The Week At The City Hall

Water Supply and Meter System Came In For Much Attention.

Resume of the Results of Deliberations of the Aldermen.

Interest in matters municipal was not permitted to wane by development as of the past week—consideration of the estimates, problem of water supply, Carnegie library project, and terminal railway matters furnishing ample incentives to engage the attention of the aldermen and the general public.

WATER SUPPLY AND METERS.

The determination of the council to proceed with the general introduction of the meter system in connection with the operation of the water service aroused the interest of the ratepayers to an extent which placed the question of the water supply in the premier position among the topics discussed by the Man in the Street. Water Commissioner Raymur, replying to the opponents of the proposal to instal meters, demonstrated to the satisfaction of a very large number of people that it is only by the use of meters that the whole-sale waste of water can be stopped, that the proposed meter charges will not have any material effect in reducing the quantity of water available for lawn-sprinkling purposes, and that there have been no particular complaints registered against the use of the 500 and odd meters which are now installed in various premises in the city. To the discussion which took place in the columns of the newspapers, Mr. Justice Martin contributed a suggestion which had not heretofore been seriously put forward—that it was open to the ratepayers to adopt an alternative plan of getting adequate water supply by taking advantage of the provisions of the contract which the city has with the Esquimalt Water Works Company. By the quotation of clauses in the contract, Judge Martin showed that when over Victoria chooses to ask for the service the company shall be compelled to give adequate supply at the rate of six cents per thousand gallons.

A QUESTION OF TITLE.

For a long time the council has been endeavoring to have it demonstrated once and for all who owns certain lands in dispute along the foreshore of Dallas road, and running round to a point at the Ross Bay cemetery. Some months ago the council instructed George Hargreaves, C. E., to prepare a report on the matter. He did so, and found that a piece of land running from a little bridge at Ross Bay right up to the cemetery, which is now fenced in, should be handed over to the city as a roadway. A large map accompanies Mr. Hargreaves' report, and on it he has marked the roadway in question. He found also that serious damage is being done at various points along the foreshore by the constant encroachments of the sea.

CARNEGIE LIBRARY.

The week just closed witnessed the relegation of the Carnegie library project from a position of uncertainty to one where it is now definitely known that it will be gone on with, and pushed to completion at a very early date. The council at its regular weekly meeting on Monday evening last by an almost unanimous vote placed the sum of $4,500 in the estimates to provide for the acquirement of a suitable site, and at a subsequent meeting held on Thursday evening last the bylaw which aims at giving the ratepayers an opportunity to make a selection of a site was put through its final stages, and a ballot will be taken on April 3 next. The ratepayers will not have a very extensive list of sites to make a choice from, the council having narrowed the list down to but two lots—that on the corner of Yates and Blanchard streets, directly opposite the Dominion hotel, and the lot on the corner of Government and Wharf streets, adjoining the James Bay bridge. Popular opinion inclines to the belief that the lot on the corner of Blanchard and Yates streets will be the choice of the ratepayers by an overwhelming majority, though it is not forgotten that the people of James Bay and many of the business men on Government street are much in favor of the site opposite the post office. The original price of the lot on Yates street was $7,500; and it cannot be purchased today for any less sum; but owing to a number of business men who wish to see the library located at that point getting together a sum of $2,500 to be devoted to paying for the cost of the lot, it is now available as a site for the Carnegie edifice at a cost to the city of only $4,500. For the first time in Victoria voting machines will be used by the ratepayers in making their selection of the library site on April 3 next, the council having decided at their meeting on Thursday evening last to make a test of the Imperial automatic voting machine on that occasion.

HARBOR COMMISSIONERS.

The City Council, in common with other civic bodies, was called upon during the week to consider the question of the appointment of a board of harbor commissioners. Carrying out the wishes of a committee from the City Council, which met in conference with other civic committees, a resolution is now before the council, introduced by Ald. Yates.

CHEMICAL FUMES.

