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## Attempted Kidnapping

### United States Treasury Agents Seek to Shanghai Manila Embezzler.

### Would Have Been Sent Aboard Last Night But Steamer Was Delayed.

Two special agents of the United States treasury department arrived from Seattle by the steamer Majestic yesterday afternoon with Alex. W. Waters, alias W. A. Wilson, who is wanted at Manila on a charge of embezzling $8,000 belonging to the coastguard and transportation service, in their charge—and had a Southwest gale not prevented the steamer Athenian from mooring at the outer wharf last night, the prisoner would probably have been kidnapped on board the Oriental liner at the outer docks, and as it is, an attempt will doubtless be made by the detectives to shanghai their prisoner on board the Athenian, the steamer on which he came to Victoria on January 25, when he was a fugitive from the Philippines.

Waters has been hurried across the continent since he was arrested at Montreal, and waived extradition to the United States, from Washington to Seattle—the two detectives remaining constantly with him, and refusing to allow him to hold communication with others, and for this reason. There is no extradition treaty between Canada and the Philippines, and the United States treaty with the islands across the Pacific is but a day old, if indeed it is yet in force. It seems that since the islands were acquired by Uncle Sam he overlooked the fact that, being a self-governing part of his domains, an extradition treaty would be necessary to secure the return of felons from the United States.

The arrest of Waters brought out this fact, and a treaty was hurried through the United States Congress, ratified by the United States Senate, and was (so have been signed yesterday by President Roosevelt. Waters did not know this, though, and the detectives saw to it that no lawyers communicated the fact to him. They hurried him by several railways to Seattle, placed him in jail there overnight, and then brought him to Victoria yesterday on the steamer Majestic, telling him that it was necessary to come here to catch the steamer Majestic to go to San Francisco—and Waters, believing that he would be able to engage counsel at the Golden Gate, came over to Victoria to take passage from here on the San Francisco-bound steamer. He was taken to the New England hotel, where he was kept in a room, one of the officers continually standing guard. The steamer Athenian was to arrive from Vancouver about 9 p.m., and she did, but owing to the Southwest gale the liner did not come in to the wharf.

The officers had intended to hurry Waters down to the outer docks just prior to the steamer sailing and take him on board the Athenian. He would doubtless recognize the liner, for it brought him here, but if he demurred, the two detectives intended to land him on board, even if they carried him—in other words, if it was necessary to kidnap their prisoner to get him on board, well, kidnapping went. But the storm changed the programme, and the time of the incident was changed until the arrival of the steamer at the outer wharf after the advent of daylight—and what happened then is for another issue of the Colonist—for when the Colonist went to press things were in statu quo. The prisoner was held at the New England, and the liner lay in the Royal Roads.

Alex. W. Waters, which is his proper name, had been a soldier—having come to the Philippines with the invading United States forces, and after being mustered out, he entered the United States government service as disbursing agent of the coast guard and transportation department, and after a time some of the Filipinos employed in this branch of the service begin to go short on pay day—at least so it is alleged—and then one pay day Waters is said to have decamped with $8,000 in currency and fled to Hongkong in a tramp steamer. His defalcations are said to be larger than the amount he took with him. At the China port he found the steamer Shinano Maru ready to sail and went on board the Nippon Yusen Kaisha liner and took passage for Victoria and Seattle. After the Shinano Maru anchored at Moji—the Japanese coaling port in the inland sea—Waters, then calling himself Allan, went to Capt. Thompson of the steamer and asked him if he could take a train from Moji and meet the Shinano Maru at Yokohama, as he wanted to visit some of the Japanese cities. He, however, took a fast train to Yokohama and found the steamer Athenian about to sail, while the Shinano Maru did not arrive until two days afterwards.

Waters came to Victoria on the Athenian on January 25, and United States Special Agent Dwyer and C. E. Herron were here to meet the Athenian. They reached the wharf fifteen minutes after the steamer landed and found that Waters was not on board. Then, while they went to Seattle to see a passenger named Sargent, who came over with Waters, and secure a description, Waters went via the C. P. R.—having bought a ticket at Vancouver—to Montreal. Sargent, who was employed setting up machinery at Inner Bay, gave the detectives a description of his fellow-passenger, and the detectives went to Vancouver, where they learned that Waters had sent a telegram to a sister in Montreal.

