sting New Gun Mountings

al Precautions Taken With Guns Mounted at Navy Yard.

mpletion of Another Unit In the Scheme of Local Fortifications.

ursday afternoon witnessed the g of the mountings of the 6.3 B.L. of the armament of the fort recent- ompleted inside the navy yard nds at Esquimalt. These guns are ted in pits on the summit of the overlooking the entrance to Es- alt harbor. The just-completed is a portion of the general scheme efence planned years ago for the ction of Britain's naval and mil- base in the North Pacific. t Rodd Hill and the emplacements completed are in common with the Macaulay, armed with 6.3 B. L. firing a projectile of 100 pounds t, the charge of powder being half that weight and less when e is used. These guns are mount- n what are known as hydro-pneu- disappearing mountings, and t to test these latter that the guns fired yesterday.

erroneous impression that these ratively small guns could "com- the seas" for miles around is a al one, but, as a matter of fact principal, and the only practical they are intended for is the pro- n of the mine field at the mouth squimalt harbor. The range ta- for these guns are figured out to yards, but this is an extreme , and the effectual would be about that distance. Some years ago it a moot question whether or not the modern and a hundredfold more ve 9.2 B. L. wire-wound gun d not be substituted in the balance e works after the three 6.3 guns been installed at Fort Macaulay, s these pieces were already in re- on the station, the balance of the s have been similarly armed. The considered one of the most effec- guns in the service, and it was one of these that the celebrated e shot of something over fifteen was made a few years ago. It a shell weighing 380 pounds, and fair sample of the armor-piercing nce, whereas the 6.3, as mounted is station, is the lightest gun in s for the attack on armor, and l be utterly powerless against the of a modern battleship.

just-completed fort is, as stated , a portion of the general scheme fence of the naval base of Esqui- Such a scheme is technically n as a fortress, and is composed of ected area of land and water, de- d at chosen points by forts and fields. Of the detached forts con- g the local fortress, Forts Macau- d Rodd Hill and the emplacements navy yard have already been com- , while doubtless the next will be ort on Signal Hill overlooking Es- alt town. At the time Lieut. Lang, , made a triangulation survey of portion of Vancouver Island for the Office, it was proposed that the bluff near Metchosin, overlooking Roads, was also to be included e scheme, and that another fort larger and more heavily armed be erected at that point.

these forts, but more particularly of Rodd Hill and Observatory , in the naval yard, are for the pro- n of the extensive system of sub- e mines which are provided for the se of blocking the entrance to Es- alt harbor in case of war.

btless to substitute the heavier . L. gun for those adopted would entailed much additional expense, th the heavier nature of guns the pearing carriage is superceded by s and shields. A few years ago ustration of one of the guns and ountings as they appeared when p at Elswick, was shown in an sh paper, and the mountings of the additions to the armament areically the same.

guns are run up into the firing on by the action of air and water pressure, and the recoil of the fter firing brings them back again he loading position below the d level of the pit in which they ounted. This method of handling up to the size of the 6.3 is very , but with the tremendous length large guns this is out of the on.

to the possibility of the local gar- being reinforced by the advent of yal Canadian Regiment from Hal- the fact that this corp was paid d mustered out a few days ago, as d in the Colonist telegraphic des- es, would suggest the likelihood of rcements from some other quarter.

BULGARIANS ESCAPE.

h Troops Could Not Hem Them in

stantinople, Sept. 26.—The Bul- revolutionists, who were sur- d by the Turkish troops in the t of Salonica, succeeded in force- e cordon after a hard fight, during both sides suffered severe losses. rcements of troops have been sent suit of the Bulgarians. The Tur- overnment, it is said, have decided out 15 battalions of rifles (militia) l with the revolutionary bands, are roaming in Macedonia. nica, European Turkey, Sept. 26. militia reserves have been called d troops are being despatched into erior of Macedonia.

TORNADO IN SICILY.

Damage Done and Several People Killed.

lon, Sept. 26.—A despatch from today announces that a severe o has swept over Catania, a city east coast of Sicily. Catania is , and many houses, including the Bellini, have been damaged. The ds have suffered severely. The o also wrought havoc at Modica, t of Sicily, 30 miles from Sira- where several persons were killed. Etna, a short distance from a, shows further signs of activity. e volcano of Stromboli, off the coast of Sicily, is still active. equently despatches were receiv- Rome direct from Catania, coun- the reports to the damage done ania and in its vicinity by the tor- which lasted 24 hours. espatch from Syracuse, Sicily, says that the stream flowing n Modica, swollen by the recent storm, suddenly overflowed, in- the town, and several houses ed, and a number of families per-

Breathing Disease.

ctious diseases are breathed he system from those affected disease or from bad smells; yet nany women breathe daily the ve steam from common soaps from rancid fats, and keep their for hours in such solutions, e clothing from such soap suds n next the tender skin. No r disease and eczema are ent! Users of Sunlight Soap gon Bar—know the difference n that and the pure, health- ell from the vegetable oils ure edible fats in Sunlight 208

The Semi-Weekly Colonist.

