rms Capture

ltchener Reports a Brabant's Horse oners of Boers.

tor Resides at Johan- But Capital Question till Unsettled.

of "D" Battery Sen- For Looting Mili- tary Stores.

ec. 17.—General Kitchener, h received by the war office, Associated Press despatch North, Cape Colony, an- e capture of a detachment Horse on December 13th, n, Orange River Colony, and en were made prisoners on n.

al office in announcing that Milner succeeds Lord Rob- inistrator of the conquered South Africa, says his tak- residence at Johannesburg on is health must not be regard- tlement of the capital ques-

Dec. 17.—Seven hundred crossed from Orange River Cape Colony, near Aliwal have reached Kaapdal. Dec. 17.—(Special.—A batch African reports was received ia department today. Colonel s an interesting account of the on November 2nd near Bel- ch Lieut. Chalmers was kill- jor Sanders wounded. He h tribute to the gallantry of who was formerly inspector l police.

urdman, reporting doings of ery, mentions four non-coms all from Ottawa, were de- d sentenced to 84 days impris- or breaking into and stealing tores.

GNEISENAU WRECK.

Loss of Life in the Disaster German Training Ship.

Dec. 17. The German train- Gneisenau foundered on Sun- he entrance to this port. Of of 450 persons, 314 were

314 survivors, 39 who were were transported to the local 125 sheltered in the barracks, lodged in the town hall. The lity is providing food for all. ff of the Germany colony and panish ladies have offered to e injured. The flags over all ulates are at half-mast.

ELP THE SOLDIERS.

rs Requested to Keep Places or Them—The Queen's Thanks.

n, Dec. 18.—The government requests employers who have n situations for Yeomanry, col- nd volunteers to continue their efforts to minimize the sacri- hese men in the services of their The war office has issued the thanks to the Yeomanry, coloni- volunteers, expressing her reli- t those abroad will continue to regulars.

A GOOD STOMACH

cial to health and happiness, but me the stomach for biliousness. It ver that is deranged, and causes bile to remain in the blood cau- estion, headache and irregular ac- the bowels. Dr. Chase's Kidney- ills regulate the liver, kidneys and nd by their direct action on these ffect prompt and lasting cures of ilments. One pill a dose, 25 cents a x. dyspepsia, headache and all all dealers.

MS OF EVACUATION

Britain Wants Pechili Oc- ied Till the Chinese Ful- fil Demands.

n, Dec. 18.—"Great Britain has ed Sir Ernest Satow, I under- says the Pekin correspondent of ly Mail, wiring Sunday, "to urge ention in the joint note of the revocable," and the inclusion in amble of a declaration that until hese government has fulfilled the s of the powers, Pekin and the e of Chihli will not be evacuated allied troops. It is rumored that y is warmly supporting the Brit- posal, and I believe a majority of ers and possibly all of them, will lly accept the proposal which is here with delight."

, Dec. 17.—While a number of officers were dining today they ly escaped death by asphyxiation fumes of a Chinese stove. Four seven were partly insensible for an half an hour. Fortunately all ed. The stoves in this country onstant source of danger.

n, Dec. 17.—A despatch received om Pekin dated December 16th, i Hung Chang is suffering from a. A despatch also adds that the er Empress is going to Cheg Tu e of Sze Chuen.

BOUNDARY SHIPMENTS.

d Forks, Dec. 15.—The shipments for st week of the Boundary district are:

	Tons.
Mine, Summit Camp	1,400
r Bird, Brown's Camp	30
Long Lake	60
Hill and Ironsides	4,200
r Lode, Deadwood Camp	500
al	6,110

makes the total shipments to date his district amount to 106,705 tons.

ROSSLAND ORE OUTPUT.

land, Dec. 15.—The ore shipments for eek are 6,495 tons, and for the year e 214,836 tons.

shippers this week were:

l	4,173
e Star	2,112
l No. 2	31
Mask	135
	22
L.	552
ce	22
Total	6,495

Farmers In Session

Central Farmers Institute Meets to Discuss Many Vital Questions.

Yesterday's Proceedings Formal —Members Advocate a Model Farm.

Monday was First Day at the meeting of the Central Farmers Institute, held across the bay in the rooms of the Department of Agriculture. There was an excellent attendance, the many aspects of this most important industry varied as it is throughout the province, being all well represented. As generally happens, however, this day was largely devoted to tinkering with the acts and rules, and so but small progress was made with the more useful part of the long programme that had been prepared.

The chair was taken by the president, Mr. Donald Grahame, of Spallumcheen, while around the long table were noticed Deputy Minister of Agriculture Anderson, together with Messrs E. Hutcheson, Delta; Geo. W. Beebe, Kent; D. Johnson, Surrey; E. D. Folwell, Alberni; J. Shopland, Victoria; J. C. Metcalfe, Maple Ridge and Coquitlam; Percy Purvis, Ganges Harbor; T. C. Oldershaw, Metchosin; L. R. Auther, Matsqui; J. J. McMillan, Comox; A. J. Palmer, Salmon Arm; F. J. Deane, Kamloops; Alex. Philip, Richmond; R. Balfour, Langley; H. W. Rayner, Osoyoos, and J. Dougan of Cobble Hill.