The council at its meeting on Monday evening last washed its hands, temporarily, of the matter of the abatement of the noxious fumes emanating from the chemical works by the passage of the following resolution, moved by Ald. Cameron: "Resolved that with reference to the complaints received by the council in respect of noxious fumes emanating from the Victoria Chemical Works, this committee recommends that a copy of the correspondence passed between the council and the Victoria Chemical Works Co., Ltd., in regard to said complaints, be forwarded to the petitioners, for their information." It will be remembered that a committee of the council paid a visit of inspection to the works at the Outer wharf and received assurances from the management that as soon as some improvements to the plant had been placed in position all cause for complaint regarding the emanation of unpleasant fumes would cease. Until the improvements have been made and the company given an opportunity of demonstrating their contention that the grievances will be remedied, the matter may be considered in statu quo.

THE ESTIMATES.

The council for weeks past has been wrestling with the task of preparing the estimates for the current year. The work has now been about completed, and it is understood they will be reported as complete at tomorrow evening's regular weekly meeting. Although the extra expenditure for the year includes items of $4,500 for a site for the Carnegie library, Dallas road foreshore protection, $2,000; additions and improvements to the lock-up, $1,500; compulsory sewer connections, $500. The salaries of the water commissioner and an assistant in his office have been advanced $5 each. In the detectives' department provision has been made for an increase to each of the three men of $5 per month additional, commencing in July. The park appropriation has been reduced $1,000. Last year it was $4,000. This year it is $3,000. The sum of $1,500 has been included in the estimates to provide additions and improvements to the city jail—a very necessary piece of work.

STREET WORK.

The council last week determined upon making a new departure in respect to the programme to be followed in taking up the prosecution of the necessary street work. Heretofore the system has been to refer individual requests for street improvements to the city engineer with instructions to make inquiry and report on each case back to the City Council. The plan now to be followed will result in the city engineer making periodical reports to the council respecting street improvement work which he may decide upon as necessary, up to $5,000. In this way the council will not be called upon to pass upon each individual request in the first instance, though some additional responsibility will be thrown on the shoulders of the city engineer.

TERMINAL RAILWAY.

The Terminal Railway Bylaw, respecting the abrogation of the obligation to run its lines down Cormorant street to connect with the E. & N. railway system, which is now before the council, came to an unexpected halt in its passage by the board, by the filing of an objection by Ald. Vincent that it should not be further proceeded with until the council had information showing absolutely that the E. & N. Railway Company had refused connection.

Estes in the Police Court

(Continued from Page 2.)

in answer to questions regarding the report, said that Estes spoke at the meeting, witness and Thomson also spoke more than once. The gist of what Estes said was to advise them not to go on strike if they could avoid it at all. Witness would have inferred from his remarks he was against the strike. Mr. Bodwell continued to read from the Colonist report which stated that Estes had addressed the meeting at length going into the particulars regarding the strike situation, and witness said that this was practically what had occurred, although he fenced Mr. Bodwell's questions for some time, answering evasively. Witness did not remember if Estes had told of the Princess May's crew going back.

Mr. Bodwell—Try and remember. Its your business to remember?

Witness—I don't remember.

Mr. Bodwell—You'll give no other answer?

Witness said he had made a couple of speeches at this meeting. He had told of the steamers carrying scab freight. Estes at the same time referred to the strike, and told the boys to consider well what they were doing, in fact he pleaded with them not to go out.

Mr. Bodwell—That is very likely.

Witness—Do you mean to insinuate I'm telling an untruth?

Mr. Bodwell—I don't like to say what I think about you, Mr. Bulley. What did Mr. Estes say?

Witness—He told us to consider things.

Mr. Bodwell—Consider what—the action of going on strike?

Witness could not remember, and to every question for sometime he gave the same answer that he did not remember, and Mr. Bodwell said it was his duty to remember, he had taken an oath to tell the whole truth.

Mr. Bodwell—You think Estes was trying to persuade those men not to go on strike?

Witness—I honestly think so.

Mr. Bodwell—Why was he there?

Witness—I don't know.

Mr. Bodwell—He asked for a rising vote in sympathy with the strike at the public meeting. Had he changed his mind?

Witness—His speech was different at the public meeting.

Mr. Bodwen read the Colonist report of the meeting, questioning witness regarding the points. He remembered some, but forgot regarding others.

