

THAT LETTER ON SEWER FLUSHING

SANITARY INSPECTOR BEFORE THE COUNCIL

Discussed the Matter for Two Hours or More—Water Commissioner Gives His Views.

The city council, sitting at the streets and sewers committee, last night exhaustively inquired into the complaint of Sanitary Inspector Jas. Wilson against the present method of sewer flushing. The word "exhaustively" is used advisedly, for the investigation covered a wearisome mass of technical details, the majority of which would be uninteresting to the average reader.

The proceedings of the character of a court of inquiry, in which the sanitary inspector was the defendant. There was a great deal of cross-examination, and altogether the meeting was not the tamest in history.

It was quite plain that the council didn't like the tone of Mr. Wilson's letter, which was read at Monday night's meeting. Furthermore, he objected to the official reporting over the heads of his superiors, and at one time last night it looked as though the inspector was in for a censure.

The water department was well represented at the meeting, Mr. Raymond, the commissioner; Mr. Freese, the superintendent, and an employee being on hand armed with data to justify the change in the system of flushing.

Mr. Wilson had a couple of his men with him, so there were witnesses on both sides. Mayor Hayward presided, and besides those mentioned, the aldermen and city officials, there was present former city engineer E. Mohun.

Being called upon to explain his position, Mr. Wilson contended that the present system of flushing was unsatisfactory. Under the old system (automatic) there was no obstruction, and flushing took place several times a day. Now they could only be flushed twice a week, as one man couldn't cover the ground more rapidly.

To Aid, Vincent he said that if they were flushed once a day it would be satisfactory. There was not enough water now, and water was being consumed. He had seen in the government street manhole a growth that resembled mushrooms.

Ald. Vincent: That's bad. We don't want mushrooms growing in the sewers. In reply to the Mayor he said he was actuated by the best of intentions in sending the letter to the council. He had heard many complaints and feared that there would be sickness under the present system. If there was he would be blamed for it.

In reporting to the council over Mr. Topp he had no intention of reflecting on the city engineer. It wasn't the main sewers that he feared, for he couldn't trace one case of sickness to them, but rather the surface drains. He admitted there was nothing wrong with the sewers at present, but he apprehended trouble. He was working in perfect harmony with the health officer and the city engineer.

The examination of the sanitary inspector continued for some time, during which a couple of his men gave some information about flushing. Then the water commissioner took a hand, and asked Mr. Wilson if it wasn't true that he had tried to give the present system of flushing a black eye? The officer replied that he had not. Under the old system all the tanks were operating.

Mr. Raymond remarked that the alteration in the system saved the city \$4.50 a day in fuel, as well as a great quantity of water. He also said: "I wish it to be distinctly understood that I have never presumed to criticize the system of automatically flushing the sewers. What I, as water commissioner, complained about is that, owing either to faulty construction or neglect in looking after them, the flush tanks have been allowed to get into such a state that their usefulness is gone."

He says in his letter to the council he is the person responsible for the main sewers in the city, it is then "up to him" to show why this has occurred. The alterations were never intended for a permanency, but only as a stop gap to endeavor to save at least a part of the enormous quantity of water that was being wasted, until such time as the tanks and siphons could be placed in proper working order. I did not consult Mr. Wilson as to making these alterations, but I did speak to Mr. Topp, the city engineer, and had several conversations with him on the subject, and my letter to the council of the 8th March was submitted to him before being sent in, and he approved of all that was proposed to be done.

In recommending this alteration, the water department has not been actuated by any desire to save water at the expense of the city's health, or to make a wonderful showing in some report, or to have the flushing done at least as well as formerly, but with a much less expenditure of water. It has been heart-breaking to see water that has cost money both to run and to pump, allowed to run out to sea and serve no good purpose whatever. If the flush tanks had been properly looked after there would have been no need for any change being made.

The commissioner also submitted the following report on the working and condition of the flush tanks under the old system:

Location of Flush Tanks.
 South of Turner and Niagara, every hour; leaking badly.
 Avation road and Phoenix Place, every hour.
 Between Carr and Phoenix, every three hours.
 North Chatham, above Chambers, every three hours.
 Superior and Bidegas, every hour.
 North Chatham, above Chambers, every hour.
 Chatham and Cook, every three hours; leaking badly.
 Cook and North Park, every hour.
 Quadra, near Chatham, every three hours.

