

THEY WILL NOT REPAIR IT

Aldermen Refuse to Fix the Rock Crusher Up Before the Contractors Get It.

Some of Them Criticise Contractors—Special Meeting to Settle the Matter.

The council refused last night to repair the rock crusher or furnish an engine with it before handing it over to the water works contractors. The meeting was called to consider the matter and all of the board except Ald. Hall and Williams were present. The mayor explained the object of the meeting and read the following clause from the specifications: "The use of the corporation rock crusher will be allowed the contractor free of charge, he paying all cost of transportation and returning it in as good condition as when received."

Clerk Bradley then read the following letter:

Beaver Lake, July 26, 1895.

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

Gentlemen:—It is the rock crusher referred to in the specifications of our contract with the city of Victoria for the construction of cofferdam, filter beds and reservoir at Beaver Lake for the water works of the city of Victoria. We would say that we have asked for the crusher and all that appertains thereto, and have been told that all we were entitled to is the bare crusher, which is in no fit state to be put to work. Your honorable body may know how to use the said crusher in its present condition and be able to crush rock without steam power to drive it, but we must plead our inability to do so. We therefore cannot receive it from you in its present condition, and we would respectfully call the attention of your honorable body to the fact that we have now lost four (4) days through your failure to deliver the above named crusher in a proper condition for work to us, and you will consider yourself notified that we will hold you responsible.

(Signed)

WALKLEY, KING & CASEY.

Ald. Humphrey believed that if the contractors got the rock crusher at all they should get it just as it was. Let them repair it themselves. He wanted to see the contractors get a fair chance, but he believed they were breaking the specifications by sending to Seattle for men, and he would not support them with his vote if they did not live up to their contract.

Ald. Wilson said that he believed it sufficient to give the rock crusher just as it was.

Ald. Macmillan characterized the letter as a piece of brass conch in polite language. If the council gave an engine with the crusher they would very likely want an engine, coal, and oil.

Ald. Briggs, while he did not believe the contractors could force the city to put the crusher in workable shape, believed that the council should do so. The matter should have been arranged in a more complete manner. The clause was clumsy as it was and sure to cause friction. He believed they were bound to give the contractors the crusher in shape to work. If the contractors were doing wrong let any alderman bring the matter up.

Ald. McLellan wanted to know who placed the clause in the specifications.

Ald. Humphrey suggested that the blame belonged to the old council of last year. (Laughter.)

Ald. McLellan said that he had opposed the matter when it was considered, but it was in the specifications, and he did not believe that a rock crusher that would not work was a rock crusher. He was emphatically in favor of both sides holding strictly to the terms of the contract and specifications. If the council had agreed to send out one hundred shovels and sent no handles, would it have filled its contract? The crusher should be put in shape and the contractors should be required to bring it back in shape.

Ald. Humphrey maintained that while new dies were needed and some repairs were necessary the crusher was in shape to work at once.

Ald. Macmillan moved, seconded by Ald. Wilson, that the contractor be turned over to the contractors just as it was, without engine or repairs.

Ald. Cameron believed the contractors took a little risk as to the condition of the crusher when they tendered, and that the council could not be expected to fix it up. There was danger of breaking the contract, but he did not believe they were erring in refusing the request.

Ald. Macmillan said that no resolution giving the crusher had ever passed the council. It would be bonusing the contractors to the extent of \$500 to fix it up.

Ald. Partridge advised going very slowly. He believed they were legally required to furnish the contractors with a complete machine, but the mayor could look that up. He moved in amendment that the matter lie over until Monday night and that in the meantime the mayor be requested to see if the rock crusher in its present condition was legally a rock crusher.

Ald. McLellan seconded the amendment.

Ald. Macmillan opposed that idea. They could get any amount of different legal opinions. He was under no misunderstanding about the crusher being given over to the contractors when the specifications were drawn. There should be no erring over spilled milk; all the aldermen saw the clause in the specifications. As to the immorality of men, he expressed the opinion that the contractors would do just as they pleased.

The amendment was lost. Ald. Briggs, Partridge and McLellan alone supporting it in division. The same three voted "no" on the original motion, which was carried.

CABLE DISPATCHES.

Two British Steamers Collide—Seven Men Missing.

