country at the present time there are no disturbances, but to the south they are frequent. However, all the time the Boxers are arming themselves and preparing for another great struggle. They are working in secret and much through secret societies, of which there are many in the empire. The condition now is that you never know but the Chinese whom you consider your best friend is one of the number seeking to accomplish your ruin and murder.

"The Chinese government is too slow to act in putting down these troubles. They are allowed to go on until they have gained strength, and then it is too late. The whole trouble is that the Chinese are superstitious, and they are being taught by the leaders that the foreigners in China have as an object the taking away of all the rights and privileges they now enjoy, and for that matter, many of them say, to confiscate the country.

"That is why it is so easy for the Boxers to get a following, for in no part of the inland Chinese empire are foreigners welcome at the present time, nor have they ever been."

ANCIENT ORDER OF FORESTERS

Court Vancouver Elects Officers—Joint Installation and Christmas Tree

At the meeting of Court Vancouver, A. O. F., held in K. of P. hall last night, the following officers were elected: P. C. R., Bro. A. N. Sandell; C. R., Bro. W. Cooper; secretary, Bro. S. Wilson; treasurer, Bro. W. B. Hall; surgeon, Dr. F. W. Hall; S. C. R., Bro. Jas. Mansell; S. W., Bro. A. P. Mansell; J. W., Bro. J. Pascoe; S. B., Bro. Brown; J. B., Bro. P. J. Davies.

A committee was appointed to arrange with Court Northern Light for the reception of D. C. R., Bro. Pearson, and officers at the next meeting of that court to be held on January 14, when the officers of the two courts will be installed.

The committee reported all arrangements complete for the Christmas tree entertainment tonight at A. O. U. W. hall. The members and their families will present themselves at 7 p. m., when the entertainment will commence, after which, about 9:30, the hall will be cleared for dancing, to which the public are invited. A good orchestra has been engaged, and pleasant evening is promised to all who attend.

ROYAL TROUBLES.

Crown Princess Wants an Absolute Divorce.

Berne, Switzerland, Jan. 5.—The writ which the German consul at Geneva purposes to serve upon the Crown Princess of Saxony, is a petition for judicial separation from her husband. The document requests the Crown Princess to return to Dresden and appear January 28, before the special tribunal. The Princess, on the other hand demands absolute divorce from the Crown Prince.

ALASKAN SALMON.

Washington, Jan. 5.—Secretary Shaw has signed an order closing the streams in Southeastern Alaska against salmon fishing until July 1. This action is taken with a view to preventing the threatened destruction of the fishing industry.

TYPHUS FEVER.

Koch Says It Can Be Combatted by Isolation.

Berlin, Jan. 5.—Prof. Robt. Koch has delivered a lecture here upon typhus. He claims this disease can be combatted successfully through isolation as cholera is combatted, for the reason that typhus is only contracted by contact with a person already infected.

FLUSH OF MONEY.

Territorial Congregations Subscribe Liberally.

Winnipeg, Man., Jan. 5.—Dr. Bryce, moderator of the general assembly, returns tomorrow from a territorial tour in the interests of Manitoba college. Several thousand dollars were received, Regina Presbytry giving $3,200, with only three self-sustaining congregations, and Moosejaw $1,100.

GERMAN EXPORTS.

Large Increase to United States During the Year.

Berlin, Jan. 5.—The total exports from Germany to the United States during the year 1902 amounted to $114,495,502, an increase of $14,878,770 over the preceding year. The largest gain, that of $2,808,800 came from Dusseldorf, and was almost entirely in iron and steel. The textile districts also show large gains of exports to the United States for 1902.

GERMAN FIGHTERS.

Estimates For the Kaiser's Army and Navy.

Berlin, Jan. 5.—The army estimates show a recurring expenditure of $112,000,000, an increase of $1,375,000 compared with 1902. The naval estimates show a recurring expenditure of $23,349,092.50, an increase of $1,634,232.75. The non-recurring naval expenses include $26,165,250 for shipbuilding and armaments, an increase of $412,250 compared with 1902, but the total devoted to ship building alone shows a decrease of $197,750 over last year, the decrease being due to cheaper prices for material. Extraordinary expenditures for the new harbor works at Wilhelmshaven, Kiel and Dantsic will require $2,750,000 increase over 1902. The bill creates an additional rear admiral and 114 additional minor officers. In the army estimates $25,000, has been set apart for experimenting with field automobiles as trials with these machines made up to the present time have shown them to be of permanent value. Among the extraordinary expenditures is the sum of $5,750,000 of which $5,250,000 is for fortresses and $500,000 for field railway material.

