

Public Deposits at the Chartered Banks of Canada have increased at the rate of \$2,500,000 per month during last three years, that is to say, under a Liberal Administration

Old Question Resurrected

Craigflower Road Re-opening By-law Agitated Councillors Last Evening.

Will Be Dealt With in Committee Next Monday—Railway Discussion.

The proceedings at the regular session of the city council last evening, were more than ordinarily interesting for several reasons. Conspicuous among these was the fact that owing to the recent action of the government in cancelling the dedication of Craigflower road, the reopening by-law, which since July had rested peacefully in oblivion, was necessarily resurrected, and advanced a material stage toward completion. The audience consisted almost entirely of residents of Victoria West, and was naturally larger than any since the good old days when other burning questions and railway discussions were the order of the occasion. The council also indulged in a forensic skirmish on the railway transcontinental connection question, but the worthy participants finally succeeded in terminating the effluxion of rhetoric in comparative short order. After the ordinary preliminaries communications were, according to custom, taken up.

The commander-in-chief and officers of the Pacific Squadron wrote inviting the mayor and aldermen to a ball to be held on Friday, October 19th, in the Assembly hall.

The invitation was accepted with thanks, and will be duly acknowledged.

H. Mortimer Lamb, of the Mining Record, informed the council that the publishers intended to publish 10,000 Christmas numbers of that publication this year, similar to those of last year. He asked for substantial assistance from the city.

Referred to finance committee for report.

F. L. Elworthy, secretary of the board of directors of Jubilee hospital, directed attention to the necessity for a disinfecting apparatus here. A previous application had been made, but no action was taken in the matter.

Ald. Yates favored taking the question under serious consideration. The directors of the hospital were desirous of benefiting the city, and he moved that the special committee interview the board on the subject.

Ald. Cameron explained that no report had been made regarding the other application, because no funds were available for the purchase of the machine.

Ald. Yates's resolution was carried, Aids. Yates, Kinsman and Cooley being appointed the committee.

C. A. Holland, of the B. C. Land & Investment Agency, complained, that in the destruction of condemned buildings on Broad street a window in an adjacent structure had been broken.

Ald. Stewart thought it was very foolish for the corporation to pull down a building and assume responsibility for damage. If they had done so it was most imprudent.

Ald. Beckwith moved that it be reconsidered and referred to the city solicitor for report. Carried.

A. L. Belyea, for D. F. Adams, also directed attention to a sheet of plate glass that was broken on Broad street by the men engaged in paving that thoroughfare. Referred to city engineer for report.

Miss L. Campbell drew the attention of the council to necessity for a light on Cave street, and invited the council to visit the vicinity on a dark night and see for themselves. This was referred to the electric light committee.

T. C. Sorby wrote as follows:

Sir—The report of the special committee with reference to my claim re James Bay bridge does not make it quite clear why the second report of the committee who made the original award was never laid before the council of 1894.

From reports published in the Colonist and Times of the meeting of council held on the 22nd Oct., 1894, ex-Mayor Deagan, in reply to an inquiry made by Ald. Mann, explained that the only hitch was that the finance committee could not say where the money was to be taken from. The money appropriated under this head had been used for some other purpose. It was only right that the successful competitors should get their money—they could not be held responsible for a mistake of the council. To avoid this liability this second report of the 23rd September, 1894, recommending the payment to me of \$380, was held back week after week until, at my request, it was produced to the council of 1895, and on the 30th December, 1895, it was resolved that the communication be received and Mr. Sorby be informed that the want of funds debarred the council from entertaining his proposal and declining his request. There was no pretense of the council disputing the justice of the debt, but on the part of a few members a tacit repudiation of a liability which is admitted even by some of those who seek to avoid the payment of a debt that should have been paid by a preceding council.

I trust this explanation will make this matter clear, and that the council will be pleased to reconsider their vote and pay this old standing claim and a debt of honor.

THOS. C. SORBY.

Ald. Beckwith moved that the communication be laid on the table, and Mr. Sorby's bill which was received on the

previous Monday night, be brought back for reconsideration. He did not favor repudiating the matter.

Ald. Hall seconded, and incidentally spoke in favor of paying the amount.

