

BLOOR ST. WEST

350, north side, looking down Major...
Realty Brokers, 25 Victoria St.

PROBS.—Variable winds partly fair and a little milder, with a few showers.

**CROSSING BILL
SIDE TRACKED**

Report from Chairman Mabee
Will First be Received—
New Committee on
Fisheries.

OTTAWA, Feb. 3.—(Special.)—The house accepted unanimously the Lancaster level crossings bill when it was before the house on Monday, the member for Lincoln encountered an unexpected difficulty this afternoon when the third reading, which was expected to be a mere formality, was delayed at the request of Hon. Mr. Graham, who said he desired to get the opinion of the chairman of the railway commission, who was at present in Winnipeg.

Mr. Lancaster made a strong plea. It was delayed in getting to the senate and then sent back for amendment it might not be reached again by the commons, as was the case last year. The bill represented the combined intelligence of the committee for three sessions, and surely the chairman, who is an administrator, had nothing to do with making the law. That was the business of parliament.

Mr. Graham said his object was to get rid of dangerous crossings. He thought the men who had to administer the law could be given some hints as to the way it should be drawn.

R. L. Borden observed that the minister had a year to get the opinion of the chairman and it was late to ask for postponement. Any modifications could be presented by the minister. Dr. Edwards (Frontenac) declared that in view of the activity of the G.T.R. in the recent election there must be another reason why the minister asked delay. Haughton Lennox also protested against delay.

Mr. Graham said it was not a question of putting the bill in front of the commission against that parliament, but he had asked the chairman to put his views in the form of a bill. Mr. Lancaster said it something was not done to protect level crossings, trains would be derailed. The people would not stand for this. Mr. Wilfrid Laurier handled Mr. Lancaster rather diplomatically. What has occurred recently at level crossings was appalling. It would be better for Mr. Lancaster to follow the course suggested. The legislation proposed had been passed by the house twice but has been held up in the senate because of its drastic character. There would be no delay by waiting till the chairman had given his opinion, as the senate would not meet till the 25th, and the bill would remain the first order. And Mr. Lancaster asked Sir Wilfrid.

Make Senators Work.
In the house this afternoon Mr. Sinclair (Greyburn) brought up his resolution declaring it desirable to appoint a select standing committee to deal with questions relating to marine and fisheries. Mr. Sinclair and Mr. Jamieson (Digby) made out a good case.

F. Maclean (South York) observed that there were a good many committees now and they had a good deal to do, and he thought the time was opportune to such a committee. The work could not be put on the senate. He believed the senate ought to be continued on page 7.

IMPERIAL DEFENCE

Australian General Favours the Imperial General Staff.
LONDON, Feb. 3.—(C.A.P.)—General Hoad of Australia, speaking at the Canada Club, said a better understanding of the results would follow the inauguration of an imperial general staff.

The efforts of Britain in connection with the territorial forces in the Pacific, and the great sympathy in Australia, where the citizens had accepted the responsibility of the country's defence.

Sir Gilbert Parker, president, referred to the visit of the imperial pressmen, each of whom was a minister of last year, and the conference was bound to lead to a larger understanding and the bringing nearer of the goal of independence and cooperation in high seas, tending for the good of civilization.

TRI-CAPITAL NOT FAVORED

But Supporters Say It's That or No Confederation.
CAPE TOWN, South Africa, Feb. 3.—(C.A.P.)—In distributing the capital, Bloemfontein is to become the centre of the confederation, and Pretoria the administrative centres. The constitution will be published Feb. 10, to be considered by the various legislatures. Balance of opinion at present seems averse to the arrangement of the capital. It is believed it will make the government costly and cumbersome, and is the only alternative to the failure of the convention.

NEW SPANISH NAVY

British Shipbuilders Will Likely Get \$40,000,000 Contract.
MADRID, Feb. 3.—The cabinet has decided to accept the tender of Vickers, Sons & Maxim, the English shipbuilders, for the construction of the new Spanish squadron, on condition that the firm consents to certain modifications. The amount of the contract is \$40,000,000.

RAILWAYS AND ELECTRICITY

NEW YORK, Feb. 3.—(Special.)—The Harriman lines are investigating the power for the electrification of the Montana and Washington railroads and on the Atchafalaya and Canadian Pacific. The Pennsylvania and Canadian Pacific and other roads are also to develop the use of electricity as a motive power.