Witness said that at the private meeting when the resolution favoring a strike was put, all but one voted for it. They had not tried to get the engineers to go out. He had not asked the mates to go out. Had spoken to some and told them of the decision reached.

Mr. Bodwell—You didn't expect the company would be able to get non union men to fill the strikers' places that night.

Witness—I didn't think about it at all. I only wanted to get my clothes off the company's premises.

Mr Bodwell—Do you expect us to believe that? On Sunday had not Capt. Troup warned you that if you interfered with the vessels carrying mails there would be trouble?

Witness—He had on Friday, but not Sunday.

Mr. Bodwell—You had stated that you could not delay a train because it carried mails.

Witness—Something to that effect.

Mr Bodwell produced a copy of the Railway Employees Journal and asked witness if he had seen it before. He had not. Witness did not remember any conversation with Estes after the meeting. He did not remember Estes having said, now we've got them, we'll tie up every boat they've got, and they won't be able to send anything out of Victoria tonight. He didn't remember Estes saying the men were standing firm. He did not hear of Estes sending a telegram to the secretary at Winnipeg that the steamship men were all out. He didn't know anything about it. The strike is still on. He had heard Estes speak on Saturday night, when he had spoken of different strikes and argued for the present strike. Witness was not under orders of Estes regarding the strike, but might ask him for points regarding it. This concluded Bulley's evidence. He was not cross-examined.

Robt. Bullick, of Vancouver, said he had been a constable of the C P. R. since the strike began. He knew Estes, C. H. and S. Thompson, and Bulley by sight. He came to Victoria on Monday, the 16th. He saw Estes in Vancouver on the wharf. Bulley was also on the wharf. He went into the smoking room. Estes came in about half an hour afterwards. The two Thompson's and Bulley came with him. They sat near witness. One of the Thompson's spat on either side of him and Bulley faced him. They were there two or two and a half hours. Estes was talking about the Southern Pacific strike in California. He was telling them how strikes had been conducted in California, their success, etc. Bulley and Thompson were talking of the C. P. N. boats, and of how they were going to hold a meeting that evening and tie up the C. P. N. fleet. Witness could hear them. He didn't know which of them said they would tie up the boats. He was satisfied they all knew who witness was. He did not hear Estes say anything in regard to this matter of tying up the steamers. They spoke out only occasionally, and then again kind of low, and when witness looked around they would stop talking. Estes also spoke to Col. Prior on the steamer that day. This conversation took place before dinner. It lasted about 20 minutes. Witness heard Estes tell the Premier of the C. P. R. using scabs on their Empresses at Vancouver.

Cross-examined by Mr. Wilson, witness said J. D. Sival was with him. Witness listened as a special constable, intending to report what he heard. He had not heard Estes speak of other strikes than that on the Southern Pacific. It was spoken of generally. The strike mentioned occurred in California.

Capt. J. W. Troup, manager of the C. P. N. Co., said the Charmer was used among other things in carrying mails between Victoria and Vancouver. He remembered the night of the strike. The men had been called out after midnight. He first received a call from Mr. Bullick that night, and later in consequence of a telephone message he put on his clothes and went to the wharf. He found that the crews had gone out. He met Bulley and had a few words with him, and then went ahead to get a crew together for the Charmer. She was got away, but later the Danube, carrying mail, which was to sail that night, was delayed until the next night.

Mr. Wilson objected several times as to the irrelevance of the evidence, and at this stage Mr. Bodwell said he would amend the information to cover the Danube as well.

Capt. Troupe went on, amid objections of Mr. Wilson, to state circumstances of interference since the strike. There had been attempt to cause trouble and a little trouble. He had found men in the stoke hole of the Charmer and had to put them ashore. He had a difficulty of keeping crews upon the steamers, many men being persuaded by strikers to leave their posts. Pressure was brought to bear on non-union men who were afraid to remain. The trouble was on in its most aggravated form during the first four days.

The case was then adjourned until 10:30 a. m. to day, when it is probable that C. H. Thompson, president of the Vancouver branch of the B. C. S. S. will be examined.

Tartar Arrives From Orient

Reached Outer Docks Yesterday Morning After Pleasant Voyage.