Cook and Yates, every two hours.
 Johnson and Quadra, every three hours.
 Johnson and Vancouver, every three hours.
 Pandora and Quadra, every two hours; leaking badly.
 Parquhar and Quadra, every two hours.
 Fort, above Blanchard, every three hours.
 Fort, below Blanchard, every two hours.
 Quadra and Kane, not working.
 Kane, near Quadra, every three hours.
 Meers, between Quadra and Vancouver, not working.
 Courts, between Vancouver and Quadra, every three hours.
 Vancouver and Belcher, every three hours.
 Belmont and Vancouver, every two hours; leaking badly.
 Belmont and Vancouver, every two hours; leaking badly.
 Vancouver and Richardson, every three hours.
 Hillside and Alley, every three hours.
 Bay and Alley, every three hours.
 Blanchard and Pleasant, every four hours.
 Blanchard and Cormorant, every four hours.
 Blanchard and Pandora, every two hours.
 Blanchard and Victoria, every four hours.
 Blanchard and View, every four hours.
 Blanchard and Kane, not working.
 Blanchard and Kane, every three hours.
 Gordon and Courtney, every two hours.
 Courtney, below Gordon, every four hours; leaking badly.
 Broughton and Douglas, every four hours; leaking badly.
 Yates, below Government, every three hours.
 Yates, below Langley, every three hours.
 Gaston and Government, every four hours.
 Gaston Alley, hardly working.
 Fort and Langley, every hour; leaking badly.
 Collinson, near Vancouver, every three hours.
 Government and Yates, every three hours.
 Yates and Douglas, every three hours.
 Yates and Broad, every four hours.
 Fort, between Fort and Douglas, every three hours.
 View, between Douglas and Broad, every three hours.
 Total number of flush tanks, 49, each supplied with one-half inch service; total capacity, 10,686 gallons.
 All tanks marked "leaking badly" had to be plastered inside with cement, not one single tank that did not leak more or less.

Water Services Connected Direct.
 Surface Drains—Herald, near Douglas, 1/2 inch, going all the time.
 Douglas and Pembroke, 2 inch.
 King's, between King and School street, 2 inch.
 Blanchard, near Judge Walkem's, 1/2 inch.
 Seely, 1/2 inch.
 Yates, above Cook, 1 1/2 inch; leaking badly.
 Quadra and View, 2 inch; leaking badly.
 Quadra and View, 2 inch.
 Franklin, 1 1/2 inch.
 Opposite 116 Menzies, 1/2 inch.
 Menzies and Simons, 1 inch.
 Toronto and Parry, 1/2 inch; going all the time.
 Bidegas and Michigan, 1 1/2 inch.
 Opposite 130 Michigan, 1/2 inch.
 Box Drains—Fernwood and Johnson, 1 inch.
 James street, 1 inch; opposite 90 Quebec street, 2 inch.
 Night Soil Dump, Cook Street—Two services, each 2 1/2 inch.

Hon. Jas. Dunsminir's Iron Property Near Campbell River Promises to Be Very Rich.

The steel works for the further development of the mineral wealth of Vancouver Island were never brighter than at the present. The successful conduct of the Crofton smelter, which is to be followed by the blowing-in of the Tyee smelter at Ladysmith, is an assurance that the advantages to be derived from the iron ore has all along been forestalled by the province for smelting purposes, and the advantages to be gained by its presence has been confined alone to the mining of the ore.

It now looks as though similar facilities might be provided for the utilization of the iron wealth of the island. The iron ore has all along been forestalled by the province for smelting purposes, and the advantages to be gained by its presence has been confined alone to the mining of the ore.

The steel works spoken of in connection with the east coast of the island arises directly out of the rich find of iron ore near Campbell river, which Hon. Jas. Dunsminir visited immediately upon his arrival from England. The ore is magnetic, resembling in many respects that found on Texada Island. It has not been known up to the present, but on the contrary the ore has been known to exist for many years. It is, however, ever fuller examination of steel works has taken place, and its richness has been tested to a small extent.