Deputy Minister Anderson, who is also superintendent of the Institute, opened the meeting with a long but exceptionally interesting address, in which many of the subjects coming before such a gathering were most ably treated. Amongst these the question of representation on the board of sundry other organizations all dealing with the agricultural industry, was taken up, and subsequently made the subject of a good deal of discussion. Mr. Thrift of Hazelmere, as president of the Settlers' Association, had been extremely desirous of affiliation with the Institute, and agreat deal of correspondence had arisen over the question, but it was found that such partial amalgamation could only be completed by having certain amendments made to the Institutes' Act. Reference was also made to the increase of the bounty money paid for the killing of coyotes, to the Good Roads Association, whose meeting is to be held this week.

Turning to the Institutes themselves, the superintendent called the attention of the meeting to the falling off in the total membership throughout the province. This unfortunate circumstance might be turned to various uses, but amongst these the fact that some of the officials were inefficient, could not be overlooked. Regarding the meetings of the Institute throughout the country, Mr. Anderson thought that they should be held in the day time and that more attention might well be paid to the discussions of the subjects treated of in the papers which were read at them. He favored too the sending out of printed instructions to the secretaries of the Institutes quarterly.

Referring to the importation of song birds and the fostering of those kinds which were of special service to the farmer by their destruction of insects, etc., he thought that joint action might be arranged to be taken with the Natural History Society, which was also interested in this matter. That society held a meeting that evening to which all the visitors would be gladly welcomed.

The circumstances of the past session of the Legislature had been such as to prevent the previous recommendation of the board being taken up and enacted, but it was understood that these matters would receive a good deal of attention in the coming session of the House. The government had, however, recognized the importance of the industry by appointing a standing committee on agriculture, and also in various other ways. One matter upon which their attention might be pressed was an amendment of the Contagious Diseases Act so as to permit of the publication of the names of all dairymen whose premises and stock has not passed the official inspection. Such a course might have a marked effect in reducing the possibility of disease resulting from the sale of impure milk.

Mr. Anderson closed his address with a plea for more assistance in his department.

Routine work was then taken up and lasted until the adjournment for lunch, it being also arranged that all should atend the Good Roads Association meeting which was fixed for 2 o'clock this afternoon.

Before adjourning Mayor Haward offered to entertain the convention, a drive around the city being the plan suggested, was accepted with thanks, and the mayor and council were in return invited to attend the meetings of the Institute.

THE NERVES RULE THE BODY

Feeble Nerves Are Aroused to New Vigor and Life by the Use of Dr. Chase's Nerve Food (Pills.)

The movements, the functions and the very life of each and every organ of the body are under the direct control of that great organism—the nervous system. Whether weakened and exhausted by over-work, worry or disease, the effect is always to produce derangements of the most serious order, and the result is usually paralysis, locomotor ataxia, prostration, epilepsy or insanity.

When nervous, irritable, sleepless and despondent, re-vitalize the wasted nerve cells by using Dr. Chase's Nerve Food. (pills). Don't wait for neuralic pains and nervous headache and dyspepsia to drive you to the use of the great nerve restorative.

The longer you delay treatment the more distant will be your recovery. Nervous diseases never wear away, but gradually get worse. Dr. Chase's Nerve Food (pills) is the only preparation which is certain to cure you, and it is certain because it contains in condensed form the very elements of nature which go to form new nerve tissue. It cures by building up the system. Fifty cents a box, at all dealers, or Edmanson, Bates & Co., Toronto.

AFTERNOON SESSION.

Upon re-assembling at 2:30, the work upon the rules and regulations was again taken up, their deliberation occupying a large portion of the afternoon. The request of the Settlers' Association that it might amalgamate with the institute led to the making of a good many short speeches. From these it appeared that at Ladners, Kelowna, Chemainus and other points a multiplicity of organizations weakened the energies of the localities, and often to so serious an extent that the local institutes suffered. The life of the agricultural societies was insured by the fact that they were local property owners, and these might thrive while other equally valuable institutions withered under the cold hand of neglect. Various schemes of organization were suggested, amongst them one propounded by Mr. Philip, of Richmond, recommending that all should be united, though possibly working in different branches, viz., flockmasters, dairymen, horticultural, agricultural, settlers, etc., with the institutes. To this it was objected that such a body as the Settlers' Association by its very ends and objects should be excluded. That society was interested only in the getting of the lands and timber and the marketing of the latter. After many resolutions had been offered, it was resolved to leave the question to a committee composed of Messrs. Hadwen, Hutcherson and Raymur.

The name of the institute at Kelowna was also changed from Osoyoos to the Kelowna institute.