The agents accordingly telegraphed to Washington and the police officers were notified along the line of route that Waters was wanted, his description being telegraphed to all points. At North Bay, Ontario, a local officer held up the prisoner, but Waters told him a good story and the officer let him go. At Ottawa he was again taken in charge, and he attempted to tell the Ottawa detective who stopped him that he was not the man wanted. He said his baggage, which had gone on to Montreal, would explain everything. The detective said he would go on to Montreal with Waters—and the result was that Waters came up in a Montreal police court, as telegraphed some days ago, and waived extradition.

The agents followed from Vancouver and arriving at Montreal, took Waters to Washington via the Canada Atlantic railway, crossing the boundary at Rouse's Point, and going to the United States capital via New York. At Washington a problem confronted the secret service men—but Waters was kept in ignorance, and he imagined that the extradition from Canada held him. The secret service men, however, were confronted with this problem: The United States had no extradition treaty with the Philippines. The President was informed, Congress was told—and a hurry-up order was placed on the business of the day for the legislators of Uncle Sam to make a "short-order" extradition treaty. This treaty was to have been signed yesterday. It is understood that there is no Canadian extradition treaty with the Philippines, the only treaty covering the islands being the old one with Spain.

However, Waters was not informed, and the secret service men saw to it that he was kept to himself as they journeyed across the continent. The trio journeyed to Chicago, and thence to St. Paul, whence they came over the Northern Pacific railway to Seattle, where they arrived on Sunday night. They took a carriage to the lock-up and spent the night there. Waters, who slept there, was told in the morning that the steamer Senator had gone to Vancouver and would sail next afternoon from Victoria for San Francisco. They took a hack to the Northern Pacific dock and embarked on the Majestic, landing here yesterday. They went to the New England hotel, where the officers kept Waters in a room, intending—as stated above—to Shanghai him on the steamer Athenian last night. However, the storm delayed the steamer; the trio went back to the New England to sleep until daylight.

And here the matter rests.

### CENTRAL AMERICAN WAR.

Honduras and Salvador Against Guatamala.

London, Feb. 10.—The Daily Mail this morning publishes a despatch from Guatamala declaring that war has been declared between Guatamala on the one hand and San Salvador and Honduras on the other.

### TURKEY PREPARING.

Mobilizing Two Army Corps—Bulgaria Alarmed.

Sofia, Feb. 10.—Having received official information regarding Turkey's decision to mobilize two army corps at Adrianople and Monastir, the Bulgarian government today addressed representations to the powers, invoking their good offices at Constantinople to procure the cessation of Turkish military preparations.

## END OF THE APPEAL LIST

### Full Court Finishes Work Which Occupied It Since January 6th.

Before the Full court yesterday the appeal in re Ibex Mining Company (wind-up) was completed and judgment reserved. This finished the long list of appeals which has engaged the attention of the court since January 6. Stove v. McDonald, a question as to the jurisdiction of a County court judge to try a Supreme court action in his capacity of local judge, was adjourned, to be considered by the full bench.

Re Lot 11, Chemainus District, came up again yesterday morning, Mr. Burns, who bought the lot from the E. & N. Railway Company, appealing from the decision of Mr. Justice Drake that the registrar should not be compelled to make registration of title. The registrar had refused his application to register title on the ground that no such lot appears on the map issued by the government, and that the lot is presumably outside the coast line and under the sea. A. P. Luxton appeared for Bevins yesterday morning. S. Y. Wootton, the registrar, appeared in his own behalf. The latter stated that the official map of the district shows the coast line to be made of the alleged lot No. 11. Other settlers had bought land from the E. & N. at this point, and their lots are registered as extending to the sea front. If the company were allowed to convey foreshore rights outside of those lots and register the same as land, the records were bound to become confused, and prior settlers might be cut off from their rights of sea frontage. The court declined to make any order without giving the other settlers an opportunity of being heard. The application was therefore remitted to the registrar with directions to have those persons appear and state their views as to their rights.

### IN ADMIRALTY.

In the Admiralty court yesterday afternoon the case of Waterhouse v. the Steamer Willie was taken up before Mr. Justice Martin. Waterhouse sues for $2,280 damages to his wharf, warehouse and goods, at New Alberni, caused by fire which he claims was started by sparks from the steamer Willie, Capt. Huff's boat, which was tied up at the wharf on June 16 of last year. The defendant denies liability, contending that the fire was caused by the Queen City, which was at the wharf shortly before the Willie; and he puts in a counterclaim for $320 for loss of time to his boat. The case was partly argued and adjourned until this morning. L. Crease appeared for Waterhouse; Thornton Fell opposing him.