The Mayor informed Ald. Beckwith that the later part of his motion was out of order. To be in order he would have to give notice of motion. The alderman might refer the communication to the finance committee for report.

Ald. Stewart did not favor considering the question further. He had received no additional information on the subject, and had not changed his mind.

Ald. Yates suggested that the mayor recommend that the question be reconsidered, but the mayor replied that he could not consistently do so as he had opposed it at a previous meeting.

Ald. Kinsman favored filing the communication. Ald. Cooley, on the other hand, believed that Mr. Sorby should receive his money. It was certainly his right, and the matter should be rectified.

Ald. Brydon favored paying Mr. Sorby. He had been informed by the judges that Mr. Sorby had complied with the conditions as near as any human being could do so. All competitive plans were produced on a level plane, and that was the case regarding these plans. Little animosity should be dropped out of the question.

Finally it was decided, on motion of Ald. Beckwith, to lay the communication on the table.

Joseph Hunter informed the council that the explanation of the city carpenter regarding the removal of a platform on Superior street opposite his residence was satisfactory. Received and filed.

A. J. Woodward, of Fairfield road, wrote asking for additional fire protection for that vicinity. Referred to the fire wardens for report.

The city engineer reported as follows: Gentlemen—I have the honor to submit the following report for your consideration:

Petition from John Elford and others re improvement of Fort street between Blanchard and School streets. I have gone over the above locality and find the same in bad condition, and would recommend the roadway be surfaced with broken rock 24 feet in width on the north side of the car track; total distance, 3,070 feet. Estimated cost, \$2,000.

Petition from W. Rockett and others re sewer rental on upper Johnson street:

1. In accordance with instructions of the streets, sewers and bridges committee, of February 7 last, I reported, the drains that were being used as sewers, and on again going into the matter, I find the above drain was contained in the list.

2. This report was referred to the city solicitors, who, I believe, reported that there could be no objection to the council converting into sewers such of the drains as finally discharging at Clover Point, and are otherwise suitable.

3. Shortly afterwards I received a notice to act in accordance with the solicitors' report of February 20th, 1906, which I did by placing such drains on the sewerage list. In conclusion, I may say the drain in question is in first-class condition, and appears to be equal in construction to any of the sewers in the city; and further, permits are being granted to those who desire sewer connections in the above locality. Trusting this will be satisfactory.

C. H. TOPP.

Referred to the streets, bridges and sewers committee for report. The committee will meet on Wednesday of this week.

The electric committee wrote, recommending that a light be inaugurated on the corner of Garbally road and Gorge road; also that the light be removed from the corner of Belleville street and Birdcage walk to that opposite. Received and adopted.

Finance committee recommended the appropriation of \$1,527.66 for payment of current accounts.

In connection with this report Ald. Beckwith wanted an explanation regarding the account of \$40 for the illumination of Government street. He thought that the expenditure of this amount on places where there was no light would be more satisfactory.

The mayor explained that the arrangement had been to try the illumination for a month at \$10 per month. Of course it was for the council to decide, although he would like to see the arrangement continued.

Ald. Beckwith considered this a luxury and believed lights should be placed at those places where they were urgently required.

The report was finally received and adopted.

The standing committee on finance recommended the appropriation of \$2,880—\$800 for work on Linden avenue and \$2,000 for providing a new swing for Rock Bay bridge. Adopted.

Ald. Brydon referred to the inconvenience caused passers-by by the building operations on Douglas street. Some consideration should be shown pedestrians, the by-law to amend the Yates and Broad street Local Improvement Assessment by-law. It was temporarily held in abeyance pending the consideration of a few other less important details.

Ald. Yates's motion that condemned buildings, mentioned in these columns a few evenings ago, be destroyed, was passed. A similar motion by Ald. Brydon regarding buildings on Government street, next to the Cheapside, was also passed. This was unnecessary, however, as the owner or agents of the building have already commenced the work of destruction.

The council then resolved itself into a committee of the whole to reconsider the Yates and Broad street Local Improvement Assessment by-law, 1900. It lay by adding the word "Auxiliary" after improvement. This was the only alteration, and the committee rose and reported the by-law completed as amended. The various other final stages were

faithfully observed, and the by-law was passed.