AGRICULTURAL EDUCATION.

That this subject should be taught in the public schools was well urged by Mr. Metcalfe. Almost everywhere else it was. In Saxony the matter was gone into most thoroughly; in England, Eastern Canada and Manitoba it was well covered, but in this province the matter was wholly neglected. In the debate which followed, great difference of opinion was disclosed. Mr. Philp thought that the teachers could not teach what they did not know, and few of them knew anything about agriculture. Mr. Stewart told of the $5 prize offered to the school children of Nanaimo and Cedar for an article upon the noxious weeds growing there, but no one seemed to want the money. Messrs. Balfour and Palmer protested against having too many things taught at school. The list of subjects was a long one as it was. Mr. Anderson considered that a little knowledge of plant life was quite as useful as knowing the names of all the bones in the leg. He also spoke of the good effects of the work in Manitoba, where the schools taught boys something about noxious weeds. Mr. Shopland thought that it should not be made a subject, but that flowers and vegetables might well be grown in a corner of the school yard and the teacher have little talks about them.

In the end the resolutions of last year were reiterated by the unanimous carrying of a motion offered by Mr. Metcalfe, seconded by John J. R. Miller, which ran as follows:

"That whereas at the present time the teaching of agriculture and nature study in our rural schools is almost entirely overlooked: Therefore it is resolved that the legislature of the province should have a clause inserted in the Education Act making it compulsory to teach nature study in our rural schools, as was asked by the board last year."

Mr. Philp then brought in a resolution recommending the government to establish a model farm. A grant of 500 acres at Hastings, near Vancouver, would largely provide for the institution, at which both agricultural and veterinary education could be provided. Annual grants from the Provincial and Dominion governments would provide for its maintenance.

This was seconded by Mr. Deane, who spoke at length upon the Ontario college at Guelph, as did several other gentlemen.

Mr. Hutcherson, however, once a professor at the Ontario Agricultural College, amongst other things said that out of the 250 students he knew there, not one, to his knowledge, became a farmer. One of them now sold whiskey at Nelson, and the late Capt. Blanchard as a veterinary surgeon was the nearest approach to the college's ideal.

Messrs. Hadwen, Stewart and others thought, however, that the movement was a premature one, though when the time was ripe doubtless the want would be provided for. After a good deal of discussion, an amendment offered by Mr. Hadwen, suggesting that the land be set aside for future use, was accepted.

ADVISORY BOARD.

This statutory body had never been created under the act. Its duty was to be that of a go-between for the department and the institutes, as well as to constitute the permanent executive body of the central institute board. Upon this question Messrs. Deane and Philp were appointed to draft a resolution, which was carried and the following appointments made: For Vancouver Island, Messrs. Hadwen and Stewart; for the Lower Mainland, Messrs. Balfour and Hutcherson; and the Upper Country, Messrs. Graham and Palmer.

FRUIT REPORT.

On fruit transportation Mr. Metcalfe had but little to say. Rates to Northwest points had been lowered, and fruit discharged in good condition. Mr. Graham spoke of the need for the services of a commissioner to investigate markets, rates, facilities and such other matters of vital interest to all fruit growers. A huge business was springing up here. Over two million trees had been set out. He thought that the Dominion commissioner, Mr. Robertson, should do more for them. Mr. Hutcherson thought that this official could only operate in foreign trade, and not in the inter-provincial field.

The comprehensive resolution of last year upon this subject, however, was passed again. The meeting then adjourned, to re-assemble at 9:30 this morning.

TO-DAY'S PROGRAMME.

The subjects coming up to-day and at the remaining sessions of the institutes, with the gentlemen having them in charge, are as follows:

Road Question, to be left until after road meeting; Noxious Weeds, F. J. Deane; and J. Johnson; Contagious Diseases J. R. Anderson; Horticultural Act, E. Hutcheson; Coyotes, W. Raymur; Intsitute Literature, T. C. Oldershaw; Provincial Exhibits; Travelling Library; Transportation, F. J. Deane, Storage of Water, F. J. Deane; Dynamite, L. R. Auther; Municipal Loans, D. Graham; Mutual Fire Insurance, L. R. Auther; Birds, J. R. Anderson; Loans to Farmers, A. Philip; Competition and Cultivation; Thoroughbred Stock and Government Farms.

A speaker to be allowed five minutes on any one subject, and to require permission of the chairman to speak a second time on the same question.

Craigflower Road By-Law

Put Through Committee Stage and Passes the Third Reading.

Taxes Paid on the Land to Be Refunded With Interest.

At the meeting of city council Monday night, the Mayor was in the chair, and all the members of the board were present. There were five spectators, Victoria West men, attracted by the inevitable Craigflower road topic. The Craigflower Re-opening by-law was again considered, and the a long letter from B. W. Pearse, giving litherto unpublished history regarding the road, was read:

The by-law was considered in committee, and clause one was amended on the motion of Ald. Beckwith by an addition to the effect that compensation shall be paid for any land expropriated for the purpose, except for that which was heretofore used as a public highway, according to the plan 1,460, made by the city engineer.