Derelict of Lumber Schooner Seen Off the Coast---Aki Maru Coming.

Steamer Tartar reached port yesterday morning after an uneventful passage from the East. The Tartar had ten saloon passengers, mostly missionaries, returning to Utah from Borneo and India, and 27 Chinese were landed at Victoria, 17 of whom had to pay the capitation tax, the other ten being returning Chinese. There were 33 for other Canadian points, four for the United States, and four for the West Indies. The cargo consisted of about 1,500 tons of rice, matting, tea, silk, and general Chinese and Japanese merchandise, 100 tons of which is for Victoria, and will be forwarded by the Charmer. The cargo included about 1,000 bales of silk and silk goods. It is not expected that the strike will have the effect of delaying the cargo of the liner, and the silk will be got away today for the East.

The steamer Aki Maru, of the Nippon Yusen Kaisha line, which left Kobe yesterday for this port via Yokohama, which port she leaves on Tuesday next, is the largest steamer flying the flag of the Japanese merchant marine. She is now on her maiden trip. The steamer which is commanded by Capt. Eckstrand, is a vessel of 6,800 tons, which is 500 tons larger than any other mercantile steamer flying the Japanese flag. The steamer Iyo Maru, of this line, is now en route to Victoria with a full cargo of 5,000 tons of general cargo, and she is due to arrive at this port on Tuesday.

Other steamers due here on Tuesday are the big liners Achilles, of the China Mutual line, and the Shawmut of the Boston S. S. Co. The former is bringing heavy shipments of tin plate and several thousand tons of rails for the C. P. R., which will be landed at Port Moody.

The Nippon Yusen Kaisha's Riojun Maru sails Tuesday morning for the Orient. While her cotton domestic consignments are as large as usual, the Riojun will not have near as much raw cotton for shipment. The last year's cotton crop is almost exhausted. Nevertheless the Riojun will go out with a full cargo. In fact, she will leave freight on her deck.

FOR AUSTRALIA.

Dora Baltea Loads Heavy Cargo at Seattle.

About twenty million pounds of Minnesota flour, which might have been Manitoba flour, had the strike not caused the cancellation of the orders placed in Canada, went from Seattle for Australia on Friday on the Dora Baltea, which was previously chartered to load her flour cargo at Vancouver, but as a result of the fear of the buyers that the cargo would be delayed by the strike, the charter was cancelled, and the loading port changed. The cargo of the Dora Baltea is consigned to the principal ports of Australia. It came from Minneapolis, in the mills of which city it was manufactured, over the Great Northern railroad. There were about 100,000 sacks, each weighing 200 pounds.

The flour was loaded on the Dora Baltea from the Smith Cove docks of the Great Northern. The total cargo is valued at $500,000.

The Dora Baltea is a tramp steamship flying Italy's flag. She arrived at Seattle about two weeks ago.

ALKI BROKE DOWN.

Pacific Coast Steamer at Ketchikan in Disabled Condition.

The steamer Alki, which sailed from Victoria on Sunday last carrying a heavy cargo, including 35,000 feet of lumber loaded at the Sayward mills, did not reach Skagway, she having broken down at Ketchikan en route north. The steamer is now at Ketchikan with a broken shaft. The mishap occurred March 17 twelve miles below Dixon entrance. The news of the accident was given in a telegram from W. H. Bush, purser of the vessel. The message was sent from Juneau. It merely stated that the shaft broke while the vessel was traveling at her usual rate of speed. Purser Bush boarded one of the north-bound liners at Ketchikan and went to Juneau.

The Alki was herself bound for Juneau and Lynn canal ports. She left this port March 15 with ten or twelve passengers and 700 tons of freight. Her cargo is to be transferred to the steamer Bonita, which has been plying between Juneau and Sitka, and conveyed to the various points of consignment.

The Alki will be towed to Seattle. The tug Pioneer left for Ketchikan for the purpose yesterday.

Bark Hesper sailed yesterday with 745,653 feet of lumber from Hastings for Nagasaki.

The schooner Ann E Snall, now at San Francisco, has been chartered by W. A. Ward of this city to load props at Pender Island for Santa Rosalia for use in the Mexican mines of that vicinity.

