

Cyclists and Their Woes

Ald. Hall's Resolution Was Accorded a Chilly Reception Last Evening.

Only Mover and Seconder Supported It—Other Business Before the Council.

The visions of delightfully smooth roads gliding in the absence of rocks or ruts; the grateful, contented expressions on the countenances of cyclists as they sped along with no haunting fear that the next moment would see them prostrate on the thoroughfare, or that the sharp report of a punctured tire would suddenly smite their ears, which inspired Ald. Hall to introduce his resolution in favor of expending fines from "bikers" on the improvement of the streets, were certainly blasted at the session of the city council last evening. Ferrid rhetoric by the mover and seconder proved of no avail and the unsympathizing majority inexorably waited the resolution to the shades of obscurity. The municipal solons also read for a second time the Revenue by-law, 1900, the bicycle clause engendering considerable discussion.

After the usual preliminaries the mayor suggested that the rules be temporarily suspended and that the resolutions be taken up. This suggestion was adopted and Ald. Brydon's motion providing for the destruction of the old structure on Broad street recently condemned by the sanitary inspector was first considered. The mayor explained that the building was owned by the Bishop of Vancouver, Bishop Orth, and that E. M. Johnson, the agent, was desirous of addressing the council on the subject. Permission being granted, Mr. Johnson pointed out that Bishop Orth had been decidedly unaware that he was in possession of premises containing a nuisance, and notwithstanding the loss of income and the inconvenience that would be occasioned by its removal, he was willing that it be destroyed. But the structure extended somewhat over the line of the sidewalk, which was municipal property, and the speaker subsequently asked that the council assist in the destruction of the premises. He asked that one month's time be allowed the owners, in which they would remove the building, and also that the council take into consideration the advisability of destroying the front portion, which projected a couple of feet on the sidewalk. The required time was granted and Ald. Brydon's resolution was laid on the table for a month.

Ald. Hall's bicycle resolution next came up for consideration. In introducing the subject the alderman made an eloquent oratorical effort, in which there was a forcible plea for the inauguration of favorable roads in order that the cyclists may not be compelled to contravene the law by riding on the sidewalk. He pointed out that the cyclists had recently enriched the municipal exchequer in this particular, and deemed it quite proper that these fines be devoted toward the institution of improvements on the roads. What was the cause of these contraventions? Why, simply because the roads, especially a portion of Cadboro Bay road, was impassible for wheeling. He did not ask specifically for the construction of cinder paths, although they would be beneficial. He thought they would be beneficial. He spoke as a cyclist, who through experience was conversant with their wheeling woes. The whole matter rested with the council—they could inaugurate these improvements or they could continue to force the poor, hunted cyclist to take to the sidewalk owing to bad roads.

Although the council were visibly impressed by Ald. Hall's remarks they could not grasp the points elucidated sufficiently to agree with him, the mayor explaining that although the resolution was perfectly in order the principle was not entirely faultless, as it might be applied to other cases. For instance, the fines paid into the police court for other offences might be devoted toward the instituting of certain improvements for the convenience of the respective offenders. Ald. Beckwith directed attention to the fact that a weekly publication had accused the city council of installing police constables on the outskirts of the city to catch cyclists riding on the sidewalk. He wished to point out that it was the board of police commissioners, not the council, who had immediate supervision over the police. The mayor, however, explained that the council made the law and were responsible for its enforcement.

Ald. Williams, the seconder, spoke in favor of road improvement if only on one or two streets. Ald. Kinsman could not see anything in the motion and was of the opinion that there was not sufficient money on hand to construct bicycle paths.

Ald. Cameron did not favor disturbing the finances at this portion of the year, and he also did not deem it advisable to expend the fines collected in one department of misdemeanors for the special benefit of the cyclists.

The mover of the resolution by this time perceived that he was fighting for a lost cause, and although he stood by his colors, or motion, to the last, supported by the seconder, Ald. Williams, the fortunes of the day went against them and the resolution was lost.