The railway committee reported as follows:

Gentlemen—Your railway committee, after carefully considering the question of a transfer ferry car service connecting Victoria with one or more transcontinental railway lines, desire to report and recommend as follows:

That the calm, land-locked waters of Puca Straits and the Gulf of Georgia offer the greatest possible advantages for railway ferry connection and the transportation of loaded freight cars. The distance is less, there is no ice to plough through nor rough water to encounter, as there is on the Eastern lakes and straits, where, in spite of all the disadvantages in those Eastern waterways, they do now and have been for some years, winter and summer, so successfully operated; it is therefore high time that we were supplied with the greatest of all up-builders of cities, a modern and rapid ferry service with modern depot and terminal buildings.

Your committee would therefore recommend that official correspondence be opened up with five known railway companies that are now looking forward for terminal facilities on the coast, that advantage may be taken at an early date, and in time, before the various companies seeking terminals on our shores have finally located.

And that the city clerk be instructed to forward a circular letter to the various railway companies, therein setting forth our advantages, and asking if it is their intention to take proper steps to secure the vast and growing trade of the port of Victoria and Vancouver Island, by affording us rapid railway transfer facilities from and to this port.

This engendered quite a discussion.

Ald. Yates said that the committee had power to institute this correspondence themselves. They had, however, shirked their work, and he moved that the report be referred back to the committee. Ald. Cooley seconded.

Ald. Williams asserted that it was not creditable for members of the council to balk the railway question. The idea was to have proper official correspondence and the city clerk was the proper party to do it. He moved that the report be adopted.

Ald. Hall seconded, and favored railway connection with Port Angeles.

Ald. Beckwith considered that Ald. Williams was unnecessarily severe. The alderman who offered his motion last Monday night was as anxious for railway connection with this city as any other members of the board. But he was opposed to his manner of going about it.

He believed the railway was coming, but he did not believe the city clerk could do it.

Ald. Stewart read a "little document" which contained the information that a special committee had been appointed to institute correspondence on the subject. There had been no correspondence however, at least he had never seen it.

He was in possession of information that a railway would be here before very long. He strongly favored railway connection, but he did not believe the city clerk could effect anything if he corresponded with the various companies for ten years.

Ald. Cameron suggested for a suggestion as to how this railway connection could be indicated. This was necessary, and the council could do nothing by sitting "like lumps on a log" and making no move.

Ald. Stewart replied that unless the railway companies were convinced conclusively that the population and business in the city would justify them coming here, they would not do so. They were not in business for their health.

Ald. Brydon said that Ald. Williams was dangling the railway matter as "a red herring." He had been clothed with full authority, but why did not he do something instead of talking about land-locked lakes. He favored returning the report to the committee.

Ald. Yates also had something to say on the matter. He had contributed substantially toward helping a railway company come to this city. The speaker had seconded a resolution of Ald. Williams regarding the Tupper, Peters & Potts matter, and he (Ald. Yates) was certain that it was merely an advertisement for the Port Angeles railway scheme. The resolution of Ald. Williams was an empty one. All he could see in it was an election dodge in order that Ald. Williams might promulgate another dodge bearing an aldermanic record about next January. The committee had lamentably shirked its duty.

Ald. Kinsman wanted to say something too. He would like to see a railway company here. Mr. Dowler was clever with the pen, and he did not think any harm would result from adopting the report. He seconded Ald. Williams's amendment.

The amendment was lost and the report consequently goes back to the committee.

The Craigflower Re-opening by-law was then taken up. This was read the first time in July. The mayor explained in this connection that in consequence of the recent action of the government it would be necessary to strike out three sections of the preamble. The by-law was then read as amended, the second, fourth and fifth sections of the preamble having been struck out.

In moving that the by-law be read a second time, Ald. Beckwith said that there was no doubt that it was the desire of the people in that district to have the road kept open. (Applause from outside the hall.)

In the interests of the residents of that locality the matter should be given the most careful consideration. In meeting the objections of property owners affected, he was sure it was the desire of the council to consider the wishes as far as possible. He did not believe the council desired to injure the interests of these property owners, and was certain that the matter of com-

penation would be taken up. Present conditions required that this road be kept open. The great hindrance to doing away with the present road was the condition of the Indian reserve. Until the settlement of the Indian reserve question was at hand, the Craigflower road should remain open. He favored this course being taken, and urged that it be carried out.