Capt. Norman Nicolson, master of the Lynn canal steamer City of Seattle, was married March 2 to Miss Jennie Miller in Glasgow, Scotland.

CONSERVING SEA FRONT.

Report of Engineer Hargreaves on Question of Title and Preservation.

The following is the report made by G. Hargreaves, C.E., to the city engineer's department, with respect to the ownership of the strip of land facing the sea along Dallas road and Ross Bay, mention of which was made in the weekly summary of civic news appearing in Sunday's Colonist:

Observations on plan prepared pursuant to instructions of the council of the City of Victoria with a view of showing the title to the road or highway along the sea front (Strait of Fuca) and the encroachments of the sea upon the lands supporting the roadways.

There are only three titles in question along the sea frontage.

A.—The title of the road commencing opposite the western corner of section XXIX Beckley farm and running to the southwestern corner of the Beacon Hill park; derived under a dedication of the same by the Hudson's Bay company evidenced by the plan laying out the Beckley farm estate. See plan No. 4 Land Registry.

B.—The title to the Beacon Hill park frontage; derived under direct grant to the city from the province.

C.—The title to the road commencing from the southwestern corner of Cook street and running to the cemetery; derived under abandonment to the Crown and dedication of the road by the late Sir James Douglas evidenced by the plan of the Fairfield farm estate filed by the late Sir James Douglas, No. 13, in August of 1865.

The title to the cemetery land which commences at the southeasterly corner of lot 70, Fairfield farm estate, and of the Ross estate to the city boundary it is unnecessary to refer to, although the plan is continued showing the roadways along the sea front to the city limits.

A.—The Dallas road which is on the sea front of Beckley farm was registered as a road January 7, 1863. See plan No. 4, Land Registry office. The road opposite section XXIX has a short length of dry retaining wall in several places to prevent the encroachment of the sea. The outside edge of the road opposite sections XXIV, XXII and XIX is nearly a verticle clay bank, and is gradually falling and being carried away by the sea, from actual measurements opposite the end of Oswego street it has fallen away 18 feet since 1880, when it was 86 feet, and is now 68, but the sea is not the only cause of the denudation, it is materially assisted by the box drains which are cut across the road and project out of the bank, and in two cases, one opposite section XIX, forming offensive cesspools upon what was once a beautiful, clean, shining beach. The crib work opposite section IV requires renewing to prevent the road falling away.

B.—Sections XXXI, XXXII, XXXIII were conveyed to the city by the Crown June 7, 1872. The bank on the sea front of the park, where it has a rock base at high water mark, remains firm, but near the southeast corner where the steps go down to the beach it is breaking away.

C.—The plan of the Fairfield farm estate was registered August, 1865 (No. 13) by which plan a road is dedicated to public use along the sea front on the top of the bank in front of lots 15, 16, 33, 34 and 51, which road, together with part of said lots, were expropriated by the Dominion government for a rifle range, and, in place of the original road dedicated by Sir James Douglas, the Dominion government set aside a portion of said lots which they had expropriated, for the present road, that is, they take about 150 feet and give 60; the front of said lots are shown on the plan by dotted lines. The sea bank on the road in front of lots 52, 68, 69 of the Fairfield farm estate is falling away rapidly. The road in front of lot 81 of the Fairfield farm estate has been fenced in by the city, which lot together with lot 80, was purchased by the city as part of the cemetery; lot 9, of the Ross estate is the last addition to the cemetery on the east, purchased July, 1894.

G. HARGREAVES, C. E.

Jeff's Account Of the Tragedy

Young Man Accused of Manslaughter Tells of Striking Anderson.

Jeffs Gives His Story of the Occurence at the Victoria Hotel.

Chief of Police John M. Langley will leave San Francisco today on the steamer City of Puebla with Geo. Jeffs, the young man accused of manslaughter in connection with the tragic death of A. C. Anderson, in this charge. The City of Puebla is due at Victoria on Tuesday afternoon, and the inquest, set for Tuesday afternoon, will doubtless be adjourned until the following day.