Ald. Brydon's permanent sidewalk by-law was carried unanimously.

C. C. Bevans called attention to the bad state of the upper portion of Prior street, which was, in winter particularly, dangerous to vehicular traffic. He asked that it be repaired. Received and referred to the city engineer for report.

home elsewhere. She was 74 years of age and unable to battle with the world.

Ald. Hall moved that this be referred to a committee.

The mayor pointed out that the council had no control over the Old Women's Home, which was managed by a committee of ladies. Ald. Hall then amended his motion, and asked that the letter be received and filed.

The mayor explained that he had instituted inquiries and had ascertained that the lady in question was by no means infirm, and was able at times to go out and work. Ald. Hall's motion on this point was formally carried.

Margaret Verdier wanted permission to construct a fence on Bank street to form an enclosure for her cow. Ald. Brydon and Stewart were unfavorable to granting the permission, but Ald. Williams held a contrary opinion. Permission was refused.

The mayor announced that he had received on Saturday a letter from the city engineer regarding Rock Bay bridge. In the evening edition of the Times he was surprised to discover an item referring to the letter and its purpose, and which alarmed the people. There was certainly no cause for alarm, especially as far as the structural formation of the bridge was concerned. The only repairs necessary was to some of the planking.

The water commissioner recommended that tenders be called for 100 cords of wood for the pumping station, also for hauling coal to same place. He also reported on the completion of the building. Received and adopted.

Victoria, B.C., Aug. 20, 1900.

To His Worship the Mayor and Board of Aldermen:

Gentlemen—I would respectfully report respecting certain alterations, repairs, painting, etc., which, in my opinion, should be done at the city hall, namely, paint in two coats the whole of the outside of the brick building (three sides) from the cornice down; paint and grain the outside doors; put cast iron at foot of conductor pipes; kalsomine the whole of the inside of the two lower stories, except the mayor's room, committee room and two rooms in the west end of the building; varnish in one coat all the woodwork except in the rooms mentioned above; cut doorway from present police barracks into the room lately occupied by the fire department; make detection room in police station; remove both upstairs; repair steps to police court; repair plaster where required, and construct platform to prevent weights falling through the ceiling under fire alarm apparatus.

The cost of the above-mentioned work will be \$975.

Your obedient servant,
WM. W. NORTHCOOT,
Building Inspector.

Ald. Hall moved the adoption of the report, but Ald. Cameron advised that the matter be referred to a committee. Although the painting, etc., would prove all right, there might be some things on which the \$975 could be better expended.

Ald. Brydon also took this view, and the resolution was finally referred to a special committee consisting of Ald. Cameron, Brydon and Hall.

A. Gibson, secretary of the Victoria Retail Grocers' Association, acknowledged receipt of previous communication from the council, and asked that the clause in the Market by-law allowing peddlers to carry on their vocations for five cents per day be repealed, and that they be compelled to pay a license of \$20 per month.

This was received and laid on the table pending the consideration of the Revenue by-law.

The city engineer reported regarding a number of improvements, and recommended the laying of a sidewalk on a section of Cook street. This was dealt with clause by clause, the clause referring to the sidewalk on Cook street, however, being struck out. The report was then referred to the streets and bridges committee.

John Hepburn and others petitioned for the construction of a crossing on Government street from the Prince of Wales saloon to the premises of Tai Yune & Co. Received and referred to engineer for report.

Robert Dinsdale and others petitioned for the removal of a Chinese laundry on Hillside avenue, constituting a menace and nuisance. Referred to sanitary officer and building inspector.

The finance committee recommended that a grant of \$200 be given the board of trade for the publication of a special supplement dealing with Victoria, in connection with their annual report. Adopted.

The same committee recommended that the insurance on the agriculture buildings be reduced to \$12,000. Adopted. The finance committee also recommended the appropriation of \$5,142.88 for the payment of current accounts. Adopted.

