

OAK BAY MAY BECOME A CITY

COUNCIL MAY FIND NECESSITY FOR STEP

Difficulty Will Be Met With in
Carrying Out Local Im-
provement Work.

There seems every probability that within a year from now the municipality of Oak Bay will have formed itself into a city with a mayor and aldermen in charge of the municipal government. Here will be another case of twin cities standing side by side, but having distinct city governments.

At the last session of the legislature, which has recently closed, the Union of Municipalities secured an amendment to the Municipal Act which made it necessary for every question of local improvement outside of city municipalities to be voted upon by the ratepayers before it was legal to borrow money for the same. Councillor Oliver, on behalf of Oak Bay, waited on the attorney-general and that gentleman reluctantly agreed to exempt Oak Bay from the provisions of the act for one year, but in the meantime if a continuance of the exemption is desired it will be necessary to form the municipality into a city. It is not improbable that that course may be adopted, or else a special charter will be applied for at the next session of the legislature.

Reeve Henderson presided at the regular meeting on Monday night and there were also present Councillors Pemberton, Oliver, Noble and Newton.

Water Committee's Report.

The water committee reported as follows: "Your committee early in February determined to apply to the Legislative House for recognition of the claim of their municipality to be supplied with water by the city of Victoria.

"The matter was first raised by way of additions to the bill before the late sitting of the House amending the City Waterworks Act, 1897. The private bills committee, while reporting favorably to the municipality, could not see their way to impose the amendments asked for without the consent of the city. Your committee then obtained the consent of Mr. Hayward, M.P., to move the required amendments when the bill came before the House, and the position of matters was carefully explained to most of the members. The city, in the meanwhile, on the advice of various prominent citizens, consented to enter into an agreement embodying all the points for which the municipality has, for the last year, contended. This agreement was executed on the 5th day of March, 1909, and is to the following effect:

"1. The city of Victoria: "I. Agree to supply Oak Bay municipality with its proportion of the existing supply of water to be determined by the number of services then in use until such time as the city of Victoria shall procure an improved system said water to be supplied in bulk at a price not less than 16 cents and not more than 20 cents per thousand gallons.

"2. Agree that when it shall procure such improved system it will supply Oak Bay with its proportion of the total supply of such improved system at a readjusted price.

"3. All matters arising out of the relations between the city and Oak Bay in connection with water supply, including price of water, shall be determined by water commissioner appointed under Water Act, 1909.

"Your committee consider they received valuable help from their counsel, Mr. Bodwell, the citizens before referred to, the members of the Legislative House, and in particular, Mr. Hayward, M.P."

In moving the adoption of the report Councillor Oliver said that they had attempted to get what they considered their rights last year. Their actions had been continually misrepresented. On the other hand they had received a great deal of sympathy, especially from members of the Legislative Assembly, irrespective of party.

The report was then adopted. Councillor Oliver moved that the thanks of the municipality be given to W. H. Hayward, M. P., for the assistance he had given the municipality in the legislature.

Councillor F. B. Pemberton then moved, seconded by Councillor Newton, that the thanks of the council be given to Councillor Oliver for his work on behalf of the municipality. This was also carried unanimously.

Control of Beaches.

The report of the roads, sewers and bridges committee was adopted. It dealt with the following:

A letter from J. E. Smart, stating that in future the rent of the office would be \$30 instead of \$20 per month, was read. A special committee was appointed to consist of Councillors Noble, Oliver and Pemberton to look into the matter of the location of the office and the office expenses.

On a letter from Alfred Leech, applying for a position on the proposed water system, the clerk was instructed to inform Mr. Leech that the council are not in a position to engage anyone at present.

A letter from Messrs. Elliott & Shandley, protesting on behalf of Mary Bowker against the alterations to Beach drive, was referred to the solicitors, and, it is found that Mrs. Bowker has no standing in the matter, that the engineer proceed with the work.

The clerk was instructed to call for tenders for the supply of tools for the current year, as per engineer's list, without stating the quantities. An amendment moved by Councillor Colbert, that tools be purchased from W. S. Fraser & Co., as required as previously arranged, was lost.

