

### A SURPRISE PARTY

The Board of Aldermen Adjourns Without Transacting Any Business as a Protest.

Those Who Wish the Water Turned Into the Reservoir Endeavor to Force Mayor's Hand.

The ordinary weekly meeting of the city council held last evening developed a surprise for His Worship the Mayor, the city clerk, solicitor Mason, Aldermen Humphrey, Macgregor and the reporters.

Commencing at ten minutes past eight o'clock it was all over, including the reading of the minutes of last meeting at eight twenty-two twelve minutes, which is very nearly a record in the history of aldermanic meetings in Victoria. The sudden termination of the meeting was terminated by Aldermen Bragg and McPhillips, and was intended as a protest against the failure of the Mayor to allow action to be taken in accordance with the resolution passed three weeks ago instructing the city engineers to connect the reservoir with the water mains.

Those present were His Worship and Aldermen Kinsman, Bragg, Hall, Humphrey, Phillips, Humphrey and Macgregor. The clerk read the minutes of the last meeting, the adoption of which was moved by Alderman Hall and duly carried.

Ald. Bragg then made a motion to the effect that business be taken up at that point at which it was left last Tuesday evening.

His Worship—I am afraid that will have to come up under the head of deferred business.

Ald. Phillips—I beg to second the motion.

His Worship—There is very little ordinary business to come before us this evening; that matter will come up later.

Ald. Phillips—Your Worship, that you rule the motion out of order?

His Worship—Yes. Ald. Phillips—Then, if that is so, I rise to ask your Worship if anything has been done by your Worship towards carrying out the work at the water-works as decided upon by a majority of the council, or do you intend to do anything?

His Worship—No; nothing has been done.

Ald. Phillips—And do you intend to do anything?

His Worship—No, I do not.

Ald. Phillips then said there appeared to be a determination to oppose the wishes of the majority of the council, and hinted that something would be done this week to enforce the carrying out of those wishes.

Ald. Bragg in seconding the motion said that he thought that a majority of the council decided upon a motion to adjourn, and if he was not acting in accordance with the views of those he represented he was willing to resign.

His Worship asked the mover and seconder if it was really their wish that the council should adjourn, and they replied that it was.

Ald. Macgregor rose to speak, but was told by his Worship that a motion to adjourn was not debatable. His Worship said that of course the motion was in order and must be put, but he hoped that there was sufficient common sense among the members of the council to prevent the possibility of the business being neglected by an adjournment. He then put the motion, which was carried on the following division:

Ayes—Ald. Kinsman, Bragg, Humphrey, Hall and Phillips.

Noes—His Worship the Mayor and Ald. Humphrey and Macgregor.

His Worship said he hoped the council did not think he would be driven into carrying out the resolution referred to by such an action as this, and the meeting terminated.

**THE BIG FAIR.**  
Directors of Westminster's Agricultural Exhibition Deliberate.

Arrangements for the big agricultural fair at New Westminster are being rapidly rushed to completion, as will be seen from the following, which is clipped from the columns of the Columbian:

The regular weekly meeting of the board of directors of the R. A. & I. Society was held last night in the board of trade room. President T. J. Trapp presided over a representative meeting. There were present also several besides the directors, chiefly the members of the city council.

The reading of the minutes being dispensed with, the matter of the proposed extensions to the exhibition building was taken up and thoroughly discussed with the architect who submitted the finished plans for approval. The idea in carrying out these extensions was to secure the largest amount of additional floor space at the least amount of expense, and this, it was decided, could be obtained by filling in the corners between the present wings at an approximate cost of \$1,800. The separate building to be erected and to be known as the machinery hall, will cost about \$1,150, and the plans for this were also submitted.

After pretty full discussion the architect was instructed to prepare the necessary specifications and call for tenders for the work, with as little delay as possible.

Plans were also submitted for a pretty one story building, 24x36 feet.

**Awarded Highest Honors—World's Fair. Gold Medal, Midwinter Fair.**

**DR. CREAM BAKING POWDER**

A Pure Grape Cream of Tartar Powder. 40 YEARS THE STANDARD.

which, with the approval of the directors and the city council, will be erected by Mr. J. G. Scott, manager of the Pacific Coast Lumber Company. This will be a broad veranda all around the building and will afford grateful shade from the sun or shelter from the rain for quite a large number of people. This will be known as a mineral building and will be quite an improvement. The selection of the site is left to the building committee and the city parks committee.

On the retirement of the city council the regular business of the meeting was proceeded with. The minutes being read and approved, a number of communications were taken up.