The tenders for the printing of the revised by-laws were next considered. Tenders were received from the Colonist P. & P. Co., T. R. Oussack, and British Columbia Printing & Engraving Co. These were referred to the finance committee and purchasing committee, with power to act.

Mr. Stewart asked for information regarding the state of the suit entered against Mr. Duck.

Mr. Bradburn replied that the writ had been served and that the case would be heard about the beginning of September, when the law vacation would be terminated.

Regarding the case against the lawyers for the payment of their license fees, the city solicitor stated that he had been notified that an appeal would be taken from the magistrates' decision.

The council next proceeded to tackle the by-laws, resolving itself into a committee of the whole to consider the Revenue by-law, 1900.

The first clause passed with no amendment, as did the next.

Ald. Cameron opposed the bicycle tax clause, contending that the desire of the cyclists was the improvement of the streets. They all did not want the tax. At this juncture it was noticed that the council was becoming rapidly less in numbers, and the committee rose and reported progress.

Exportation Of Fruit

Canadians Have a Large List With Which to Meet the Trade.

Apples Most Suitable to Send Abroad—Fruit Keeps Best in Cases.

The following has been issued by the department of agriculture, Ottawa:

The time seems opportune to discuss the exportation of Canadian fruit. Questions relating to it have been frequently put late by visitors to the Canadian pavilion at the Paris exposition, as well as by visitors to the Palais D'Horticulture.

An extensive display of fruit in the natural state, the exhibit comprising a large number of varieties all in fine condition, and at so late a date, is to those who are not accustomed to it a cause of astonishment. How have so many kinds of apples been kept till the month of July, in such fine condition? So many have been brought so far without injury? These are some of the questions that are put daily, and that require to be honestly answered. It was expected these questions would be put, and it would be found that the fruit itself would stimulate questions.

Nearly a hundred varieties of apples in the natural state were collected by the government of Canada last season and stored away for the exhibit to be made this year in Paris. It was intended that this should be made valuable commercially, and perhaps also stimulate immigration to a country that is capable of producing such fruit. While apples alone in the natural state are exhibited, pears, peaches, plums, quinces and all the small fruits are shown in their antisepic solutions, which permit their size and beauty to be readily seen.

The chief exportable fruit from Canada is the apple. In an ordinary season the quantity of this valuable fruit available for export is very large; once or twice in a decade it is extraordinarily large, and would require to be carefully handled. They would be well worth the trouble, however, during a very limited season, but for the general trade something that will handle safely is required. Fortunately to meet the requirements of such a trade the Canadians have a large and useful list, this includes apples of the highest quality as well as some of only secondary quality. Amongst the first is the Northern Spy. This fine kind is well known in the trade. It has few equals in its many good features; it is of the highest quality; it is of fine size and appearance and handles well, and always commands a good price. After being exposed a month in the hot building, the Palais D'Horticulture, many of the specimens are not only sound, but have retained their juiciness.

Almost as much may be said of the Russets. Several sorts come under this designation, the Roxbury Russet, the Golden Russet and the Nonpareil. All of these keep and handle well, and are of first rate quality. The Ben Davis is of good appearance and handles well, perhaps better than most, but is of only second quality. In spite of its poor quality it is entering largely into the export trade. The Baldwin is probably next to the Spy in quality, and is better known in the trade. It has few equals as a shipping apple. The Rhode Island Greening, or Greening simply, is not in as much favor as it was formerly, it is, nevertheless, a useful kind to ship. The Nann and some others of recent introduction will in time displace it. The Esopus, Spitzenburg or Spits as it is familiarly called, is one of the best, but it is not as profitable to the grower as some of the others.

Amongst apples of large size that ship well and bring fair prices, are the Kings and Fallow Waters. The Kings have for many years been favorites in the trade, their large size and fine color render them attractive. They are besides a fair quality and handle well. The Fallow Water is fully larger, and this year has handled much better. It travelled three thousand miles by rail

before reaching the steamship, and yet some of the cases gave over eighty per cent. good sound fruit on reaching Paris. Another of this class is the Red Cheeked Pippin. It also came from British Columbia and reached Paris in good condition. It is a splendid fruit. Newtons also did well in every respect, and proved themselves to be good shippers and handlers.