Councillor Pemberton requested that the engineer be authorized to define the boundary of that portion of Foul Bay road lying between Oak Bay and

the and the municipal boundary. It being shown that this portion of the road had been widened from thirty feet, it was moved by the reeve, and resolved, "that the line as surveyed on the ground be accepted."

Councillor Noble brought up the matter of the proposed sidewalk on the north side of Oak Bay avenue, stating that he understood that the road line was being encroached upon at certain points. It was decided, however, to let the matter lay over pending the result of the survey now being made on the south side of this avenue.

Councillor Colbert brought up the matter of permits issued for herding cattle. It was resolved, "that no permits be issued to persons permitting them to herd their cattle outside their own wards, and that the present holders of permits be notified of this matter, and be requested to take out new permits."

Duties of Engineer. Councillor McGregor again brought up the matter of the services of the engineer and it was resolved, "that the engineer's salary from the 1st of March be \$100 per month, that the present plumbing and sewer contracts be let to the lowest bidder, and that the inspector be notified that his services will be dispensed with after the 31st of March, and that the duties of plumbing and sewer inspector be taken over by the engineer from that date."

The engineer brought up the matter of proposed sewers on Chaucer street, Burns street and Foul Bay road, stating that these works could not be proceeded with until arrangements had been made with the city for connection with the Oak Bay sewer system. It was resolved, "that the engineer make arrangements as soon as possible. The clerk presented accounts amounting to \$2,031.44. These were referred to the finance committee, and it found correct to be paid.

Building Regulations.

The law committee's report was adopted. It contained the following: "The question of the municipality's powers to control the class of building to be erected and to prevent such building depreciating the values of lands surrounding same was discussed and it was resolved that the clerk be instructed to obtain the opinion of the solicitors on the following points:

1. How far can the municipality enforce the building-by-law with respect to: (a) Unseignior buildings. (b) The erection of buildings which depreciate the value of surrounding property. 2. What power the municipality would have to insert a clause in the building-by-law whereby on the receipt of a petition signed by three-fourths of the owners of property on any street the minimum value of any house to be erected on that street may be stated.

Other Business.

A report of a committee appointed to decide where and when meetings should be held did not meet with general satisfaction as it proposed having meetings of the roads committee on Thursdays evening at the municipal hall. The matter was referred to the roads committee when the matter will be again discussed.

A petition from residents on the east side of York Park asking for a cent sidewalk was ordered to take the usual course.

Councillor Oliver reported that J. D. Pemberton had been making a survey on Oak Bay avenue and found some of the fence encroaching four feet on the road. The people had put up the fence without satisfying the engineer. The engineer was ordered to have the fences moved back.

The council then adjourned.

WORK TO BEGIN ON CONVALESCENT HOME

King's Daughters Complete
Arrangements for Build-
ing at Duncan.

Duncan, March 15.—The committee of the King's Daughters having in hand the arrangements for the building of the Provincial Convalescent Home, visited Duncan on Saturday. The committee visited the site and completed arrangements with the architect. The home will be built at once. The home will be supported by the King's Daughters throughout the province, and is being built in memory of the late Mrs. F. Matland-Douglass, who founded the order in British Columbia. The town of Duncan is to be congratulated on having such an institution built.

Though the name is The Convalescent Home, its scope is wider. In cases of illness, convalescence, it is difficult to get help at home. It will be able to have the needed care. Children will also be received as patients, and provision will be made to treat emergency cases. Convalescents from the coast who wish to come inland will also be accommodated. The home will begin with a nurse and housekeeper, but the probability is that before long it will be necessary to enlarge the building and increase the staff.

PIONEER OF ROYAL CITY DEAD.

Henry Eickhoff Passes Away at Age of Seventy-five.