### SUPREME COURT.

This morning at 11 o'clock the sittings of the Supreme court for the trial of civil cases opens. Taree cases—none of which are to be tried by jury—are set for trial, namely:

1. McHugh v. Dooley, a contest over a will.
2. Keepaymilt v. Keepaymilt et al, an action for divorce.
3. Bodwell v. Victoria & Sidney Railway Company, a claim for $3,800 for moneys advanced, interest on notes and salary as managing director.

### IN CHAMBERS.

Before Mr. Justice Martin in Chambers yesterday morning application was made for discovery of documents in Gillier v. E. & N. Railway Company. The order was granted—to be reciprocal if necessary. H. B. Robertson for plaintiff; A. P. Luxton, contra.

### FARMERS GO TO ENGLAND.

Accompany James A. Smart to Tell of the Resources of Canada.

James A. Smart, deputy minister of the interior, left last week for England in the interests of immigration. He had with him to assist in his mission, forty Western farmers, who, among them all will visit every part of England and Scotland and tell of the possibilities of the farmer of Manitoba and the Territories.

The following form Mr. Smart's party:
J. H. Metcalf, Westbourne, Man.
James Dale, Baldur, Man.
D. R. Noble, Blyth, Man.
K. Murchinson, Souris, Man.
A. T. Whiting Qu'Appelle, N. W. T.
A. Stewart, Moosomin, N. W. T.
Rev. J. L. Brown, Manitou, Man.
S. L. Head, Rapid City.
Wm. Loughlin, Pipestone, Man.
Hugh McGillvray, Cottonwood, Assa.
John Dougan, Conmee, Assa.
Joseph Hagerty, Stony Beach, Assa.
T. G. Pearce, Arcola, Assa.
John Tempelton, Shoal Lake, Man.
R. G. Simpson, Souris, Man.
H. S. Wellams, Kildonan, Man.
W. F. Sirett, Neepawa, Man.
R. J. Tallmay, Wapella, Assa.
H. K. Smith, Maskawata, Man.
William Kendall, Morden, Man.
Bill Williamson, Indian Head, N. W. T.
Capt Leech, Holmfield, Man.
John Cowan, Pilot Mound, Man.
C. J. Thompson, Virden, Man.
Robt. McCartney, Buffalo Lake, Moose Jaw, N. W. T.
John Forsyth, Glendale, Man.
Thos Howden, Qu'Appelle, N. W. T.
Robt Gilles, Prince Albert, N. W. T.
John Miller, Indian Head, N. W. T.
James Graham, Rosebery, Man.
W. Waines, Moosomin, N. W. T.
C. C. Hellwell, Brandon, Man.
Arthur Killburn, Neepawa, Man.
John Nicholson, Dauphin, Man.
W. W. Fraser, Emerson, Man.
J. E. Turner, Stonewall, Man.
Lyle Lawrance, Lilyfield, Man.
Robert Hall, Brandon, Man.
N. Wolverton, Brandon Man.
W. T. Johnston, Wawanesa, Man.
Robert Forke, Pipestone, Man.
J. W. Breaky, Souris, Man.
J. Y. Brambridge, Souris, Man.
Peter Campbell, Carman, Man.
William Fulton, Portage la Prairie, Man.
D. McVicar, Portage la Prairie, Man.

"I see by the papers that Beaumont oil speculators have gone under after selling a lot of worthless stock to Virginia preachers." "H'm! That's one way of going into the ministry."—Baltimore News.

THE MOST NOURISHING FOOD.

Clark's delicious Pork and Beans are unequalled as a bone and muscle builder. W. Clark, Mfr., Montreal.

### THREE SHIPS.

United States Naval Squadron For Honduras.

San Francisc, Feb. 9.—Rear-Admiral Glass has received his sailing orders and the U. S. Pacific squadron will get away tomorrow morning. The squadron goes to Angola, Honduras, where a Central American revolution is now threatening. The warships in the squadron are the flagship New York, Marblehead and Ranger.

### FIRE AT REVELSTOKE.

Morris & Steed's Business House Burned.

Revelstoke, Feb. 8.—About 4 o'clock this morning fire was discovered in a building occupied by Morris & Steed, general merchants. The fire had gained considerable headway before being discovered. The building and contents were a total loss. The damage is partly covered by insurance. The cause of the fire is unknown.

### STREET RAILWAY MEN.

Toronto, Feb. 9.—(Special)—Some time ago P. J. McCarrol, a member of the executive of the street railway employees' union, was dismissed by the company. Other employees took this as a blow at a vital point of their organization, and on Saturday night at a mass meeting it was decided to refer the matter to international headquarters at Montreal. "We will fight this question to an issue," said Organizer McDonald.

