Race For a Street Crossing

Tramway Co. And Railway Co. Are On "Hurry Up" Run.

Both Trying To Reach Corner of Cormorant and Government Street.

It developed at a special meeting of the council held yesterday evening that both the Tramway Company and the Victoria Terminal Railway & Ferry Company are desirous of getting right-of-way, each ahead of the other, for traffic purposes at the crossing on the corner of Government and Cormorant streets.

At the regular weekly meeting of the City Council held on Monday evening last, the Tramway Company notified the council of its intention to proceed with the extension of a single track along Government street from Johnson street to Pembroke street, to connect at the latter point with the line running to the car sheds. Coupled with the notification was the request that the council waive the usual 30 days' notice required under the act, so as to permit of the work being proceeded with at once. Under ordinary circumstances the permission would have been given at once, as it is purely a formal matter; but Ald. Yates apparently "smelt a rat" for he moved that the application be referred to the city solicitor for report, the council to have the same before them yesterday evening.

The city solicitor was ready with his report last night, but the council also had before it a letter, dated March 4, from A. E. Wood, president of the Victoria Terminal Railway Company, asking the council to waive the usual 10 days' notice so as to permit of the company going ahead at once with the work of laying its tracks down Government street to Store street, to connect with the E. & N. system, as called for in the terms of the company's contract with the city. Then it was that it developed that both companies were anxious to get an advantage over the other by securing priority of right to proceed with the contemplated extension. For upwards of an hour and a half the Mayor and Aldermen wrestled with the problem as to what to do in the matter.

The city solicitor presented a report recommending the council to waive the necessary 10 days' notification in regard to the Victoria Terminal Railway Company's application, as he had done in respect to the Tramway Company's wish. He advised, however, that the council should not approve of any plans of the company for the changing of the location of its tracks within the Market building, as at present the council was not called upon to do so.

Ald. Vincent supported by Ald. Barnard, desired to have the Tramway Company's applications, that notice be waived, granted at once; but this brought Ald. Yates to his feet with a protest against this procedure. He objected to either of the companies being shown any preference. He pointed out that it would be most unfair to place any obstacle in the way of the Victoria Terminal Railway Company going ahead with its work, as by its contract with the city it had to complete at a certain time the terms of its contract with the city. He was of the opinion that the only reason why the Tramway Company proposed running its line along Government street was to get to the corner of Cormorant street first and then "squeeze" terms favorable to itself out of the Railway Company for a right-of-way across its tracks.

Ald. Barnard reminded Ald. Yates that the Tramway Company had three days priority of notice over the Railway Company, and that the latter had tried to rob the Tramway Company of that advantage.

Ald. Yates denied that he was inclined to show any partiality in the matter.

Mayor McCandless thought the council should treat both parties alike. As he understood it, both companies were going to put down tracks they had no immediate intention of using for the purpose of getting a possible advantage over the other. He favored making both companies comply strictly with the law.

After a very lengthy discussion and numerous consultations with the city solicitor, both companies were placed on an equal footing, the necessity of notice of intention to lay tracks being waived in both instances.

A variety of other matters were dealt with by the council previous to the taking up of the question relating to the railway companies.

On the recommendation of the city engineer permission was granted the Tramway Company to carry 50 passengers in the small cars running across Point Ellice bridge, the structure having now been thoroughly strengthened.

An assistant at $15 per month will be given the Poundkeeper to enable the latter to prosecute his work of ridding the town of the hundreds of mongrel dogs.

Bishop Perrin forwarded a letter asking that the city appoint two guards, one at each end, at Point Ellice bridge so as to assist in regulating traffic and obviate the danger of accidents occurring. It was referred to the city engineer with power to act.

Thos. J. Worthington complained of the bad condition of Fisguard street between Store and Government streets. The matter was referred to the Streets' committee.

T. N. Hibben asked for sewer improvements on Carr street. His letter was referred to the city engineer for report.

In connection with sewer matters, Ald. Barnard took occasion to remark that he hoped the council would resist any attempt to divert the fund recently granted for sewer extension away from the comprehensive scheme of sewerage extension which was contemplated.

J. N. Muir forwarded a letter, regarding his request for water service at his residence on the Phoenix Estate, concluded in such language that the council decided not to treat with it and returned it to the writer.

The council decided to have the purchasing agent at once call for tenders for summer clothing for the police force. On the suggestion of Ald. Cameron, the advertisement will stipulate that the various parts of the apparel furnished the police must be of British or Canadian manufacture.

Tenders are to be also called for water meters and pipes. The Water Commissioner is to be requested to get a report of the best kinds of meters in use in other cities, so that a wise selection may be made.

Ald. Grahame's motion favoring fish traps in British Columbia waters carried unanimously.

The Council then adjourned.

THE TRACK LAID.

Tramway Company Get Precedence at Corner of Government and Cormorant.

The Tramway Company did not waste much time after permission was given to lay the tramway tracks across the street at the corner of Government and Cormorant streets. For fear their rivals, the Terminal railway should attempt to lay their line this morning, the tramway people had a gang of men at hand last night, and by 2 o'clock this morning the track was laid and first on the ground.