New Westminster, March 15.—Henry Eickhoff, one of the oldest residents of New Westminster, passed away on Saturday evening after a short illness. The late Mr. Eickhoff, who was seventy-five years of age, was born in Hanover, Germany, and came to America in the early fifties. In the gold rush of 1859 he was attracted to British Columbia, and proceeded to the Cariboo, where he visited again in 1862, after returning from a trip east. Not being successful as a miner, he established a store in the city, and later added a temperance hotel. These he conducted till 1889, when he sold out his business interests and his real estate holdings. Five children, three sons and two daughters, survive, all residents of the city. The sons are Fred, Alfred W. and Victor, and the daughters, Mrs. J. C. Tunstall and Mrs. W. H. Keary, wife of the mayor.

NEW RAILWAYS INCORPORATED

EIGHT COMPANIES GOT
CHARTERS FROM HOUSE

Bulk of Legislation of Session
Was Brought in by Gov-
ernment.

The session of the legislature which has just closed did not see as many bills introduced as some others, but for that the list was a lengthy one. There were eighty-five bills in all brought before the House, and all but three or four were proceeded with beyond first reading.

The government was responsible for fifty-one of these, and got forty-eight of them accepted by the House. One was withdrawn and replaced by another bill on the same subject. A bill which the new minister of public works brought in late in the session, to amend the Street Vendors' Inspection Act, was not proceeded with and the same fate befel a bill to amend the Dentistry Act. This proposed a change in the section which prohibits the taking of legal action to recover for services rendered except by the holder of a certificate of registration, and would have substituted a proviso making it possible for one no longer registered to sue for work done while he was registered. This bill was introduced by ministers during the session had amendments proposed to them by their introducers before the committee stage was reached, arguing that they had been brought on in an incomplete form.

It is quite likely the bill would have been allowed to pass had not another provision been proposed to be added to it by A. E. McPhillis, which would have permitted the restoration to the register of the name of a person referred to. Such strong hostility was manifested in this proposal on both sides of the House that the government decided not to risk a debate which might have opened up the whole question, and so the attorney-general allowed his bill to drop.

Amending Legislation.

Of the bills thirty-six were to amend public acts now on the statute books. In this sort of legislation the session was remarkable. Nearly all the chief statutes have some bit of tinkering done to them. The mending process did not confine to acts, old or new, either. Bills introduced by ministers during the session had amendments proposed to them by their introducers before the committee stage was reached, arguing that they had been brought on in an incomplete form.

Outside of the private bills which went through, twenty in all, besides two which were killed in committee, private members got little chance to place legislation on the books. Only twenty-four of a private member's bills were allowed to get through. Half a dozen were defeated on division by the government majority, and four or five others met such discouraging treatment that they were dropped. The unfortunate ones did not gain the favor of the government it is safe to say that they had as much merit as any of the government bills which passed.

There were some very important measures put through, including the election act amendments, the medical bill, the water act, the bill providing for a permanent and graded public service, the confirmation of the plan of Prince Rupert township and the agreement with the G. T. P., the bill to regulate the use of liquor on club premises, the bill providing for the decennial revision of the statutes, the extension to all cities of the power to elect boards of control, and the bill giving the city of Victoria specific power to expropriate the Esquimalt Waterworks Company.

Railways Incorporated. The session was prolific in railway legislation, eight new companies being incorporated, two existing companies given an extension of time in which to proceed with their undertakings and a local coal corporation authorized to construct a line from its mines to the sea.

Of these roads the one of greatest immediate interest to Victoria is the Victoria & Barkley Sound railway, which is also seeking a Dominion charter. The promoters are projecting a line from the city around the southern coast of the island, passing by way of Otter Point and San Juan to a point on Barkley Sound near the mouth of the river. There is also power to build branch lines not exceeding twelve miles long. The railway will run through a fine agricultural country, which has at present no ready access to the city, and will also be of value in lumber operations.

Three lines which have been incorporated will open up portions of the northern country. The Prince Rupert and Port Simpson Railway Company has authorization to build between the G. T. P. terminal city and the northern port, with short branches. The Portland Canal Short Line Railway Company intends going in from the head of Portland Canal, some thirty miles up the valley of the Bear river, and in addition has power to build up American creek. This line will tap some promising mineral deposits. The Graham Island Railway Company will open up the central portion of the largest of the Queen Charlotte group, running north from Skegway to the Rennell Sound and on to Massett Inlet.