The following new clause was added to the by-law on the motion of Ald. Yates: "That the council shall forthwith refund to the owners of lots abutting on the proposed new highway, all taxes paid to the council on the land designated as travelled road, with the interest at 6 per cent. per annum."

The committee then rose and reported the by-law complete. It was then read a third time and finally passed, Ald. Kinsman alone voting in the negative.

Senator Templeman wrote, asking the council to subscribe for 5,000 copies of an illustrated number of the Times, to be issued early in 1901, at ten cents per copy. Received and referred to finance committee for report.

F. Elworthy, secretary of the board of trade, presented several copies of the board of trade report. He requested that a grant of $250 be made, to which would be added other amounts, which he could obtain to that end, for the printing of another 10,000 copies of the suplement of the board of trade report, illustrating Victoria.

If encouragement was given, the writer said, he would publish another illustrated supplement next year. Referred to finance committee for report.

H. F. Mortimer Lamb wrote thanking the council for a $200 subscription to the Christmas number of the Mining Record.

Lachlan McMillan wrote, asking that an electric light be placed on Fort street near Vancouver. A letter was read from M. Hutcheson, superintendent of the electric light works, to the effect that there were as many lights on the circuit as the present plant would stand. The city clerk was instructed to notify the applicant for the Fort street light to that effect.

F. J. Deane invited the council to send a delegate to the general meeting of the Good Roads Association, to be held to-day. The invitation was accepted and Mayor Hayward was appointed as delegate.

The city solicitors wrote as follows, regarding the claim of W. J. Hanna for $74.50 for the burial of William Frost: "We have interviewed Sergt. Hawton and obtained from him a full account of the circumstances leading up to the employment of Mr. Hanna in this matter. We understand that Sergt. Hawton merely gave the usual and ordinary instructions, which are given in the case of pauper funerals, and we are of the opinion that Mr. Hanna, at his own risk, gave a more elaborate funeral to the deceased, believing that he had means out of which the expense could be defrayed. It has since transpired that the properties of the deceased are mortgaged, and Mr. Hanna is not prepared to look for the deceased's estate for payment. We are informed that the moveable effects of the deceased were sold by the city and realized approximately $12.50. We, therefore, advise that the city is responsible only for the usual $15 payable in the case of a pauper funeral, but we think that as Mr. Hanna has incurred a large expense, the council would be justified in handing over to that gentleman, in addition to the ordinary burial fees, as aforesaid, the $12.50 realized upon the deceased's effects. Received and referred to the finance committee.

The finance committee reported in the matter of the claim of the Mr. Robt. Gedding, that having considered the subject with the city solicitor, they were advised that the city was not liable for the consequences of the accident alleged to have been sustained by Mr. Godding on Rupert street, on November 25, but would recommend that the sum of $50 be given him as a gratuity. Received and adopted.

The finance committee also reported, recommending the appropriation of $6,578.45 for current expenses. Adopted.

Ald. Beckwith asked in regard to an item for coroner's fees regarding an inquest on John Hayes. He wanted to know why proceedings were not taken against the now dead man when he attempted suicide the first time.

The Home committee reported, recommending the admission of Thos. Shakespeare to the Home for Aged and Infirm. Adopted.

The by-law "to provide for the payment by the city of Victoria of one-third of the cost of the prolongation of Broad street," was read a second time, and will be read a third time at the next meeting of the council.

THE STORM.

The Wind on Saturday Registered As High as Sixty Miles an Hour.

Enquiries at the meteorological office have elicited the following information regarding the present severe storm: On Friday morning an extensive storm appeared off the Washington coast, which, instead of moving inland, as is usual at this season of the year, travelled rapidly southward to California, where it spread across the state and caused heavy gales and torrential rains, already reported in these columns. By Friday night the telegraphic weather reports, when entered on the chart, indicated the presence of another extensive storm centred off Vancouver Island. Early Saturday morning storm signals for an east to south gale were displayed here and at Vancouver. By 10 a.m. the wind here had reached a velocity of 36 miles an hour; from this time throughout the day the velocity increased until towards evening and during the night the self-recording wind instrument registered gusts of from 50 to 60 miles an hour. his gale was general over the Gulf, Sound Straits and down the coast to Northern Oregon.

TO RECOVER FOR REPAIRS.

Action to Be Taken by the Victoria Machinery Depot Against Steamer Mabel.

On Thursday, December 27, an action for the recovery of $325 for repair work and supplies for the little steamer Mabel which in June last was brought down from Texada Island by her then captain for repairs, will come before the Admiralty court. The action against the steamer is being taken by Messrs. Bodwell & Duff, on account of the Victoria Machinery Depot, in whose hands the steamer was for repairs from June 15 to June 23. While the steamer was here her master, Capt. Brecht, disappeared, and since then no trace of him has been found. No reason could be assigned for the disappearance of the master.