U. S. CONGRESS.

The Fifty-Seventh House Expired Yesterday by Limitation.

Washington, D. C., March 4.—The fifty-seventh Congress expired at noon today by limitation. Bitter partizan feeling that has sprung up in the House of Representatives during the past week reached a pitch which prevented the Speaker from receiving the unanimous approval of the House when the annual resolution of thanks and courtesy was offered. Today Senator Mason, whose term expired at noon, talked an unimportant bill to death, but in his valedictory he lectured the Senate for its unlimited debate which allows bills to be killed in that manner, and also made a final plea for the freedom of the Filipinos. As all of the current supply bill passed before the two houses took a recess this morning, no legislation was necessary, and none was attempted.

The number of bills introduced during the 57th Congress aggregated 17,500 of which 3,918 were reported, and more than 2,000 passed. The house calendar is clearer at the close of this Congress than it has ever been before, only 78 bills remaining undisposed of.

ARMLESS WONDER IS BAD MAN

Chas. Payne Who Shaves Men With His Feet Holds Up Gambling House.

Charles Payne, the armless wonder, who gave exhibitions of his dexterity with his feet in shaving, etc., on the corner of Broad and Yates street daily some months ago, and who was afterwards arrested at Seattle for attempting to kill his partner, is still a bad man, as he held up a gambling house in Butte on Tuesday morning and commanded the situation and all the money in sight. With a 44-caliber revolver in one foot and a razor wielded by the toes of the other foot he maintained his position until the arrival of a plain-clothes policeman, who with difficulty disarmed the armless man.

According to a despatch from Butte, Payne lost a sum of money in the gambling hall of the California Club. He returned to enforcehis demands that the money be returned. Taking a seat in the middle of the room he drew forth and prepared to use his weapons. The revolver was a big one, but he wielded it in such a dangerous manner with his right toes that every person in the room fled to cover. The inmates of the place disappeared behind the furniture, slid into closets and cried for quarter. When the policeman arrived he saw nothing but the armless figure in the centre of the room executing the holdup under difficulties. Payne made a few savage passes at him with the opened razor in his left foot before the arrest was made.

Payne achieved some notoriety here, though he did not undertake as bold an enterprise as holding up a gambling house. While in Seattle he also achieved notoriety. With a revolver in his toes he compelled his partner, when they came to separate, to divide the community property decidedly to his advantage. The partner charged him with threatening to kill and with using a revolver to substantiate his threats, but the case was never heard.

VANCOUVER NOTES.

Chris Foley Leaves for Fernie—Eagles' Presentation—Northern Survey.

Vancouver, March 5.—(Special)—Mr. C. Foley left for Fernie yesterday to make a preliminary survey of the strike situation, as a member of the committee chosen at the miners' convention, to try and settle the strike.

There were 500 present at an "at home" given by the local Aerie of Eagles last night in O'Brien's Hall. B. S. Parsons, the retiring president, was presented with a gold watch and chain. An excellent concert programme was rendered and after the concert the night was spent in dancing.

A shipment of 75 head of cattle went North on the steamer City of Seattle last night.

The board of governors of the City Hospital have asked that the city grant be increased from $833 a month to $1,000 a month. The request was made on account of the hospital having met with a shortage and not wishing to draw on the capital account, which was intended for new buildings. A committee of the council was appointed to investigate the matter.

The steamer Princess May left for Skagway yesterday with a large passenger list. Among those on board was a survey party of 50 persons, under the charge of Mr. A. E. Hill, C. E., who will make a reconnaisance survey in connection with the proposed Trans-Canada railway.

CALIFORNIA ASPHALT.

Board of Appraisers Rules That It Is Duty Free.

Ottawa, March 5.—(Special)—California asphalt has been ruled by the board of Dominion appraisers to be duty free.

ORANGE GRAND MASTER.

W. T. Devlin Has Been Elected by Manitoba Lodge.

Winnipeg, March 5—(Special.)—W. T. Devlin of this city, has been elected grand master of the Manitoba Grand Lodge of Odd Fellows.

RUSH FOR CANADA.

Two Thousand Emigrants Leave Liverpool.

London, March 5.—Over 2,000 immigrants left Liverpool today for Canada. The immigration season is considered as having opened. This months bookings by all the Canadian steamship lines are the largest for 40 years.

CANADIAN NORTHERN.

D. D. Mann Tells of Extension of Line to the West.

Winnipeg, March 5.—(Special)—Vice-President D. D. Mann, of the Canadian Northern, said today: "Our roads in the West will be extended this year so far that we expect to bridge the North Saskatchewan below Prince Albert, on our Grand View extension, and to cross both the North and South Saskatchewan with our main line before next winter sets in. When our line is completed to Edmonton, that town will be forty miles nearer Winnipeg by our line than Calgary is by the N. P. R."

UNITED STATES SENATE.