**Take War Tax
to Hold Up
Revenue**

U.S. Committee on Ways and Means Consider Radical Proposal to Offset Losses of Revision of Tariff.

WASHINGTON, Feb. 3.—Resumption of many of the Spanish-American war taxes for the purpose of raising sufficient revenue to run the government is under consideration by the Republican members of the house committee on ways and means, who are engaged in framing the new Payne tariff bill. This means that a revision of the internal revenue laws as well as the customs duties is in contemplation, and it was learned to-day that among other items now threatened under this plan with an increase in taxes are beer, proprietary medicines, which it is proposed to tax in proportion to the amount of alcohol they contain; coffee at three cents a pound, which is not now taxed, and tea, now on the free list. In addition, the war tax on bank checks and drafts may be resumed.

It is estimated that these proposed systems of taxation will yield an annual revenue approximating \$150,000,000. In untangling the whole tariff situation based upon the evidence submitted to the committee the Republicans have found themselves face to face with a problem of raising revenue which may be raised in a barrel; proprietary medicines, which it is proposed to tax in proportion to the amount of alcohol they contain; coffee at three cents a pound, which is not now taxed, and tea, now on the free list. In addition, the war tax on bank checks and drafts may be resumed.

Not only is the government now facing a tremendous deficit, which it is estimated may reach \$185,000,000 by the close of the next fiscal year, but if the demand for free iron and steel, lumber, hides and wool is granted in the coming tariff bill, the revenues are seriously threatened with a further reduction.

It is not anticipated that all these duties entirely, except possibly on lumber, wood pulp and print paper, and perhaps hides and leather, nevertheless the revenue situation is not cheering, especially in view of the increased expenditure of the government.

The question which the Republicans are now wrestling is whether they can sufficiently justify a return to war taxes in times of peace to make up the treasury deficit. It has been figured out that the proposed increase in the tax on beer by \$1 a barrel will produce an annual increase in the revenue of \$10,000,000. Some of the Republicans profess to see danger in this provision, in view of the tremendous prohibition wave throughout the country, with which they believe they will be charged with sympathizing if an additional beer tax is imposed.

HUGE DOCKS FOR QUEBEC

Necessity for Improved Conditions for Marine Trade Impressed on Govt.
OTTAWA, Feb. 3.—(Special.)—Sir Montague Allan of Montreal, William MacPheerson and Mr. Dobson of Quebec, and a number of other steamship representatives waited on Sir Wilfrid Laurier to-day in regard to the construction of a graving dock at Quebec. The Canadian Pacific was also represented.

They pointed out that the present graving dock is too small for the increasing traffic of the St. Lawrence. Sir Wilfrid replied that some years ago the government offered to guarantee 3 per cent of the value of a dock up to two and a half million dollars. The delegation urged that in the meantime a floating dock be constructed at a cost of \$1,000,000, and that the work be started on a stationary dock to cost two and a half millions. Unless a permanent dock were constructed it would be impossible to attract large ships to this route.

BANQUET FOR R. L. BORDEN

Conservative Members of Commons and Senate Arrange Due.
OTTAWA, Feb. 3.—(Special.)—The Conservative members of the senate and the house of commons will tender a banquet on March 3 to R. L. Borden. Authority is denied in view of the report emanating from Montreal that Mr. Borden was likely to resign tender his resignation as leader. He has the confidence and respect of the members and will continue at least until the proposed national party convention is called.

GOV. HASKELL INDICTED

Grand Jury Implicates Him With Others in Land Frauds.
MUSKOGEE, Okla., Feb. 3.—Eight indictments were returned by the grand jury here to-night in the townships alleged frauds, the charges being conspiracy to defraud the government. The names of those indicted are: Governor Chas. N. Haskell, E. B. Sellers, A. E. English, C. W. Turner, W. T. Hutchings, Walter R. English, Jas. W. Hill and Walter R. Eaton.

SHIP CARRIES 5000 CORPSES

Chinese Who Have Died in America to Be Buried in Orient.
NEW YORK, Feb. 3.—Five thousand Chinese corpses, bound for their final resting places in the flowery kingdom, will leave Brooklyn next Wednesday on the steamer Shimosha.