AT MOUNT SICKER.

On the evening of December 31 the neat little church at Mount Sicker was packed with young men and maidens, fathers, mothers and children. Do people who live in cities ever give a thought to the ones living in mining camps? In the cities are pretty windows, brilliantly lighted, filled with a wealth of Christmas good things. In the new mining camps there are none of these things to be seen that go to delight the eye and tend to add to Christmas joys and good-fellowship; and if Christmas is to be a jolly time, some one must take and work up an interest in the event. At Mount Sicker it was "up to" the three young lady Sunday school teachers to do something for the children; and right well did they do it; presenting first an attractive programme of songs and recitations by the children and, second, an old-time Christmas tree, with an old-time Santa, who distributed presents with a lavish hand to the forty odd children that are residents of Mount Sicker, not a child being missed. The gathering broke up at 10 o'clock p.m., all joining in singing "God Save the King."

A woman who is weak, nervous and sleepless, and who has cold hands and feet, cannot feel and act like a well person. Carter's Iron Pills equalize the circulation, remove nervousness, and give strength and rest.

# The Contract Is Let At Last!

## Council Aurthorize Seal to Be Affixed to Tender for Bridge.

### Victoria Machinery Co. Will Erect Riveted Structure at Point Ellice.

The contract for Point Ellice bridge has been let, the Mayor having been authorized to affix the corporate seal thereto. This is the result of a special session of the aldermanic board held yesterday afternoon, and once again the threatened recrudescence of the stone bridge ghost has been averted. The contract is not signed, but this and a few other equally necessary matters which will be the work of but a few hours are all that now stand between the ratepayers and the consummation of their most devout wishes—the removal of the subject of Point Ellice bridge from the limbo of civic discussion. The meeting was called by the Mayor, and was primarily a session of the Streets and Bridges committee, which subsequently resolved or rather exalted itself into the aldermanic board, and then again dissolved and faded away into a private meeting behind closed doors.

His Worship announced that the present was a meeting of the Streets and Bridges committee, and as there was now an opportunity of finally settling the matter of the Point Ellice bridge, he thought it would be well to close the matter. His Worship then went into the later history of the tenders, and stated that a telegram had been received from General Manager Buntzen, stating that his company was prepared to accept the riveted bridge, provided their engineers were reserved the right of alterations as needed.

H. P. Bell stated that the company could only make minor alterations, as the specifications provided for all except technicalities.

Ald. Vincent did not see that the tramway company had any right to alter the plans as long as the bridge was of sufficient strength to carry the cars, that was all they could ask.

Ald. Yates did not like the proposal to allow the tramway company to make alterations. It would be better to go back to the pin bridge upon which all were agreed.

His Worship pointed out that a riveted bridge meant so much more money spent in the city.

Ald. McCandless did not think that there was any necessity for haste just at present. Why not wait a few days and find out definitely what the tramway company's engineer had to say?

Mayor Hayward thought all were about tired of waiting, and as there could be a chance of further disagreement, it was, he thought, the desire of all to have the matter closed up as early as possible.

H. P. Bell said that the reservation as to minor alterations was always allowed in the building of bridges, but such changes could not affect the general plan and specifications.

Mr. Goward in answer to a question, said that the plans had been forwarded to Mr. Boultbee of Montreal, the best expert in the Dominion, and he did not know when his final report was received. He thought that the matter had now been brought to such a basis as that the council should be able to close the matter now.

His Worship said that he was distinctly in favor of letting the contract for a riveted bridge and would advise the signing of the contract immediately. "However, gentlemen," said he, "it is up to you to say whether or not there shall be any further delay in this matter."

Ald. Williams could not see why there should now be any further delay. The rights of the ratepayers had been safeguarded in every respect, and there was now no longer any reason for delay. Under even the worst that could happen, the city would have a pin bridge, as the contractors agreed that in case of a block in the riveted plans, they were willing to immediately go ahead with the pin bridge at the contract price.

The city solicitor thought that there could be no difficulty in drawing an agreement to cover the matter, but it would have to be in the nature of an alternative contract.

H. P. Bell pointed out that the weight of the bridge, and hence the cost, could not vary much if the same strain sheet were used, and this had been definitely accepted by the company. He read a clause from the specifications which reserved to the city engineer precisely the same right to make minor alterations as was asked for the engineers of the tram company.