London, July 27.—The British steamer Baltimore City, Capt. Graham, which recently left Hamburg for United States ports, arrived at Gravesend today, and reports that at 3 o'clock this morning in a dense fog off Folkestone she heard cries for help, and lowering a lifeboat she picked up five men, who turned out to be part of the crew of the English steamer Cleveland, from the Mediterranean, which sunk in a collision with the British tank steamer Duffield, Capt. Lowe, from Philadelphia, June 24th, for Havre, France. The Duffield is understood to have rescued five other members of the crew of the Cleveland, but seven of the sunken steamer's crew are still missing.

Further details received from St. Brieux regarding the wreck of the train crowded with pilgrims returning from the shrine of St. Dauray yesterday, say the accident, it appears, was due to the derailment of the engine. Twenty-four carriages were thrown on top of each other, six being completely wrecked. There was a terrible scene after the disaster. Twelve mutilated corpses have been extracted from the ruins. Fifty persons were injured, twenty seriously. A dispatch from Sydney, N. S. W., says a boat's crew of ten natives has been massacred in the Bismarck Archipelago.

The Aspinwall Fruit Co.'s laborers employed to unload bananas, who struck work at Colon, have been replaced by natives. About 25 newly German seamen came from Panama in time to help unload a German steamship that had just arrived. The strike of the wharf and ship laborers, which commenced on the 17th, and which later extended to the switchmen and others on the railroad, continues. All the steamers at Panama are idle and all business is paralyzed. If labor is not procured promptly the transit of the isthmus will be threatened.

The King of Belgium walked out on foot in the crowded streets yesterday and was greatly cheered, in contrast to the reception he met with after presenting the colors to the civic guard. Two eminent London specialists have been to Southampton in order to examine an American lady, Miss Lena Howard, of Malone, N. Y., who lost her reason while crossing the Atlantic. Miss Howard was a passenger on board the American line steamship New York and left New York on July 14 with a party of friends intending to make a tour of Europe. She is now confined in a private asylum for the insane at Southampton and is very violent at times.

The meetings of the International Geographical Congress were opened this morning. Mr. Clement Markham, president of the Geographical Society, in his opening address, said that the chief point for consideration would be the urgency of adopting more vigorous and precise methods in surveying in future explorations.

The Marquis of Dufferin, British ambassador to France, some time governor-general of Canada, has written to Hayhurst, the Canadian marksman, congratulating him upon his success at the rifle meeting at Biele.

The amount of bullion gone into the Bank of England on balance to-day was £48,000.

Bremen, July 27.—A cable dispatch received here from Nagasaki, Japan, says a hurricane has swept over the coast and that the German steamer Marchel Suchet went aground.

Paris, July 27.—According to the official report of the state of French crops winter wheat is very good in seven departments; good in 57, fair in 6, inferior in 2. Spring wheat is very good in 9 departments, good in 33, fair in 16 and inferior in 1. Rye very good in 19 departments, good in 48, fair in 16 and inferior in none. Oats very good in 16 departments, good in 49, fair in 3 and inferior in none. Barley very good in 16 departments, good in 43, fair in 11 and inferior in none.

THE INDIAN TROUBLE

Washington Officials Disbelieve in the Story of the Massacre.

Washington, July 27.—A dispatch sent by Agent Tetter, Fort Hall, Idaho, Indian reservation, from Idaho Falls shortly after midnight, was received at the Indian bureau to-day. It stated that the agent had joined General Coppinger en route to the scene of trouble. The messengers sent from the agency to Hank's hole have returned from Jackson's Hole and report that the Indians will not resist arrest. The dispatch makes no mention of the reported wholesale massacre at Jackson's hole, and little credence is given to the story by the bureau officials. They say in the event of such a massacre the bureau would be immediately notified by the agent or his representatives.

Washington, July 27.—The Indian department has received a dispatch from Agent Tetter saying there is absolutely no truth in the report of the massacre of Jackson's Hole settlers.

THE ARAWAKS.

Remains of Aboriginal Inhabitants of Jamaica Found.

In the Port Royal mountains, Jamaica, an interesting archaeological discovery was recently made of a cave containing the skeletons of at least twenty-four of the original Arawaks. When Columbus discovered the island in 1494 the Arawaks were estimated at about 800,000. A century and a half later, on the capture of Jamaica by the English, they had completely disappeared, even to their bones, as only the skulls until now had been found. These showed a frontal depression with lateral expansion, an artificially formed deformity that is also found in those just discovered, which are of all ages. A shattered canoe of cedar wood, 7 feet long and 1½ feet wide, an aboriginal mortar, and two earthenware vessels were found with the skeletons.