The bodies of the dead celebrities were disinterred from burying grounds in the United States and placed in sealed caskets which in turn were encased in pine boxes, each labeled with the name and history of its silent occupant and stored between decks on the ship.

**NOT A UNIT ON
REFORMING LAW**

Delegation Wait on Premier
Whitney, Who Says There's
No Excited Demand for
it by the Public.

There was little unanimity in the presentation of their views by the deputation of the Ontario Bar Association, which waited on Sir James Whitney and other members of the government yesterday with regard to the law reform measure about to be introduced in the legislature.

The one point that all seemed clear about was to take actions for damages through negligence out of the hands of a jury, and have these cases tried by judges. It was too easy to work on the sympathy of juries and corporations lost money over it.

Nor did the lawyers wish any change in the procedure in appeals. They desired no limit to be placed in this respect. D. B. McLennan, K.C., of Cornwall, who was present, was called upon by Sir James Whitney. There was some demur among the deputation, but Sir James said he wished to hear him, and Mr. McLennan expounded the gospel of reform, and endorsed the resolutions carried by that legislature on the motion of Hon. J. J. Poir.

The worst feature of the appeals was that the bona fide litigant was afraid he would be ruined. Mr. McLennan had been held up to ridicule by the published reports of the courts themselves, and Mr. McLennan gave instances from Nova Scotia and Great Britain. There were few worse things than appeals however, the 16 proceedings, where only a few were necessary, being cited.

Would Affect Income.
Lawyers might lose temporarily in the incomes by a measure of law reform, remarked Mr. McLennan, but that it would at first, the afterward more people would go to law. He would abolish all revenue from stamps, except in the case of legal proceedings. E. E. Hodgins, K.C., who introduced the deputation, said that the bar would prefer a final court of three judges sitting constantly and in full time to consult together and consider cases, than the court of five as at present who sit accidentally, and at irregular intervals.

J. T. Small, K.C.; W. Davidson, K.C.; G. C. Mikel, K.C.; George F. Henderson, K.C.; J. H. Moss, K.C.; were the other speakers, and the lawyers present were W. Bell, K.C.; Osherson, K.C.; J. E. Denton, R. L. McLennan, C. Elliott, H. Cassels, K.C.; W. M. Hall.

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Mr. Dewar agreed that this was reasonable, but took objection to the company giving the records of accidents which had happened in the last ten years, which Mr. Fleming had been asked to produce, and pointed out that records of accidents were only sent in as returns to the Ontario Railway and Municipal Board. He quoted as ground for refusal to give such records section 231 of the Ontario Railway Act, which says: "All returns relating to accidents made in pursuance of the provisions of this act shall be privileged communications and shall not be evidence in any court whatsoever except to enforce the penalties for failure or neglect to furnish such returns as required by the act."

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A TRUE PHILANTHROPIST



Good Senator Scott makes a last effort to "save the boy."

**Mr. Fleming is Averse
To Giving Statistics
Desired by Coroner**

Sidesteps Attendance at Inquest and Sends a Lawyer to Object to Telling of Trailers and Accidents.
Manager R. J. Fleming of the Toronto Railway was subpoenaed to appear as a witness at Coroner M. C. Crawford's enquiry into the causes leading to the death of Harry R. Smith, killed by a car at King and Yonge-streets on Jan. 28.

Mr. Fleming, however, did not appear owing to "other pressing engagements." He was represented by H. H. Dewar, K.C., and when Mr. Fleming's name was called, the lawyer explained that the general manager wanted some official opinion as to whether the coroner was at liberty to demand that he, as general manager of the street railway, should produce statistics which might show to what extent the use of trailers contributed to the accidents. Mr. Fleming's lawyer, Mr. Dewar, was an idea of the percentage of accidents which might be attributed to the use of trailers. In that way a jury might be able to give a recommendation of some character regarding trailers which might serve as a safeguard from others being killed in a similar manner.

ALL'S WELL AGAIN

Judge Frailek Explains That No Threats Were Made.
Judge Frailek of Belleville and the provincial secretary's department have exchanged four papers, and the diplomatic incident arising out of Ontario bar procedure on appeals is considered closed.