Ald. Vincent moved that the council be recommended to award the contract to the Victoria Machinery Depot for a riveted bridge, as per tender, and Ald. Kinsman seconded the motion.

Ald. McCandless was just as anxious to avoid further delay, but he did not like the idea of an alternative contract. Nor could there be any material gain except in the matter of galining time, but even the present move would not do much, as the contractors could not order any materials for some time. He could not see why the tramway company had made the delay that they had, and any blame that was coming should be bestowed on them, and not the council. He wanted a straight, simple contract, or none at all.

Ald. Williams urged present action, and gave some cogent reasons why the matter should be closed up.

Ald. Worthington would not vote for any alternative contract. He would favor giving the contract immediately for either a riveted or a pin bridge.

Ald. Grahame couldn't see how the council could give a definite contract under the circumstances.

Ald. Vincent's motion was then read and passed, all but two aldermen voting in favor.

Ald. Grahame (sotto voce)—"The council now has the right and left bower."

Ald. McCandless—"I wonder who has the joker!"

Messrs. Rostein offered the corporation a quantity of rock which was about to be blasted opposite the post office, the price to be $1 a yard. Ald. Barnard said that the present work of blasting in the park was simply an abomination and was disfiguring the grounds. It might be all well enough if money were given the park committee to obliterate the traces of such vaudalism.

The matter of purchasing rock was deferred.

The city engineer was authorized to put in a pipe drain on Avalon road, near the park.

The committee then held a special session as a board of aldermen to deal with the bicycle bylaw, which was again laid over. This bylaw has been on file since last June, and the mover, Ald. Barnard, stated that, like some of the Carnegie library bylaws and motions, it had been lost sight of.

The report of the motion passed a few minutes previously while in committee referring to the Point Ellice bridge contract, was then read and passed on the following vote: Ald. McCandless, Barnard, Williams, Yates, Kinsman, Grahame, Vincent and the Mayor; Ald. Cameron and Worthington voting nay.

This completed the public business and the meeting continued with closed doors.

# Want Better Freight Rates

## Coast Wholesalers Desire a Readjustment of the C. P. R. Tariff.

### Claim Unfair Schedule is in Force to Kootenay and Territories.

Victoria wholesalers will learn with interest of a movement among the business men of Vancouver and the Wholesalers' associations looking to a more equitable arrangement of freight rates from Coast points over the C. P. R. to the Northwest Territories and the Kootenay country.

On Saturday morning a strong committee waited upon Mr. F. W. Peters, assistant-general freight agent of the C. P. R., and made out the case of the wholesalers as outlined in a letter addressed to Mr. Peters some time ago, which read as follows:

"At the meeting of the Vancouver Board of Trade, held on 4th of November last, the attention of the Board was called to the fact that while the position of this city as an importing and distributing point leads its merchandise to look to Alberta and the Northwest Territories (particularly the former), as natural trade outlets, the difference in freight rates from the Coast as compared with those obtaining from Winnipeg makes it impossible for them to successful compete, and the question having been freely discussed, a committee was appointed, with an instruction to confer with the Wholesale Grocers' Exchange and the Wholesale Hardware association, to look into the matter and report.

This Joint committee, whose members are now before you, find, after careful investigation, that although Calgary is some 200 miles nearer to Vancouver than to Winnipeg, the discrimination in rates by rail in favor of the latter city—as shown in the subjoined comparative statement—is very unfavorable and practically prohibitive to Vancouver, the same being the case in regard to Fernie, on the Crow's Nest Pass line.

The committee further finds that although on the 4th of August, 1902, a reduced tariff (W. No. 78) was granted from Winnipeg to Western points, no similar reduction has been made from Vancouver, and begs respectfully to submit that, in its opinion, the only equitable basis would be that a dividing line between the East and West be established at Calgary, on the main line, and at Lethbridge, on the Southern or Crow's Nest line; the tariff from Winnipeg and that from Vancouver to be made identical to these stations, with corresponding reductions to intermediate points.

This interview has been sought with a view of appealing to your sense of equity in this matter, and the committee feels assured that the granting of this concession would give such a renewed impetus to business that the interchange of commodities between the Coast and the Interior could not fail to prove of mutual advantage alike to the trading community and to the Canadian Pacific Railway company."

It is considered likely that at the next meeting of the Victoria Board of Trade, action will be taken supplementing the efforts of the Vancouver wholesalers to get a more equitable adjustment of freight rates to the points mentioned from Victoria and Vancouver.

Replying to the deputation, Mr. Peters explained that the present tariff had been framed before he came to Vancouver, but the matter would have his earnest consideration, and a reply might be expected within 30 days.