## TWO PER CENT MINERAL TAX

### Premier Prior Makes a Declaration of His Intentions Respecting It.

The Rossland Miner of Thursday last contains the following:

Hon. Colonel Prior, Premier and Minister of Mines, has reassured the Rossland Board of Trade that the method of administering the two per cent. mineral tax will be altered so that it will not bear heavily on low-grade properties, as is the case under existing circumstances.

Colonel Prior's communication to this effect was read at the meeting of the board last night, and the reference to the tax was as follows: "On several occasions I have stated publicly that I am opposed to the two per cent. tax as now carried out, as it bears unfairly on some properties, and that I am determined to try and have same altered." The announcement was received with applause.

## NORTH FORK COAL FIELDS

### New Gompany Formed at Spokane to Operate Coal Mines.

Local capital is to become interested in the new coal basin 60 miles north of Grand Forks, B. C., up towards the head of the north fork of the Kettle river, says the Spokane Spokesman-Review. The coal is a high-grade bituminous, and with the exception of the Crow's Nest Pass coal fields, the only coal yet found in southern British Columbia adaptable to coking. The basin has not been prospected to any great extent, though last summer a three-foot seam was opened up on one of the claims controlled by the British Columbia Coal Company. A highly important factor in connection with this coal basin is its close proximity to the three big smelting plants in the Boundary district. The attention of the government has been drawn to this section, and an expenditure of $5,000 has been sanctioned for the construction of a wagon road to the coal fields. Should the basin turn out, with development, to contain a high-grade coking coal, there is little doubt that a railway will be constructed up the North Fork. The elevation of the coal fields above Grand Forks is 1,700 feet.

Recently Montreal, Toronto, Hamilton and Ottawa (Ont.) capital has been secured to prospect and develop extensive holdings, and Spokane is also now interested.

### BOUNDARY COAL MINES.

Last night at the office of the United States Marble Company, the Boundary Coal Mines, Limited, was organized, with the following officers and board of directors: C. E. Mitchell, president; E. T. Bartlett, vice-president; W. H. Myers, treasurer; P. F. Godenrath, secretary, all of Spokane; and advisory committee, W. S. Fairfield, Fernie, B. C., and George A. Macleod, Grand Forks, B.C. The company has obtained licenses covering 2560 acres of land. It is intended to purchase a portable horse-power diamond prospecting bore drill and prospect the ground at depth.

Percy F. Godenrath, one of the owners, in speaking of the North Fork coal basin, said: "The basin was discovered by Joseph Wiseman, of Grand Forks, who staked a considerable area and was first instrumental in interesting Nelson people. Work last summer demonstrated the existence of a four-foot workable vein, which was opened on the surface by a short tunnel. The promoters of the Boundary Coal Mines, Limited, intend to interest capital to exploit their holdings at depth with the aid of a bore drill.

"A sample of the coal sent to the government assayer at Victoria, B. C., gave the following returns: Volatile matter, 18.7 per cent.; moisture, 1.8 per cent.; fixed carbon, 73.5 per cent.; ash, 6 per cent.

"William Blackmore, M. E., one of the best known coal engineers in Canada, obtained the following results from a four-foot seam: Fixed carbon, 62.6 per cent.; volatile matter, 29.6 per cent.; ash, 7.8 per cent.

"These analytical tests show that the fuel compares favorably with the Crow's Nest Pass Coal, the coking quality of which is so well known.

"I understand that Tracy Holland, former manager of the Kettle Valley Lines, has formed a company in Toronto and has raised considerable funds to prospect the basin. Recent Eastern Canadian press reports credit him with financing a railway company to build up the North Fork. If this be true, it is good news, as not only the North Fork and its various tributaries contain untold mineral wealth, but there are large areas of splendid timber land, some agricultural land, and the coal, which would all be tapped by such a railway."

### SHELTON KNIGHT DEAD.

He Was a Well Known Farmer of Sardis.

Westminster, Feb. 9.—(Special)—Word was received here tonight from Sardis of the death of Shelton Knight, one of the best known cattle and fruit men in the Chilliwack valley, who succumbed to a stroke of paralysis. Deceased was a prominent member and director of the Royal Agricultural and Industrial Association, under whose auspices Westminster's exhibition is held. He leaves a family. He was comparatively a young man and owned one of the finest ranches in British Columbia.