Competent judges describe it as remarkably rich, and claim for it that it is the best in the world. The discovery of the ore on the island, Mr. Dunsminir is said to be well pleased with it, and will undertake development work to fully test its value and extent. It is within the E. & N. land grant and conveniently situated to Comox.

Mr. Dunsminir is out of the city at present, so that his plans in connection with the find could not be ascertained. It is, however, to be expected that he will endeavor to erect iron works at Comox, should the exploitation of the ore body prove what is expected of it with respect to richness and quantity. A railway line from this location to Comox would also open up the rich coal measures which extend along this projected line.

At Comox the only coke on the island is produced, and the facilities afforded for the establishment of steel works are all that could be desired. One obstacle is known to stand in the way of this, which is the absence of hematite mix with the magnetite for producing steel. In the past the British Columbia magnetite formed the large proportion in the best grade of pig iron produced at Ironside.

It is said that steel works will be commenced at Port Renfrew, on the West Coast, early this coming year. The financially strong company of capitalists represented by H. E. Newton are reported to have decided that the indicated steel works will be erected at Port Renfrew to warrant this undertaking. The company has been steadily exploiting the properties held by them on the West Coast, and have, it is said, reached the decision to erect steel works at Port Renfrew. These two works could not but prove a boon to Vancouver Island. In the past all the iron ore shipped from the island has gone to the Ironside smelter on Texada, and to a smaller amount from the Pacific Steel Company's properties, near the mouth of the Alberni canal. The erection of steel works at Port Renfrew would afford an opening for the properties already proved to be good producers to the further development of promising properties.

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The inquiry continued some time longer. Mr. Wilson contended that the former system was satisfactory, and the present the reverse, while the water commissioner and Mr. Freese argued to the contrary. Mr. Mohun, who designed the system, explained the operation of the tanks, and said that anything over twenty thousand gallons of water for flushing would be a waste.

The council was generally of the opinion that Mr. Wilson should have reported to his superiors instead of directly to the council.

Appended is sanitary inspector's letter which the council said should have been forwarded to the health officer and city engineer. The Mayor pointed out that the change in flushing had been authorized by the council on the advice of their proper officials, and he took the inspector to task for presuming to censure them.

To His Worship the Mayor and Board of Aldermen:
 Sirs—As the person responsible for the main sewers in the city I beg to protest against the method adopted for flushing the same.

As you are aware an alteration has been made in the flushing of these sewers recently. At the time this method was changed it was my duty to advise you that the method now employed, but had I been asked to give any advice I would have recommended that before any change was made the opinion of a first-class engineer should have been obtained. I have tried flushing, but could not get enough water for my flush tanks to do much good.

Therefore, I would recommend a 2 1/2 or 3 inch flush from the water main on the long dead ends, and a three inch vent put up at the nearest pole or house to carry off the gas.

I can state here that where the city is properly sewered there is no sickness (only 6 cases in three years), and this was caused solely by the fact that all box drains on the same street be taken up as soon as possible.

Another matter I wish to direct attention to is the condition of the surface drains, which are not being looked after under any supervision. I know they are in a filthy condition and ought to be flushed out thoroughly. We have a great deal of sickness by the house pits now which can be traced to dead ends of surface drains. These drains, as well as those of three years back, are nearly all be traced to the same source. This must be remedied, and I have a great deal to say that some steps may be taken to remedy the existing condition of sewers and drains which are a source of sickness.

IRON WORKS MAY SOON BE ERECTED

TWO SUCH PROJECTS IN CONTEMPLATION

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INTERESTING CAREER.

Incidents in Life of Mariner Now in This City.