Amongst the very fine kinds that are not exported as extensively as they ought to be, are the American Pippins. This is of only medium size, but is of perfect form and handsome color, and equal to the very best in quality. It comes through the ordeal this year with credit. The Blenheim Orange is a fitting companion to the American Pippin in every respect—both are in perfect condition to-day, and the test they have undergone was a severe one.

Then there is the Canada Red, the Canada Baldwin, the Wagner, the Wingsnap and a host of others that might be named, all good varieties that ship well; but a sufficient number of varieties has been already named for every useful purpose in the trade.

Some of the kinds enumerated may be shipped safely for almost all times, such as the Northern Spy, Spitzenburg, Baldwin, Ben Davis, Roxbury and the Golden Russets, but the apples of the famous type, such as the Fameuse, the McIntosh Red, the Scarlet Pippin, the Princess Louise, etc., should only be shipped in the Northern Spy, and disposed of at once for immediate use, except under exceptionally favorable conditions, they would not keep only for a short time, and might disappoint the handler.

The question of the size and shape of the packages for export has been pretty well thrashed out. The ordinary apple barrel, holding about two and a half bushels and weighing, barrel and all, about one hundred and fifty pounds, is the favorite package, though a large number of cases have been shipped of late years holding about 60 lbs. weight of fruit. In these cases the fruit is in separate compartments and is landed generally in the best condition. This is a specially useful package for early fruit and for the fine soft fresh kinds of the Fameuse type.

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The New Barracks

The First Story of a Substantial Building Has Been Completed.

Work Commenced in June—Will Be Ready for Accommodation in the Fall.

Although it may not be generally known, but during the past few months a splendid new barracks has been in the course of erection on the property adjoining the present barracks premises at Work Point, and there is every reason to believe that it is merely a question of a comparatively short time when the construction of this building will be followed by others equally pretentious and commodious.

During the past few years it has been periodically mooted in authentic circles that it was the intention of the Imperial authorities to increase the strength of the forces at both this point and Halifax, and naturally the first detail which would precede this step would be the erection of quarters adequate for the accommodation of the additional forces. The property upon which it was intended to construct the new quarters was owned by citizens of Victoria. Some time last year the home government appropriated the sum of \$25,000 for the purpose of meeting the expenditure entailed in the establishment of the augmenting forces, including the expropriation of the land, the necessary buildings and other essentials. The land decided upon was that adjoining the present barracks property, and acting on the authority of the Minister of Militia, P. C. Macgregor acted as a valuator of the property in order that the owners might be fairly compensated.

This was during last spring and the work of clearing the site—consisting of between five and six acres—was immediately commenced. Operations on the construction of the building commenced in June, although everything was in readiness as far back as April. The work commenced directly upon the receipt of the cable message from the Imperial authorities.

The present structure will when completed be two stories in height with dimensions of 164x24 feet. It will be rectangular in shape far back on the property and thus face the spacious parade grounds. The building may safely be considered as being divided into three compartments—a central square block, flanked on each side by the barracks rooms. In the central block will be the apartment of the non-commissioned officers, the company's store room, the stairway and wash rooms.

The barracks rooms, of which there will be two on each floor, will be about sixty feet in length by between twenty and thirty wide, and will have accommodation for twenty-four men each, and will consequently contain twenty-four beds. Each room will be fitted up from a standpoint of hygiene, comfort, convenience and durability, and will have two large modern ventilator grates. The upper floor will be a duplicate of the lower floor.

The barracks "hut," as the structure is called, is constructed on concrete foundation and is of brick laid with cement. The character of the work is what is technically designated English bond, the main object being strength and endurance. In fact this readily becomes apparent at first glance, and the thorough systematic manner in which the work is being carried out is eminently indicative of the imperial intention that this structure "will be there to stay."