## The Mayor And Aldermen

### Decide to Investigate the Alleged Nusance at Outer Wharf.

### Library Site and Cow Regulation Stand Over For a Week.

The council made a brave attempt to further two important matters at their meeting last night—the cow nuisance and the Carnegie library site—but both went over for another week. Another nuisance, to wit, the fumes from the chemical works, was up for discussion upon the presentment of some two hundred ratepayers, but this too was referred to a committee of the whole, which will visit the works and test their own vital powers by going up against the deadly strangler in loco.

COMMUNICATIONS.

The Victoria Chemical Works Company was the first to receive attention, and had submitted the following:

Seeing from the Colonist of February 8th that the question of the fumes from the Chemical Works is coming up for discussion before your honorable body, we beg to submit the following:

At the outset we quite admit that latterly considerable fumes have been emitted, to the more or less inconvenience of those in the immediate vicinity of the works. The cause, as has already been fully explained in the Colonist, is that the demand for our goods has been considerably greater than the producing capacity of the works when extended over a long period, because this class of business involves very heavy wear and tear, which can only be repaired by a shut down. We were therefore left with two alternatives: To continue manufacturing under great disadvantages, or cause a stoppage on the part of our customers in the powder trade, which, as the acid business now stands, would have caused very serious consequences, it is not too much to say, through the whole of the mining districts of British Columbia, and would certainly have driven the trade to American concerns in both powder and acid. We think, as business men, you will appreciate our position.

Early in October, before the present agitation was mooted, we had taken steps to control the escapes by ordering the necessary material from England for the erection of a further sulphuric acid chamber, which it is our intention to make of the most substantial construction. This, in connection with a spare glover tower, will enable us to keep the plant in a high state of efficiency by being able to lay the chambers off in turn for repair.

It has been said by many, this is only making preparation for increased annoyance—more plant, more smell, they claim—this we most emphatically deny. Some five years ago an annoyance was created under similar conditions; by the erection of our last chamber the nuisance complained of was entirely abated until the demand had outrun our capacity.

It may be urged, why was not sufficient plant built in the past? The erection of this class of plant involves very heavy expenditure, and as mining in British Columbia has been in a somewhat unsettled condition, naturally any firm has to feel reasonably certain of the continuance of the business before launching out into large sums in plants.

Regarding some of the charges brought forward by anonymous correspondents in the local papers, we would say:

(1.) Public Health.—It is a fact that in some of the manufacturing towns in England, where this class of industry is largely carried on, zymotic diseases are practically unknown. We would, however, be quite content to accept the decision of the medical men of the town on this point.

(2.) Depreciation of Property.—The tendency of property in the neighborhood of the wharves and harbor front of any city is to become more and more the sites of factories, on account of sea-carriage, and thereby reduce the value of real estate for residential purposes. If this is what has happened at the Outer wharf, it is quite independent of our being located there or not.

(3.) Damage to Vegetation.—Many gardens in the immediate vicinity of the works compare favorably with any in Victoria. We think it would be difficult to convince an unbiased person that actual damage is done. Of course, if through any cause whatever a plant does not come up to the expectation of the owner, nothing is easier than to attribute it to the fumes.

We would like also to bring a further aspect of the case before your honorable body. We have been in business over ten years. Originally we made no secret of our intentions; the matter was brought before the Board of Trade and referred to in the daily papers. By many we were welcomed as establishing an industry in Victoria at a period of great depression; no official protest was made, and we invested in good faith. Since that time more and more money has been sunk in the business, with the tacit approval of the city, as being the means of circulating money which otherwise would have been spent outside the city and province. Now the cry is, "Close them up!" Surely some consideration should be given to those who have largely involved themselves under the above conditions.

Regretting the length of this letter, we beg to leave the matter for your consideration.

This was laid on the table pending the reading of the petitions on the same as below.

H. E. Levy, for the Poultry Association, stated that the recent show had been a success in every way except the financial aspect, and asking that the fee of $20.00 be remitted. This went to the Finance committee for a report.

The Police Commissioners enclosed their annual report, as already printed. Laid on the table.

S. P. Mills wrote in connection with a claim made by a client against the city in connection with the Point Ellice bridge accident, and asking by what authority $2,000 had been paid in one case as had been reported in the public press? Referred to the city solicitor and city treasurer to deal with.

Mrs. M. A. Shields, of Alfred street, asked for further time in which to connect her property with the sewer. Until April will be granted to do the work.

E. A. Gallop, secretary of the Fernwood Young Men's Association, enclosed a resolution passed at a recent meeting of that club pointing out the necessity of an open space being provided in the North Ward for a park.