From H. H. Collier, accepting the position of poultry judge. He also offered to give by advertising the list made an offer for the advertising of the show. The latter proposition was accepted, and other details referred to a special committee to be settled, viz., Mr. George Mead, the commissioner, and the secretary.

From F. R. Giesinger, New York, regretfully declining to act as judge of horses, and from two others, offering to act in that capacity. The offer of Mr. F. Torrey, of Winnipeg, was accepted. In both the above cases the judges appointed have excellent professional reputations.

From the Victoria Chemical Company applying for space for a display of mineral fertilizers. Secretary to reply. From Messrs. E. G. Frizer & Co., Victoria, offering to make a large display. This will be the first time this enterprising firm has exhibited on the Mainland.

The secretary of the citizens' celebration committee submitted a draft of the big posters. This was on motion adopted, and the route for the scene of the contest, there will doubtless be a large crowd of enthusiastic admirers to bid bon voyage and to wish them all kinds of good luck. The date of the four oared championship race, as indicated by dispatches from Winnipeg, will probably be the beginning of the month of the James Bay crew eight or nine days in which to put in the final training, and to accustom themselves to the elements of the coast, water and the thousand and one details, which to men trained to the best possible condition are of so great importance.

At this juncture a short description of the men upon whom Victoria relies with every confidence to win honors in this competition with the other best rowers of the continent, will be read with interest, and the appended table may be relied upon as being an accurate statement.

**Age. Weight. Height.**  
O'Sullivan, stroke . . . 27 160 5'10"  
Jones, 2 . . . . . 23 162 5'10"  
Scott, 3 . . . . . 25 165 5'10"  
Widdowson, bow . . . 30 150 5'10"

Without being giants in stature the men are splendid specimens of the suits which they have achieved, the best and most thorough athletic training. "Sterling representatives" of the class to which the James Bay crew is of its greatness in every field it is more than worthy of passing mention that three of them are native born British subjects, and that Jones is a Canadian having, in the happy phrase of the president of the Bays, first seen daylight in this province—a distinction which, by the way, Mr. Helmsdon shares with them. The fourth, Scott, is an Eastern Canadian of Scottish descent, and the crew represent a fine mixture of the best of English parentage, while O'Sullivan is a descendant of the Emerald Isle.

It is hardly necessary to say that the men are abstemious. To have achieved the honors which, blushing, they already bear thick upon them, would have been impossible had they indulged in the use of wine, and which have made Britons famous the world over, they "play" as the boys of the Bays say, a straight game, and whose ability has won commendation from the men who occupy the highest pinnacle in the aquatic world, the help and advice of a well-known individual are a great asset.

And as to the chances of victory, Johnston, against whom no charge of unfairness can be brought, is firmly of the opinion, having seen the best that the Winnipeg and Argonaut crews can do, that the championship will be brought to the Pacific province by the James Bay crew. Of course, in rowing, as in all other sports, there are certain contingencies against which preparation is impossible, but barring these the chances are certainly the best for a victory, it will not, of course, be an easy one.

**THE MAYOR SPEAKS.**  
He Thinks the Citizens Should Awake to the Importance of the Crisis.

The abrupt and unlooked for termination to the proceedings of the city council last night has opened a new complication in the civic situation. The council adjourned without ever passing the current estimates, so that the public work of the city must proceed without warrant for payment or be suspended altogether.

Questioned regarding Ald. Phillips' statement last night that that discontented alderman would post a notice calling for the dismissal of the city engineer, Mayor Redfern this morning said "it practically meant that the official who was independent of report according to his convictions, and who would not be governed by the opinion of a majority of the aldermen, was in constant danger of dismissal." Continuing he said that such a situation was a very dangerous one for the city, and that the very suggestion of such a step should arouse the citizens to a realization of the acute position which has been reached in civic affairs. "Last night," he said, "an attempt was made to upset the order of business, including unimportant unfinished business at the opening of the proceedings before the regular business, which has preceded over it, has been disposed of."

Quoting from the by-laws regulating the council of the city, the mayor pointed out on the list, to this rule there is no exception, and even when a meeting breaks up for want of a quorum, any order, resolution or question which is in consequence left is proceeded with at the next meeting, only as the first item under its particular head.

When, however, the mayor refused to allow the order of business to be interfered with, a motion to adjourn was immediately made and carried, without the consent of the committee that he would connect the reservoir with the main before connecting it with the water works, as misleading, as he says the engineer distinctly stated on that occasion that the connecting of the reservoir and the water works would be the last step in the completion of the work.