Extraordinary Session Has Been Opened in Washington.

Washington, March 5.—In obedience to the President's proclamation, the Senate of the 58th Congress convened in extraordinary session at noon. An immense crowd witnessed the ceremony. President pro tem Fry called the body to order, and soon after the senators who were re-elected, and those who were to take their seats for the first time, except Mr. Gorman (Maryland), who had already seen long service in the Senate, were sworn in.

Towne.—Karbon was boasting about the size of his new baby today. He says it weighs a ton." Browne—"How ridiculously extravagant to say a "baby weighs a ton." Towne—"But his idea of a ton is peculiar. He's a coal-dealer, you know."—Philadelphia "Press."

An Inquiry In Progress

Capt. Walbran's Loyalty to Superiors the Subject of Investigation.

Skipper of Quadra Said to Have Indulged in Indiscreet Utterances.

During yesterday and the previous day a special court of inquiry was in session in Victoria taking evidence in a case about which, no doubt, much will be heard later on—the relationship between Capt. Walbran, of the D. G. S. Quadra, and his superiors in the Department of Marine and Fisheries being the subject of investigation.

For reasons that are easily understandable, the inquiry is being held with the utmost secrecy, but from the information which is available it appears to have been born as a result of charges preferred against Capt. Walbran, alleging that he has been guilty of disloyal utterances respecting the fitness for office of the Deputy Minister of Marine and Fisheries—Lt.-Col. F. Gourdeau.

The story goes that Capt. Walbran's alleged offence occurred during a recent voyage of the Quadra to Northern waters at the time the Burrard election campaign was in progress. It will be remember that the Quadra was despatched up the Coast to distribute and afterwards collect the ballot boxes. She made two trips on that mission.

On one of the trips there were on board a number of gentlemen from Vancouver, guests of the returning officer, and friends of "the powers that be" at Ottawa. During the progress of the trip, when the intimacy of all on board had been established and good fellowship prevailed, Capt. Walbran, in conversation with the party, is said to have indulged in some very caustic references to his superiors in office, and paticularly and specifically Lt.-Col Gourdeau, the Deputy Minister of Marine and Fisheries.

Whether it was that there was "a Chiel amang them takin' notes," or for whatever the cause, certain it is that the incident has led to heaps of trouble for Capt. Walbran. As soon as the necessary instructions were obtained from Ottawa, Capt. Gaudin, agent of the department at Victoria, arranged for the holding of a Court of Inquiry into Capt. Walbran's alleged offence. All those who were on the Quadra at the time when the alleged offence was committed were summoned to attend; and yesterday and the day previous evidence was taken, the same being recorded by a stenographer, no doubt for transmission to Ottawa in a special report from the agent of the department here.

Capt. Walbran is understood to indignantly deny that he is guilty as charged. The secrecy surrounding the enquiry makes it impossible to give further information than the above.

STANLEY CUP.

Rat Portage Thistles Going East to Play For It.

Winnipeg, March 5.—(Special)—The Rat Portage Thistles leave Rat Portage on Saturday for the East to play for the Stanley cup.

BRUTAL OFFICER.

Sentenced to Imprisonment For Ill-Treating German Soldiers.

Berlin, March 5.—Lieutenant Steffens has been sentenced by a court martial to three months' imprisonment in a fortress for ill-treating privates. One hundred and eighteen charges were brought against Steffens, 25 of which were for beating soldiers with his sword.

OBITUARY.

Death of Mrs. Margaret Jessie Dupont, an Old and Esteemed Resident.

The death of Mrs. Margaret Jessie Dupont, wife of Major C. T. Dupont, removes one of the oldest and most highly respected residents of this city. For some years Mrs. Dupont has been a sufferer from chronic bronchitis. On Tuesday morning last her condition became precarious. At the advanced age of 84 years her constitution had not the vitality to throw off the attack, which terminated fatally yesterday about midnight.

The deceased was a native of Halifax. She belonged to one of the oldest families of Eastern Canada. In 1859 she was married in her native city to Major Dupont. For some time after her marriage she lived in that city, later coming to a point near Lake Superior, where her husband occupied the position of Indian agent. About 25 years ago she came to Victoria, and has ever since been a resident of this city.

Mrs. Dupont was a lady of high intellectual attainments, possessing a great taste for literature, her reading embraced a very wide range of subjects. Even up to the time of her last sickness she valued her books among her dearest companions, and when unable to read herself she took deep enjoyment out of being read to. She had a wonderful memory, which, added to her great taste for reading, made her a most interesting conversationalist.

The funeral will take place on Friday at 10.30 a. m. from her late residence, Stadacona, and at 11 a. m. at Christ Church cathedral.

The funeral of the late Clifford Russell took place yesterday afternoon from his parents' residence Cedar Hill to the Presbyterian church, where the Rev. Mr. Fraser conducted appropriate services and also at the cemetery. A large number attended, including many of deceased's schoolmates. The following young gentlemen acted as pall-bearers: Masters Wilfrid Holmes, Jas. Miller, Thos. Tait and Wm. Merryman.