In the northern portion of Vancouver Island two lines are projected. The Pacific Coast Coal Mines, Limited, which has a line under construction from its mine in Cranberry district to the bunkers lately built at Boat Harbor, has received authority for this work, as well as generally to build from any mines it may open in Cranberry, Cedar and Rupert districts to the coast. The act does not render it obligatory upon the company to engage in the business of common carriers, but it may be required by the government, by order-in-council, to carry passengers and freight on any of its lines, in which case it will come under the provisions of the B. C. Railway Act as to such lines. The Hardy Bay & Quatsino Sound Railway Company has been incorporated to lay out and operate a railway from a point on Hardy Bay

across to Coal Harbor, on Quatsino Sound.

Grand Trunk Pacific Lines.

The Pacific Northern and Omnica, incorporated by Victoria capitalists nine years ago and since acquired by the G. T. P., was before the House this session for an extension of time in which to complete its line from the head of Kitimat Inlet to the junction of the Skeena and Copper rivers, as well as power to build a branch from the latter point eastward to the junction of the Bulkley and Skeena rivers. An extension was granted until June 28th, 1911, by which time both lines must be completed, conditional upon the building of at least fifteen miles of the main line between Kitimat and Copper river before June 1, 1910.

On the lower mainland three charters have been granted. The Vancouver & Northern will build in the territory between Burrard Inlet, the north arm and the Skeena, and the Flathead Valley Railway Company is a Corbin enterprise, and is a continuation, some forty miles long, of the Eastern British Columbia railway. There was something of a contest early in the session between the company and the South-east Kootenay Railway Company, which has a charter to build through practically the same country. The latter company desired an extension of time to complete its line to the coast, and in the end the rival interests agreed to give up the fight against each other's applications. The Southeast Kootenay was given three years from the date of the session to begin work and spend ten per cent. of its capital on the construction of its line. The Meadow Creek Logging Railway Company has been incorporated to build short lines from points on the British Columbia Southern railway, one south-easterly from near York and one south-westerly from near Cranbrook.

The only railway bill which failed to pass this session was that under which the government sought for the Kootenay & Alberta Railway Company, which proposed to build from a point on the international boundary where the Flathead river crosses to the boundary between British Columbia and Alberta in the North Kootenay pass.

BRICK PAVING FOR CAUSEWAY

COUNCIL DECIDES
TO ABANDON WOOD

Majority of Aldermen Favor
Altering Plans Agreed
Upon in Committee.

The city council on Monday passed a resolution that the causeway be paved with brick in preference to wood blocks, but the motion did not go through. The city council on Monday passed a resolution that the causeway be paved with brick in preference to wood blocks, but the motion did not go through. The city council on Monday passed a resolution that the causeway be paved with brick in preference to wood blocks, but the motion did not go through.

The matter came up for discussion on the report of the streets, bridges and sewers committee. Ald. Turner told the council it would be utterly impossible to get the brick for paving here before that time. The city could not have the work going on when the crowds from Seattle were coming into the city.

For these reasons he said he was in favor of blocks being used. He thought it would be foolish to pave the causeway with brick and Belleville street with blocks. Uniformity was needed on the highway.

Ald. Henderson said the report of the committee which went to Portland to look into the question did not condemn blocks. He said in Seattle blocks were not used as they proved slippery on the hills, but in Portland, the brick paving was showing good after seven years. At the present time he would not stand to condemn blocks. He thought the new concrete paving would do well here.

Ald. Stewart was of the opinion that the causeway should be brick and nothing else. The causeway, he said, is too flat for blocks. There would not be a proper drainage. If the council had to wait three months it would be better to do so than use the blocks. Blocks could be used on Belleville street, but on the causeway the wood would always be wet and would not last.

Ald. Raymond expressed himself in favor of brick and Ald. Mable was opposed to blocks and was supported by Ald. Bishop.

