

With Gold and Salmon

Steamer Danube Arrives To Day From the North-Another Earthquake.

The Freight Blockade Being Lifted-Cariboo a Growing Town.

A Budget of Late News From Dawson City and the Klondike.

Steamer Danube returned to port this morning from Lynn canal and other northern points with 44 passengers, about \$10,000 in gold and a heavy cargo of salmon, 6,988 cases in all—5,338 from Carlisle cannery, 650 from Claxton and 1,000 from Spencer's at Alert Bay. A. A. Caldwell, who had \$6,000 in gold in care of the purser. Among the Victorians who returned was G. H. Haynes, who has been to Atlin.

News was brought by the Danube that the north-west week ago Sunday— seismic disturbances again made themselves felt, but beyond the shattering of glaciers no damage was reported. Big fields of small icebergs are floating in the Lynn canal. The shock this time was also felt at Mary Island, and even as far south as the Skeena.

News was brought from Bennett that heavy rains have swelled the river and lakes, and it is likely that navigation will be open until the end of October. The freight blockade is being lifted, although there are still big piles at Bennett and Skagway. That which had accumulated at White Horse has all gone down the river. According to the late arrivals the steamers Sybil and Canadian arrived just prior to the time they left White Horse, and taking two big cargoes, cleared up what was there, thus lifting the blockade.

According to some of the late arrivals the coming town in the north is Cariboo. It will soon out grow Bennett, for the railway is to have its terminus there. M. J. Heney, the railroad contractor, has built a wharf there, and has sent 300 teams of large horses to haul freight over the roadbed of the railroad during the winter. The Canadian Development Co. is building a large warehouse and will have thirty horses there for carrying the mail. A man is now in Seattle purchasing a newspaper for Cariboo. Fifty applications for building lots have already been received by the railroad company. The railroad will be at Cariboo next spring, and this will be the junction to Atlin whether the railroad puts in a branch road to Atlin or not. So that Cariboo, backed by the capital of the railroad, is likely to become an important point.

From Cariboo northward all the way to Dawson and some of the new towns are springing up. White Horse, for instance, is certain to be a good town. Although the railroad, when it reaches there, will cut into the present large profits of the tramway, it will not do away with it altogether, as some seem to think. It is certain to be a healthy competition between the railroad and the steamers. White Horse, too, will probably become the centre of a lively mining district. The finest quartz ledges, gold and copper, have been discovered in the neighborhood, and the reason little has been heard of them is because most of them have been taken up by men of means coming out from Dawson or agents of London capital. Some milling machinery is already going in, and there is talk of a smelter, but the smelter will in all probability be erected in the neighborhood of Fort Selkirk, on the 60,000 acre concession for copper mining that has been taken up. As this huge property is now in course of development there is a good future for a town at Fort Selkirk.

There are now towns of tents at the mouth of the Salmon, Hootalinqua and other rivers, but the future of these depends on placer mining, and therefore does not suggest permanency in the same degree as quartz mining. News was brought by the arrivals from Dawson that Joe, 18 years of age, eldest son of Captain George D'Leon, the Dawson brewer, owner of the ferry boat Marjorie, was drowned from the vessel at Dawson a short time ago. He fell from the steamer while endeavoring to secure a paddle that was being hoisted. Hogan proved himself a hero during the exciting moments before the boat disappeared. He jumped into the river and succeeded in seizing the drowning boy and kept him above water as long as he could.

Saved by the Efflux of Time

The Port Angeles Ferry Subsidy By-Law Narrowly Escapes Defeat.

Eleven O'clock Preventing a Division on the Second Reading.

Opinions Expressed Indicate Defeat by the Mayor's Casting Vote.

It was fifteen minutes after eight o'clock before the proceedings commenced, all the aldermen being then present, his worship the mayor presiding, and City Clerk Dowler and Acting Solicitor Bradburn being also in their places. The audience was a small one.

The minutes of the last regular meeting, and the special meeting held on Wednesday last, having been read and adopted, the mayor announced that he was going to New Westminster that night, and asked if he was to have the pleasure of the company of any of the aldermen. Ald. Humphrey replied that he was going; Ald. Beckwith said he was going the next night and Ald. Stewart said he could not get away until tomorrow night either. His worship then expressed himself pleased that he was to have the pleasure of seeing those three there at any rate.