The funeral of William Crossman is arranged to take place from his late residence, No. 7 Alfred street, on Friday afternoon at 2:15 p. m. and at St. Barnabas' church at 2:30.

The funeral of George Logan will take place from his late residence, No. 8 Avalon Road, this afternoon at 2:30 p. m.

FERNIE STRIKE.

Mackenzie King Fails to Arrange Between Company and Men.

Vancouver, March 4.—(Special.)—J. H Tonkin, the manager of the Crow's Nest company, at Fernie, and Robt. Jaffray, vice-president of the company, are in the city. Mr. Tonkin states that the strike position remains unchanged. The Deputy Minister of Labor has returned East after failing to effect an adjustment of the trouble. The committee appointed by the miners' convention would not attempt to bring about a meeting between himself and the strikers. The strike affected 2,000 men. The January output of the mines was 17,000 tons of coke and 2,000 tons of coal per day. Mr. Tonkin said that permission to see the committee from the strikers was denied him. He could have seen the committee of the Western Federation of Miners, but he wanted to see the local men, the men affected, not outsiders.

TELEGRAPHIC BRIEFS.

The German steamer Pisa, from Hamburg, reached New York yesterday and reports having sighted on February 16 a steamer with one mast and one funnel standing, bow out of water and stern settling down. The vessel sank before the Pisa could reach her.

LABOR CANDIDATES.

Winnipeg Men to Run For Manitoba Legislature.

Winnipeg, Man., March 4.—(Special.)—Wm. Scott, R. Toms and A. G. Cowley were selected tonight as candidates to contest the Winnipeg seats for the Legislature in the labor interests.

PRIVY COUNCIL.

Leave to Appeal Granted in Several Cases.

Montreal, March 4.—The Star's London cable says: The Imperial Privy Council today granted leave to appeal against the decision of the Supreme Court of Canada of November 18, 1902, in the cases of Chapell vs. King; Carmack vs. King and Tweed vs. King. In the case of Chappell, the Crown granted leave for a cross appeal.

THE POPE.

Rome, March 4.—Although the Pope is in good health, his physicians have imposed complete repose for the present, consequently the Pontiff will receive no one until the end of next week.

THEY FAVOR FISH TRAPS

Victoria Trades and Labor Council Support Modern Fishing Methods.

The semi-monthly meeting of the Trades and Labor Council last night was long-drawn, adjournment not being reached till 11.15. The most important action taken was the almost unanimous endorsement of the use of fish traps, after a heated discussion of an hour and a half, in which men who fished on the Fraser and men who had fished on Puget Sound took part.

The vice-president, Wm. McKay occupied the chair, President Bolden being confined to his home through illness.

The reports of the standing committees contained nothing of general interest.

The special committee on fish traps reported recommending that the council offer no objection to the use of traps, purse-seines and gill nets of a greater length than at present in use for the taking of fish in British Columbia waters, providing that restrictions be placed on the granting of licenses that will safe-guard the interests of white labor. The council instructed the committee to draft suitable resolutions to be forwarded to Ottawa, containing the wishes of organized labor as voiced through the central labor body of Victoria.

A report from a special committee contained the information that the nucleus of a building trades council had been formed which would be composed of delegates at the Trades Council from the building trades. The object of the new body is to better the conditions of those employed in the building trades by the recognition of the community of interests and securing unity of action to help each other.

J. A. Carmichael, of the Dawson Trades and Labor Council wrote advising the council that transportation companies were offering inducements to laborers to go to Yukon to work on the Klondike Mines Railway (16 miles in length.) The representations were misleading, and there were more laborers in the country than there were needed.

The United Brotherhood of Railway Employees of Vancouver asked the sympathetic support of organized labor in their strike against the C. P. R.

Joseph Martin, A. E. McPhillips, R. G. Tatlow, M. P. P.'s, and Aulay Morrison, M. P., wrote informing the council that they would support the re-enactment of the anti-Asiatic legislation disallowance by the Dominion Government.

It was brought to the notice of the council that in Seattle men were being advertised for to come to British Columbia, where, it was represented, work was in abundance. The secretary was instructed to inform the Central Labor body of the Sound City that there were more than sufficient labor in British Columbia to supply the present demand.

Complaints were made regarding the workings of the Boiler Inspection Act, it being contended that applicants for certificates had paid their money six and four months ago, and had received no notification to appear for examination, and in the meantime persons not qualified, according to the provisions of the act were running engines and looking after boilers. The Legislative committee will interview the Government and report at next meeting of the council.

The Finance committee presented a printed statement of the affairs of the council for 1902, showing the number of unions, receipts and expenditures. The statement showed the finances of the council to be in splendid condition.

Several notices of motion to amend the constitution of the council, which has been intact since its formation in 1892, were voted down.

TO ABOLISH DRUNKENESS.

The Law Recently Enforced in England is Working Well.

