#### The Board Of Aldermen

Complaints of Latitude Allowed Tramway Company in Deal ing With Streets

More Money for Exhibition-Reception Committee's Demand Reduced

The condition in which the Street Railway Company leave the streets after ripping them up formed one of the principal themes at last night's meeting of the city council. Some addermen thought that the city engineer had all the power accessary in his own hands and should insist on the laws being carried out. This is a fruitful source of complaint and the efficial was directed to have the law enforced.

From the secretary of the department of public works, Ottawa, came a letter approving of the plan of the new Point Ellice bridge. This was filed.

The Agent General of British Columbia in London reported that in answer to the request of the city council he had inserted an advertisement in English and Scottish papers offering city debentures for sale, and enclosing account for \$125 covering cost of same. Ordered paid.

Bodwell & Duff on behalf of W. J.

Bodwell & Duff on behalf of W. J. Pendray, wrete with respect to the riparian rights of their client and others owning property soluting on James Bay flats, and pointing out that unless an understanding was arrived at legal proceedings would be taken. On motion of Ald. Yates a committee was appointed to interview the parties interested.

His Worship stated that he had been informed that the lots were originally sold by metes and bounds; an old map showing a red line in the rear of all the lots.

showing a red line in the pear of an elections.

The deputy minister of marine and disheries advised the council that the government were in favor of granting a transfer of the strip of land on which James Bay bridge stands, and asking for the lines of the strip on Belleville street. Filed, the required information to be supplied.

His Worship stated that he and the city engineer had looked over the ground on Belleville street, and thought that 100 feet from the south line of the street should be asked for.

The drain on Belcher street was again brought to the attention of the council by Mr. G. H. Barnard, who wished to know if it was proposed to abate the missince. Referred to the special committee on septic tanks.

nuisance. Referred to the special committee on septic tanks.

A.M. Jones complained that the odors of cooking in the neighbothood of his premises was a nuisance, and asking that some steps be taken to remedy the matter. The owner of the property also complained that he had difficulty in securing tenants from the same cause. The sanitary officer will turnish a report. Thos. Walker, on behalf of the Knights of Pythias, called attention to the Chinese laundry adjoining their hall on Broad street. A report will be made as to the sanitary condition of the washhouse.

A. O. Roy applied for work as pile driver on the James Bay causeway. Referred to the city engineer with power to act.

ferred to the city engineer with power to act.

T. G. Rayner asked why he was taxed for keeping two rigs when he had but one horse. The state of the roads caused many break downs, and necessitated a second wagon. Laid on the table.

Alfred Taylor, who is about to erect a manufactory for brass bedsteads in this province, wrote to know if he could secure exemption from taxes if he located his works in this city. The factory would be capable of turning out 200 bedsteads a week. This went to the finance committee for a report.

H. P. Coles, at Cumberland, presented the city with a doe as a donation to the park menagerie. Accepted with thanks.

F. M. Rattenbury asked permission to erect a brick veneer structure with woodroof, to be used as a racquet court at the Union club. The building inspector

coof, to be used as a racquet court at the Union club. The building inspector will furnish a report.

W. Moresby, secretary of the reception committee, asked the council to set aside \$6,000 for the purposes of the committee. This was the amount which after investigation the committee thought would be necessary. The communication was laid on the table, and on motion of Ald. Yates, the writer will be informed that the council is not prepared to pay more than \$5,000 for the purposes of the reception.

Ald. Cameron, as a member of the reception committee, stated that the sub-committee on finance had reported in tavor of \$5,000, and although no other sub-committee report had been changed, their amount had been raised \$1,000 by the general committee.

Mrs. V. E. Cox directed attention to the destruction done at the cemetery by dors running over the plots. Refer-

seconded the following, which carried unanimously:

Moved by Ald. W. G. Cameron, seconded by Ald. Thos. A. Brydon, and resolved, that this council has learned with profound regret of the serious loss of life and property occasioned by the lamented disaster to the steamship Islander on her return trip from Skagway on the 15th last, and profiers its sympathy to the sorrowing families who have been so sadly bereaved thereby; and that this council desires at the same time to place on record its appreciation of the active sympathy shown by the citizens of Juneau, Alaska, with the surviving passe of the serious of the serious of the serious distribution of the active sympathy shown by the citizens of Juneau, Alaska, with the surviving passe of victoria and their tender care of those who perished. Also of the hospitallty manifested by the recopie of Juneau on that occasion in opening their home, s for the shelter and comfort of those who escaped the imminent peril in which they were placed by the accident.