HOME FOR BOYS.

A Place Not Savoring of a Prison Required in the Province.

Police Magistrate Hall, Monday, discussed the desirability of establishing a home in this province where children of tender years could be cared for. It is true the provincial government have provided for a proper reformatory, but the Magistrate believes that besides this there should be a home that would not savor in the least of a prison—a place where boys who have not reached a criminal stage, but who are almost certain to do so if not cared for, could be placed until they had been taught a trade, and had learned that it is better to live honestly than otherwise.

A case in point was in court yesterday. A Mrs. Hansen, whose husband has practically deserted her, has eight boys, most of whom are of that age when hard to manage. The eldest is a good boy and helps his mother—who, by the way, makes a living by doing chores and washing. The next three she cannot manage, and the younger ones, still going to school, sell papers, but are likely to follow in the footsteps of their elders. The Magistrate believes there should be a home for such boys as these, where they could remain until they knew something. One has just completed a short term at the reformatory, and yesterday another, Charley, who is but 12 years old, was sent to that place for three months for petty thefts.

This boy has given the police a great deal of trouble, and is given credit for being the leader of a gang which practically took everything of value out of a house on Yates street, in which men who had gone North left their trunk. He was arrested a couple of weeks ago with other boys for stealing some books, and was allowed out on his own recognizance to appear on December 12; but he did not appear, and for four days he gave the police a lively chase. The sight of a blue-coat was enough to set him off at a break-neck speed, and he always managed to elude his pursuers, slipping under sidewalks or into dark alleys. Even Chief Langley took a spring after him without success, the boy's weight being very much in his favor. Finally on Saturday night Constable McDonald and Detective Palmer got him between them on Government street, just after he had come out of a crowded store, where he had been overhauled by the floor-walker.

FROM NORTHERN PORTS.

Willapa Returns With News From Northern Coast Points—Drowning at Rivers Inlet.

Steamer Willapa returned on Sunday from Naas and way ports of British Columbia, after a very stormy trip. She had among her passengers Capt. Bonsar, the Skeena river navigator, who is down to arrange for the construction of a steel hull for the river steamer Monte Cristo. It is intended to take the engines out of the little river steamer and use them in a larger hull to be constructed for the Skeena river run. This decision is because of the damage done to the Monte Cristo on her last trip up the northern river, when she was delayed so long by striking on a rock and by grounding in places owing to the lowness of the water. The Monte Cristo had a very successful season, her light draught making it possible for her to run after the larger steamers tied up.

Peter Herman, the canner, who with his family returned from the Skeena, reports that he will make additions to the wharf at his cannery next season by building 100 feet along the river for 40 feet out. Other passengers were Mrs. Stephenson and family, Mr. and Mrs. Robilliard and family, Mrs. Wells, George Heaton, A. Oliver, G. Howston, J. C. Cousin, F. Cook, M. M. Cook, J. McCullock, J. Findlay, R. H. Pidcock, A. H. Pidcock and G. A. McTavish.

News was brought by the steamer of the drowning on December 6 of the 9-year-old son of Basil Menzies, son of R. H. Menzies, formerly wharfinger at Turner, Beeton & Co.'s wharf here, and now a resident at Rivers Inlet. With his brother Harry, a 6-year-old, the unfortunate child was playing on some drift logs on the beach. The tide being high and rolling the logs as it swept in, the two children were thrown into the water and carried out with the ebb. Teddy, a 12-year-old brother, heard their cries and rushed down to the beach. He succeeded in bringing the younger child from the water, but could not secure Basil, who floated past him on the water as it swept in. Basil did not struggle, which led his parents to believe that he was stunned by the fall. As there was a scar across his forehead, and both cheeks and ears were blackened, this belief seems to be borne out. The head was jammed between two logs.

Steamer Coquitlam and tugs Alert and Hope were sighted in Quatiaska Cove, where they were sheltering from the storm, the two tugs having booms of logs. All were bound down.

The rumor published in the evening paper some days ago of the loss of H. M. S. Pheasant, with all on board, is disposed of by the receipt of despatches from Colon, Colombia, telling of the arrival of the sloop-of-war at Panama on Saturday. From what source the rumor came it was impossible to learn, but at Esquimalt there was never any anxiety on account of the vessel.

Discussing Good Roads

Important Resolutions Passed at Meeting of the Provincial Association.

Vigorous Effort Being Made to Bring About the Best Results.

The Good Roads Association of B. C., held its second convention at the rooms of the Department of Agriculture yesterday afternoon, and considerably furthered the organizing work of the great movement that it represents. It was shortly after 2 o'clock when President Frank J. Deane called the meeting to order, and throughout the whole session the largest room that could be placed at the disposal of the association was packed with an enthusiastic gathering. Composed principally, as was to be expected, of the farmer delegates, these by no means comprised the whole, as merchants and other townsfolk were numerously represented, as also were the bicycling brotherhood. Mining alone of all the industries intimately connected with the subject of good roads, remained unheard from.