FORTY-FOURTH YEAR — VICTORIA B. C. FRIDAY, OCTOBER 3 1902 — VOLUME LXVII

Atlantic Fast Line

Terms of C. P. R. Offer Set Forth in President's Annual Report.

Bonus Asked By Company For a Weekly Twenty Knot Service.

Progress of Canada and Expansion of Transportation Business.

Montreal, Oct. 1.—At the annual meeting of the shareholders of the C. P. R. Co., held today, the following directors were re-elected unanimously: Right Hon. Lord Strathcona and Mount Royal, K. M. G.; Sir William Van Horne, K.C. M. G.; Richard B. Angus; Edmund B. Osler, M. P.; Wilmot D. Matthews; George R. Harris; Sir Sanford Fleming, K.C.M.G.; Thos. Skinner; Charles R. Hosmer; Sir Thos. G. Shaughnessy.

At the meeting of the new board, Sir William C. Van Horne was re-elected chairman of the board, and Sir Thos. G. Shaughnessy, president of the company. In moving the adoption of the report, the president said:

"The twenty-first annual report of the directors is now submitted for your approval and furnishes most satisfactory and striking evidence of the company's position and of the progress and prosperity of the territory served by its lines.

"Keen and growing interest in the fertility and productiveness of Northwestern Canada is indicated by the increase in your land sales during the past year. Settlers attracted by cheap lands and agricultural conditions that assure to them and their children farms and homes on a basis of investment, not now possible in the thickly peopled districts south of the international boundary, are coming into Manitoba and the Territories in gratifying numbers. Nearly all of them will make excellent farmers and most desirable citizens. As stated in the report, the last of the five per cent. land grant bonds are now being paid off. With the extinguishment of these there will remain against your lands 3½ per cent. bonds, to the amount of $15,000,000. Under the terms of the statute and the mortgage, by which these bonds are secured, the proceeds of land sales will be deposited with the Dominion government until the amount reaches the face value of the bonds, the government in the meantime paying interest on the deposits at the rate of 3½ per cent. per annum. By referring to the item in the balance sheet of deferred payments of land sales, which yield six per cent. per annum, you will see that neither the principle nor interest of these bonds need, for any lengthy period, give you much concern.

"When the subject of an improved Atlantic service between Great Britain and Canada was receiving consideration in London, your directors thought it wise to submit to the Canadian government on behalf of the company, a proposition to provide what they believe to be the best and the most practicable service under existing conditions. The company offered, subject to certain traffic arrangements, to establish a weekly and a 20-knot steamship service between Liverpool and a St. Lawrence port during the summer months, Halifax to be the Canadian port during the winter months, for a subsidy of £265,000 sterling per annum during the first ten years, with a graduated reduction in the amount of the subsidy during the two following periods of five years, the ships to be most modern in every respect, and to be built especially for the route. In addition to this, the company signified its willingness to furnish a fleet of modern freight steamers, of 10,000 tons capacity, each sailing at a speed of about twelve or thirteen knots per hour, serving Canadian ports.

"Up to the present time your directors have no information as to the policy likely to be adopted by the government. It is evident, however, that whatever may be the outcome of the negotiations for the fast mail service, the rapid growth of your export tonnage, the necessity for being in a position to meet the rates of our competitors, makes it imperative that your company be so situated on the Atlantic that it can quote through rates of freight and give through bills of lading without being compelled to negotiate for space and rates with independent steamship lines. To that end, there will be submitted for your approval a resolution authorizing the directors to make arrangements for the charter or control of vessels, if and when, in their opinion, they are required for the protection of the company's freight interests on the Atlantic ocean. It is not expected, of course, that these freight vessels, when provided, will receive any government subsidy, and therefore there will be no restrictions to prevent your company from running them between such ports as may best suit the purposes of the company.