If Ald. Phillips has his way there will be headed in the municipal basket a few weeks. He, to-day, posted a notice at the City Hall that at the next meeting of the council he will move the following resolution:

"That the majority of this council is of the opinion that the expenses of the city engineer's office are too great for the amount of work being done in the city. I therefore, move that the service of one of the present incumbents be dispensed with after the last of the present month, Mr. Wilmore or Mr. Cousens and that a vote be taken at the next meeting of the council to decide which shall fill the post."

Jinks—"I want to buy a dog. I don't know what they call the breed, but it is something like the shape of a greyhound, with a curly tail and a black hair. Do you keep dogs like that?" Fancier—"No, I drown 'em."

### HO! FOR WINNIPEG

The James Bay Four Who Will Fight for Victory on the Red River Course.

Something About the Men, Their Records and Their Chances for Success.

Citizens Have Done Their Share Towards Sending the Boys—What Will the Railways Do?

Whether victory rewards the four stalwart oarsmen who on Saturday will leave for the Prairie Capital, or whether they fall in the laudable attempt to secure the high honors for which they will strive, they will have the satisfaction of knowing that nothing which could be done to ensure their victory has been neglected. It is the satisfaction which every one of their well-wishers, which includes all patriotic British Columbians, will also be happy in the possession of.

As the time draws near for pulling off the most important rowing feature of the Victoria regatta, the matter of a British Columbian crew, has ever entered, the interest grows rapidly apace, and when the "boys" leave here on Saturday night, on route for the scene of the contest, there will doubtless be a large crowd of enthusiastic admirers to bid bon voyage and to wish them all kinds of good luck. The date of the four oared championship race, as indicated by dispatches from Winnipeg, will probably be the beginning of the month of the James Bay crew eight or nine days in which to put in the final training, and to accustom themselves to the elements of the coast, water and the thousand and one details, which to men trained to the best possible condition are of so great importance.

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**A Matter of Money.**  
The citizens have subscribed loyally towards the expense of the trip, and as has been said before in these columns, the British Columbian provincial regatta is a sufficiently important event to have led to the hope that the citizens of the province would have done the handsome thing, and encouraging the growth of their western territory have furnished free transportation for the boys, their trainers and the shell. That such a concession would have been appreciated may go for little with that powerful corporation. That it would have resulted in increased business for them is a consideration which it is reasonable to suppose has not been overlooked by them, and yet, notwithstanding the energetic representations of Secretary Dallan, no such liberal treatment has yet been accorded to the young athletic association, and the rates quoted are anything but so liberal as the people of Victoria have a right to expect they would have been. Given the fact that the boys and their trainers there is no question that a goodly crowd of enthusiastic "sports" would have accompanied them to Winnipeg; victory, may, even participation in the regatta, by a Victoria crew, would be an advertisement of which the transportation company would have enjoyed by no means the least of the benefit. It is not too late yet, and until the crew have actually reached Winnipeg, there are hundreds who will refuse to believe that the C.P.R. will allow to pass so excellent an opportunity of doing the right thing, because the most generous thing, and granting free transportation for the four and the trainers and shell.

**The Men at Work.**  
Who that has ever seen a crew in the pink of condition, achieved by weeks of training and rigid observance of the laws of hygiene and muscle development, can fail to be impressed by the results presented. The hard, yet supple, muscles and sinews, the splendid over-abundant flesh, the splendid "wind," and the springing step of each individual member, the machine-like regularity of motion as the four bend to the oars; the almost noiseless clip and the graceful "feathering," can fall to be impressed with the realization of what the training of the human body is capable of. To see the James Bay crew as they were seen last night, their eyes bright and their faces ruddy with the hue of health, is a real treat, and when, after a rattling spin, the termination of which is a magnificent sport, the whole distance at top speed, the men stepped ashore showing not the least indication of distress, the observer was fain to acknowledge that, though there

giving away something which it might be advisable to keep quiet to say what times resorting to the James Bay four hold, but it may be said that the seconds (and they are so few as to be just referred to in the plural), which divide the time from that which stands as the record, may easily, under favorable conditions be eliminated, and their performance, not only equal, but surpass the best that has yet been done.

Another suggestion made by some pessimists is that the Victoria crew, being accustomed to salt water rowing, will be at a disadvantage on the river course, and in this connection it may be said that the crew has experience both on fresh salt water, having rowed with invincible success upon the Willamette and Fraser rivers. Of course, there is a difference in rowing in salt and fresh water, the resistance and the buoyancy in the latter being less; there is not the same "bite" with the oars, an experienced man aptly describing the sensation of dipping the oars in fresh water after the rower has been accustomed to salt water, as being something similar to dipping them in melted butter, and, in consequence, which, after all, means no material change in method or style, but is merely a matter of use, is one of those things which the boys will become accustomed during their ten days' spins on the Red River course, to a to-be-desired consumption to which they will be materially assisted by their coach "Bob" Johnston, who accompanies them, and to whom the difference is a matter of a few days' rowing.