Ald. McKewen said it had been understood by the committee that the work was to be done by the city. He had yet to find a perfect pavement, but the brick paving was entirely dependent on the quality of the material. Blocks were being used in the city, and he was very much in favor of them. He was very much in favor of them. He was very much in favor of them.

Ald. Turner—Why not refer the matter to next year's council. Ald. Stewart—If Ald. Turner wants to create an impression that the work will be delayed if brick is used and that the progress of the city will be stopped, I want to tell him I have a question at issue and I will argue the question at any time. We have had about enough of Ald. Turner's talk of blocking and delay.

The resolution that brick be used for the causeway was finally carried. The Aldermen who voted for brick were: Aldermen Raymond, Humber, Bishop, Mable and Stewart.

Ald. Turner—That means the postponing of the work till next year.

OPERATIONS RESUMED IN LOGGING CAMPS

Duncan, March 15.—The logging camps at Cowichan lake have begun work. Preparations have been made for extensive operations this spring and summer.

Last week H. D. Irvine, provincial engineer, inspected the damage done by the Cowichan river to the property on its banks. Members from the board of lands accompanied Mr. Irvine to show him places where the river had made inroads.

PIONEER OF THE SIMILKAMEEN

ROBERT STEVENSON TELLS
OF COLLINS EXPEDITION

Only Survivor of Advance
Guard of Big Gold
Stampede.

Robert Stevenson, of the Similkameen district, the last surviving member of the famous Collins expedition, which blazed the trail over the Cascade mountains to the gold camps on Similkameen river, is a guest at the Butler, having delayed in Seattle to renew acquaintance among the mining fraternity and especially among those identified with the early history of the Northwest, says the Seattle Post-Intelligencer.

Mr. Stevenson was a very close friend of the late John Collins, the leader of the expedition, and delight in telling of the stirring scenes and thrilling incidents that fell to the lot of those resolute men who made the first passage over the Cascade mountains into the interior of the state from Puget Sound. The following is his narrative of the expedition:

"Towards the close of 1859 unusual excitement prevailed over reports received in Seattle concerning a rich strike made at Rich bar, on the Similkameen river, by the boundary survey party. The failure of the Fraser river rush had put a damper on business in Seattle, so I with two other companions decided to strike out for the new diggings.

"About the middle of January, 1860, a notice appeared in a paper published in Olympia stating that Capt. Collins, of White river, would lead a party over the mountains on to Similkameen river. We judged it better to seek protection of this company rather than start out alone, so joined his party at White river and set out April 29th, 1860.

"I had \$500 in my possession which Henry L. Yessier tried to get me to invest, offering me twenty lots for the sum. These lots now cover the section around the present site of the Butler hotel, but I refused to deal.

"While on the trail John Collins often told us about stirring fights against the Indians. He had built a block-house on his farm for protection and had mounted a six-pounder cannon on the top. His ammunition consisted of saw teeth and rivet heads, which he used as grape shot. About the second day out we met a party headed by Terry, of Seattle, a mulatto, coming back. There was three feet of snow on the mountains at this time. Terry's party advised us to return, but after numerous consultations thirty-four of the original party decided to push on. At this juncture Capt. Collins asked for volunteers to go on ahead and report the condition of the snow in the drifts. A man known as Big Dick, myself and Collins started out to obtain the information. We crossed the mountains and went right down to the Yakima river, where we cut our names on the bark of a tree to assure the members of the party we had performed our mission. We had eaten our last mouthful at daybreak and started to rejoin the band without any provisions. After two days of terrible suffering we gained the camp, reported the condition of the snow and advised the building of a brush trail over the snow. We were two weeks in completing this trail, which extended over thirteen miles. Often we were compelled to leave a passageway through the dense undergrowth.

"On June 2nd we crossed over the summit, bringing all our animals, which were sorely reduced owing to lack of feed, and on the 4th we struck the first bunch grass we had seen since leaving home. We were all very tired, our blankets were wet and had been so for two weeks past. When Collins called the roll that night thirty-two answered in a whisper. I alone was able to raise my voice to its natural tone. At that time I was 21 years of age. The captain prophesied by the side of the huge fire we had started that I would live to see every one of the party under the grass—a fact which has been verified for the past fifteen years.