A GREAT PROJECT RECALLED

The Telegraph Line Through British Columbia, Alaska and Siberia.

Enormous Cost of the Work Done—Abandoned When Cable Was Laid.

A dispatch was published several weeks ago to the effect that the Canadian Pacific Telegraph Company contemplated reoccupying the old telegraph line running through the Cariboo country, and under construction thirty years ago, when it was proposed to connect Europe with America by an overland line.

More recently another dispatch stated that the Western Union proposed rebuilding the abandoned line to connect with Sitka, Juneau and the Yukon. There may be something behind these reports, and the presence on the Coast of J. W. Mackay and C. R. Hosmer, of the Postal Cable Company, who leave on the Alaska steamer to-morrow on what is said to be only a pleasure trip to Sitka, will give some color to these stories. The dispatches referred to recalled to a writer in the Seattle Times some of the facts connected with the early history of that enterprise, and with which the pioneers of British Columbia are quite familiar.

Thirty years ago the civilized world was feverishly talking about this line, which was part of a scheme of the Western Union to build a 21,000 miles of telegraph line running from New York to St. Petersburg, via Seattle and Behring sea. The line was abandoned in the spring of 1890, when it was known that the trans-Atlantic cable was a success, and that the two continents were connected by its only three oceans and miles in length, while the scheme being worked by the Western Union necessitated the building of 21,000 miles.

There were several ships and schooners in the line, employed, and all were engaged in the same business. The employees all wore uniforms and deported themselves in regular military style. The ship Nightingale was the flagship of the squadron.

It will be recalled that the telegraph line was extended over 900 miles north-east of Westminster into the heart of an unexplored country. The preliminary surveys, the exploration parties and the actual construction of this line cost upwards of \$11,000,000. Although thirty winters have passed since the scheme was abandoned, the poles and the wires have stood, and recent examinations resulted in the discovery that much of the wire is still stretched and can be easily put in working order. The great cost of this work was increased by the ample provision for the future which the company made in the shape of supplies sent into the country, hundreds of thousands of tons of wire, all kinds of construction implements, weapons, etc., having been distributed along the route.

The company made just as extensive preparations on Behring sea, in northern Alaska and in Siberia. It was the scheme to span Behring straits by means of a cable, the distance being short and land practicable. The proposed telegraph line was to extend to Cape Prince of Wales, on this side of the sea, and, crossing the straits, connect the Siberian shore at Plover Bay. From Plover Bay inland there is now about 350 miles of poles erected, with wires stretched reaching across the snowy land visited only by an occasional polar bear, a few reindeer, and perhaps crossed at intervals by bands of travelling Esquimaux, who have always looked with awe upon the mysterious monuments of human ingenuity. From Fort Clarence, south of Cape Prince of Wales, and extending about 200 miles southward, is another 300 miles of poles and wire utterly useless for commercial purposes. The line was so well constructed, however, that it is believed to be in good condition even now.

The history of the building of these lines and the commencement of a work that would encircle the world by wire will always be read with interest. The attempt to lay the first Atlantic cable was a failure. For ten years the matter was unsettled and the Western Union Telegraph Company's Russian extension was organized, being a separate company, but having the same stockholders and management. Millions of dollars were spent in setting men at work and securing satisfactory routes and in sending out exploring parties, and finally the great work was commenced on a gigantic scale. Early in the spring of 1890 word was flashed over the world that the second Atlantic cable was a complete success, and at the same time the Russian extension was abandoned. As an illustration of the great loss suffered, it is sufficient to mention that on this extension of this old time telegraph line the cost of transportation of materials and supplies of all kinds equalled \$1 a pound. The materials were abandoned and the supplies were sold to the Hudson Bay trappers for one cent per pound.

It was this great venture that afforded George Kennan, the noted lecturer and magazine writer, information and materials which have since made him wealthy and famous, and have given him a place in the literature of America. He was with the party that worked from St. Petersburg across Siberia to Behring sea, locating a route for a railroad as well as a route for the telegraph line.