And be it further resolved that a public subscription be opened under the charge of this council for the relief of those requiring aid amongst the Victoria sufferers by the islander disaster, and that this council, on the recommendation of the finance committee, contribute the sum of \$250 towards this fand.

The Mayor suggested that as some of

carried.

Ald. Williams hoped that this would lead to the sufferers receiving a great benefit. If the attention of Lord Strathcona were called to this list no doubt he would make a handsome donation.

tion.
Ald. Cameron, seconded by Ald. Beckwith, asked leave to introduce two bylaws entitled the "Streets Widening Bylaws." Leave was granted, and the bylaws were read a first time. They are in connection with the widening of Menzies street and paving of Government

A by-law to carry out the expropriation of the lot at the corner of Government and Wharf streets, was introduced by Ald. Cooley, and was also read a first time.

Another by law to make an alteration

Another by-law to make an alteration in the Rock Bay Bridge Traffic Regulations by-law was also introduced and laid over until next regular meeting.

The council then adjourned.

DISCOMFITED BY CROOKS.

But Was Thought to Know Too Much Himself. Passengers who came over on the last crossing of the Duetschland, says a London despatch, tell a curious story of liner cardsharps and a thought-reader-who discomfited them, and was in turn

who discomitted them, and was in turn done.

The thought-reader who played "poker" assiduously, thought that he had reason to suspect the play of a clerical-looking young man with glasses and of his companion, a tall, guileless-looking youth with fair hair.

The youths, although child-like and bland, were in fact a notorious pair, and as clever a brace of scoundrels as ever manipulated a pack of cards.

Finally in a game of guodity stakes.

manipulated a pack of cards.

Finally in a game of goodly stakes, the thought-reader gazed intently at the fair-haired youth, who was dealing, and said in a serio-comic vein:

"Meseems, young man that you are toying over-dexterously with the cards. I read in your eyes that you have dealt me by design three kings and yourself three aces, the intention being to have me bet divers large sums of money. I will wager a goodly sum that I am right."

reader. "I read in your faces that you have spare cards up your sleeves for the purpose of filling hands, and that you have prepared packs in your pockets to substitute if necessary.

"Will you allow yourself to be searched, or will you quit the game quietly?"

"We'll quit," said the clerical sharper, 'but I'll ask, gentlemen, in all fairness, if this thought-reader is not the slickest grafter of us all. I insist that he too quit the game. He is a clairvoyant, sure."

"That's right," cried a dozen players who had gathered around. "He's too smart to play poker with gentlemen."

The thought-reader protested, but he had to leave the game and give up gambling for the trip.

For obvious reasons no names arogiven, but they are all on the Deutschland's passenger list.

The committee of the power of t

# The Sens tor

ack in port, with the same cargo of the Mayor suggested that as some of the relatives of those lost in the accident were in absolute need, the corporation should start a public subscription list, contributing say \$250 themselves. There were some families who were not at all provided for.

Ald. Yates was of opinion that the council should go slow, as they were kandling other peoples' money.

Ald. Beckwith thought that the public would back the council up, and in any event the amount was very small. He would move that a public subscription be opened, and the council contribute \$250. board that she left here with

take over the steamer. Capt. Newbell of the steamer are many.

Her arrival here was unexpected. When last heard of she was at Hilo, H. I., where repairs were being made to her leaking hull, and her owner, S. W. Shoup, had gone there from Liverpool to superintend the repairs. When temporary repairs were made on the beach at Hilo—there is no dock there—Capt. Harrison decided to resume his voyage to Liverpool. He was out at the when he was obliged to return, and his next attempt to resume his voyage met with the same result, and on the third start, instead of getting to Liverpool he got to the Royal Roads, being brought in on Sunday night by the tug Lorne.

The Senator was three days out from Hilo on her way to Liverpool, when she began to leak, and the men had to man the pumps. The wind then changed and taking advantage of a fair wind Capt. Harrison put the bark about and decided to run for Victoria. He had made some progress, when the wind changed, and he changed his mind, deciding to again attempt to proceed on his way, but the wind changing once

The Sene tor

Back Again

Retrons to Port in Leaking Condition With ther Cargo of Lumber.