"The rapid and pronounced increase in the volume of traffic leaving little opportunity to provide the additional facilities required for handling it economically, caused a perceptible increase in the ratio of working expenses for the year. Expenditures are being made as rapidly as posible to meet present and future requirements. While of course there will be years, when, from uncontrollable causes, our revenue will suffer some diminution, it may be safely assumed that the settlement and development of territory now in progress promise a general improvement in your earnings during the next few years, even more satisfactory and gratifying than the advance made during the past seven years. Indeed, in moving the adoption of the annual report, and congratulating the shareholders on the excellent position of their finances, I cannot help personally expressing my conviction that the company has barely entered upon the threshold of the expansion and success that the future has in store for it."

A lease of the Ottawa, Northern and Western Amalgamated lines, and an issue of consolidated debenture stock on account of the Pheasant Hills branch, referred to in the annual report, were authorized.

A resolution was adopted authorizing the directors to hold, charter, work and run such steamships as they may find necessary to provide for and protect the trans-Atlantic traffic of the company, and a by-law relating to the election of directors referred to in the annual report, was approved.

VERMONT GOVERNOR.

C. McCullough Elected by State Legislature.

Montpelier, Vt., Oct. 1.—C. McCullough of Bennington was elected governor of Vermont by the state legislature today.

VANCOUVER TEAMSTERS.

Sundays in Future to Count as Overtime.

Vancouver, Oct. 1.—(Special)—A strike has been averted among the teamsters of Vancouver by the bosses allowing Sundays to count as overtime and all overtime being paid for. Ten hours will constitute a day's work.

YUKON GOVERNOR.

Mr. Prefontaine Says Aulay Morrison, M. P., Will Be Appointed.

Montreal, Oct. 1.—(Special)—Mr. Prefontaine, who is largely interested in Yukon matters, denies the rumor circulated by La Patrie, that Mr. Smart is soon to succeed Mr. Ross as governor of Yukon. Mr. Prefontaine says A. Morrison, M. P., is the man.

WANTS REPARATION.

Greeks Demand Satisfaction for Murders by Bulgarians.

Constantinople, Oct. 1.—The Greek legation has informed the Porte that 150 Greek notables were murdered by Bulgarians in the districts of Monasir and Salonica, during the past two months, and has asked what steps Turkey proposes to take for the protection of Greeks?

The Fall Fair At Westminster

Corner Stone of the Carnegie Library Laid by Masonic Grand Lodge.

Displays at Exhibition Are Very Fine and Varied--Today's Lacrosse.

From Our Own Correspondent.

New Westminster, Oct. 1.—The attendance at the exhibition today was not very large, about three or four thousand people. Yesterday 5,780 paid admission, besides hundreds having passes and membership tickets. This constitutes a record for a first day.

This morning sports took place on Columbia street, near the C. P. R. station, where cyclists performed bicycle tricks and were cheered for their plucky work.

At half-past two this afternoon 200 Masons, representing all parts of the province and many from Washington state, left the Masonic temple and marched with the city band to City Hall square, where the corner stone of the new Carnegie library building was laid with imposing ceremonies by Grand Master E. E. Chipman, assisted by members of the Grand lodge.

The grand master was presented with a beautifully engraved silver trowel as a memento of the occasion. After the stone was lowered into place, and after being declared plumb, it was pronounced to be well and truly laid.

The Westminster intermediate lacrosse team followed up the success of the seniors yesterday by defeating the Vancouvers by 7 goals to 1. Westminster had the better of the game all through and were never hard pressed. Mr. C. L. Cullin, of Victoria, refereed. Some good lacrosse was but up, but both teams lacked practice.

Judge Bole delivered an eloquent address.

The Shamrocks will have some changes in the line-up tomorrow, but the Westminsters will be the same as on Tuesday. Betting is in favor of Westminster.

The Masons held a grand banquet in St. Patrick's hall tonight.

Addresses on forestry were given in the City hall tonight. Sir Henri Joly was one of the speakers.

The exhibits in the section devoted to the products of the soil are varied and more than usually numerous. Besides every section of the province, Dawson and White Horse are represented. There are fruit, flowers, grain, hops, dairy produce and honey from Cariboo, Yale, Okanagan, Kamloops, Lillooet, Mission, Agassiz, Kent, Comox, Vancouver, South Vancouver, Chilliwack, Surrey, Delta and other districts.

In live stock and poultry the exhibits in numbers and quality far surpass other years. In the mineral hall the exhibits of ore are twice as numerous as last year, and Vancouver Island takes the lead in an attractive display as well as quality of the ore shown. The product of the provincial smelters in gold and copper matte was shown for the first time, and proved a drawing card. The Yukon is also well represented for first time.