We started down the Yakima valley on the 6th and continued until we crossed the river on the 7th. The Indians gave us a great deal of trouble and were very hostile, attempting to run off our stock and steal our provisions. They followed and hovered about the camp all night. We were forced to leave the camp and move on. We were very tired and our animals were very weak. We were very tired and our animals were very weak. We were very tired and our animals were very weak.

"At Lake Chelan we met the first white man since leaving Seattle. His name was Tomlinson and he was living with the Indians. He was known to a few of our party. He was very ugly and would not associate with the expedition. When we struck the Okanogan river a halfbreed by the name of Francois provided us with boats to cross.

"One of them he pointed out was that used by the McLaughlin party in 1858 in their march from The Dalles, Ore., to British Columbia. The nine holes in the bow of the boat were caused by the fire of hostile Indians. On the 22nd day of June we crossed the boundary line into British Columbia and shortly afterwards arrived at our destination, the Rock Creek mines. Here the company was disbanded. The richness of the new diggings was reported back, and during the following summer about 8,000 gold seekers came over the trail from Seattle to the new camp. It was this result that prompted Collins when he claimed that Seattle owed its start to his expedition, as the greatest part of these miners were settled at the little town on the Sound.

"After digging around the placer claims for a brief period I was appointed customs inspector by Sir James Douglas, resigning to visit the gold fields discovered on the Cariboo. "I am now 70 years of age, but I still preserve an active interest in everything that affects the mining interests on the Similkameen river, where I made my first stake."

In Italy there are more theatres in proportion to the population than in any other country.

MR. ARNOLD-FOSTER DEAD.

Former British War Minister Passes Away at Middle Age.

London, March 18.—Right Hon. Hugh Oakley Arnold-Foster, former minister of war, is dead here.

Deceased was born in 1855, and was a son of the late William Dalesford Arnold, director of public instruction in the Punjab, India, and an adopted son of the late Right Hon. W. E. Foster, M. P. He was educated at Oxford, graduating with his honors in law, was parliamentary secretary to the admiralty, 1900-3, and secretary of state for war, 1903-6. He represented West Belfast in the Commons from 1892 to 1906 as a Liberal Unionist, and afterwards Croxson as a straight Unionist. He was the author of a number of works on political, military and social questions.

SEIZURE OF PAINTINGS.

Paris Police Take Possession of Pictures Destined for New York.

Paris, March 16.—The police have seized thirty paintings which bore the alleged foreign signatures of Jean Jacques Henner, Marcisse Diaz, Gustave Courbet and Felix Ziem, all noted French artists.

The paintings were destined for sale at New York. The identity of the exporter, who it is stated, will be prosecuted, has not been disclosed.

DISAGREEMENT AS TO POWERS OF COMMITTEES

Aldermen Clash on Subject at
Monday Night's Council
Meeting.

In appreciation of the services rendered by the city members at the recent sitting of the legislature relative to the waterworks bill, the city council Monday night passed the following resolution:

"Be it resolved that this council gratefully acknowledge the services rendered by the members for the city in the legislative assembly in assisting the passage of the waterworks bill of the session, and particularly desire to acknowledge its indebtedness to Mr. H. B. Thomson."

The clerk read a communication from Dr. Richards asking what steps had been taken in regard to the letting of tenders for the care of horses owned by the city.

Ald. Fullerton, as chairman of the fire wardens to whom the tenders had been referred, asked what steps had been considered and the firewardens had agreed that as there was no increase in the price over last year the work ought to be done this year by the same veterinary surgeon as did the work last year.

Ald. Raymond and Humber, who were on the committee, interjected they had not agreed to the proposal, and Ald. Fullerton said all the rest had.

Ald. Turner said he understood tenders had been called, that one man had not tendered but had written the council about it. He asked why the fire wardens had not reported the matter back to the council.

