

The Subsidy Cut in Two

City Council Reduces the Proposed Payment for Port Angeles Ferry.

Some Stormy Scenes-Williams Defies the Chair-Camer-on Retorts.

Hayward Changes Front-States That Promoters Would Accept Less.

All the aldermen were present when the mayor called the meeting to order at 8:15 o'clock. City Clerk Dowler and City Solicitor Bradburn being also in attendance.

The usual routine business being disposed of, a letter was read from Hon. J. Fred. Hume, asking permission to plant some shade trees on Dallas road in front of his residence on both sides of the road. This, the writer suggested, might induce other property owners to follow suit and to assist in the construction of

A Nice Avenue along that road. Mr. Hume said he would have some richer earth placed there, and would protect the trees from the depredations of the small boys and other destructive animals by the erection of palings, all free of cost to the city.

The mayor expressed the opinion that it would be well for a by-law to be passed governing this matter. Perhaps this request might be granted provided the work be done under the supervision and to the satisfaction of the engineer.

Ald. Beckwith agreed as to the necessity of the by-law, and on motion of Ald. Beckwith and Stewart the request of Mr. Hume was granted, the work to be done to the engineer's satisfaction.

A Sidewalk to Suit. The British-America Paint Co. informed the council that their new building is approaching completion, and they are removing their plant into it. They are handicapped in the work by the condition of the sidewalk, and asked that it be made as good as the erection of such a building warrants.

Ald. Humphrey thought there should be a concrete sidewalk, but as, in answer to Ald. Hayward, the mayor said the writers did not ask for that, and the general opinion was that a permanent sidewalk is not needed at that place, Ald. Beckwith moved that the letter be referred to the engineer with power to act. Carried.

A Modest Request. John Robertson asked permission to erect a five-brick pier underneath his blacksmith shop to prevent further settling of the building, and the letter went to the fire wardens and the building inspector on motion of Ald. Stewart.

To Establish a School of Art. David Blair applied for the use of a room in the city hall for the purpose of opening out a free exhibition of paintings and other works of art which will be free to the public, the exhibition being a preliminary to the establishment by the writer of a school of art, science and technology, to be affiliated with a London university movement.

The mayor explained that Mr. Blair had approached him on the subject, and had suggested that the room adjoining the one occupied by the city school superintendent would be suitable for the purpose, and on motion of Ald. Stewart and Kinsman the matter was left in the mayor's hands to be dealt with.

Police Uniforms Delayed. Messrs. Thomas & Grant informed the council that on account of a delay in receiving the cloth for the policemen's uniforms, occasioned by the freight handlers' strike at Owen Sound, they would be unable to have the clothing finished within the time specified, and asked for an extension of time for one week.

Granted on motion of Ald. Beckwith and Williams.

Rearranging Lights. Mr. William Marchant applied to the council for the removal of certain electric lights to other and more advantageous positions at the corner of Haughton and North Pembroke and North Chatham and Belmont avenues, and the letter went to the electric light committee for report on motion of Ald. Humphrey.

The Rifle Range. From Major Williams of the Fifth Regiment came the following communication:

Victoria, Oct. 5, 1899. To His Worship, the Mayor, and Board of Aldermen of the City of Victoria: Gentlemen: I have the honor to state that during the recent visit to the city of Mr. Paul Weatherbe, inspector of public works of the militia department of Canada, the matter of a rifle range was gone into.

Various sites in different parts of the suburbs of Victoria were submitted to and examined by Mr. Weatherbe. I may say, of all the sites so examined, the old range at Clover Point was the only one which, in Mr. Weatherbe's opinion, fulfilled in any measure the conditions laid down by the militia department of Canada, in the selection of rifle ranges.

I have the pleasure of accompanying Mr. Weatherbe, when he visited Clover Point range, and his advice to me, as being one who was interested in obtaining a rifle range as conveniently situated as possible, for the use of our local militia, was to use every possible endeavor to get all data and information concerning the Clover Point rifle range in shape as soon as possible, so that the matter can be submitted in a report to the militia department, with a view of having the Dominion government acquire the land

necessary, and proceed with the construction of a well-equipped, modern range on this site.