It is a passing fancy to suppose that the performances of the men it should be stated that individually some of them have good records. Scott is the single best man in the province, and the Northwest; O'Sullivan has had experience in a single shell, and has lowered his colors only to such men as have taken the prize in the "Winnipeg four" regatta, always with credit, and sometimes with marked success in North Pacific regattas.

A word as to the training of the men. Great credit is due to Watson, the club trainer, for the conscientious and thorough manner in which he has handled the men in successive seasons, and although he would probably be the first to admit that rarely does a trainer have so much to do with a crew, his knowledge of how to get and keep men in condition is largely due to the magnificent physique of the crew. Without any aid, and accompanied by the assistance of the actual rowing work, Watson cannot be surpassed in the important business of training the boys, muscle development and general all-around "conditioning" work. The boys themselves, under and through the influence of the "Winnipeg four" regatta, contributed largely to the desired end, and it might be said with justice that in all seasons they are in condition. Each seemed actually to glide over the water, being replete with every convenience having a natural inclination for athletic training, and availing themselves of every opportunity for practice, they have become as "hard as nails," and as firm as stone in the shell as many or perhaps more individuals are on a street sofa.

The shell, made by the famous Clasper of Putney, is a perfect model of the kind which excels in an ornamental and to achieve fame in the realm of aquatics is assuredly among those that are not the least. Coached by Johnston, and accompanied by the plucky juniors—sturdy young oarsmen upon whom the honor of defending the credit of the association will in turn descend—the "Winnipeg four" left the boathouse shortly after eight, taking the water in splendid style, and rowing a long, steady and sweeping stroke until long sight of from the boathouse in the haze distance. Returning in about half an hour the speed was a "cocker." The boat seemed actually to glide over, rather than to be propelled through, the water, and the finish at the seaw end of the course was as fresh as at the start. Then came the bathing of the "rubbing down" by practised hands; and rehabilitated in their street costumes, Victoria's champions stood, excellent specimens of young manhood, ready to do their share in upholding the credit of this glorious British Columbia, of ours. "Good luck go with you, boys," say all patriotic Victorians.

**ROYALTY MAY BE ABOLISHED.**  
Major Walsh Says He Will Remedy any Injustice.

In the Klondike Nugget of July 9th, a copy of which reached the Times this afternoon, is an interview with Major Walsh regarding the agitation for the rescinding of the royalty tax. The major is quoted as saying that he has the power to rescind the tax and that he will do so if it is proven that the imposition of the same is an injustice to the miners.

**NOTICE**  
Is hereby given that application will be made to the legislative assembly of the province of British Columbia, at its next session, for an act to incorporate a company with limited liability, to construct, operate, by any kind or kinds of motive power, and maintain either a standard gauge or light line railway for the purpose of conveying passengers and freight, including all kinds of merchandise, from at or near the town of Esquimalt, in the district of Vancouver Island, via Sooke, Saanich, in said district, and through the most direct and feasible route along the west coast of Vancouver Island, to the town of Port Sillier, in the vicinity of Hardy Bay, in said district, and to construct, operate, maintain, branch lines and all necessary works, to own and operate steam and electric docks and boat bunkers; and with power to build, own, equip, operate and maintain steam ferries and steam or other vessels and boats; and with power to build, equip, operate, maintain, branch lines and all necessary works, to own and operate steam and electric docks and boat bunkers; and with power to build, own, equip, operate and maintain steam ferries and steam or other vessels and boats; and with power to build, equip, operate, maintain, branch lines and all necessary works, to own and operate steam and electric docks and boat bunkers; and with power to build, own, equip, operate and maintain steam ferries and steam or other vessels and boats; and with power to build, equip, operate, maintain, branch lines and all necessary works, to own and operate steam and electric docks and boat bunkers; and with power to build, own, equip, operate and maintain steam ferries and steam or other vessels and boats; and with power to build, equip, operate, maintain, branch lines and all necessary works, to own and operate steam and electric docks and boat bunkers; and with power to build, own, equip, operate and maintain steam ferries and steam or other vessels and boats; and with power to build, equip, operate, maintain, branch lines and all necessary works, to own and operate steam and electric docks and boat bunkers; 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