In the machinery building Vancouver Island firms make splendid exhibits. One of the most attractive is that of E. G. Prior & Co. The manufacturers of the province had splendid exhibits in the main building. The B. C. Timber & Trading Co. show a large display of the products of the forest, and specimens turned out from their sash, door and box factory, their turning and moulding shops and shingle mills. The Western Condensed Milk Co. have a fine display.

The canopy of the main building was decorated with nets and fishing appliances, boat oars and floats interwoven with bunting.

In the art line the exhibit of amateur painting, photographs, map drawing, etc., was up to the standard of former years. The needle work display was very creditable, and quite up to last year, and reflects credit on the patience, artistic ability and taste of the exhibitors. The wood carving was also excellent. A splendid exhibit from the Vancouver school boys was shown. This was work turned out at the Macdonald Manual Training school, under Superintendent Northrop and Mr. Campbell.

GRAIN SHIPMENTS.

Amount Already Reported Handled by the Railways.

Winnipeg, Oct. 1.—Inspector Horn gives out statements showing the total number of cars of grain shipped from the West through Winnipeg. During the month of September there were 4,330 cars of grain inspected here. This makes a total of 3,680,500 bushels of new crop. The percentage of No. 1 hard wheat is also very large, showing 2,426,000 bushels out of the total number of cars, which includes all grains. The C. P. R. share of this was 3,412 cars, while the Canadian Northern shipped 918 cars. The amount of wheat already handled this season is as follows: Shipped through Winnipeg, 3,680,506 bushels; delivered at C. P. R. points, 5,516,000 bushels.

A Fort Qu'Appelle despatch says the Governor-General and party are camped at the head of the lake and about 12 miles distant, and enjoying the shooting. Capt. Gilpin Brown, N. W. M. P., Regina, is in charge of the escort.

Mr. Borden and party attended a Conservative mass meeting at Moosomin today.

Jas. H. Crook and James Vellacott to Philip Carts, one-half interest in the Katie and Annie, Malahat district.

E. C. Walsh, of Chemainus, to W. W. Walsh, the Copper King, Copper Queen, and Nonesuch claims on Chemainus river.

NEWS OF YMIR.

Strike on The Tamarac—Sandon Company Leases Two Claims.

The recent bush fire, though it cost the Ymir mine $4,485, was the cause of one good strike. A portion of the surface of the Tamarac group was burned bare and a rich seam of ore uncovered, which is now being exploited. Tenders are being called for by the Tamarac company for the sinking of a new shaft.

The American Boy company, of Sandon, is reported to have taken a working bond on the Comet and Planet claims, which are situated on the divide between Bear creek and Wild Horse creek. These two claims are very promising prospects, and are the property of the Duncan syndicate which did considerable work on them in 1897 and 1898.

The British Lion company have let a further contract for the sinking of the Hercules shaft from the 120 foot level.

The Sewer Question

Alderman Barnard Forcibly Presents the Case For Extending System.

Outsiders Who Reap No Advantage Taxed For Benefit of More Fortunate.

Scheme By Which Sewer Rentals Should Pay Interest and Sinking Fund.

Alderman Barnard has taken the lead in the City Council in advocating the extension of the sewerage system of the city. Interviewed by a representative of the Colonist, Mr. Barnard was found very willing to talk upon the subject he has so close at heart. He said:

"At the present time we have a sewerage system which has cost $430,000, $30,000 borrowed in 1888; $300,000 in 1890 and $100,000 in 1894. The interest and sinking fund on this debt amounts to between $21,000 and $22,000 a year. The area covered by the system roughly speaking, is bounded by Queen street on the north, Cook street on the east, the harbor on the west, and only includes a small portion of James Bay. In area this district is about one-third of the city, in assessed value it is about one-half of the city. Several thickly populated portion of the city are outside it.

"In interest and sinking fund the city has paid on this account something like $243,000, of which there is $50,000 or so at the credit of the sinking fund.

"The annual sewer rental is $3 per annum for the first closet, and $1.00 for additional ones. The revenue derived from this source is under $7,000 per annum.

"It costs the ratepayers who are outside the sewerage area very much more to dispose of their sewage than it does those within it, certainly not less than $12 per annum, and this charge upon them far more than offsets the $7,000 paid as sewer rental by those inside the area served by the system. Besides this $7,000 does not relieve the rates, but goes into construction wholly.