Ald. Brydon seconded without any remarks.

Ald. Kinsman said that this by-law had been on hand for several months. He suggested that it be left over one week in order that he might bring in amendments which he could support. Everbody did not want this road kept open, and Ald. Beckwith knew it. He did not want any by-law passed until the compensation was thoroughly understood.

Unless the by-law was said over for a week he hoped it would be lost.

Ald. Stewart was of the opinion that it would not be fair to pass the by-law without giving an assurance of compensation. He would not vote for the re-opening by-law unless the compensation by-law was considered with it.

The mayor pointed out that this by-law could pass its second reading, and then lay over.

Mr. Yates favored advancing both by-laws a stage. The question which must be first dealt with, however, was whether or not the road must be opened. (Applause from outside the hall.)

Ald. Stewart reiterated his previous statement, and Ald. Beckwith assured his colleague that he was desirous of voting for full compensation for everybody. Every alderman was perfectly safe in voting for the by-law, for the question of compensation would certainly be settled in connection with it.

Ald. Kinsman was not favorable to opening the road one inch until the compensation had been decided. He would not take anybody's word on the question.

Ald. Yates—Thanks.

Continuing, Ald. Kinsman said that he merely wanted a week, otherwise he would not vote for it.

Ald. Yates replied that the first question was: "Does the council want the road open?" What assurance could Ald. Kinsman give that he would not come out next week with some impracticable scheme of compensation, which he knew would be lost?

Ald. Cameron did not believe it expedient to open the road. The by-law imposed no conditions, and he did not favor advancing one by-law one step and another one step separately. There were a number of property owners concerned who did not favor opening the road, among them the premier. He believed with Ald. Stewart that the whole matter should be dealt with together. There should certainly be some conditions of compensation specified in the by-law.

Ald. Yates explained that the two matters—the re-opening and compensation—would be considered together.

Ald. Cameron said that the proposition amounted to nothing more than expropriating the land and paying for it. It was exactly the same case as that in which entrance was made to property where there never was a road. Arbitration usually ensued, and the property was purchased.

Ald. Beckwith said that there was no objection if the property owner affected would not be recouped every cent.

Ald. Kinsman stated with considerable ascerbicity that there were some present who did not thoroughly know what they were talking about. He had no confidence in the aldermen in dealing with this question. They had no interest there, had bought nothing nor paid taxes on the property affected. Consequently they were exceedingly desirous of opening the road and afterwards introducing a compensation by-law. The mayor himself had opposed it last year.

The Mayor—Yes; but I admitted I was wrong. There was considerable applause from outside the rails at this, and Ald. Kinsman wrathfully called upon the mayor to assert his prerogative and exercise order, threatening to leave if this was not done. The incident storm subsided, however, and the discussion progressed more serenely.

Ald. Yates agreed to drop his compensation by-law on the understanding that a compensated clause be introduced into the re-opening by-law in the second reading.

The vote was then taken, the Mayor, Aids. Stewart, Beckwith, Yates, Cooley, Brydon and Williams voting in favor of the second reading, and Aids. Kinsman and Hall against.

The by-law will be considered in committee of whole next Monday night.

The council then resolved itself into a committee of the whole to consider the by-law authorizing council to sell property upon which taxes were overdue. This was polished off, with lightning celerity, after which the council adjourned, the time being 11 o'clock.

QUATSINO MINES.

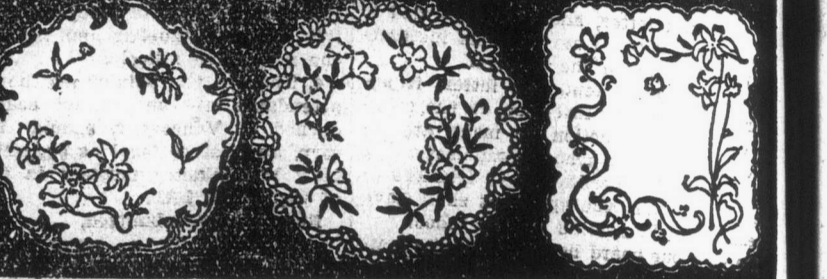
Property of the Quatsino Mining and Reduction Company.