In an interview given at San Francisco, where he was arrested by Detective Creel, as the steamer entered the harbor—the detective having gone out on the revenue tug—Jeffs said:

"The trouble was the culmination of an evening of good fellowship. Anderson and I and several other men had been drinking, and finally reached the bar room of the Victoria hotel. After we had been there for some time, I tried to induce Anderson to go home. He refused, and I left the place. When I reached the opposite side of the street I saw the bartenders trying to eject Anderson from the place. I went over to where they were, intending to take Anderson home. When I tried to get hold of him he struck at me, and I then struck him in the face. He fell to the pavement and seemed to be unconscious.

"I had already purchased transportation for San Francisco, intending to seek employment here, so on the following day I went aboard the Puebla. Some of my friends were at the wharf and one of them asked me if I had heard that Anderson had died? I thought he was joking, and paid no further attention to the matter."

GERMAN AFRICAN SLAVES.

Berlin, March 21.—In the Reichstag today the director of the colonial office, Dr. Staubel, replying to Socialistic inquiries, said that household slavery had been abolished in Togoland (German West Africa), and had been partly abolished in the Cameroons (German Equatorial West Africa). Children now born there are half free, and slavery will in a measurable time be totally extinguished. Slavery in German East Africa was also in process of abolition since a transfer of ownership was not permitted. The slaves had two days a week for work on their own account, and were permitted to buy their freedom. The director added that he, of course, held the conviction that slavery must everywhere be ultimately extinguished, and he repelled the charges that the German colonial administration was more expensive than the similar British and French administrations. The time was when the settler and trader carried on the work of colonization with a minimum amount of administration, but methods had changed with the advance of civilization.

The first instalment of $187,500 voted for the East African railroad, which is to extent to Mombo.

RESIGNATION OF PRESIDENT CASTRO

Venezuelan Ruler Relinquishes His Difficult Office and Retires.

Caracas, March 21.—President Castro has resigned. He placed his resignation of the presidency of the Republic of Venezuela in the hands of the president of the congress, after reading the presidential message.

In the course of events, President Castro's term would have ended February 20, 1908. He was elected president of Venezuela in February of last year for six years, beginning February 20, 1902. He had been elected provisional president of Venezuela on March 30, 1901 by the constituent assembly. Senor Castro, when the presidency changed hands some time previous to that date, had proclaimed himself president, and the United States government in November, 1899, had officially recognized the de facto government headed by him. The action of the constituent assembly legalized his position and invested him with the full powers of a presidential ruler to the limit of its authority. Up to that time, while being generally recognized as president of Venezuela, he had in reality been simply dictator of the republic. A year later, as already stated, the Venezuelan congress ratified his election regularly installed him as president.

SUBMISSION TO THE HAGUE.

Venezuelan Settlement Progressing and Details Ready for Adjustment.

London, March 21.—No apprehension is felt here of any hitch in the Venezuelan settlement. The officers of both the Foreign office and the German embassy say matters are progressing favorably, and that there is nothing to prevent the submission to The Hague arbitration court in September of the questions of preferential treatment blockading powers in the payment of the claims of their subjects.

Spitzee Mine At Rossland

Secures Ample Capital and Extensive Development Starts Shortly.

Additions Made to Machinery in Kootenay Mine --Ore Shipped.

Rossland, March 21.—The most notable event of the week locally was the announcement confirming the previous report that ample English and French capital had been secured to develop the Spitzee mine on a large scale, and that work would be started as soon as the snow is off the ground sufficiently to permit of construction being started on the new shaft house and compressor plant. The property is situated in the centre of a populous residential section, about 400 feet lower and directly South of the Le Roi head works. Up to date it has been developed by local capital and excellent results have been secured. The infusion of fresh capital into the concern and the acquisition of two mineral claims adjoining, means the commencement of a new era in the history of the property. It is hoped that the result of the development and exploration work about to be instituted will add another large producer to the list of Rossland mines.

Shipments for the week are somewhat restricted owing to the coke shortage. In the various big mines operations have been along conventional lines. At Silica the concentration works of the War Eagle and Centre Star mines are operating continuously. During the week another 120-ton consignment of War Eagle ore was sent to the works. In the Kootenay mine two machine drills were added during the week, making a total of five machines, and a crew of thirty-five men. Ore is being broken on the third and fourth levels, and stored in the stopes pursuant to the company's new plan of working the property. It is the intention to break a six-months' reserve of ore before extracting any of the product.