Ald. Grahame moved that a committee be appointed to look into the matter to see what city lots could be sold in order to carry out the idea.

Ald. Yates moved that the matter remain on the table pending the interview with the deputation from the club, and this idea prevailed.

Mrs. Martha B. Ella wrote in connection with the sewer opposite her property on Fort street. Referred to the city engineer for report.

A. J. Bridgman addressed the council in the matter of cattle straying within the city limits on the Esquimalt road, and suggesting the establishment of corrals in the outlying districts in order to put a stop to the serious depredations now going on. Laid on the table.

The city clerk's weekly list of matters passing through his hand, was then read as follows:

I have the honor to inform you that since the last meeting of the City Council the following communications have been received and referred to the City Engineer for report, viz:

J. L. Davis, requesting the extension of the sewer at the corner of Avelon road and Carr street, about 90 feet South, to enable him to connect his premises with said sewer.

M. Gutmann, calling attention to the condition of the South side of Pandora street between Vancouver and Cook streets.

Wm. Gidley, et al., requesting that Leighton road be graded, etc.

Mrs. J. A. Van Tassel, and 17 others, asking that Edmonton road be improved and that a sidewalk be laid down thereon.

Rev. W. W. Bolton and 10 others, calling attention to the condition of Belcher avenue between Oak Bay avenue and Cadboro Bay road.

This was received and filed.

The city engineer addressed the following to the board:

I have the honor to report upon the complaint from Mr. D. R. Ker, re flooding of cellar on Government street, which is said to be brought about through obstruction being thrown into the ravine to the West of the Victoria hotel. I may say I visited the cellar in question on December 1st, 1902, the morning after the trouble occurred, and could not find any trace of water coming from the streets or sewer connections. I am therefore of opinion that if the accumulation of rubbish has caused the water to enter the cellar, the claim is entirely of a private nature, as the city workmen have not at any time deposited material on the property in question. In conclusion, I desire to point out, it is most desirable that the ravine in question should be piped, particularly between Store and Government streets, as at present it is difficult for the sanitary department to keep the same in a safe condition.

The sanitary inspector also wrote in the same connection as to the dumping of rubbish in the ravine. The reports went to the Streets' committee.

The Water commissioner wrote as follows:

APPLICATION OF MANSON ESTATE FOR SUPPLY OF WATER.

Mr. Grant, on behalf of the Manson estate, is claiming a supply of water, on the ground that the corporation, by the erection of the works at Beaver lake, have diverted the waters of Coliquitz stream. This matter has been before the Council in former years; Mr. J. W. Carey made a claim somewhat similar to that of Mr. Grant, and finally in 1890, the Supreme Court ordered that Mr. Carey's claim be submitted to arbitration. After an exhausted inquiry, extending over 33 sittings, the arbitrators decided "that no damage has been caused to the said Joseph Westropp Carey, within the meaning of Sec. 6 of the said Act, through the acts of the said corporation, or the water commissioner." From reading the evidence, it is evident that Coliquitz stream, and Beaver lake, prior to the erection of the waterworks dam, were not connected during the summer months, nor was there at that time, any connection between Beaver and Elk lakes, and consequently that any water that might be in Coliuitz stream at that time, was simply sepage from an unknown source, and did not carry riparian rights. I am therefore of the opinion, that Mr. Grant, or rather the Manson estate, has no claim on the city for a supply of water.

Regarding the alleged promise of Mr. Summerfield to lay an 8-inch pipe, this is the first time I have ever heard of it, and there is no record of it in the City Hall.

As, however, this is a very important matter, it might be well were Mr. Taylor's opinion on it obtained.

In view of this Mr. Taylor's opinion will be had on the subject.

PETITION.

C. E. Redfern and 204 others called attention to the annoyance they sueffred from the fumes arising from the chemical works. The petition is as follows:

We the undersigned residents of the James Bay and Victoria districts, beg again to call your serious attention to the annoyance and injury to health which we suffer on account of the terrible fumes from the works of the Victoria Chemical Co., Ltd.

This matter has been brought up for some years, but for several months this annoyance has increased greatly, and the fumes are now so thick at times as to be a danger to navigation, as well as a detriment to the city, when strangers coming on the steamers complain of them at their first landing.

Some people are so affected by these fumes that their health is greatly injured, and they have to leave their neighborhood altogether; while the loss in the value of property in this district is so large that it would probably exceed the whole value of the Chemical Works.

In winter this district suffers severely, but in summer Victoria West is attacked, the prevailing winds for months carrying the fumes directly to that district.