England's extraordinary law against drunkenness, which came into effect on January 1st, has been working long enough now to make it possible to form an idea of what the actual results of it are likely to be, it can be said that up to the present time it looks as if the new law were going farther towards promoting general temperance than any legislation hitherto enacted in this country. Every day since the law came into force the number of cases of "drunk and disorderly" in the London courts are diminished. In one court, where such cases generally have averaged about 40, there were on last Monday only 27. On Tuesday there were 19, on Wednesday 13, on Thursday 11, on Friday 12, and on Saturday only 3.

It is, of course, against the "habitual" toper that the new Act is principally aimed. Its intention is to prevent such folk from getting any liquor whatever for a period of three years. As soon as a man has been up before the magistrate as "drunk" a sufficient number of times to stamp him as a "habitual," saloon-keepers will be furnished with his photograph and full particulars concerning him—Scotland Yard now publishes an illustrated list of this kind—and forbidden to sell him any more drink for three years. Anyone who does so is liable to a fine of from $50 upwards. Anyone who "treats" a man thus blacklisted can be fined $10 or sentenced to a month's hard labor. The drunkard himself, should he be caught asking for a drink during three years of his deprivation, will be fined $5. Next time he is detected doing so he will be fined more heavily.

Perhaps, however, the most important two points about the new licensing Act are those by which, for the first time, the simple state of being drunk is made a criminal offence, and likewise the act, on the part of the saloon-keeper, of allowing a man already drunk to get any drunker. A drunken man or woman can now be arrested, whether they make a disturbance or not. And a "public," who even has a drunkard on his premises, has to prove that he has not supplied him with liquor if he wishes to escape a fine. The law also aims to protect children. Any person found drunk when in charge of a child is liable to a month's imprisonment with hard labor.

The reports from the provinces as to the workings of the new Act are as favorable as those from the London districts.

AN IMPORTANT SUIT.

Here is a suit which has been interesting Paris. A French nobleman some time ago got into a tram car with his little son who carried a toy baloon. The conductor told him that the baloon must go out of the car, as packages of that kind could not be carried. The baloon was thereupon released, but the boy's father has brought suit against the Metropolitan Company for four sous damages, the value of the toy. The suit is regarded as important as a test.

Young Men's Association

Movement For Permanent Organization Has Passed the Initial Stage.

One Thousand Dollars Wanted to Establish on Permanent Basis.

In the course of an interview with the secretary of the Young Men's Christian Association, it transpired that although the city had only been partly canvassed, already upwards of 120 sustaining members are on the list agreeing to subscribe $1 per month, and this figure will no doubt very shortly reach 200. At the general meeting on February 20 last, a representative board was elected, and at the present time special working committees are busy with preliminary details. Tenders are already being received for repairing, decorating and refurnishing the old association rooms on Broad street, also for refitting the gymnasium and the baths.

To start the association free from debt, it is proposed to raise a fund of $1,000. Mr. Scowcroft, of the City Hall, is treasurer, to whom subscriptions may be forwarded.

While Victoria has been standing still in this cause, in many other cities giant strides have been made in Y. M. C. A. work. One sister city, Vancouver, intend this year putting up a $50,000 building, $15,000 having already been subscribed, $10,000 being one donation. The two buildings in Toronto, valued at $72,000, were freed from debt last year. January's issue of Association Men gives the following review of Y. M. C. A. work by the Venerable Dr. Cuyler: "It is not permitted to every man or woman before they die to see the glorious fruits of the trees they planted, but to the eyes of the veteran George Williams, the following facts must seem like a rehearsal of Heaven: The Y. M. C. A. now belts the globe with half a million members and ten times that number in some direct connection with the organization. It is housed in hundreds of solid structures, which have cost between thirty and forty million dollars, each one a cheerful home, a place of physical development, manly instruction and training for Christ's service. It has brought thousands of young men from impenitence to Jesus Christ, and made thousands of young Christians more like Jesus in their daily life. The effective lay preacher of the century, D. L. Moody, confessed that in his training for spiritual work, he owed more to the Y. M. C. A. than any other human agency. It has molded the students of colleges and universities; it has been the salvation of many a soldier and sailor; it has led many into the Gospel ministry; it has taught the whole world the beauty and power of a living unity in Jesus Christ. The Holy Spirit has set the Divine Seal of His blessing on its world-wide work, and to the Triune God be all the praise and all the glory. From Dr. Cuyler's 'Recollections of a Long Life.'"

Such a review speaks for itself, and the secretary stated that he judged by the spirit that is manifesting itself in the work, that Victoria realizes how beneficial a healthy association will be to the city, and cordially invites co-operation.

PARIS TO LOSE HER WALL.

From Chicago Record-Herald.

Few English visitors to Paris ever realize the fact that the city is surrounded by a wall twenty miles in circumference, and that nothing can enter the French capital without passing through the fortifications. This wall, which is sixty feet high, and is surrounded by an imposing ditch, was constructed about fifty years ago at a fabulous cost. Its construction caused thousands of peasants to flock to the capital and when it was completed they remained in the city without employment, a source of constant anxiety to the authorities.