Shipments for the week were: Le Roi, 3,500; Centre Star, 1,440; War Eagle, 1,050; Le Roi No. 2, 700; Velvet, 150. Total for week, 6,840, and for the year to date, 82,876.

CALUMNIATION AND COWARDICE

French Statesman Heroically Lays Foundation for French Duel.

Paris, March 21.—M. Cavagnac, former minister of war, has caused to be posted on the walls of this city a signed letter charging M. Jures, Socialist leader in the Chamber of Deputies, with calumniation and cowardice. The affair grew out of minor political differences.

FRENCH MINISTRY SUSTAINED

Their Position With Respect to Church and State Approved.

Paris, March 21.—M. Delpech, in a speech today, demanded that the Senate pronounce the complete divorce of church and state. Premier Combes then entered the tribune. He said he would not say that the day for the denunciation of the concordat was not near, but that the day had not yet arrived. While the concordat existed it should be respected. The Premier expressed the belief that the action of some of the clergy invited a violation of the concordat as their petitions and pastoral letters attacked the militant government, and would eventually compel an interruption of the concordat. The Premier closed his remarks with the declaration that the government would maintain the concordat, but on the condition the clergy kept out of politics. This statement was received with applause.

At the conclusion of Premier Combe's speech, a vote of confidence in the government was adopted, 182 to 68. A motion presented by M. Delpech to suppress the credits for the ministry of public worship was defeated by a majority of 210 votes, only 60 deputies declaring in favor of the motion.

ANOTHER FACTORY FOR THIS CITY

Lenz and Leiser Secure Earle Building and Will Branch Out.

The firm of Lenz & Leiser, as announced last week, is being converted into an incorporated company, it being expected that the process of reconstruction will be completed in the early part of this week, and that next Thursday's Gazette will contain the notice of incorporation. The new company has taken a very important step in securing the large three-storey building recently built and occupied by Thomas Earle. These extensive premises will be immediately fitted up for the purpose of the large garment factory which the new company intends to operate on a large scale, the present factory quarters of the Lenz & Leiser firm being too contracted for the quantity of goods the new company expects to manufacture. For the present the lower flat will not be occupied, the factory work being confined to the two upper storeys, each of which is 150 feet long by 30 feet in width. The second story will contain the cutting table, 100 feet long, and the third or upper storey has been selected for the many machines which the many girls employed will work. The premises will be at once completely overhauled, all necessary alterations being made to adapt them for the requirements of the factory. A large skylight will be let into the roof, so as to provide the girls with abundant light, and all sanitary and heating arrangements will be effected for the comfort of the operatives. Lenz & Leiser now employ thirty young ladies in their establishment, and the new company will entertain applications from twenty more young ladies at once, as the new company will start operating its factory with fifty machines, which it hopes to increase to one hundred and fifty, if the growth of business will justify such an expansion. A. N. Sandell, who has had much experience in Eastern factories, has been appointed manager of the new factory, which is expected to be in full running shape by April 1, and will be the largest union shirt, pant and overalls factory West of Montreal. The plant will be in every way modern, new two-needle stitching, felling, button hole and button sewing machines having been ordered. All goods are pressed off with electric irons. Stitching machines in the factory have a capacity of 3,000 stitches per minute, but the new machines will make 4,000 stitches per minute. The company intends to branch out into the manufacture of new lines, the making of ladies' blouses being taken up at an early date.

The enterprise of the new company is pleasant and gratifying news, for in an interview with the manager, it was stated that everything has been carefully studied out. An effort will be made by the firm to centralize in Victoria a lot of business now in the hands of Eastern Canadian and American manufacturers. This business can only be captured by manufacturing on a large scale, in order to reduce the cost of production to the lowest figure commensurate with the payment of union wages. The company has come to the conclusion that it can pay its operatives good wages and successfully compete with outside factories. At any rate, it is prepared to embark in the undertaking with sufficient capital to make a test of the question whether this city is in a position to successfully compete with outsiders in the line of goods to be made by the new company. The company is certainly starting out most conspiciously for the Thomas Earle premises, which have been vacant for months, will be converted into a busy hive of industry with twenty new situations open to the young ladies of Victoria who care to work for union wages at union hours. In union factories the girls work eight hours per day and have Saturday half holidays.