We are not asking for the removal of the works, as we are not in favor of turning any industry out of the city, but we contend that such works, situated at the entrance to the harbor, and where they effect a large number of people, should be carried on in the most modern style, with proper buildings and plant, and a tall chimney several hundred feet in height, and everything so arranged as to cause no annoyance to the inhabitants of any part of the city, or any visitor by steamer.

The City Council is clearly the proper body to attend to such a matter, and we respectfully call upon the Mayor and Council to ascertain what the legal position is in this case, without delay, and then to see what improvements to the Chemical Works are necessary in the judgment of qualified experts, to stop the nuisance entirely.

We believe that by the expenditure of capital to bring the present works up to the standard of chemical works in Great Britain, the present nuisance can be abated; and we contend that it is an injustice to the inhabitants of this district for the Council to neglect its manifest duty, year after year, because private interests are affected.

No outlay is too large to preserve the public health, and no private interests should be allowed to prejudice the public action in such a case. On these broad principles we rest our case, and respectfully ask the Mayor and Council to take up the matter, and act courageously for the benefit of the public.

Ald. Cameron moved that the matter be referred to a committee of the whole council, when both sides of the question might be heard.

Ald. Grahame said that if the council were to visit the works it would be well to have the medical officer attend. Ald. Cameron's motion carried, and the letter from chemical company was dealt with in the same manner.

REPORTS.

The Electric Light committee handed in a recommendation that the light at the corner of School street be removed to the corner of Linden avenue and Fort street.

The Finance committee reported as to the printing of the annual reports, showing the increase in rates of the tenders this year over the two preceding years.

Ald. Yates said that one way to overcome a combine was to give it to the weakest man, or else let each of the printers supply 19 copies of the 75 needed. The report was filed.

Ald. Cameron moved that the council ballot to decide who shall do the printing.

Ald. Stewart thought that the firm who had the least printing should have this contract.

It was decided to settle the matter by ballot. This resulted as follows: T. R. Cusack 6, Victoria P. & P. Co., 3, and the Colonist 1, the Mayor casting a ballot. The contract was accordingly awarded to T. R. Cusack.

Ald. Cameron asked that tenders be called for lithographing a map showing the amount of sewer work done in the city. This carried.

The standing committee on finance reported accounts amounting to $2,275.26 which took the usual course for payment.

POINT ELLICE BRIDGE.

A second report from the same committee asked for the appropriation of $10,000 out of the Point Ellice Bridge Loan on account of the substructure; and a third report asked for $250 towards the expenses of the Island Railway extension committee.

The Streets, Bridges and Sewers' committee presented their report as to the last change in the Point Ellice bridge contract, and recommended in view of the difference of opinion between Mr. Bell and the Tramway Company's engineer that a pin connected bridge be built. This report was adopted.

BYLAWS.

Ald. Stewart's motion re bylaw to decide the question of site for the Carnegie bylaw was then read and the bylaw was introduced.

The mover said that he would like the bylay to go through as quickly as possible as a great deal of time had been taken up already, and more would be needed before the matter was decided.

Ald. Cameron objected to the way he had been treated in bringing up a bylaw the other evening. It had always been the practice to read the motion and introduce the bylaw and pass it through its various stages. But last week the chair had ruled against him, and said that the bylaw could not be introduced the same night. Now it was proposed to read the bylaw the same night. He did not know now what the ruling of the chair was on the matter. He was not opposed to Ald. Stewart's bylaw, but thought all should be treated alike.

Ald. Grahame moved the second reading of the bylaw regulating the keeping of cows within the city limits. In speaking to his motion the alderman pointed out the damage done to streets and sidewalks, besides which shade trees had the leaves and boughs eaten off until only the stumps were left, which made the people say what the Duke of Argyle had said. Ald. Kinsman seconded the motion. The Alderman read the following.

Under your instructions we have today inspected the premises of Mrs. Gawdy, Rock Bay avenue, Victoria. We find the cattle in good condition and eleven in number. The building is a frame one, the floor is old and uneven, and the drainage is imperfect. We would like to draw your attention to the fact that it is impossible to have perfect sanitary conditions existing where the floor consists of planks, as there is bound to be more or less liquids accumulate under the building.

In our conversation the other day in regard to dairies. Such institutions existing within the city limits should be built upon modern sanitary lines in order that milk contamination should be brought to a minimum, and furthermore, that the excreta from the premises should be disposed of as completely as possible under the circumstances, and no risk run of menacing the health of the cows.