"To my mind it is a rank injustice that people who are not connected with the system should during the last 10 years have paid $120,000 towards the cost of this sewerage system from which they derive no benefit at all, and should have to look forward to paying $11,000 a year for interest and sinking fund for 40 years before the present system is paid for.

"I think that if the cost of a sewerage system is to be placed upon the general rates, then all the ratepayers should be provided for. If all the ratepayers cannot be provided for, then those who are should do the paying.

"If the system was general it would not matter so much whether rates or rentals paid the interest and sinking fund. But at present one part of the ratepayers is paying for the benefit of others. I have not heard of any householder who has sewer connection offering to pay for the private scavengering necessary to those who have not.

"Now my scheme is simply this, to make the sewer rentals pay the interest and sinking fund on the proposed extended system, and to borrow upon this revenue to complete the system. As the completion of the system goes on the rentals can be reduced as its greater efficiency admits and when it is all completed the cost of payment can be spread over the whole system, which will thus be self-supporting.

"But Mr. Barnard is not the outsider, and the insider as well, helping to pay for something which has enhanced the value of vacant property inside the charmed circle? In other words, if you place interest and sinking fund against rentals, should not the man who owns a vacant lot which is more saleable because there is a main sewer within reach pay something?

"I am not yet prepared to say whether he should or should not, but I see what you mean. You mean that if the sewerage system is to be made eventually self-supporting and the cost met by those who receive advantage, then all who receive advantage should contribute, the owner of a vacant lot as well as the householder."

"Exactly."

"Well, there is a good deal in that. I have not looked at the matter from that point of view yet. But I will. The question should not be let drop until it is thrashed out from all points of view."

"Do you consider the city in a good sanitary condition?"

"No I do not. Far from it. But I have been taking up so far the injustice which is being done the ratepayers who are not within reach of sewerage connection. They are under great expense to keep their own premises in a sanitary condition, and are at the same time contributing heavily to make sanitation easy for the others. It is not fair that is all, and something must be done."

BANK OF SPAIN.

Madrid, Sept. 30.—The council of the Bank of Spain has approved the project for establishing branches of the bank in Paris and London for the payment of coupons, external debt and payments in behalf of the Spanish treasury. The branches will be opened in January.

Voters' League Discussions

Satisfactory Information Gleaned as to the Songhees Reserve Question.

Port San Juan May Have Many New Wharfs Erected Shortly.

Ald. Cameron and McCandless, representing the City Council, were present by invitation at the meeting of the Voters' League last evening, in order that they might in a measure assist the league in the matter of the discussion of the Songhees Indian reserve question. Ald. McCandless did, as a matter of fact, during his remarks on the subject, offer some information which the members of the league acknowledged was entirely new to them, and all who spoke in this connection expressed great satisfaction at the light which the alderman had thrown on the subject. The committee who have been looking into the matter of foreshore rights at Port San Juan, reported, but, as a resident of that locality who was present stated, many things had been overlooked by the committee, the discussion of the report was deferred.

The secretary offered a resolution in connection with the water supply of the city, with the object of keeping this subject before the ratepayers. A letter from the city clerk was read acknowledging the receipt of the report, etc.

Ald. Cameron said that the council had the matter in hand and in due course it will receive attention. It was intended to take an evening to discuss the whole subject.

Ald. McCandless confirmed what Ald. Cameron had stated.

The letter from the City Council was received and filed, and the resolution was withdrawn.

A. J. Morley, in order to facilitate matters, thought that the proposer of any new business be allowed a short explanation of the matter. A motion in this direction was then passed.

In amendment A. Henderson moved that a committee of three be appointed to prepare the business in advance, which was to be considered at any meeting. This idea prevailed and the motion was accordingly passed.

F. E. Clements moved that a committee be appointed to investigate the quantities of fish in these waters.

Mr. Belyea wanted to know where the league was to get any such information? Was it proposed to get down and count them? Of the kinds of fish, all knew something, but neither the Dominion or Provincial government had undertaken a report on the quantities. It would cost at least $100,000, and would take a couple of years to investigate the matter. There might be some sense in passing a motion asking the two governments to take the matter up.