A most curious thing is that the fortifications never had any military value. In 1863 General von Todleben, the Russian vauban, the constructor of the defenses of Sebastopol, came on a visit to Paris. Napoleon III. was anxious to know his opinion of the newly erected enceinte and asked him to inspect it. The following morning the Russian general mounted his horse at one of the bastions, and, followed by a side-de-camp of the Emperor, rode around the wall. Five hours later he was back at the starting point, not having uttered a single word during the ride. He turned in his saddle to the aide-de-camp with the question, "Eh, bien, messieurs, c'est tout?" "Oui, mon gene a," was the reply. "Alors, Paris est pris d'avance," was the response, which was only too well justified by the events of 1870.

In spite, however, of the lessons of the war, the wall around Paris still exists, and until 1902 no effort has been made to remove it. It has strangled the development of the city, and has served no purpose except to facilitate the collection of taxes on all objects entering Paris. The main revenues of Paris are derived from the octroi, which consists mainly of taxes on foodstuffs of every kind. This is what makes Paris one of the dearest cities in the world.

It has now been decided to pull down the fortifications. There is only one thing that can be held to the credit of the wall around Paris. It rendered the commune possible in 1871, by giving the communards the power to close the gates and shut the government and army out of the city.

FOOD SUPPLY IN WAR TIME

Premier Balfour States What He Believes Should Be Scope of Enquiry.

London, March 5.—Premier Balfour announced in the House of Commons today that the admiralty has decided to establish a new naval station at St. Margarets Hope, on the North side of the Firth of Forth.

Replying to a large and influential deputation which visited the Foreign Office today to urge the appointment of a Royal Commission to inquire into the question of the food supply of Great Britain in time of war, Premier Balfour expressed the opinion that the danger Great Britain has to meet was not the exclusion of meats and the raw materials to meet the country's national existence, but the cost of introducing them, and the question of price was ultimately a question of insurance. He admitted that an inquiry into the matter was advisable, because it would tend to allay some unfounded fears as well as show that some of the difficulties of the situation could not be wholly removed.

Mr. Balfour added that he thought the inquiry ought to include the questions of insurance, the conditions of modern maritime warfare, the methods by which commerce could be protected and destroyed and the amount of the actual grain supply of the country. He hoped, however, that nothing would be done to establish Government machinery which would injure the national commercial machinery by which Great Britain was supplied.

ONTARIO MINES.

Output For Province Last Year Was Over Thirteen Millions.

Toronto, Ont., March 4.—According to returns by the Bureau of Mines, the value of mineral products in Ontario for 1902 was $13,677,440.

WHISKEY STRIKE.

Walker's Distillery Men Are Asking For Better Pay.

Windsor, Ont., March 4.—The big Walker distillery is tied up by a strike in the bottling department, 60 hands being out. The men receive $1.25 and demand $1.50 per day.

WANT DUTY KEPT.

Maritime Manufacturers Oppose Taking Tariff Off Coal.

Halifax, March 4.—The Maritime Province branch of the Canadian Manufacturers' Association yesterday passed a resolution urging the association to oppose any reduction on the duty on bituminous coal by the Dominion government.

THE LARGEST STEAMER AFLOAT

A Description of the Latest Atlantic Leviathan the Cedric.

Steamer Cedric, which has just completed her maiden trip, sailed some days ago from Liverpool to New York is the largest triumph of the great Belfast builders (Harland and Wolff.) The external dimensions of the "Cedric" are identical with those of the "Celtic," but by reason of structural differences to provide increased passenger accomodation, the gross tonnage of the former vessel has been slightly increased. The "Cedric" is 700 feet in extreme length, 75 feet in breadth, 49 1-2 feet deep with gross tonnage 21,000 tons, and displacement 38,200 tons. The propelling machinery consists of two sets of quadruple expansion engines driving twin propellers. There are 8 double ended steel boilers capable of working to a pressure of 210lbs to the square inch, and the vessel is designed to attain a speed of 17 knots at sea. She has 9 decks, is built on the cellular double bottom principal, and is so divided into numerous water tight compartments, exceeding all official requirements, that the maximum of security is obtained. The "Cedric," has 4 masts and two funnels, and to non-experts it will be of interest to mention that the height of the funnels is 131 feet above the keel, and the diameter is 14 feet 3 inches by 11 feet. The "Cedric" will have accommodation for 350 1st Saloon, 250 2nd Saloon, and about 2,000 Third Class passengers, in addition to a crew of 335 men, 92 of whom will be in the engine room. In vessels of the enormous size of the "Oceanic," "Celtic" and "Cedric" it is obvious the structure must be of exceptional and well-distributed strength, and aided by Gantries and other facilities and appliances specially provided at heavy cost for their construction, these vessels are probably the strongest ever built. The "Cedric," and "Celtic" like their forerunner the "Cymric" are intended to cater for the large and increasing class of travellers who prefer to sail in a vessel of good moderate speed rather than in what is known as "Afflier." The "Celtic" and "Cymric" have already earned for themselves high encomiums by their excellent sea-going qualities and and steadiness, airy rooms and spacious promenades, and there is no doubt the "Cedric" will maintain the good reputation they have established. The "Cedric" has accommodation in all for about 3,000 passengers. In addition to the ordinary staterooms there are suits consisting of bed, sitting and bath rooms, enabling those who can afford to pay for the privilege, to enjoy all the privacy and comforts obtainable on shore. There are also single berth staterooms, a novelty first introduced in the "Oceanic" and "Celtic." The first class dining saloon is a very handsome apartment. Situated on the upper deck it extends the full width of the ship (75 feet) is lofty and airy, and contains seating accommodation for about 240 passengers; the furniture and general appointments are excellent there is more than the usual space between the tables, and this room is altogether an imposing feature of the ship. The library is a luxuriously furnished room, and the smoking saloon is spacious and well appointed, and like those in the "Oceanic," "Teutonic" and "Majestic" is an ideal lounge. The accomodation for the second saloon passengers is aft, on the upper and bridge decks. It is excellent not only in regard to the bedrooms, baths and lavatories, but the dining saloon, library and smoking room are exceptionally attractive and comfortable apartments.