WILLS BUSINESS AWAY

Boston Real Estate Broker Leaves It to His Secretary.
BOSTON, Feb. 3.—Twenty-five years of service given by Miss Mary E. Holmes of Medford to the late Amos P. Hall, a Boston real estate broker, have been rewarded by the gift of his business to his employee, Miss Holmes, who has been his stenographer and private secretary. It is understood that Mr. Hall's widow was acquainted with his purpose and sympathized with it.

AGAINST ORGANIC CHURCH UNION.

VICTORIA, B.C., Feb. 3.—(Special.)—At a meeting of the Vancouver Island Presbytery a resolution was passed this afternoon, to the effect that the denunciations, proposed, in view of economizing men and money, yet it did not favor organic union.

A RAILWAY SIDING

Will warehouse space for one, two or three thousand square feet, 20-foot ceiling, and 1000 square feet of office space, King Street West, near Subway.

H. H. WILLIAMS & CO., Realty Brokers, 24 Victoria St.

**GOWGANDA HAS
A BUILDING
BOOM**

Lumber and Mechanics on the Spot—Two Townsites, With Claims in Demand—Claims Widely Spread.

GOWGANDA, Jan. 27.—(Our Man on the Trail.)—Inclined lawlessness in the camp as the result of the rush of silver-seekers to Gowganda is a matter for the immediate attention of the government.

Prospectors are daily campaigning about thefts committed, and it is almost impossible to leave the camps on the claims alone for a few hours. "Old Timers" say that before long it will be necessary for the men to take the law into their own hands. This would be a dangerous course, but the remedy is urgent and likely to be applied. This is a phase of the entire situation. This springing up in a few weeks of a hustling, lively town and the populating of an area that has become famous far and wide, is the direct result of the valuable mineral formations of which the limit cannot be even anticipated.

Two Town Sites Under Survey.
Survey work was started on the government townsite, on the west side of the extreme north end of Gowganda Lake to-day. In the meantime the Hodgins and Hamilton townsite is being laid out by Tommy Code of the firm of Code and Code of Cobalt, who have an office here and four parties hustling operations.

Mr. Hodgins, one of the original stakers of this claim, on which the present town is springing up, is on the spot, and yesterday he received \$5 deposits on more than 200 lots.

About 25 extra men came in to-day for the purpose of pushing up buildings, and several loads of lumber arrived. It costs only \$100 to build a 400 ft. by 100 ft. house for this lumber, and men are getting \$2.50 a day and their board. When a thousand feet of lumber is bought, the purchaser can reckon on only about 800 feet being brought in, on account of the difficulties encountered in getting the lumber to the site. This daily traffic of freight is amazing. This daily traffic of freight is amazing. This daily traffic of freight is amazing.

Another large hotel is in course of construction, and work has been commenced on the Bank of Commerce building. Both this bank and the Royal Bank will be located on the east side of the lake.

It is, however, safe to say that the entire shore around Gowganda Lake will be built into a series of suburbs as they may be called.

At the south end, near the O'Kelly claim, a general store will be established in a few days. In a position convenient to the Sudbury road, which will be broken thru by Monday next.

Thurs Road to Be Completed.
Another hotel will be built at the same point, and it will be necessary for the Gowganda Transport Co.'s road from Sudbury to be extended on the government townsite, which is a matter of some six miles.

This extension, which is said to be a certainty, will be joined to the government road from Elk City, which is branching off at the present terminus to the north for the short distance of a circuitous mile to the government site. Thus the lake will be circumvented and each location will be available to travelers.

Charles Argue, who has been running launches on the Montreal River and inland lakes for some years, was in town yesterday "sizing up" the prospects for lake traffic. The outcome of his visit was this:

Boats for Gowganda Lake.
In harmony with a few men from Haliburton, who are agreeable, according to Mr. Argue's report, a company will be formed that will put two or three boats on Gowganda Lakes this summer.

With increasing hotel accommodation, there is a large influx of summer visitors looked for.

The demand for a postal service from Elk City to Gowganda is an immediate need. At present, there are over 400 letters addressed to "Gowganda" and the number is quickly increasing.

There is no way whatever to get mail unless an order is given, and as most men collected here are in most instances

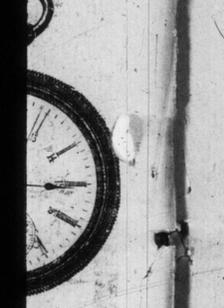
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WEDNESDAY
Feb. 3, 1904

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