A. J. Morley moved that the matter be laid on the table; this was seconded and carried.

The report from the San Juan committee was handed in as follows:

We, your committee, beg to report that we find that certain parties have given notice by advertisement that they intend applying for a crown grant of the foreshore of the following lands, namely: The N. E. one-quarter, Sec. 2, Tp. 11; lot 17 and lot 146, Renfrew district. That the foreshore applied for includes the whole of the foreshore where it is feasible to erect wharves at Port San Juan. That the district dependent upon Port San Juan for shipping facilities is very large. That Victoria is the nearest city from which supplies may be obtained, and that as the district referred to develops, the trade of Victoria with that district should be very great. We are of the opinion that it is not in the interest of the district or of Victoria that the foreshore suitable for wharfage should be owned by private parties or company; that no more than permission to build should be given; that restriction should be placed on the time to build, the dues to be charged and that all rights of landing and passage to and fro and use of the wharfs should be reserved, and the right of again entering into possession by the government should be retained.

Senator Macdonald wished to know if the secretary knew who claimed jurisdiction in the case of the foreshore? The secretary thought that the report of the committee would be sent to the Department of Marine and Fisheries, Ottawa.

The mover said that Capt. Walbran had stated that the only feasible place for the erection of a wharf at Port San Juan was included in the foreshore referred to.

Mr. A. S. Going said this was not so, and questioned the correction of the version of what Capt. Walbran had reported.

Mr. Hewlings, as one of the committee, stated that the facts contained in the report had been obtained from Capt. Walbran. The water at the old wharf had shoaled. Capt. Walbran and other officials favored the erection of a breakwater at the entrance to San Juan. He moved that copies of the committee's report be sent to the Minister of Marine and Fisheries.

A. L. Belyea, for the benefit of the league, expressed the idea that if the applicants for these foreshore rights owned the land they had a very strong position. If they could not build a wharf, it was difficult to say who should. It would be wise for the league to take things as they found them and not try to change everything at one time.

F. V. Hobbs, a resident of the neighborhood and an owner of much real estate there, was surprised at the league or any one should oppose a company who had spent thousands of dollars in developing that portion of the island in a just manner. The opposition arose, he said, in order to satisfy petty party spite. The report was in error. He owned half a mile himself on the waterfront, and there were plenty of places to build wharves. As a member of the league, he protested against the action of the league. Other parties owned places where wharves could be built. It was not right for the league to try to bring pressure to bear on members to secure the refusal of the foreshore to those who own the land. It looked like a case of the dog in the manger. The league would not build a wharf and would not allow anyone else.

Senator Macdonald referred to the case of the outer wharf. It had practically a monopoly of the heavy traffic of the port, yet the owners, had as a matter of fact, reduced the rates. As to the wharf at Port San Juan, if it was not built, it is very probable that the settlers of that place would petition for its erection.

Mr. Hewlings said that the committee had gone on what Capt. Walbran had stated, and pointed out a case in California where the Southern Pacific had built a bridge and charged other lines for using it.

Mr. Hobbs said that a petition had been sent down to San Juan to back up the course of the league, and so far not a single signature had been received.

Mr. Belyea moved the adjournment of the debate on this question, which carried.

Mr. Morley said that at his request a deputation from the aldermen was present in connection with a special matter. This was the matter of the Songhees reserve. The committee had no written report to make, but it had been developed that people acting for the E. & N. were anxious to secure for that company the part of the reserve on the waterfront and south of their line. This particular piece of property was of great importance to the city of Victoria, and no company should be allowed to acquire it, as it would prevent any other line securing an approach to the waterfront of this city. He moved the following resolution:

That the Municipal Council and Board of Trade be requested to appoint committees to meet with an equal number of the committee of the League to consider the best means of acquiring to the city of Victoria all lands and water rights of the Songhees reserve, and more particularly that part of the reserve south of the E. & N. railway right-of-way, the same to be held by the city for union terminal railroad and wharfage purposes, and that the aforesaid combined committees shall have power to take such action as they shall deem necessary to the furtherance of these purposes. Be it further resolved that our Senators and Dominion and provincial representatives be requested to act in co-operation with the aforesaid committees.

Senator Macdonald thought that the committee might do a great deal of good. He was afraid that the city of Victoria, if it wanted the land, would have to purchase it. Neither government could deal with the lands independently, and the Indians had to be satisfied first.