Mr. Weatherbe gave me to understand that the militia department recognized the fact that a rifle range for Victoria was an absolute necessity, and he stated that the Dominion authorities were prepared to expend in the neighborhood of \$15,000 upon acquiring the land and building and equipping a first-class range, if a site which would in a fair measure fulfill the conditions required by them, in the selection of rifle range sites, was submitted to them. He stated that Clover Point range, while not fulfilling these conditions at present in as great a measure as he would like to see, could be made to do by acquiring a strip of land, having an average width of 100 feet, immediately to the north of the present range site; and further by closing the road which exists between the south end of Cook street, and following the bank of the shore line easterly to the cable station to the east of Moss street; and substituting for the road thus closed a road which would run approximately 120 feet to the north, and parallel to it. I may say the southern extremities of Cook street and Moss street, for a distance of 150 and 120 feet respectively, would require to be closed, and the roads from Beacon Hill park running east would require to be connected with this new road.

In fulfillment, therefore, of Mr. Weatherbe's suggestions, I have had in correspondence with the trustees of the Douglas estate, and have obtained from them the price and terms upon which the Dominion government can acquire sub-division 82, and the southerly portion of sub-divisions 15, 19, 23, 24 and 51 of the Fairfield Farm estate.

I now have the honor to approach your honorable body, with a view of ascertaining what aid you are prepared to extend to the local militia, in placing the depot of the Douglas estate, and in making possible for the acceptance of the militia authorities. In order to carry out the suggestions made by Mr. Weatherbe to me as above, it will devolve upon your honorable body to do the following things, which are more or less touched upon above:

1st. To permit the erection of a firing point upon the southeasterly corner of Beacon Hill park, and as near as possible to the edge of the bank at that point.

2nd. To close the Dallas road, as it at present exists, from the easterly boundary of Beacon Hill park to the southeasterly corner of sub-division 51 of Fairfield Farm estate; also to close to traffic the southerly 120 feet more or less of Moss street, reserving, however, to the city a right of way from this point to the beach and along the sewer-pipe line, which extends through lot 82, Fairfield Farm estate.

3rd. The taking over by the city of a strip of land 60 feet wide, running more or less parallel to the easterly boundary of Dallas road, either upon condition that the Dominion government construct a new road therein, which would be equal in all respects to that portion of Dallas road closed; or it may be that your honorable body, in view of the fact that the large expenditure it will entail upon the Dominion government to construct, equip and maintain this range, and in view of the undoubted advantages accruing to the city of Victoria from having this range within its bounds, will see fit to aid this project by taking over the aforesaid strip of land 60 feet wide, and constructing at your own proper expense the proposed new road.

4th. It will be necessary, also, to allocate these ranges to the southeasterly corner of Beacon Hill park so that they would join and connect with the proposed new road where it meets the southerly extremity of Cook street.

In reviewing the whole matter, I cannot help pointing out a fact in connection with the adoption of the Clover Point range, which I think should be given due weight by your honorable body, as it is one which is bound of necessity to be taken into consideration in the near future, a considerable sum of money. I refer to the fact that the coast line from Clover Point westerly to Cook street, and indeed along the whole shore line of Beacon Hill, the sea has been put up, to safeguard the public from a landslide, which at that point has cut into the road.

It is needless, I think, to explain further that in order to prevent the ultimate washing away of the whole of that portion of Dallas road, which I have asked you to have closed, it will be necessary for the city council to do one of two things, viz., either log up the entire shore line, from the end of Moss street to the end of Cook street, or else to close the existing road, and open a new one further inland, removing the jar which constant traffic occasions, and which in a greater or less degree is no doubt responsible for land slides above referred to.

I wish to point out that in event either of these courses being taken the cost to the city will be very great, and I cannot help thinking that your hearty support of this rifle range project, at this time, will certainly mean the obviating of a large expenditure by the ratepayers of Victoria at a not very distant date.

In conclusion, I would ask your honorable body that you would extend to this matter your immediate attention, and that you would take as early date as possible, so that I may be enabled to conclude the report, which will be forwarded through the proper channels of the militia authorities.

I enclose herewith a blue-print of a plan prepared by Mr. George Hargrave, C.E., in the above matter. Your obedient servant,

Major Fifth Regiment, C.A.

The mayor said this matter had been before the council, and he presumed they would be in a position to take some action upon it. He thought it was in the interest of the city that the council should say the range in shape as soon as possible, so that the matter can be submitted in a report to the militia department, with a view of having the Dominion government acquire the land

Humphrey and Hayward suggesting that it would be well to have the road run further north toward the end of Moss street, but finally Ald. Humphrey moved for a special committee to be appointed, and the motion carried. Ald. Humphrey, Beckwith and Stewart were appointed such committee.