Steamer Amur Will Sail North
Next Week—Umatilia Reaches Port.

this port, and then returned. The places of the sailors taken from here who deserted at Hilo were filled by Japs. Capt. Harrison says that three of those who went from here are all who remain. The Senator is now in the Roads, and is to be hauled out for a survey to be made, and when the board of survey has made its report she will act as they advise. It is likely that the greater part if not all her cargo will be discharged.

On her way from Hilo the Senator saw no signs of the overdue Battle Abbey, speaking only one ship, the Haydin Brown, bound from the island to Eureka. She sighted the Antiope, which had arrived here soon after she left Hilo, but did not hoist her signals in reply to the Antiope's.

的影響於中國共和國大學的發展學院的發展學術的數學學學的發展效果。 医耳氏结合征

Capt. T. P. Locke to Command her With Capt. Newcombe as Pilot.

Steamer Amur is expected to be ready to begin service on the Lynn canal route at the beginning of the month. The boiler makers and machinists are completing their labors, and the steamer is being fitted in every way for the passenger service, to replace the lost Islander on this route. The date of her sailing has not yet been announced, but it is expected that she will sail from here on September 1. Capt. T. P. Locke, who has been pilot on the steamer Hating since she commenced service and formerly was mate on the Amur and Tees, has been appointed to take over the steamer. Capt. Newcombe, now mate of the steamer Princess Louise, and formerly master of the Union Steamship Company's vessels, has been appointed pilot, and Chief Olficer Neroutsos, one of the surviving officers of the lost Islander goes to the Amur as chief officer. Mr. McArthur goes to the steamer again as chief engineer

Capt. Locke, the newly appointed mas-

The Senator was three days out from Hilo on her way to Liverpool, when she began to leak, and the men had to man the pumps. The wind then changed and taking advantage of a fair wind Capt. Harrison put the bark about and decided to run for Victoria. He had made some progress, when the wind changed, and he changed his mind, deciding to again attempt to proceed on his way, but the wind changing once more he sailed on towards the Straits, arriving after a passage of 34 days from Hilo.

When seen yesterday, Capt. Harrison said that the Senator had been leaking while on her way there, but was not leaking in port. The crew had been at work at the pumps, but, whether the vessel had any trying experiences en route or had an uneventful voyage the captain does not say. His is the first case on record where a vessel has carried a cargo for such a distance from

ST. ANN'S ACADEMY

VICTORIA'S OLDEST PRIVATE SCHOOL, ESTABLISHED 1858

A GLIMPSE INTO A CONVENT SCHOOL

some will be posted on the reinsurance list. The overdues are: Chilean ship Antoinette, from Chemainus for Autofogasta, 96 days out; British bark Battle Abbey, Honolulu, for Port Townsend, 39 days out; British ship Harlick Castle, Antwerp for San Francisco, 172 days out; British bark Clydesdale, Junin for San Francisco, 87 days out; Italian ship Francisco Ciampa, Newcastle, England, for San Francisco, 172 days out; British ship Marydown, Swansea, for San Francisco, 171 days out; American brig Blakeley, for Nome, 80 days out; schooner Enterprise, Coos Bay for Nome, 103 days out; schooner Mildred, Ballard for Hilo, 49 days out; schooner Parkersburg, San Francisco for Coquille river, 41 days out; schooner Sadie, San Pedro for Willapa, 31 days out; schooner William Renton, Tacoma for St. Michaels, 81 days out, and schooner Wing and Wing, San Francisco for Suislaw river, 30 days out.

British Columbian marine men are chiefly interested in the Antoinette, for she has a cargo of lumber from this province. Another lumber carrier which is overdue with lumber from this province is the Norwegian bark Prince Arthur, which is now out 110 days from Hastings to Port Pirie, and which is reinsured at fifteen per cent.

REFUSED LANDING.

Undesirable Immigrants Kept from the Steamer Manauense Purchased and Reg-City by Commissioner Ellis. Steamer Manauense Purchased and Reg-istered at the Local Custom House.

"Petty larceny seems to be the greatest of their vices, but this has been committed, it is stated, with such frequency and persistency that it has become monotonous. The women of the band wander about the neighborhood telling fortunes. They are in the habit of entering houses without the formality seem without the formality of knocking, and their sudden appearance at times has alarmed more than one housewife. anty of knocking, and their sudden appearance at times has alarmed more than one housewife, These women are persistent beggars. They are past mistresses of the art, and they have at times endeavored to exhort money by threats and curses.