Among the other prominent men on this expedition were Ed. Conway, Geo. Frost, George W. Maynard, Henry W. Elliot, H. M. Bannister, Stephen D. Field, Dr. Rothrock, Dr. Dall, Ralph W. Fable, Franklin L. Pope, Joseph I. Sabin, Richard J. Bush and Rudolph Yates.

Fresh supply of garden hose cheaper than ever. 57 Johnson street. Shore's Hardware.

MACHINERY INVENTIONS.

Some Introduced Since 1880 Have Sold to an Enormous Extent.

"Right here in the patent office you may watch the forward rush of civilization, and realize how rapid it is," said Chief Examiner Greely. "Probably it has never occurred to you to consider how many arts and industries that are of importance to-day were unknown in 1880. Their creation has given employment to tens of thousands of people, and to billions of dollars of capital. If we are thrown back only so far as a decade and a half we should find ourselves deprived of numerous comforts, and even necessities, as we now regard them, which were not obtainable at all fifteen years ago."

"The self-binding harvester is new since 1880, commercially speaking. It renders possible the gathering of certain cereal crops with a rapidity unapproachable by hand labor. Hundreds of thousands of men would be required to reap the harvests of the great Northwest without the aid of this machine. It has made practicable the raising of crops far larger than could be produced or garnered otherwise. Incidentally, food has been cheapened."

"The typewriter was not put on the market until 1883. It seems wonderful that we could have got along at all without it. In fifteen years it has cost \$50,000 to \$30,000,000 worth of typewriters have been sold. This machine has opened a new field for women's work. It has increased the demand for writers of shorthand very greatly. The quantity of matter actually written has been enormously increased by this invention. It has rendered letter writing so easy that many people now maintain a large correspondence who would write very few letters by longhand. Merchants write more than twice as many letters as they used to, and the volume of the mails has been proportionately augmented."

"Who, in 1880, ever heard of a grip-motor, or a motorcar? The cable and electric roads are new since then. The cost of constructing and equipping them is mainly for labor, and in this way employment has been given to great numbers of men. These novel systems of traction have given work to regiments of honest fellows who now wear uniforms. When horse cars are superseded by electricity or the cable the number of passengers carried is always greatly increased, and more cars are run, requiring a larger number of employees. The labor at the power-houses is better paid than at the stables."

"The last fifteen years have witnessed the creation of the electric light, the electric trolley, and telephone, and a large variety of industries depending on electricity. The inventions on which they are based have deprived nobody of employment. On the contrary, they have opened entirely new fields and fresh demands for labor. What the aid of our patent system, which holds out to the inventor the prospect of reward, how many of these ideas, which represent the forward steps of civilization, would remain without fruit, if not unthought of. The two most important of the very recent inventions are the type-setting machine and the cash register. The latter has already put on the market \$15,000,000 or \$20,000,000 worth of material, the cost of which is mainly labor. Let us not forget to mention in the list of novel industries the manufacture of the bicycle, which is new, commercially, since 1880."—Washington Star.

All kinds of paint and paint brushes. Shore's Hardware, 57 Johnson St.

The Canadian-Australian liner Warrigal left Sydney on the 18th inst. with 100 tons of overland cargo, 30 tons for Victoria, 50 tons for San Francisco, and 30 saloon and 30 second class passengers. Her cargo will be greatly increased at the other ports of call on the route.

If you must draw the line at Lard

and have, like thousands of other people, to avoid all food prepared with it, this is to remind you that there is a clean, delicate and healthful vegetable shortening, which can be used in its place. If you will

USE COTTOLINE

instead of lard, you can eat pie, pastry and the other "good things" which other folks enjoy, without fear of dyspeptic consequences. Delicacy from lard has come.

Buy a pail, try it in your own kitchen, and be convinced.

Cottolene is sold in 3 and 5 pound pails, by all grocers.

Made only by The N. K. Fairbank Company, Wellington and Ann Sts. MONTREAL.

Fresh supply of garden hose cheaper than ever. 57 Johnson street. Shore's Hardware.

THE TERRORS OF DYSPEPSIA

A DISEASE THAT MAKES THE LIFE OF ITS VICTIM ALMOST UNBEARABLE.

A Sufferer for Years Tells How She Obtained Relief—A Bright Ray of Hope for Those Similarly Affected.