A mining company has been recently organized in this city which promises to mark an era in West Coast mining. H. Warner, late of Spokane, in an interview yesterday, furnished the following regarding the properties owned by the company, which is called "The Quatsino Mining and Reduction Company, Limited."

"During the last three years considerable work has been carried on in a quiet way at Quatsino Sound, on a group of copper properties discovered in the spring of 1897. Immense ledges of copper bearing ore were found to traverse the property, which is on the steep mountain side on the west coast of southeast arm of the sound. Some of the ledges have been opened by cuts and tunnels, proving the existence of vast deposits of ore, carrying fair values in copper and silver, with extensive shorts of high grade ore. Minor and prospectors who have seen the properties during the last two years have had invariably expressed surprise at the phenomenal showings, and the ideal locations of the properties with reference



Summer days are embroidering days. The 376 shades of BRAINERD & ARMSTRONG Asiatic Dye Embroidery Silks make beautiful work, the product of your Summer's restful employment. Each perfect, lasting shade put up in our Patent Holder. Can't soil, tangle, or "muss up." Our "BLUE BOOK" tells exactly how to do 50 different leaves and flowers—sent on receipt of three tags or a one cent stamp.



Agents Wanted

To sell high grade fruit trees and fruit bushes, ornamental trees, flowering shrubs, roses, hedging, vines, etc., all of which is sent out under government certificate for cleanliness and freshness from disease, for

THE FONTHILL NURSERIES

We have the largest nurseries in Canada, 800 acres, and can therefore give the best assortment of stock.

STEADY EMPLOYMENT TO WORKERS

And good pay weekly. All supplies free. We are sole agents for Dr. Mole's celebrated Caterpillarine, which protects trees from the caterpillar. Highest testimonials. Our agents cover their expenses by carrying this as a side line. It is in great demand. Write at once for terms.

Stone & Wellington, Toronto.

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FREE TO MEN AND WOMEN. VITALLETS For Nerve Strength and Blood Health.

Vitallets are a powerful nerve, brain and blood food. They feed the brain, build up, repair and strengthen the nerves, and give you the energy, vigor and vitality you need. They are a most valuable and safe remedy for all the ailments of the nervous system, such as: Nervousness, insomnia, indigestion, constipation, headache, dizziness, etc. They are a most valuable and safe remedy for all the ailments of the nervous system, such as: Nervousness, insomnia, indigestion, constipation, headache, dizziness, etc.

Write at once for terms.

Section 17, Range 2, Cowichan District, B. C.

NOTICE.

Whereas the Crown Grant No. 1189, of the above named land was on the 15th of September, 1871, issued in error to the Modeste Demers as therein described; and whereas application has been made for the issue of new Crown Grant to the said land in favor of August Brabant, present owner;

Notice is hereby given that the said August Brabant intends three months after date to apply for the cancellation of the said Crown Grant No. 1189, and for a corrected Crown Grant to be issued to the present owner.

All persons claiming adversely are hereby notified to file their claims with the Chief Commissioner of Lands and Works at Victoria, B. C., on or before the 15th day of November, 1906.

Dated at Victoria, B. C., this 8th day of August, 1906.

NOTICE.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to lease the following described land on the Huxtable River, Coast District, for a fishing station. From a stake marked "McG. N. W.," on or near the S. E. boundary of Balmoral Gannan Co.'s land, S. E. along the Huxtable 40 chains, thence east 10 chains, thence north 40 chains, west 10 chains to the place of commencement, containing 40 acres more or less.

NEW RUSSIAN WARSHIP.

Sailors Leave To-day for Philadelphia to Take Charge of Vessel. (Associated Press.) St. Petersburg, Oct. 10.—Twenty hundred and fifty sailors leave Kronstadt to-day for the United States to be over the new Russian cruiser "Varyag," which was built by the Cramps, Philadelphia.

TO THE DEAR—A rich lady, cured of her Deafness and Noise in the Head by Dr. Nicholson's Artificial Ear Drums, gave \$5,000 to his Institute, so that deaf people unable to procure the Ear Drums may have them free. Address No. 207 D. The Nicholson Institute, Longcott, Gunnersbury, London, W.