The order of communications was then taken up, the first of which had reference to the appointment of an Electric Wiring Inspector, and came from Mr. R. H. Spelling, the superintendent of the electric lighting company. The communications were accompanied by another letter from Manager Goward, of the same company, endorsing it. The company expressed the opinion that the schedule of rates contemplated by the council for the inspection of the electric wiring are too high, and offered to bear half the cost themselves rather than deter possible users of electric lighting from having it installed. They were able to do this, as Mr. Spelling inspects the wiring for them, and so would not be doing double work.

The mayor suggested that the letters had better be laid over until the by-law came up for further consideration, and a motion being made to that effect by Ald. Humphrey, it was adopted.

Routine Business. City Clerk Dowler notified the council of the receipt and reference to the engineer of laying permanent sidewalks on Garbally road. Received and filed.

Engineer's Report. The usual weekly report from the engineer was of less importance than usual. It was considered serious and disposed of as follows: 1. Re-communication from Mr. H. Kent asking for a proper bridge on Hastings street, and the affirmative vote of the engineer was given. The engineer said that to properly state the nuisance it would be necessary to construct a pier of wood from the point named to Hastings street, and along the latter street, and across to the rock wharf, respectively. He had therefore instructed the street superintendent to have the ditch cleaned out. Adopted on motion of Ald. Hayward.

2. Re drain on Michigan street to Oswego. It will be necessary to ask the owners of adjacent premises to connect with the drain, and the intention to do away with the ditch and save the expense of cleaning out. If this were done in other parts of the city it would effect considerable economy. Adopted on motion of Ald. Stewart.

3. Re completion of extension on Michigan, Young and Toronto streets to Avon road. As there is twice the estimated quantity of rock to remove to cost \$300 more than is on hand, the cost of the work ordered to be completed, on motion of Ald. Humphrey, who expressed the opinion there would be enough money before the end of the month.

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4. Re stone curbing for permanent paving. Recommending using granite in the blocks in which granite has been used in any part. Adopted on Ald. Stewart's motion, and the report adopted as a whole on Ald. Hayward's.

that committee to be reported upon with the other Accounts for Payment.

The standing committee on finance recommended the council to pay out of current revenue the sum of \$3,304.81, the principal items being \$650 on waterworks account, and \$1,350 for streets, bridges and sidewalk maintenance. Adopted.

Deaf Mutes' Tuition. The finance committee reported upon the application made by Miss Helms-Willard Merritt for aid to enable her to continue the teaching of the deaf mutes she had taken under her care. Their recommendation was that the matter be referred to the school trustees for an expression of opinion, and that the trustees be asked to formulate a scheme by which all deaf mutes may be instructed. Adopted.

That Burning Nuisance. H. M. Graham acknowledged the receipt of a letter from the city clerk informing him of the disposition of his second application for the nuisance created by burning rubbish on the James Bay flats, at the head of Belleville street, to the inconvenience of residents on the Douglas estate. Mr. Graham patriotically pointed out that the second application was only the same as the first, and the nuisance still continues.

The mayor said he had talked with the engineer and that official informed him that it is not necessary to burn the rubbish, and that the fire was occurring only on the corner of the street. The engineer was now having notices erected forbidding this, and as the city does not intend cremating any more, the nuisance will be ended. Mr. Graham's letter, which had threatened "other steps," was received and will be acknowledged with the above assurance.

Permanent Sidewalks. Ald. Beckwith's motion, that a permanent sidewalk be laid on Johnson street from the Turner block to Store street, was carried without debate. Then Ald. Macgregor moved that a committee be appointed to act in conjunction with the city engineer to report upon what portions of the permanent sidewalks already ordered to be laid are most urgently needed, and should be completed first.

Ald. Hayward would like to ask if the motion was in order. The first permanent paving decided upon was that of Government street from Johnson to Courtney. That work had been delayed on the recommendation of the city engineer, who said the hot weather was detrimental to the cement. Did the mover of this resolution contemplate interfering with that work?

The mayor said it would be necessary to rescind the previous motion if that was contemplated. He presumed this meant to apply to the other portions decided upon after Government street. A long debate ensued, in the course of which Ald. Stewart and the mayor deprecated very strongly the idea of the council deciding upon certain work and then departing from the programme because applications for other work were received from other parts of the city.

Macgregor strongly urged the advisability of laying permanent sidewalks where sidewalks are needed rather than putting up fairly good plank walks to make room for permanent walks. The Aldermen referred to particular streets that are in bad condition and Ald. Brydon urged that uniformity in doing this work is desirable. Most streets are a perfect picture, and so most other streets be if the work was done properly, and not in patches.