There are at present employed upon the work thirteen civilian bricklayers and Royal Engineers, a number of carpenters and laborers. Sergt.-Major Warwick being foreman of the works. The

ALLISON TOWNSITE

LOTS NOW IN THE MARKET

SITUATED ON THE BEAUTIFUL VALLEY OF THE

Similkameen River,

at the point where the railway leaves the valley for Spence's Bridge and in close proximity to Copper Mountain is the coming business centre for all the mining camps from Twenty-Mile to Otter Valley, and the country west of the railway known as the Hope Mountain, is so situated as to command the trade north to Spence's Bridge, east to Pentiction, west to Hope and the Tulameen, and south to Copper and Kennedy mountains.

NOW IS the time to secure the most favorable location before the railway is commenced, and the government establish the head offices for that district. Railway and wagon road are both located through the centre of the town. Handsome bridge just completed over the Similkameen river, connecting with Copper Mountain wagon road.

Stores and hotel now under construction, and sawmill being erected close to townsite. Apply to

J. F. FOULKES & CO.,
35 FORT STREET,
and Room 7, Board of Trade Building. Head office, Dewdney's Canadian Syndicate, Ltd.

A FEW WORDS

It needs no argument to demonstrate the desirability of buying your Groceries where the highest quality is joined to the lowest prices. We would like to call your attention to the fact that we always please the most exacting.

- CREAMERY BUTTER 25c. lb.
- DAIRY BUTTER 20c. lb.
- ISLAND POTATOES \$1.00 sack
- EASTERN EGGS (tested) 25c. doz.
- FLOUR AND SUGAR 25c. doz.

...AT SAME PRICES AS LAST WEEK
MORGAN'S FRESH FROZEN EASTERN OYSTERS.

DIXIE H. ROSS & CO.

Toys, Toys, Toys.

Samples of American, English and European Toys for the Fall and Christmas Trade. Orders taken and indents executed.

J. PIERCY & CO.,
Wholesale Dry Goods and Clothing Manufacturers.
21, 23, 25, 27, 29 YATES STREET, VICTORIA, B.C.

Agents Wanted

To sell high grade fruit trees and fruit bushes, ornamental trees, flowering shrubs, roses, hedging, vines, etc. all of which is sent out under government certificate for cleanliness and freshness from disease, for

THE FONTHILL NURSERIES
We have the largest nurseries in Canada, 800 acres, and can therefore give the best assortment of stock.

STEADY EMPLOYMENT TO WORKERS
And good pay weekly. All supplies free.

We are sole agents for Dr. Mole's celebrated Caterpillarine, which protects trees from the caterpillar. Highest testimonials. Our agents cover their expenses by carrying this as a side line. It is in great demand. Write at once for terms.

Stone & Wellington, Toronto.

operations will be finished in the fall, and this is especially urgent in order to accommodate the members of the 48th Fortress Co. and part of the 44th submarine miners, who are at present occupying tents of the adjoining premises. The building will have what is called a "hip" roof, topped with slate. The accommodation will be for full company of one hundred men, and the appointments in the barracks room will be installed to a mathematical nicety in the arrangement and convenience.

When the structure is completed the fence separating the two premises will be removed and the parade grounds merged into one. These will then be particularly spacious, and in their regularity and imperial location will be difficult to parallel. Already the first story has been erected, and work has commenced on the rearing of the second.

PEKIN'S OBSERVATORY.

At Pekin exists highly curious proof of China's early superiority over Western nations, in the shape of the wonderful observatory close to the city walls. The oldest of its "curiously beautiful bronze instruments" were old when Kubla Khan conquered the city in 1270. Metal astronomical instruments were unknown in Europe before Tycho Brahe. The astronomers whom Kubla brought with him found that some of the instruments, which were trophies of ancient wars,

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Col. Marchant, of Fushoda fame, has been appointed to the general staff of the China expeditionary corps.