# PROCEEDINGS IN THE LAW COURTS

## Opening of the Sittings of Full Court—New Barristers Sworn In.

At the sittings of the full court, which opened yesterday morning, all the judges being present, E. V. Bodwell, K. C., on behalf of the Law society, presented the following new barristers to the court: S. Child, C. L. O'Brien, H. M. Daly and C. C. McCaul, K. C. They took the oath of office and signed the rolls, and together with R. H. Rogers were sworn in as solicitors.

It was decided by the full court, before taking up the lengthy list of appeals, that the appeals which were unfinished at the Vancouver sittings will be heard first, those in which counsel from other places are engaged coming next, and those in which only local counsel holds briefs coming last.

In the Ludgate contention regarding Deadman's Island at Vancouver, which is now up on appeal on behalf of Mr. Ludgate, Mr. Justice Walkem said that he could not sit as he was Premier of the province and Attorney-General at the time when the question of the reserve of land, including that now in litigation, was first raised by the Imperial Government at the instance of the Admiralty. He observed that it was his duty then to look after the interests of the province, and in so doing he had come to the conclusion that the reserve in question had not been made. In view of such an opinion, he thought it would be impossible for him to sit.

This was in reply to a remark by Mr. Peters that he hoped Judge Walkem would change his mind and hear the appeal.

Before the Chief Justice and Drake and Martin, J. J.

Nightingale vs. Union Colliery Co.—A. P. Luxton for defendants (appellants), D. G. Macdonell for plaintiff (respondent). Appeal partially argued and adjourned till today.

PEREMPTORY LIST FOR TODAY.

1. Nightingale vs. Union Colliery Co., (continued.)
2. Turner vs. Cowan.
3. O'Brien vs. Mackintosh.
4. Star Mining Co. vs. Byron White Co.
5. Tanaka vs. Russell.
6. McClary vs. Howland.

IN CHAMBERS.

In Chambers yesterday morning Mr. Justice Martin disposed of the following cases:

Re Tribune association, winding up. An order was made some time ago authorizing the liquidator to advertise for tenders for the sale of the Tribune plant and assets in Nelson and several tenders were received, amongst them being tenders from John Houston, M. P. P., and J. F. Deane. H. B. Robertson applied for an order directing that Houston's tender be accepted, as it complied with the original order. A. E. McPhillips, K. C., opposed this on behalf of Deane. His Lordship, after hearing W. C. Moresby, who represented the creditors, and J. H. Lawson, jr., for the liquidator, directed that Deane's tender be accepted.

A. McLean applied for letters of administration in favor of deceased's sister in re C. R. Robson, deceased. F. B. Gregory opposed this on behalf of deceased's widow, who had come from Michigan for the purpose of taking out administration papers. His Lordship directed that the matter stand for two days to see if some agreement could not be reached.

In the case of McLeod et al. vs. Crow's Nest Pass Coal company, S. S. Taylor, K. C., for plaintiff, applied for an order to consolidate the 27 actions which had been commenced in respect of the Fernie disaster, or that one action might be tried as a test case. E. V. Bodwell, K. C., and E. P. Davis, K. C., who appeared for the defendants, asked for an adjournment of this application for two weeks. They explained that besides themselves J. A. Macdonald, of Rossland; H. W. Herchmer, of Fernie, and a counsel from Toronto had been briefed by the defendants, and they wished for an opportunity of consulting together. The adjournment was granted.

Re F. H. A. Nelson, deceased, F. B. Gregory obtained an order for letters of administration in favor of deceased's widow.

# PROTESTANT ORPHANS' HOME

## Proceedings of the Regular Monthly Meeting—Donations For December.

The regular monthly meeting of the lady managers of the Protestant Orphans' Home was held Monday afternoon at the city hall. There were present Mrs. McCulloch (in the chair) and Mesdames Sargison, E. C. Baker, W. R. Wilson, N. Shakespeare, W. W. Wilson, P. C. Macgregor, Andrews, McTavish, Toller, Berridge, Denny, Mugridge, Going and Miss Perrin.

After the disposal of routine matters, bills to the amount of $56.18 were ordered paid.

It was decided to purchase a machine for cutting bread. Several applications for boys from the home were received, and the secretary was directed to notify the applicants that there were none available.

The report of the home committee was received and filed; and Mrs. Toller and Mrs. Going were appointed visitors for January.