An unusually large number of third class passengers is provided for on the upper, middle and lower decks, some in two, four and six berth cabins, and others in open berths. These open berths are very comfortable, the beds being furnished with good spring mattresses, as in the enclosed rooms. The ventilation of this, and all other parts of the ship is effected by a system of electric and steam fans, as well as by natural means, and is thus rendered as perfect as possible. The third class passengers have large dining rooms, besides comfortably furnished sitting and smoking rooms. There are separate galleys, or kitchens for all three classes of passengers, also separate pantries equipped in the most improved modern style. In the third and second class quarters the floors of the corridors, saloon and smoking rooms are laid with patent rubber flooring, which is not only decorative, but prevents slipping or noise, a great desideratum on board ship. The "Cedric" is well provided with such essentials as music, electric light, electric bells, etc., and the cuisine, as in all White Star ships, is an object of special care. Many will be interested to learn that numbers of the shell plates of the "Cedric" and "Celtic" weigh as much as three tons each, and some of the bigger pieces of the ship, such as the stern frame, over fifty tons each. The launching weights of these vessels far exceed that of anything ever before produced, being 14,257 tons. The dead-weight carrying capacity of the "Cedric" is 18,400 tons. In external appearances the "Cedric" differs little from her sister ship. It is difficult for the eye accustomed to these monsters of the deep to realize the full significance of her dimensions. One needs to see along side her one of the giants of twenty or twenty years ago to realize how great a stride has been made in size along during the interval.

The "Cedric is under command of Lieutenant Haddock, R. N. R., C. B. Later in the spring she will take her place along with the "Celtic," "Cymric" and "Arabic,"—the last named another large new vessel now nearing completion for the White Star fleet—in the weekly Friday sailing at Queenstown. With the advent of the "Cedric," the White Star Line has the distinction of possessing the two largest vessels in the world, and the further distinction of owning thirteen vessels exceeding 10,000 tons measurement each, the average of the thirteen reaching the huge figure of 13,841 tons. The excellent "Teutonic" and "Majestic," which closely approximate 10,000 tons each, and the new steamer "Arabic" of 15,865 tons. With the "Arabic" there will be included in the White Star fleet of twenty-eight vessels no less than twenty-three modern twin-screw steamers, all of the highest class.

MANILA STREET RAILWAY.

Offers Fortieth Part of Gross Earnings for the Franchise.

Manila, March 5.—A syndicate headed by Charles Swift of Detroit, including the Westinghouse Company and White & Company, are bidders for the Manila street railroad franchise. The interests represented in the syndicate combined and purchased the franchise and property of the old Spanish company. The German bidders withdrew. The Swift syndicate offers the government a fortieth part of the gross earnings, which will probably be accepted.

SOMEWHAT MISLEADING.

Commenting on the fondness of young students to use long words and Latin quotations, in order to appear conventional, Dr. Lorimer, of New York, says: "I once knew a promising candidate who was given charge of a funeral in the absence of the pastor of the church. He knew it was customary for the minister to announce after the sermon that those who wished should step up to view the remains; but he thought that was too hackneyed a phrase and he said instead: 'The congregation will now pass round the bier.'"

Strike Is Spreading

Nearly all Men in C. P. R. Vancouver Shops Likely to Stop Work.

In Accordance With Instructions Freight Employees at Nelson are Out,

Fears That a Strike Will Be Declared in Winnipeg Today.

Vancouver, March 5.—(Special)—The strike situation is assuming more serious proportions. It is said tonight that nearly all the men at the C. P. R. shops will go out tomorrow. These will include the machinists, boiler makers, helpers, etc., who have come in contact with the substitutes and refuse to work with them. The officials of the company announce that preparations are being made to bring out freight handlers from the East to obviate difficulties arising from the strike of longshoremen.