On the outset a hazy uncertainty of what was to be done was very apparent, but this was gradually cleared and as step after step was made inthe proceedings of the afternoon, the probabilities of the association and its aims and objects stood out more clearly, and on the whole a most satisfactory convention resulted. The chief matters accomplished were the stamping of the movement as at present an educational one, and the making provision for carrying on that task. On all sides the political pull aspect of road making was most thoroughly denounced. Just as in Ontario, statue labor was the bugbear of progress, so hear the interference of politics in the field of roadmaking was raised as the first obstacle to be overcome; that done, and that alone, as one delegate put it, the association had not been formed in vain. The organization of central association with branches in every locality, as arranged for at the first convention held at Kamloops on the 27th September last, was reaffirmed. The need of the appointment by the government of a Good Roads Instructor was urged by resolution. Another motion reported the former appeal to the government, for a small financial grant. A method of dealing with road making in the unorganized districts of the province was suggested and approved of and the election of the seven directors—which had been held over from the Kamloops meeting, was made. Besides this the present holders of the executive offices were rewarded for their zeal and successful services by another term in said honorable positions.

Amongst those present were noticed Messrs. G. H. Hadwen, Duncans; Henry Beeper, Otter Point; Joseph Nicholson, South Victoria; S. F. Tolmie, Mount Tolmie; Donald Grahame, Vernon; W. R. Ker, Victoria; David Johnson, Surrey; John R. Michell, Kamloops; J. H. Cocking, Nanaimo; Jas. Dougan, Shawnigan; W. Thomson, F. Turgoose, Saanich; John Jardine, Esquimalt; M. DesBrisay, Mission City; H. W. Raymur, Kelowna; Aldermen Gilly and Adams of New Westminster; John McRae, Agassiz; Joseph Shaw, Colwood; Joseph McPhee, Comox; Percy Purvis, Salt Spring; Geo. Webb, Esquimalt; George Byzanson, Colwood; E. N. Black, Omenica; John Stewart, Nanaimo; J. Shopland, Cedar Hill; C. F. Green and E. Hutchinson, Ladners; Robert Wood and Jas. Kerr, Greenwood; Robt. Balfour, Langley; Col. Warren, Col. Tracy, city engineer, Vancouver; H. Cuthbert, Victoria; J. C. Metcalfe, Port Hammond;; Horatio Webb, Chilliwack, and many others.

Of the standing parliamentary committee on agriculture, Messrs. Thos Kidd of Lulu Island, and C. W. Munro of Chilliwack, were also present, together with the Hon. Mr. M. McBride of the Department of Mines, Deputy Minister of Agriculture Anderson and Mr. Hugh Gilmour, M. P. P. of Vancouver. Letters of regret at their inability to send representatives were forwarded from many places throughout the province, which, together with several letters regarding the organization of local associations, were read by the president.

Soon after the opening of the meeting Mr. J. H. Anderson expressed the regret of the Hon. J. H. Turner, Minister of Agriculture, and of the other members of the cabinet, that they would be unable to attend the session bupt that they would be very pleased to entertain the delegates in the luncheon room of the legislature. This evening at 9 o'clock was fixed upon and the invitation accepted with thanks. Then came the business for which the meeting, of which President Deane acted as chairman and M. A. Philp as secretary. In a brief address the president spoke of the general dissatisfaction existing throughout the country regarding the condition of the roads and of the manner in which they were located, constituted and maintained. So marked was this that when the first convention was called at Kamloops 53 delegates had responded, many of them from distant parts of the province. The similar work carried on in Ontario, Quebec and New Brunswick had been looked up and an association organized along what had become to be known as Good Roads lines. The constitution of the Eastern Associations had been adjusted to local conditions and adopted, and so a body had been formed which would directly deal with those roads that in the past had caused so much worry and annoyance, and which in their turn had received such irregular attention. The work of this association was for the most part of an educational sort, not only upon the topic of how a good road was to be made and maintained, but also upon the kindred ones of locating a road, etc., etc. And so better value would be had for the quarter of a million dollars annually invested here in this way.

Captain Black thought that the first step necessary was to get the matter entirely out of politics, a remark which was received with marked applause. He then handed in the following letter:

Dear Sir,—As many people do not seem to properly understand what is desired, a few words will not be amiss.

As I have had over 30 years experience on the frontier, and more or less connected with road and trail making, and opening up a new country in both Canada and the United States, I feel that I may be able to make a few suggestions.

1. All political parties should unite and impress upon the government of the day the important necessity of leaving politics out of the question in making appointments for road purposes, and to employ the best men available, irrespective of party.

2. Divide the province into counties, counties into townships, and incorporate them into municipalities with powers to raise money to build roads within the separate municipalities.