Electric Working Inspector. An application was received from A. R. Snelling for the position of electric wiring inspector under the new by-law, saying his application was endorsed by the Victoria board of fire underwriters.

Laid on the table for future consideration.

An Old Nuisance Revived. Thomas Flewin again asked protection for his property which is endangered by sparks from the laundry building of St. Ann's convent. Referred to the fire wardens and fire chief with power to act, on motion of Ald. Cameron.

Mr. Keller's Claim. City Solicitor Bradburn reported on the subject of Mr. Keller's pipe, about which the council has heard a good deal in the last few weeks. Mr. Bradburn said that as three of the pieces of pipe returned have proven not to be Mr. Keller's property it would be well for the council to empower the writer to make an offer to Mr. Keller's solicitors of \$27, without prejudice to the latter's interests, as a settlement of the whole matter.

Ald. Macgregor, who has championed Mr. Keller throughout the controversy, thought this was pretty small. He moved to refer the report back and the solicitor had the report recommended, finally paying \$5 for 3 pieces of pipe, which the offer amounted to.

Ald. Humphrey could not see that the council should be called upon to make any special arrangements in such a matter.

The motion was defeated, Ald. Williams finding support only in Ald. Macgregor, Ald. Beckwith, although seconding the motion, voting against it.

Electric Wiring Inspector. The by-law providing for the inspection of electric wiring in the city, appointment of an inspector and fixing the fees was reconsidered and finally passed on the motion of its sponsor, Ald. Stewart.

The Subsidy Cut in Two. Then the fight on the Port Angeles ferry aid by-law recommenced. Last week Ald. Macgregor had the floor when the statutory hour of adjournment, 11 o'clock arrived, although he had then apparently exhausted the subject. Technically he had the right to continue the debate, and although the mayor explained the debate was really closed, Ald. Macgregor, as the mover of the second reading, would have an opportunity to finish the speech which he had not time to get through last week.

Ald. Macgregor then took the floor, President Cushing and Attorney Trumbull of Port Angeles Eastern, and Frank Higgins, the Victoria attorney for that corporation, having entered and taken seats in a portion of the hall reserved for the public.

Ald. Macgregor said that at the last meeting the council was pretty well divided, but he hoped that after considering it for a week he thought probably they would change their views. It was a question of continuing the debate lightly with. There was some division of opinion as to the right of the council to deny the ratepayers the opportunity of expressing an opinion on the measures, his own view being that the people should have the supreme voice. What, however, he did not believe in was the act he believed it was the intention that the council should be compelled to submit a by-law when it was petitioned for.

The mayor said Ald. Macgregor was quite mistaken. Ald. Macgregor knew there was a difference of opinion, but he would just like not to be interrupted. There might be a technical meaning, but the intention was to allow the people to be the supreme judges. There were some features of the scheme they had not entered into fully. There was the matter of tourist travel.

Ald. Stewart—We had all that last week. Ald. Macgregor insisted upon not being interrupted. The mayor said that when an alderman exercised his right of replying to the debate it was presumed he would have a right to be heard. Ald. Macgregor had then a strange request. He said if he were to be permitted to address the chair he ought to be permitted to address it in silence.

An alderman (sotto voce)—I wish you would. The mayor said he could not prevent an alderman interjecting a remark. Ald. Macgregor had nothing to complain of. Ald. Macgregor had everything to complain of.

The mayor—I have given you an opportunity of continuing your remarks; an opportunity no other alderman has had.

Ald. Macgregor—What I complain of is that I have been interrupted every three seconds since I began. Ald. Stewart—Say something and go ahead. Ald. Macgregor—If you are willing to turn this into a bear garden, Mr. Mayor, all right, go ahead.