There are few mariners now living in Victoria whose early experiences on this coast antedates that of Capt. John A. O'Brien, the genial skipper of the steamer Eureka, now in dock at Esquimalt, and there are none who have come through worse hardships. Mention was made in the "Times" of some of the captain's adventures. He was identified with others of which his present visit in port, after many years absence, is a reminder. In 1808 the captain was commander of the old ship Alliance, which was in charge of that craft brought the first Chinamen to the Pacific Coast, employed in the building of the Union Pacific. Between 1875 and 1879, while skipper of the barque Edward James, he brought the first Chinamen to Portland, who were employed on the Northern Pacific, and between 1884 and 1887, as master of the barque Olden Bessy, he carried to Victoria among the first Chinese to work on the Canadian Pacific road. He was five years master of the steamer Premier, and in 1892 brought the first whale-bone steamer, the Chas. C. Whitmore, to this coast. Some time afterwards he brought the steamer Dolphin around the Horn for the Alaska Steamship Company. His present charge, the Eureka, is a lake steamer and of a design seldom seen on this coast, her hull being almost square in construction.

The captain's most thrilling experience was that when wrecked in the Whetmore off the Oregon coast, some years ago. For eight days and nine nights he and one of the crew were lashed in the rigging of the ship, when their food consisted of a few dozen soda biscuits and six bottles of rum. They were eventually rescued more dead than alive from the wreck of the ship, and by a life-saving crew. The wreck of the steamer Umattila off Clatsop rocks, many years ago, when Capt. O'Brien brought the ship and port office, had been deserted by the officers in charge, was mentioned last evening.

The animals belong to a big circus coming from Bombay and which has been touring Japan. It will make a tour of the United States. It will be met here by a couple of advance men who are at present in the city. Whether it will be landed in Victoria or not is a matter yet undecided. The show is described by officers of the Riojan Maru, which arrived from China and which is the most interesting one. It includes elephants, tigers, lions, camels, and in short many of the larger as well as the smaller animals of India, in addition to a large number of performing monkeys.

The Riojan Maru reached port Saturday afternoon. She has 16 Japanese for Seattle and one for Victoria. In her cargo, a member of the Swedish consulate at Kobe. As freight the ship brought 130 tons of steel. In the past the British Columbia magnetite formed the large proportion in the best grade of pig iron produced at Ironside.

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I have the honor to be, gentlemen,
 Your obedient servant,
 JAMES WILSON,
 Sanitary Inspector.

EQUIPMENT OF A MODERN SHIPYARD

SOME NEW MACHINERY IN USE AT ESQUIMALT

Vessel There Building for C. P. N. Company Will Be Called the Princess Beatrice.

In the equipment of the Esquimalt marine railway there is some new and modern machinery which has never been employed in these parts until recently. This machinery has only lately been installed, and has proved to be a great labor economizer. It consists of an air compressor plant for the working of tools that are usually operated by hand. Such implements as drills, augurs, hammers, etc., are operated through an attachment with the plant in a rapid and exact expeditious manner. Everywhere throughout the big yard there can be seen the working of this device. From a central station where pumping machinery has been installed, large feed pipes connect with storage tanks, and from these is drawn the power required for the manipulation of the tools. So sensitive is the main plant to pressure that the mere weight of a hand on its governors produces a wonderful commotion. A smaller and portable plant is also to be found in the yard, this having been used with marked results on the hull of the Amphion when in dry dock. In addition there is an auxiliary engine attached to one of the cylinders in the main engineering house, where as machinery is run, which is used for the raising and lowering of the cradle on the ways. This machinery can be brought into requisition in case anything should happen to the main engine.

As for the work in progress, the appearance of four or five vessels alongside the wharf of the yard adds a most animated appearance to the place. The new C. P. N. steamer is now to receive its outfitting, the Eureka, which is on the ways, has a few plates stripped off her bottom on the port side and is having them renewed; the ship Alice A. Leitch is still undergoing repairs; the ship Antelope is receiving a new iron keel and is being fitted out for her in the yard, and there are the new scows building for the B. C. Towing & Lightering Company, which are in an advanced state of construction.

But most interesting of all is the Princess Beatrice, which is to be the name of the new C. P. N. liner. She is a model of strength. Her timbers have been all carefully selected, a specially remarkable one being that located in the stern, which consists of a tough-looking piece extending from the shaft hold to the stern post. All the timbers in the stern have been most ingeniously mortised. The keelson and sister keelsons cover almost the entire bottom, while in every place where the strength of the ship can be added to stout timbers have been placed. The steamer will be 215 feet long, just four feet longer than the Charmer, and 36 feet by the beam. She will be provided with water tight compartments, and in every respect will be as near an unsinkable craft as it is possible to make her.