3. Appoint a competent civil engineer for each county to have full charge of all roads in his county. Make surveys and locate all roads and trails. Superintend the expenditure of all moneys, pertaining to roads, in the country. The salary should be sufficient to secure competent men.

4. Section men should be employed continually, on all main roads, every 5 to 10 miles, to keep the road in repair.

5. In opening up new countries by trails or roads, the first thing to be done should be the survey and location of the line in the best possible place, for grades, etc., in just the same way as if laid out for a railroad line.

6. The main roads to be built and maintained by the provincial government, all the other roads to be built at the expense of the municipality.

We will now suppose that all the above systems are in force in the province, and that the government have granted enough money to open a packtrail in some new portion of the province, to a mining camp, for instance. The first thing to do would be for the government to give instructions to the county engineer for the district, advising him of the amount appropriated, and to proceed to make the surveys.

The engineer would, after making the survey, figure out how much he could do with the grant, and he would then see if he had sufficient to cut a pack trail, bearing in mind that at some future time it would be necessary to build a wagon road on this same line. Hence the necessity of a careful survey as regards, grade, etc. All that could be done the first year would be the locating and cutting out the trail, say, 10 feet wide.

The second year a further grant should be made, and after figuring out what he could do with the appropriation, he could conclude if he had enough to cut the timber out, say, 20 feet wide, and put in a ditch on the upper side.

The third year a further grant was made sufficient to grade the road into a wagon road, and then section men should be appointed.

After this should come the macadam.

Of course the better way would be to do all this in one year.

We will suppose now that a settlement is formed on this road, and enough settlers to be incorporated into a municipality, and they wish to build some branch roads. They should have power to borrow money for this purpose on the credit of the municipality. The municipal authorities would inform the government, asking them to instruct the engineer to make the necessary surveys, and see to the expenditure of the money.

Compare this with the system at present.

A grant is made by the government of the day, for a road or trail. The money is handed to John Brown, general merchant, Sleepy Hollow. A number of his customers, who owe him money, are employed at the highest possible rates; one is appointed foreman; he is a good fellow, but knows very little about road making. These men have hay to make, and the roadwork must be put off till that is done, consequently work is done late in the fall, shovelling snow and mud on the road while traffic is going on, making the road far worse than before.

The next year, John Smith, another supporter of the government, of the same town, who has also a pull with the government, thinks he ought to have a show. He employs men and goes through the same performance, with the difference that his foreman thinks it is the chance of his life to immortalize himself as an engineer, will change a mile or two of the road without any reference to the general lay of the country, and expend the most of the grant on his pet scheme. The government then goes out of power, and the opposition steps in.

The same performance is gone through, with little benefit to the road, with, perhaps, changing the road back to where it was before.

Now I think that you can see that if the county engineer had the handling of the money, his object would be to keep his position, and have the best roads in the province. Politics would have nothing to do with him. The ministers would have nothing to do with the expenditure, so that it would relieve them.

Col. Warren then narrated the formation of the local association in Vancouver. Representatives of the board of trade and city council composed the body. After organizing little further progress was made, and he was not quite sure how that progress could be made, neither was he quite sure where the Good Roads Association was at. Under the principles of representative government the people duly elected their rulers, who in turn arranged for the expenditure of the funds. Then expenditures, the association said, were badly directed, and so it stood out as the critic, the judge of the matter, and as a consequence, of the representatives of the people. The movement appeared to simmer down to an attack upon the government for its sins of omission and commission; and yet, on the other side, it wanted the government to act under its advice. He also considered that it was quite impossible to take the matter out of politics, as was suggested. He thought, too, that the tail (Kamloops) should not wag the dog in such a movement as this, and that it was time for a permanent organization, which should be at the headquarters of the government. Certain matters regarding the constitution were then referred to, as was also the fact that the bicyclists were most deeply interested in the movement, and that competent engineers were the people to whom road-making should be committed.

Mr. Ladner, of Delta, thought that, so far as his experience with engineers in dyking matters went, one good practical man was worth six of the experts.

Mr. Cuthbert referred to the vital interest of this question, both to the bicyclists—whom he represented—and the many communities. He suggested local control of the roads through a county council system, like that of the Old Country, and he accordingly moved that the association should outline and recommend to the government.

This led to a long debate, in which many of the speakers wandered far afield, discoursing upon the smaller matters of local grievances in their respective communities. The county council system was, however, pronounced on many sides as being premature, and an amendment offered to it was eventually carried. The two were worded as follows:

Moved by H. Cuthbert and seconded by G. W. Beebe:

"That a committee be appointed to impress upon the government the advisability of bringing in at an early date a local government bill for the object of establishing county councils throughout the province for the purpose of the building and maintaining the highways and trails, and to manage the sanitary matters within their own district."

Moved in amendment by Mr. Philp and carried:

"That in the opinion of this convention the settled portions of the province outside of municipalities should be divided into road districts; that for each district there should be three commissioners elected by the people to take oversight of the management of the expenditure of public money upon the roads of their districts, and to supply the government with estimates for road work needed there, aided by a government road superintendent."