"In fact, the present band of gypsies,

which is one of the worst, it is stated, of the tribe, has become such a thorough nuisance that the citizens of South Seattle have determined to accomplish its removal by drastic measures if none other will avail."

BUSTLE AT ESQUIMALT.

Unconfirmed Report That Amphion is

There was bustle and activity in the naval village at Esquimalt yesterday for stores were being placed on board the cruiser Amphion, and there was a report current that the cruiser was preparing to follow H. M. S. Icarus to Panama, together with the two torpedo-destroyers Virago and Sparrowhawk, one of which is out of commission. Whether this report is correct remains to be seen, for no confirmation could be learned last night. That stores were being placed on board the cruiser is true and included in the provisions made in seeming preparation for a cruise, were three scow loads of ammunition. The boiler shops in the naval yards were also busy, for according to report orders have been given that there will be night and day work on the torpedo destroyer whose boilers had been taken apart for repairs. NOW OWNED HERE.

When the steamer Rosalie arrived from the Sound yesterday morning there were among her passengers ten Brazilian gypsies, who seemed to be most undesirable immigrants, and Mr. W. H. Ellis, provincial immigration officer, who meets the incoming steamers, saw that they did not land, for not one of the gypsies could pass the educational test, which all immigrants are required to do. On their inability to fill in the blanks, Mr. Ellis refused to allow them to be landed, and the gypsies went back by the Rosalie whence they came. It is said that these ten who were yesterday refused landing are the advance guard of a large party estimted at from 150 to 200, the others now working north from South America.

According to the following from the Seattle Post-Intelligencer of yesterday, the immigrants who were refused landing were most undesirable. The Sound paper says: "South Seattle is afflicted with gypsies. The band of nomads who have been in the city for some time are now at the southern suburb and have been making life a burden for the men, while they have succeeded in thoroughly alarming most of the women of the vicinity.

"Petty larceny seems to be the great-

Klondike-bound passengers, who had booked passage by her to Dawson from London, and the troubles of the passengers in reaching their goal were the result of law suits here. The steamer made several trips to St. Michael and Lynn canal, and afterwards there was litigation over the navment of reach litigation over the payment of repair work done here. When the tangle was unwound, the steamer was sold, and soon passed into the hands of some San soon passed into the hands of some San Francisco people, who cnartered her to the United States government as a transport. After earning more than her value from the United States government, Capt. Harry Goodall, George F. Hart, James Tyson and Capt. Bennet sold her, and she was placed under the Mexican flag, and under the name of the Mexico made several trips south. She was then sold to Capt. E. E. Caine and has been tide up at Seattle until she was chartered to go to St. Michael.

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FROM SAN FRANCISCO.

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Umatilla Brings Passengers and Freight From the Golden Gate.

Steamer Umatilla arrived from San Francisco yesterday morning after a smooth passage. She landed an average amount of general cargo for local merchants, and in all, her passenger list totalled 161, of whom 33 debarked at this port. She still carries a non-mion crew, because of the strike at San Francisco. It is understood that because of the loss and delay occasioned, the Pacific Coast Steamship Company, which has always employed union men, and which had a contract with some of the unions by which it was agreed that the firemen would remain at work, an action for damages is to be taken by the company against the union.

Other steamship owners have been even more unfortunate than the Pacific Coast Company, which by paying famey wages has secured crews to man its vessels. Three large tramp steamers and a score of sailing vessels which went to San Evancisco to load grain have been Steamer Umatilla arrived from San

a score of sailing vessels which went to San Francisco to load grain have been tied up for nearly a month involving heavy loss to their owners. The loss to rarmers who are unable to export their grain and to fruit-growers will be enormous. The strike has now been going on for six weeks.

## You Are Not Sick But Feel Miserable.

Nearly everybody seems to complain more or less at this season of the year. You feel the need of some tonic to put new strength and energy into the system. You don't sleep well, and suffer more or less from headache and dyspepsia. It may be you are depressed and discouraged, and feel the affairs of every-day life a burden. Little things worry and irritate you. You are not sick, but lack the vitality that is necessary for health and happiness.

There is one preparation which is doing wonders there days as a restorative and nerve invigorator, and that is Dr. Chase's Nerve Food. It is different from any medicine you ever used, for instead of tearing down the tissues of the body it builds them up, and so thoroughly fills the system with new life and vigor as to overcome pains and aches, weaknesses and irregularities. It is surprising what a host of people are using this great food cure. A few weeks' trial will convince you of its singular merit.

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