Cows passing through our streets or being allowed to feed thereon, may become diseased through drinking contaminated water from surface drains, etc., and thus through the milk human beings indirectly may contract tuberculosis. There is no doubt that stables in thickly populated districts are not at all desirable.

The council then went into committee, during which the poet of the board composed and offered the following:

The council considered the why's and how's,
Of keeping the citizens' measly cows,
That on the streets they should not roam
Too far away from their byre and home.

The committee rose and reported progress.

Ald. Vincent's Wood Sawing Bylaw, was laid over until Monday, the introducer proposing that "we saw-wood on the library site."

The Carnegie Library Site Bylaw was then introduced by Ald. Stewart, and read a first time.

Ald. Yates said that the bylaw came as a surprise after hearing the motion read. The latter proposed to submit a question to the ratepayers as to the mode of settling the question. The bylaw proposed to purchase a site. Ald. Stewart pointed out that this was only the title of the bylaw, and could be altered if thought advisable. He then moved the second reading. Either the council should waste no more time over the matter or else give it up for good. There had been too much dilly-dallying in the matter already. The second reading passed on the following vote: Aye—Alds. Dinsdale, Stewart, Goodacre, Grahame, Kinsman and the Mayor; noes—Alds. Yates, Vincent, Barnard and Cameron.

In committee Ald. Cameron said that he was opposed to taking the money out of the revenue just yet. The council did not know whether they could spare the money, as the estimates had not yet been considered. It would be time enough in a few weeks, and then it might be that $10,000 could be spared.

Ald. Barnard agreed with the last speaker in some respects. He objected to the way in which the bylaw had been drawn. It was an attempt to make the people vote for the Yates street lot under compulsion. However, he thought the city could afford to go ahead with the matter, but under different circumstances.

Ald. Yates was also opposed to the bylaw in its present shape. The bylaw was not one which should have come from the motion as passed. Unless the amendments were made he was afraid that the bylaw would receive the same fate as the one to borrow $15,000. He was glad that the matter was receiving publicity, as he thought that the more the people looked into the matter the sooner they would see the seriousness of paying $5,000 per annum for ever in order to secure a $50,000 building.

His Worship said that he was opposed to going on with this matter tonight. He had had a rough estimate placed in his hands of the money that would be required this year, and in view of this he felt that he could not advise the pushing of the matter. He wanted to know where the city stood financially before going on.

Ald. Stewart did not, so far as he was concerned, care if the Carnegie library was ever built, but the city by a vote had decided to accept the gift, and it was time that the matter of a site should be settled without further delay. There was no mistaking the fact that the majority of the people would not submit to having the library built on the James Bay lot. He had no objection to letting the matter go over to next week.

The committee accordingly arose and reported progress, and the council adjourned.

### EPWORTH LEAGUE.

All those who attended the Epworth League meeting at the James Bay Methodist church last night were agreeably surprised by the excellence of the programme and the efficient way in which it was rendered. Miss A. D. Cameron's essay, on "Evangeline," was the gem of the evening, and was heartily applauded. The Rev. D. W. Scott's essay on the life of Longfellow, and Mr. J. Tibbert's solo, "The Village Blacksmith," were fully appreciated. Miss Emery's reading, "The Bell of Arri," and the song "To Stay at Home is Best," by Miss F. Frisk, also came in for a generous share of applause.


# Croup and Bronchitis

**Are usually diseases of childhood and are the dread of every mother's heart. Towards night the hoarseness comes and the hollow, croupy chest cough gives warning of troubles that are**

## SUDDEN AND DREADFULLY FATAL

**In results and can only be cured by prompt and thorough treatment.**

## MRS. ILER SAVED HER BOY'S LIFE

When baby awakens at night with the dry, harsh, croupy cough it strikes terror to mother's heart, for she knows that unless she can bring relief to the child suffocation may soon end all suffering. In most cases there is no time to send for the doctor or even to go for medicine, and hence the wisdom of keeping at hand a bottle of **Dr. Chase's Syrup of Linseed and Turpentine,** mother's favorite remedy for croup, bronchitis, whooping cough and all forms of throat and lung troubles.

BABY ILER

While bronchitis may not be so sudden and fatal in results as croup it tends to become chronic and appear again and again until the bronchial tubes and lungs become diseased and invite consumption or pneumonia.

**MRS. EUGENE ILER, King St., Truro, N.S., states:**—"From an infant one of my children was troubled with **bronchitis,** and the least cold would aggravate the trouble. We **could not get anything to help him and were often greatly alarmed.** Hearing of Dr. Chase's Syrup of Linseed and Turp