The mayor—I am keeping order. You may say what you please, but you are allowing interruptions. This don't suit you or you wouldn't allow it. More wrangling ensued and Ald. Macgregor continued to dwell upon the tourist trade which Victoria is missing. With this connection he said we would spend \$10 a head, would leave \$200,000 a year in the city among the tradesmen. Then there was the advantage of being connected with 60 or 70 millions of people to the south, who will do a great deal towards developing our undeveloped resources. He had had a conversation with a mining man who has just returned from the West Coast, and who had told him that there are a good many men prospecting there, most of whom are Americans. Two-thirds of them at least. Then there was another matter; freight coming in carload lots. He intended to have the by-law provide that this would be free of wharfage. This would save 50 cents a ton. Then this would practically mean the entrance to the city of the Grand Trunk, the N.P.R.R. and the G.T.R. being the great competitors of the C.P.R. This would mean that shippers could have their freight delivered here in Montreal or Toronto. This was loaded in Montreal or Toronto. This would bring about a reduction of transcontinental rates. Another feature was that this would mean the extension of the E. & N. to the north of the island, and he saw by the Times that we were possibly to have the telegraph wire from the north brought by way of

ent arrangement, was then carried. Ald. Cameron, Macgregor, Brydon, Beckwith and Stewart voting for it.

The Murder Mystics. The finance committee forestalled two motions of Ald. Williams by recommending that the sum of \$250 in each case be offered as a reward for information which led to the arrest and conviction of the murderer or murderers of Mrs. Kings and of Michael Powers.

The adoption of the report was moved by Ald. Humphrey and seconded by Ald. Hayward, and carried without discussion.

Accounts. The same committee recommended for payment accounts amounting to \$2,376.75, and the report was adopted on Ald. Hayward's motion.

General Hutton's Visit. Ald. Williams moved that a special committee be appointed to arrange for the suitable reception of Major-General Hutton on his approaching visit to the city. He thought this would be a good means of ensuring the realization of the intentions of the Imperial and Federal governments to make Esquimalt one of the most important naval stations in Canada. "It was a very important matter, Mr. Mayor."

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the north end of the island to Victoria. It had been said the promoters were asking too much money. From all he could learn the cost of building fast steamers and ocean docks was very expensive, and the maintenance is also costly. If the aldermen thought the subsidy asked too much and had authority to show that the cost would be less, he was prepared to support a reduction.

But from what he could find out it would take all this and more. It didn't do to throw cold water on this. Victoria wanted all the connection she could get. The city don't have to pay for submitting the by-law; Victoria had everything to gain, and nothing to lose. He hoped the aldermen would support the second reading.

Ald. Hayward asked permission to make an explanation of the vote he was about to give.

The debate is closed, Ald. Hayward. Ald. Hayward said he did not wish to discuss the matter, all he asked was permission to make a statement.

Permission being granted, Ald. Hayward said that last week he opposed the second reading because the subsidy proposed was too large, but he understood now that the promoters are willing to accept a very much less subsidy than now asked for. He was now prepared to vote for the second reading on the understanding that the subsidy be cut down.

The vote was then taken as follows: for the amendment that the second reading be taken when the railway is completed to Port Angeles: The mayor, and Ald. Cameron, Humphrey and Stewart; against: Ald. Brydon, Beckwith, Hayward, Kinsman, Macgregor and Williams.

Ald. Cameron threatened another amendment, saying Ald. Macgregor had been allowed an undue advantage. On second thought he allowed the second reading to be carried and said he would endeavor to amend the by-law in committee. The same vote was registered on the motion to read the by-law a second time.

Ald. Macgregor then moved that the council go into committee of the whole with the mayor in the chair, and the motion was agreed to.

Section 1 was read, and Ald. Stewart moved that \$8,750 be substituted for \$17,500, the amount of the yearly subsidy.

The mayor said he thought \$5,000 quite enough. Ald. Williams said Ald. Stewart did not take in the situation at all. What was needed was to bring the C.P.R. into Victoria.

The mayor called Ald. Williams's attention to the fact that the principle of the by-law could not be discussed in committee. The time for that had gone by.

Ald. Williams refused to be called to order. The mayor had interrupted the proceedings every night. The mayor couldn't call him to order any more. A disgraceful exchange of words took place, Ald. Williams apparently losing his temper altogether.

Still discussing the C.P.R. and the effect the Port Angeles move would have in forcing the hand of that company, Ald. Williams was interrupted by Ald. Brydon, who rose to a point of order. Ald. Williams would not make way for Ald. Brydon until ordered to do so by the mayor. The point of order was that Ald. Williams was discussing the principle of the by-law.

The mayor sustained Ald. Brydon and told Ald. Williams the C.P.R. part of the thing had nothing to do with them in committee.

Ald. Williams reiterated it had a good deal to do with it. Ald. Humphrey wanted to amend the period of years for which the subsidy should be paid from 20 to 10, but the mayor said it would be better to wait until the amount had been dealt with.