From the Bowmanville News.

The editor of the News, in company with Mr. Jury, of the well known firm of Stott & Jury, visited the home of Samuel Wood, in the township of Darlington, for the purpose of ascertaining the particulars of another of those remarkable cures happily brought about by the use of Dr. Williams' Pink Pills for Pale People. It was Mrs. Wood who had thus been released from suffering, and when the newspaper man made known his mission she said, "Yes, I can give you a bright testimony in favor of Dr. Williams' Pink Pills, for I believe that if they did not save my life, they at all events released me from untold misery. Some three years ago dyspepsia came upon me in a severe form. I doctored with one of the local doctors for more than a year, but all the time was growing steadily worse. The medicine I took cost me a dollar a bottle, and the expenditure was worse than useless for it did me no good. Then my husband thought as I was growing worse, it would be better to try something else, as they felt that unless a change soon came I was doomed to live through the terrors of a dyspeptic's life. Sometimes I would be fairly doubled up with the pain, and it seemed as if a knife was cutting into me. I then tried a number of medicines recommended for dyspepsia, but none of them brought the hoped for relief. We had so often read of the remarkable cures achieved by Dr. Williams' Pink Pills that I determined to give them a trial. I got a supply and before the second box was gone I found myself getting better. I continued the use of the pills until I had taken eleven boxes when I was fully recovered. This was a couple of years ago, and I have not now the least sign of dyspepsia." Mrs. Wood further said that her husband had been a victim of kidney trouble for a long time and had taken a great deal of medicine for its cure but to no avail. When it was seen that Pink Pills was doing his wife so much good, Mr. Wood determined to try them, and they acted like a charm as he is now entirely free from his complaint, and he attributed all to the use of Pink Pills and would not be without them in the house.

Messrs. Stott & Jury informed the News that Pink Pills have an enormous sale. They have handled Pink Pills for years and say they cannot recall a single instance in which a customer came back and said they were not perfectly satisfied with the results. This is certainly a remarkable record, but then Dr. Williams' Pink Pills are sold only in boxes bearing the firm's trade mark and wrapper (printed in red ink), and he had of all druggists or direct by mail from Dr. Williams' Medicine Company, Brockville, Ont., or Schenectady, N. Y., at 50 cents a box, or six boxes for \$2.50.

A GIRL'S TERRIBLE RIDE.

Escaping From the Attack of a Fierce Stallion.

A Braidentown, Fla., special to the Florida Times-Union of June 29th says: The home of the Murphy family is on the outskirts of one of the big Miakka pastures, in which is a herd of horses over which a stallion known as Cash holds arbitrary power. Miss Nellie Murphy, the youngest daughter, is a fearless horse-woman, and frequently rides out alone and rounds up the cattle. A day or two ago Miss Nellie mounted her horse and rode out to drive some cattle home. The girl found the herd of horses and the cattle feeding together and, ignorant of the viciousness of the stallion, innocently rode up. The stallion instantly showed fight and charged like mad at the horse ridden by Miss Nellie. The girl realized her peril and then there began a ride for life. The little girl clung to her seat like a true horse-woman, and the two horses plunged along in their mad race of a mile through woods and meadows. The stallion bit at the girl and her horse alternately. Twice he fixed his teeth on the girl's shoulder, and frequently he bit viciously at her steed.

Mr. Murphy and family, viewing the race from the piazza, could only await the result with what terrible anxiety may be imagined. But Miss Nellie's horse played its part well, and dashed through the gate with its fair burden. Mr. Murphy had secured his rifle and fired at the stallion, then the horse turned around and galloped back to his herd. Miss Nellie fainted as she was lifted from the horse that had saved her by its speed. The girl was not much hurt, although somewhat torn by the teeth of the stallion.

How to Get "Sunlight" Books. Send 12 "Sunlight" Soap wrappers to Lever Bros., Ltd., 43 Scott st., Toronto, who will send post-paid a paper-bound book, 100 pages. For 6 "Lifebuoy" Curbolic Soap wrappers, a similar book will be sent. This is a special opportunity to obtain good reading. Send your name and address written carefully. Remember "Sunlight" sells at six cents per twin-bar, and "Lifebuoy" at 10 cents. One cent postage will bring your wrappers by leaving the ends open.

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