ANOTHER REMAND.
 Highway Robbery Case Will Come Up in the Police Court on Monday.

In the police court this morning Conrad Sutter appeared in answer to a charge of highway robbery preferred against him. He was accused of committing the robbery on Saturday night on Douglas street.

When he appeared in court this morning he asked for an adjournment in order that he might secure counsel. He enumerated a long list of relatives with whom he could communicate with respect to getting money with which to conduct his case.

Chief Langley called attention to the fact that it was desirable to go on with the case as soon as possible to avoid the danger of important witnesses leaving. He was willing to lay it over until Monday, however.

This was accordingly done, the police magistrate giving notice that the case must be proceeded with on that day.

John Davis was convicted of vagrancy and given one month with hard labor. The evidence of Detective McDonald and Police Officer O'Leary went to show that for three months Davis had been in the city with apparently no work. Davis was something of a philosopher, and stated that he got employment by calling on George Seilly on the 12th day of March, 1881, and numbered 3874.

S. Y. WOOTTON,
 Land Registry Officer, Registrar-General.
 Victoria, 26th day of September, 1902.

MEN Are made vigorous and healthy by the use of VACUUM DRUGS. This treatment will enlarge and strengthen undeveloped organs, and remove all weaknesses relative to the genital system. Particulars in plain sealed envelope, with Cash Advance Co., Safe Deposit Box, Seattle.

PRINTING PRESS FOR SALE.—The Cottrell press, on which the Daily Times was printed for several years. The bed is 32 1/2 inches, and in every respect the press is in first-class condition. Very suitable for small daily or weekly offices. It cost \$1,200; will be sold for \$600 cash.

The Paterson Shoe Co. Ld.
 (WHOLESALE AND RETAIL.)
Boots and Shoes, Rubber Boots, Etc.
 We are the largest exclusive dealers in Boots and Shoes in the province, and carry complete stocks of every description of Boots and Shoes, Rubbers, Rubber Boots, etc., etc., in each of our five large stores. Miners' Footwear a Specialty. Letter orders promptly and carefully filled. Write for Catalogue to
The Paterson Shoe Co. Ld.
 VICTORIA, B. C.
 Branch Stores: Vancouver, B.C.; Nanaimo, B.C.

Early Closing
 The trend of modern business is to lighten the labors of all employees. Friday evening, the 24th instant, was the first night under the Early Closing By-law, but on every Saturday evening we remain open until 10:30 o'clock. Get in line and do your shopping early and conform to modern usage.
 The usual Saturday Specialties to choose from our inexhaustible stock of High Class Groceries and Wines. LOW PRICES.
The Saunders Grocery Co., Ld.
 PHONE 28. 39 AND 41 JOHNSON STREET.

Macintoshes, Oiled Clothing, Umbrellas
 Full Lines. Lowest Prices.
J. PIERCY & CO.,
 Wholesale Dry Goods. Victoria, B. C.
 Letter orders will receive careful attention

Tyee Copper Co.
SMELTING WORKS AT LADYSMITH
 Prepared to purchase ores as from August 1st. Convenient to E. & N. or Sea.
CLERMONT LIVINGSTON, MANAGER.

Clean Teeth Seldom Decay
 Decay can nearly always be prevented by keeping the teeth clean. In other words, decayed teeth are an evidence that the teeth have not been kept clean. Let us recommend to you our
Carbolic Tooth Powder
 25 cents, and our
Guaranteed Tooth Brush, 35c.
 The use of these two articles will keep teeth, gums and mouth sweet and clean, and free from germs that cause decay.
BOWEN'S
 He Dispenses Prescriptions.
 98 GOVERNMENT ST.,
 Near Yates Street.

APIOL & STEEL'S
REMEDY FOR IRREGULARITIES
 SUPPRESSING BITTER APPLE, PIL COCCLEA, PENNYROYAL, ETC.