The motion was then referred to the casting vote of the mayor, Ald. Brydon, Stewart, Hayward and Cameron voting in the negative, and Ald. Kinross, Williams, Macgregor, Humphrey and Hayward in the affirmative. Ald. Macgregor then asked if it was to be understood that the permanent sidewalks will now be laid in order of priority, as passed by the council, and was answered in the affirmative.

The Murder Mystery. Ald. Williams then moved that a reward be offered by the corporation of the city of Victoria for the arrest of the murderer or murderers of Mrs. Bings. There being some doubt as to when the notice was posted on the bulletin board, the mayor asked Ald. Williams the question, and was informed that it was posted on Saturday afternoon between 5 and 6 o'clock.

The mayor then said a motion of this kind is out of order. It was a recommendation to the council to expend money and can only be received in the form of a recommendation from the finance committee. Ald. Williams was anxious to have it put through, and as the members of the finance committee were all there, he hoped the mayor would allow them to report upon it. Quick action was necessary if anything was to be done. Change the motion anyway that was necessary, but do not let it go.

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which it transpired that the Vancouver by-law sets a much lower rate. Some of the aldermen objected to adhering to Vancouver's example, but ultimately Ald. Macgregor had his way and the proposed rates were reduced about one-half, the inspection fees being set as follows:

One light and less than ten, \$1; 10 lights and less than 20, \$2; 20 lights and less than 30, \$3; 30 lights and less than 40, \$4; 40 lights and less than 50, \$5; and for each outlet over 50, ten cents. These reduced rates were opposed by Ald. Brydon, Beckwith and Stewart and by the mayor. Their argument was that no one could be found to undertake the work for the money. Ald. Macgregor asked what the aldermen were there for? Were they there to legislate in the interest of the people or to make a job for some one?

Every item was fought, and his workshop repeatedly said the schedule was too low, but it was adopted and the committee rose, reported the by-law complete with amendments, the report as adopted, the by-law read a third time and passed. Saved by the Efflux of Time. Then came the motion for the second reading of the by-law to grant to the Victoria and Port Angeles Terminal Company an annual subsidy of \$17,500 for twenty years for the establishment and maintenance of a steamboat and ferry service between the city and Port Angeles.

Macgregor moved the second reading forthly and Ald. Williams equally as formally seconded it. The mayor then said that if any alderman wished to discuss the principle of the by-law that was the time. If they did not wish it, he would remind them that they could not do so in committee. Are you ready for the question? The vote would have been taken had not Ald. Cameron said he was not ready. He would like to hear from the promoters.

Then, and then only, did Ald. Macgregor move that the by-law be read a second time. He said that it was necessary to say much about it. The by-law had been so long on the floor that it would be almost worn out in the aldermen's pockets. It had been prepared in accordance with a proposition received from the promoters of the Port Angeles Eastern railway regarding a connection with Victoria. They set forth in that proposition what they are willing to give and the by-law has been framed in accordance with it. Regarding the by-law he would like to say that he regarded this as a step in the right direction for the city of Victoria. We are isolated on an island from the rest of the world and for years we have recognized the necessity of better connection which will enable us to have freight landed here in unbroken bulk. This proposition deals with transportation of passengers and freight on those lines. He would like to say he was not an opponent of any other connection this city may get which is clear cut and up-to-date as this is. He didn't think this city can afford to get along in its present state, isolated from the outside world and the council should be a unit on this connection with American territory as well as with our own. He trusted the council would be a unit in its desire for the welfare of Victoria.

If connection with the outside world would be a benefit at all this would be, and they could not afford to treat it lightly, but it should be put through and the people be given the opportunity they had asked for to vote upon it. Their duty was to put it before the people as early as a date as possible and he trusted the council would be a unit on this for once.

Ald. Humphrey did not agree with Ald. Macgregor except when he said they should be a unit in a desire for the welfare of Victoria. But he didn't think the by-law was in that line. It was altogether too early in this railway scheme to bring this before the people. They didn't know when the road will

then if they want with a reasonable something to say. Ald. Williams' arguments of Ald. Cameron for the by-law for if this bonus taxation ten per cent was very much correct.

The mayor expressed the opinion that the interest in the proposed by-law was not a tenth of the present per cent. Ald. Williams then said that if Ald. Cameron should have called him to order against the use of Williams then said "the last speaker" had called him to order. Ald. Williams then said "the last speaker" had called him to order. Ald. Williams then said "the last speaker" had called him to order.

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