Ald. McCandless said that he was not, as had been stated, in the possession of any facts which led him to believe that the E. & N. were trying to secure any portion of the Songhees reserve. He knew nothing of any such attempt. The alderman then read the following copy of a letter to Senator Templeman some months ago:

Referring to the newspaper clipping which you gave me containing a report of the discussion in the British Columbia Legislature in regard to the Songhees reserve, I beg to state that the new proposal for settlement is that two portions of the present reserve, one bordered red on this plan, containing 25 acres, and the other bordered in green, containing 17¼ acres, be transferred to the province in lieu of a satisfactory tract of land to be selected and conveyed absolutely to the Dominion as a reserve for the Indians, the remainder of the present reserve to be sold, and the cost of removal and rehabilitation of the Indians to be met from the proceeds of the sale and the moneys now at the credit of the Indians, and the province recognized as retaining such a reversionary right as to claims in the present reserve in any surplus from the proceeds of the sale remaining at the credit of the Indians after the said expenses have been met.

We have been in correspondence with Mr. Vowell with a view to the necessary steps being taken to give effect to the proposal and a letter from him of the 8th November last intimated that he had been in conference with the Provincial Premier, who stated that he had a suitable place in view for the Indians and would arrange to have Mr. Vowell visit it with him. This is the first step and we are waiting on the Premier. Nothing can be done until a place satisfactory to the Indians is selected, for they must be parties to the arrangement by surrender of the present reserve.

As to the desire of the city to obtain a portion of the reserve for park purposes, I would say that we have no authority to devote any portion of the present reserve for municipal or any public purpose, as it is held by us in trust for the Indians; but in a letter to the city clerk of the 13th June last, in which he was informed to this effect, it was added that as under the proposed arrangement with the provincial government certain portions of the reserve would be handed over to that government, the city would be in a position to deal with the provincial authorities in regard to the land desired for a public park.

Yours faithfully,

J. A. J. McKENNA.

The alderman stated that in discussing the matter with the provincial government, they had practically agreed that in case the reserve came into their hands, that that portion of the land required for a park on the Arm would be handed over to the city. Mr. Dunsmuir had told him that he had a site in view, and the speaker was satisfied that he would have had the matter arranged before this had it not been for the amount of business occupying him prior to the time of his departure for England. The alderman thought the city should acquire the whole reserve, and they would then have an asset for their money. They then would have land to arrange for railway terminals for all railways, and a proper amount of land could be given to the E. & N. for their terminus.

Mr. Belyea said the letter put a new face on the whole matter. The two tracts of land, the 25 acres and the 18 acres, will be under the absolute control of the province as soon as the Indians are provided for. This eliminated the Dominion government from the matter altogether.

Mr. Sorby explained the matter of the harbor front, including the reserve, as it would have been had the Sorby scheme been adopted.

Mr. Belyea did not feel disposed, under the circumstances, to have a committee of the league take up a matter which had already been taken in hand by a committee of the City Council. He thought that the resolution might lie on the table for a short time.

Mr. Morley, while not aware of the fact that the City Council had appointed a special committee, thought that the resolution might in a measure strengthen their hands.

The matter was finally laid over for a week.

Senator Macdonald before adjournment wished to bring up a matter which was of vital importance to every ratepayer in the city, and this was the matter of the Sidney & Terminal railway. The citizens had granted a charter to the company, had given them the use of the streets and of the Market building, in order to secure, as they thought, a ferry connection with the railway systems on the Mainland. And it was now found that this charter—the Bodwell scheme—was for sale, and that an extension of time was being asked for by those parties. The people had been greatly disappointed—he was not, for he had never believed in it—and if any company bought this charter, they should be compelled to carry it out on the original lines. If any extension of time were given it would only mean a second disappointment.

A motion to adjourn was then put and carried.

THE POLICEMAN'S EVIDENCE.

Policeman Peter Morris, Toronto, says that for years he was troubled with habitual constipation, and though he spent much money for medicine, was only disappointed with the results. He now recommends Dr. Chase's Kidney-Liver Pills to his friends because it cured him of his troublesome ailment. You can be cured of constipation by this treatment. One pill a dose, 25 cents a box.

JOHN DOTY DEAD.

He Was Founder of the Well Known Machinery Company.

Toronto, Sept. 30.—John Doty, founder of the well known firm of John Doty & Co., died here yesterday aged 81.

Have no equal as a prompt and positive cure for sick headache, biliousness, constipation, pain in the side, and all liver troubles. Carter's Little Liver Pills. Try

SIX MONTHS.

Nationalist Member for Galway Is Sentenced.

London, Sept. 30.—John Roche, Nationalist member of the House of Commons for the East division of Galway, was sentenced today to six months hard labor for inciting the boycott of land-owners.

B. C. Fruit Shipments

Mr. Metcalfe Finds Satisfactory Market in Northwest And Manitoba

First Carloads Direct From Vancouver Island Arrive in Good Condition.