Ald. Fullerton replied: "We, the fire wardens can do as we please, and will appoint a man without referring to the council. I want to know if you understand that," looking from Ald. Turner to Ald. Humber.

Ald. Humber—How long had you been on the council before you found out all these funny things?

At a later stage when the announcement was made that the water commissioners would make a report back to the council, Ald. Turner remarked: "Not so autocratic as the fire wardens."

The matter of the veterinary tenders was referred back to the fire wardens. The council resolved to instruct the engineer to continue with the sidewalk on Johnson street.

Ald. Turner asked that the engineer be instructed to have Government street swept and flushed at night at least once a week, but agreed on the suggestion of the mayor to wait till the salt water system was installed, or otherwise there might be a scarcity of water again.

The finance committee recommended that Wood & Rebers' offer for space in the firm's advertising booklet be declined, and that the request of a grant of \$250 for the western excursion of office bearers, asked for by the Winnipeg local executive committee of the British Association, for the Ad-Sanctioned be or otherwise granted.

The committee advised a grant of \$50 to the poultry show, and recommended the payment of \$57.25 to the transfer company, and \$15 to R. Bray for damages to backs New Year's eve caused by trenches of the salt water system.

The committee of the Home for Aged and Infirm advised that repairs to the extent of \$150 be made. The report was adopted.

The council went into committee to consider the Clegg barn case on Fairfield road.

A. W. Bridgman appeared for the owner, who is in England. He asked that the matter be referred to the council over until the first of May as he then could communicate with the owner and also because the present occupant was building a house and would be ready to move into it by May 1st. Further, he said the house stood on a large and three-quarter acres of land and there were no other residences in the vicinity. Mr. Bridgman thought no danger would accrue to the public before May 1st. He offered an undertaking that no other tenant would be allowed to rent the building after May 1st.

Mr. Bridgman's offer was accepted regarding the house and an order was made that the barn on the same property be destroyed in one month's time.

The secretary of the school board wrote asking that the stables be removed as they were offensive to those occupying the offices above. The stables are now being moved.

A request from the Anti-Tuberculosis Society for a grant was laid over to be taken up with the estimates.

EARLY START ON WATER PIPES

OAK BAY COUNCIL
DEALS WITH DISTRIBUTION

Work Will Be Done Under Local Improvement System.

Oak Bay municipality, following the settlement of the water question between that body and the city, has gone right to work on its scheme of distribution.

Already, after several meetings, a plan of distribution has been arrived at, and prices are being obtained. The engineer of the municipality is to confer with T. Lubbe on questions when ever necessary so that the municipality will have the very best of advice.

The municipality is to pay the cost of pipes exceeding 4 inches in diameter as far as it exceeds the cost of a pipe of that size. This move is made necessary in view of the fact that the laying of the pipes is to be done as a work of local improvement. In many instances a large pipe may have to be laid to serve a few persons. Later these pipes will have a number of connections made with them. Those making the connections will then have a pipe of sufficient size and will have to bear his share in the expense, so that the municipality will be reimbursed for its expenditure.

At Monday's meeting of the Oak Bay council the water committee that had this matter in hand made a report. The committee consisted of Councillors Oliver (chairman), Newton, Noble and McGregor, while Councillor Pemberton had attended on the invitation of the chairman. The report was as follows:

The engineer submitted plans of distribution and the comparative prices of English and Canadian pipe. Resolved to recommend the following:

1. That the engineer be authorized to confer with Mr. Lubbe, sr., on the matter of distribution system and orders for pipe.

2. The purchase of English rather than Canadian pipe, as it is a work of local improvement, it being understood that the municipality at large participate in the benefit of the system and accordingly contribute a proportionate share of the cost.

3. That in estimating the proportion to be laid down as a general rule that in all pipes over 4 inches in diameter the municipality pay the cost of the pipe in so far as it exceeds the cost of a 4-inch pipe.

4. That all sums required by the municipality for waterworks purposes, whether by way of advances or otherwise, be raised by a special waterworks loan secured by a special water rate to be assessed on the whole municipality.