The Empress is being unloaded by Chinese. The Aorangi will be a day late in departing.

In the Province tonight is a special from Montreal containing the statement of Sir Wm. Van Horne that because of the strike work on the new hotel will be stopped, and contemplated improvements will not be gone on with.

STRIKE AT NELSON.

Nelson, B. C., March 5.—(Special.)—This morning all the freight handlers and clerks, baggage men, and other employees at the freight sheds, went out on strike, in accordance with instructions from Vancouver. About forty men quit, and it is expected that others of the railway employees will follow suit if a settlement is not arrived at.

A meeting of the members of the Brotherhood was held this afternoon to discuss the matter, as a result of which a telegram was sent to the president of the order at Vancouver, informing him that all the men had gone out, but stating that the relations here between the employees and the local officials of the company were of the best, and asking what they were to do. Wholesale houses are now unable to ship goods over the C. P. R. in any direction from here.

AT WINNIPEG.

Winnipeg, March 5.—(Special)—As yet the C. P. R. strike has not affected the line West to Vancouver, but it is reported tonight that a strike will be ordered in Winnipeg tomorrow. A portion of the freight clerks and freight handlers only are affected, but it is hoped by the Brotherhood leaders to secure the operation of the teamsters and other unions.

STOCK DROPS.

Montreal, March 5.—(Special)—C. P. R. stock went down to 130 today, a drop of several points, following the London break and report of a strike in the West.

TO CURE OLD AGE.

Salt and Its Effects Upon the Arteries

From Literary Digest.

The most characteristic ill of advanced age is hardening of the arteries—arteriosclerosis, as physicians term it. It has been asserted by Dr. Trunecek, a European investigator of the subject, that this is due to deficiency of salt in the blood, and he treats it by injection of a saline solution. His results are discussed in Cosmos (December 13) by M. P. Ostrogovich, who says of them:

"Arteriosclerosis is an affection almost exclusively confined to the second half of life, for it depends, partially at least, on the accumulation of the effects of the poisoning and on the use of malfeasance of the arterial walls; nevertheless, it is not excessively rare to meet with it in subjects who are yet young, either because of a special predisposition, or peculiar vulnerability of the blood-vessels, or a special chemical or microbian poisoning.

"This malady is characterized by a local or general thickening, which, starting from the internal layer of the artery, extends later to the median and outer layers. It forms in the great arterial trunks more or less numerous layers, isolated or confluent, often resembling cartilage, and infiltrated with calcareous salts, among which phosphate of lime holds its foremost place. In the small arteries and the capillaries the hardening process goes so far as to transform their walls into a fibrous and compact tissue that gives to the touch the sensation of a rigid tube or chord."

The disagreeable and even dangerous consequences of such a change in the arteries are apparent. It may result in their future degeneration and in obstruction of the arterial walls, ending in death. But if matters do not go so far, it may result at least to loss of elasticity in the larger arteries with diminution of their number, and to the actual obliteration of their inner branches. The blood does not flow readily through them and anemia results, with all its connected evils, particularly angina pectoris. The resistance encountered by the blood increases the work of the heart, whose enlargement often follows as well as other heart troubles depending on disorders of the nervous system. The writer goes on to say:

"Arteriosclerosis is a malady that is most universally present with persons of certain age, and it is difficult to exaggerate its importance in the treatment of numerous diseases of old age will be considered when we consider that we can state that an invalid who has passed his fifty years without taking into account the possibility that arterial sclerosis exists and is the principal or secondary cause of the morbid symptoms.

"As we have said above, a deposit of calcareous salts, and particularly of phosphate of lime—a compound insoluble in distilled water, but soluble in a solution of chloride of sodium (common salt) * * * constitutes the principal factor of arteriosclerosis. The presence of chloride of sodium in considerable quantity in the blood and humors of the organism * * * explains how the phosphate of lime remains in solution in the blood during the first period of life. Now Bunge, who has noted the richness in chloride of sodium of all young mammals, has demonstrated that with age this reserve of salt diminishes; it is therefore not rash to suppose that * * * arteriosclerosis is the natural consequence of the insufficiency of chloride of sodium in the organic liquids. In fact, the treatment originated by Trunecek to remedy this insufficiency has given encouraging results.

"Trunecek's inorganic serum, which has been widely discussed in the medical press, is made by dissolving in distilled water the different salts composing the mineral part of the bloodserum, but in proportions sixty times greater than the normal. * * * Injected into the veins the salt diffuse rapidly through the tissues and are generally eliminated through the kidneys."

This serum, we are told, has very beneficial results, but extended experiment, according to Mr. Gorgia, fails to show that it diminishes in any degree the hardening of the arteries, which is supposed to be at the bottom of the whole trouble. However, he asserts, it certainly acts favorably on all the symptoms regarded as characteristic of arteriosclerosis, and after all, as he concludes, "this is the essential thing." Hence we may regard it as proved that common salt, when injected directly into the veins, is a specific for the most characteristic troubles of old age.

MEETING OF PARLIAM