And C. P. R. Promises to Give Better Facilities For Next Year.

Winnipeg, Sept. 30.—(Special)—Mr. J. C. Metcalfe, president of the British Columbia Fruit Growers' Association, who has been visiting various sections of the province since the close of the horticultural exhibition, has returned to his home at Port Hammond, B. C. Mr. Metcalfe's trip has established the fact that British Columbia fruit can be shipped to Manitoba and the Territories at fair prices providing the C. P. R. give the necessary equipment and despatch. Mr. Lanigan, freight agent of the C. P. R., was seen by Mr. Metcalfe, and assured him that by another season the company would be in a position to grant the necessary equipment and despatch, and that there will be no trouble in the future. Shipments from the Mainland of British Columbia were made directly under the auspices of the British Columbia Fruit Growers' Association, while those from the Island were made from groups of the members of the association. This is the first time that cars have been shipped direct from Vancouver Island, and the first to arrive was in perfect condition, notwithstanding the fact that it was delayed over four days in transit.

Building permits issued in Winnipeg this year to date cover 869 buildings, costing $2,163,800.

Capt. Douglass, for 14 years in charge of the Leland hotel, relinquished control this evening to the new proprietor, J. Cavanagh, of Brandon.

Poplar Point, Man., Sept. 30.—Hon. Geoffry Howard, son of the Earl of Carlisle, and Hon. Arthur Stanley, son of Lord Stanley, have gone on a shooting trip to York Lodge, the guests of Senator Kirschffer. They intend to remain the rest of the week.

Montreal, Sept. 30.—A car conductor named Laviolette had his head severed from his body by a street car running over him this morning on McGill street. He is supposed to have fallen off when collecting fares.

St. Catherines, Ont., Sept. 30.—About 50 men are on strike in the McKinnon Sash Works. The men were working on piece work and wanted day work.

ROSS McLAREN TIMBER LIMITS

Will Be Sold With Barnett Mills In Toronto Next Month.

From Our Own Correspondent.

Vancouver, Sept. 30.—The Ross McLaren timber limits in Sayward district, Vancouver Island, also near Chilliwack, and the mill at Barnett, are to be sold at auction in Toronto on November 12. The timber limits comprise 57,000 acres, 23,000 of which are on Vancouver Island.

Through the efforts of Commissioner Healy, United States Immigration Department, arrests have been made of persons smuggling Japanese girls over the line for improper purposes. The girls have been brought from Japan for the purpose of being smuggled through Canada into the States.

SIR WILFRID LAURIER.

Senator Rolland Says He Is Not at All Well.

Montreal, Sept. 30.—Senator Rolland returned from a trip to England today. While on the other side the Senator had frequent opportunities of seeing Sir Wilfrid Laurier, and says that the Canadian Premier is a very sick man.

It has practically been decided that if the coal strike continues, the City Council will make a large purchase of cordwood and dispose of it to poor people at cost price.

NEWFOUNDLAND POSTAGE.

Reduction Between There and the States Urged.

Washington, D. C., Sept. 30.—Acting Postmaster-General Woods, of Newfoundland, conferred with the post office officials today over improved postal facilities between the United States and Newfoundland. He pointed out that the many people from Newfoundland who have settled along the New England coast do a large amount of postal business, and that the general impression that Newfoundland is part of the Dominion causes considerable trouble owing to the greater postage between here and Newfoundland than applies with Canada. He urged a reduction of the letter postage between Newfoundland and the United States to the lowest rates now enforced between here and Canada, and the supplanting of the present parcel post service by sea at 12 cents a pound between here and Newfoundland by a continuous overland parcel service at the cent an ounce.

QUEBEC BRIDGE.

Deep Excavation Required for Pier Foundation.

Ottawa, Sept. 30.—(Special)—Immigration Commissioner Sergeant Washington and Special Officer Watchorn, Montreal, were in the city today on business with the Immigration Department. They confirm the impression that many undesirable persons land in Canada from Europe and afterwards find their way to the United States.

Mr. Schreiber, deputy minister of railways, left tonight for Quebec, to inspect an excavation for the south pier of the big bridge, which has been carried down 84 feet from the river bed without suitable rock foundation being struck. It is believed that the contractor will have to sink 15 feet further before solid rock is reached. This will delay and add to its cost, but not interfere with the general plan of the structure.

The contract for a public building at MacLeod is let to P. Naven, Cranbrook, B. C., the lowest tenderer.