Ald. Brydon wanted to know where Ald. Hayward got his information about the promoters being willing to accept less than the amount asked. Ald. Hayward's own feeling was that \$10,000 would be fair value for the service promised. He was not sure the promoters would accept \$12,500, but had an assurance they would accept \$12,500. He thought \$12,500 a fair subsidy and was willing to submit that to the people.

Applause from beyond the rail, which was sternly repressed by his worship. Ald. Cameron said this was not the proper time to bring this by-law in. The promoters haven't any railway. They haven't any ferry and they won't have unless they get a fat thing from us.

The mayor called Ald. Cameron to order too, and that gentleman concluded by saying the proposal should come up at an election time, when the people could decide whether they wanted it.

Ald. Macgregor then said the promoters would be willing to accept a reduction provided the city agreed to reduce the required speed of the ferry steamer to 18 miles instead of 18 knots an hour, and the car ferry from 9 knots to 9 miles.

Ald. Beckwith was anxious and determined to see that whatever sum he paid, the city gets the service it requires. He did not think the promoters meant to spend \$17,500 on the service. His strong point was that whatever sum he paid by the city the service shall be just as they stipulate it shall be.

Ald. Williams said the outer wharf cost \$8,000 a year for maintenance. The wharves of this ferry connection would cost something to maintain, but the alderman concluded with the sage remark that "we need the connection and of course we require it."

are 20,000 people here at least; in Port Angeles there are 2,000. Why should we pay it all? Wouldn't it benefit them some at least?

The amendment to substitute \$12,500 was defeated on the following division: For—Ald. Hayward, Kinsman, Beckwith, Macgregor and Williams; Against—The mayor and Ald. Cameron, Brydon, Humphrey and Stewart.

Ald. Hayward moved \$12,000, and "scraps" of the evening. Ald. Williams accused the mayor of unfairness, called him the "King Pin" of the opposition, declined to withdraw his expression, claimed he was referring to his worship respectfully when he called him the "King Pin," told the mayor to quit talking, he had talked enough, and as for respectful language, said his respect for the chair depended upon who the chair was.

Ald. Williams said he would like to leave this question for an election and have Ald. Cameron run against it.

Ald. Cameron said he was not afraid to vote as he believed right without thinking of a future election. He didn't have to run again if he didn't want to, and therefore was under no necessity to rant or rave, moving a lot of ridiculous motions and making a lot of absurd statements. Nor was he afraid to leave it to an election either. He was prepared to do his duty.

The mayor thought the \$12,000 amendment was in order, but the solicitor said there was a donkey and Ald. Hayward got the benefit of it. The amendment was defeated on the same vote as the last.

Ald. Macgregor moved \$11,000. The mayor said the promoters stated when they came over to Victoria first that the connection would cost \$375,000. Ald. Humphrey said he was surprised that Ald. Williams should oppose \$8,750, when he was a member of the railway sub-committee of the Committee of the City, which recommended paying that sum.

Ald. Cameron thought the committee had better rise. What was the good of debating the by-law when it was killed? The promoters had said they would take no less than \$500,000, and there was no other company to take hold of it. Ald. Hayward said the connection was surely worth something. Let the council determine what it is worth and some company will take hold of it.

The \$10,000 amendment shared the same fate as the last on the same vote. And \$10,000, also.

Ald. Hayward continued the Dutch auction with an amendment of \$10,000. He made a very earnest appeal that this should be accepted, and was complimented by Ald. Beckwith upon his qualifications as an auctioneer.

That amendment went the same way. Ald. Beckwith moved \$9,500. Ald. Cameron said this was a ridiculous waste of time. No company has offered to do it for this sum. The by-law was dead. The people should be told forward said: "This is our price, we won't take any less." What was the good of this child's play?

Ald. Macgregor appealed to his worship to take a little more seriously. He was willing to wait until the amount had been dealt with.

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Ald. Brydon didn't want an inferior article when we pay the top price. Ald. Macgregor had not been able to get the promoters to promise to accept any stated sum less than \$17,500, but they had said they would accept less if the required speed of the vessels be reduced.

Ald. Hayward again asked where did Ald. Hayward get his information. Ald. Hayward said his understanding was that \$12,500 was value for the service proposed by the by-law. He moved an amendment to the amendment that \$12,500 be substituted for \$17,500.

Ald. Cameron said this was a ridiculous idea. Were these people coming here for a catch bargain; to get what they could? Ald. Williams said that was intensely unfair.

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