A cordial vote of thanks was extended to those who had assisted the institution during the month, and particularly to Mrs. H. D. Helmcken, for $100 per charity concert.

The matron reported all well and the following donations for December: Mrs. H. D. Helmcken, per charity concert, $100; Mrs. Merritt, Victoria West, 1 sack of pears; Ladies' Stoneyhurst Working Party, 18 boys' shirts, 13 pairs boys' pants, 7 girls' dresses, buttons, tape, etc.; Mrs. A. A. Green, 6 volumes Boys' Own (bound); A Friend, clothing (per Mrs. Harvey); Mrs. Harvey, candy; Mrs. Thomson, Gorge road, clothing and quarter of venison; Miss Emma Watson, 1 pair of boots; Mr. Robins, 4 tons of coal; Mrs. Pemberton, 3 sacks of pears; Mr. Maynard, small roast of pork, 1 chicken and sack of vegetables; Mr. Van Tassel, 1 sack of apples; Mrs. Brockenhurst, 6 pairs of stockings and 3 shirts; Neil Grant, 2 pairs of boots; Mr. Tait, clothing; Spencer's, 52 boys' caps and three large baskets of toys; Mrs. Marr, Boomerang, 100 toys; Mrs. and Miss Erb, two boxes oranges and one sack pears, do apples; Mrs. H. D. Helmcken, candy and a goose; Mr. Glendenning, one very large ham; the T. C. C., 13 pairs of sheets and two dozen pillow cases, valued at $25; Mrs. Munsie, sausages; codfish and clothing, two dozen candles and candlesticks for tree; Military Ball, per Capt. Langley, bread, buns, cake, sandwiches, jellies, meat and fruit; Mrs. C. Todd, clothing; Mrs. Archibald Ewings, little girl's Bible class, two small chairs; Mrs. Broderick, croconole board; Mr. Walter, Salt Spring Island, one carcass of lamb; Mrs. Scowcroft, clothing and one hat; Mrs. Thos. Earle, one box of oranges and chocolate; Mrs. Twine, one sack of holly; Mrs. Smith, holly, toys and bottle of alcohol; an unknown Friend, two pairs of boys boots and a pair of girl's gloves; M. W. Waitt & Co., games and musical instruments; Mrs. Barnard, two boxes of oranges and bon-bons; Bijo, one box of oranges; Mr. Tolmie, one box of apples and Xmas tree; Mrs. H. Wilson, one quarter of mutton; Porter & Sons, two turkeys; A Lady Friend, candy and large roast of beef; Miss Estella Carroll, one parcel of nuts; Miss D. McTavish, one box of oranges; Mrs. McNeill, one box of oranges; Mrs. Barton, one box of oranges; Oswald Barton, $1 cash; Mr. Hodges, one box of apples; Mr. Fred. Carne, jr., one box apples and candy; Mr. Langley, painting the gates; Mr. F. J. Deane, Nelson, cheque for $10; Mrs. Senator Templeman, one turkey and box of oranges; Mrs. Daniels, one bag of apples and bundle of clothing; Alfred Daniels, one box of oranges; Mrs. Andrews, one box of oranges; Mrs. Gus Leiser, 38 pairs of gloves; Fell & Co., one box of choice biscuits; Mrs. Judge Irving, apples; Mrs. McCullough, two work baskets and handkerchiefs, and three bureau covers; Mr. H. J. Scott, two boxes of candy; Mrs. Denny, four pairs of stockings and two books; Mrs. Milne, two boxes of oranges; Miss Dorothy McTavish, one dozen handkerchiefs; Mr. Hargraves, cash $1; Mrs. Booth, bon-bons; Mrs. Goodacre, umbrellas, work basket, games, paints and books; Mrs. Morley, clothing; Mrs. Oliver (Oak Bay), toys, cakes and candy; Mrs. W. N. Lenfestey, one pair of scissors; Mrs. Stadthagen, cash $2, prizes for the best boy and girl; Mrs. Brown, two books; Miss L. A. Russell, candy and two pairs of stockings, and 10-lbs. dripping; Master Tertius Hibben, books, paints and pictures; Ladies' committeee, cakes; The Colonist and Times, daily papers; the Y's, sewing; Emanuel Baptist church, cake; Miss Perrin, bread and cake; Mrs. Armstrong, three sacks of apples (from Saanich); Mrs. Berridge, work box; 2nd handkerchiefs; Lady Joly de Lotbiniere, three pairs of children's mittens; Miss Marjorie Sayward, cash, $5; Mrs. Geo. Berridge, cash, $5; pupils, 