The question of the constitution having been brought up by several of the speakers, that matter was set at rest by a resolution of Mr. D. R. Ker, re-affirming the work done at the Kamloops convention, in the following way:

"That the work of this association be actively prosecuted along the lines laid down in the constitution, and that local associations be established wherever possible." Carried.

The matter of an instructor was then taken up by Mr. Donald Grahame, who strongly urged the need of education upon the topic. Nothing revolutionary was desired, but something rather evolutionary. Methods were easily suggested which were altogether too expensive for the present conditions of the country. He considered that a specialist should be employed by the government to investigate, experiment, instruct and control a great deal of the work to be done. Engineers were necessary, but every engineer was not a road-builder, and it was road-builders that were wanted. The following resolution was then offered:

Moved by Mr. D. Grahame and seconded by Mr. C. F. Greene, of Ladners, and carried, that:

"Whereas it appears from expressions of opinion in this association that the time has arrived, or is near at hand, when better and more permanent work than any heretofore undertaken will be required upon the highways of the province; and

"Whereas there is a general lack of technical knowledge as to improved methods of highway construction adopted in other countries:

"Therefore resolved, That this association suggest to the provincial government the advisability of appointing a competent engineer as provincial inspector of highways, for the purpose of carrying on an educational work and such other duties as may be assigned to him."

In the discussion upon this motion it was intimated by Deputy Minister Anderson that Mr. Pinder had lately been appointed to the office of provincial road inspector. Of the full extent of his duties nothing definite was forthcoming. Turning from him to Mr. Campbell of Ontario, his office approached to the one desired by Mr. Grahame's motion called for. In the pay of the government, his time and services were to be largely at the beck of the people whether in the cities or the country. He took all experiments in hand, carried on pieces of work for instruction purposes, delivered lectures, advised at critical points, etc., etc. To the many references to his name, however, Mr. Hugh Gilmour registered a strong protest, claiming that there should be some one here right at hand who would be equally as competent in such matters.

The financial side of the association was then taken up in a motion of Mr. F. H. Hadwen, which reiterated a similar one passed at Kamloops, and was carried as follows:

"Resolved, that, whereas, it is generally believed that there is great room for improvement in the condition of the public highways throughout the province, and that such improvement, if it could be brought about, would, by facilitating the means of communication and transportation at all seasons of the year, result in large pecuniary and social benefits to the people, and

Whereas, It is the opinion of this convention that better results might be obtained from the expenditure of money and labor now made upon our highways, and it is the object of the Good Roads Association to acquire and disseminate knowledge as to the best methods of making and repairing highways, and discuss among practical men the best means of bringing about the desired improvement;

Therefore Resolved, That the provincial government be respectfully petitioned to make a grant to this association to aid it in carrying out its objects, as set forth in the constitution and by-laws."

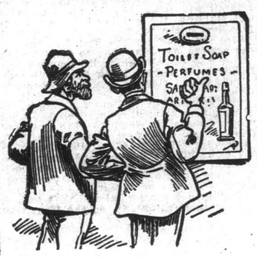
In seconding this motion Mr. W. R. Gilley, of New Westminster, said that making roads was very like driving horses; everybody said that they knew a good deal about it, and so it would be necessary to have some money to first teach them that they didn't. Two years ago he had thought he knew a lot about it himself, but through acting in the city council he had learned differently.

Upon the question of the finance of the local associations it was intimated that they must be self-sustaining, the government grant, should one be given, being appropriated to literature and lectures, etc.

The matter of elections then came up, and after many tributes to President Deane and his fellow-officers and some pretty tributes paid to Kamloops, the old officials were reinstated for another term. The election of directors was then proceeded with, and on a ballot the following seven gentlemen were elected: Mr. Donald Grahame of Vernon, Robt. Balfour of Langley, W. H. Wood of Greenwood, Col. Tracy of Vancouver, Mr. Metcalfe of Port Hammond and Aldermen Cocking and Gilley of Nanaimo and New Westminster respectively. A few minor questions being also disposed of, the usual votes of thanks were passed and the meeting adjourned to reassemble at the call of the chair.

Destruction of Property.—Early Saturday morning, some persons took the gate from No. 126 Belleville street. They carried it a little way along the street and finally deposited it on the grass opposite Mr. C. E. Redfern's residence. The ground near the gate is very much trampled upon and judging from the size of the footprints, it is thought that some boys are the culprits. They next turned their attention to Mr. Redfern's residence and knocked off nearly all the ornamental tops to the fence. Several of the tops were left on Mr. Pendray's lawn, and then the boys proceeded further along the street to No. 72, where they broke the rails of the fence in several places, finally finishing up by taking away one of the ornamental tops of a new fence in front of the residence next to No. 72.

Court Vacation.—The Christmas holidays of the Supreme court will commence on Monday next and continue until January 3, both days inclusive.



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