The new company has every confidence in the progress and future of Victoria. The orders now on hand from the mining centres of British Columbia and the Yukon are more than the present Lenz & Leiser factory can fill, and with the capacity and economy of production to be effected by the modern machinery, a resolute effort will be made to capture the trade now going to factories in the East.

LUMBER TOO HIGH.

Regina, March 21.—The advance in the price of lumber coming from British Columbia is likely to be made the subject of an investigation by the government. It is learned that the Canadian Pacific granted some concessions to the lumber dealers of the Coast in the way of reduced freight rates to the Territories, but that no sooner were these concessions granted than they were more than counterbalanced by the increase in the price charged by the lumber combine.

Days Doings In Winnipeg

Body of Icelander Frozen to Death on Prairie at Antler.

Plumbers Ask For Twenty Five Per Cent Increase In Wages.

From Our Own Correspondent.

Winnipeg, March 23.—An Icelander named Erlindson, living near Antler, Assa., has been missing since the 18th. He had $300 in his pockets and foul play was suspected.

Today his body was found on the prairie, death having occurred from exposure.

While crossing on the ice on the Red river today the ice gave way beneath a large band of horses. Fifty-five were plunged into the waters and all but two were rescued.

The charge of deserting employment preferred against four striking freight clerks by the C. P. R. was again remanded for a day on account of counsel being engaged at the Assize Court. The cases will come up tomorrow.

Journeymen plumbers of the city have made a demand for an increase of 25 per cent. in wages.

Twenty new policemen are to be added to the Winnipeg police force owing to the city's rapid development.

INSANITY'S AWFUL DEED.

Mother Butchers Four Children Then Cuts Her Own Throat.

South Ridge, Mass., March 23.—Mrs. Louise Burke killed her four children with an axe at her home in Fiskedale today and then killed herself by cutting her throat. The woman set fire to the house and the bodies of three children were badly burned. Persons attracted by the smoke gave the alarm and the flames were extinguished in time to show the results of the tragedy. It is thought that the woman was insane.

MRS. MAYBRICK TO GO FREE.

London, March 23.—Mrs. Florence Maybrick, the American woman who was convicted at Liverpool in 1889 on the charge of poisoning her husband, James Maybrick, at Aigburth, by arsenic, and whose sentence of death was commuted to penal servitude for life, will be released in 1904. The announcement comes from the Home Office, which now authorizes her Washington lawyers to use the fact of her release next year as a reason for securing the postponement of the trial of the lawsuits bearing on the prisoner's interest in Kentucky, Virginia and West Virginia, till she is able to personally testify.

Those who are in a position to know say that Home Secretary Akers Douglas has shown great courtesy in connection with the suits now pending in America that the decision to release Mrs. Maybrick was due entirely to efforts on this side of the Atlantic, and that Ambassador Herbert never has been called upon to act in this matter.

VOLCANO AGAIN IN ERUPTION

Soufriere Active Renders Lamps Necessary During Sunday Service.

Roseau, Island of Dominica, March 23.—Frequent muffled detonations were heard from Soufriere during the afternoon of Saturday and Sunday morning from the Southeast, and the clouds traveling Westward were laden with dust.

Bridgetown, Island of Barbadoes, Sunday, March 22.—A sudden darkness spread over this island today from 9 until 11:15 a. m. Dust fell, and the lamps were lighted in the churches and other buildings.

BURDICK'S SLAYER.

Buffalo, N. Y., March 21.—Chief of Police Bull said today that his opinion as to who killed Burdick had not been changed at any time since the murder.

"I believe a woman killed Burdick," he declared, "and I suspect the same woman now that I did the day of the murder. I believe Mr. Cusack and the district attorney are of the same opinion."

The foregoing statement was made by the chief of police in an interview denying a published report which quoted him as saying: "It looks more like Pennell's job than at any time since the murder."

Ever since Burdick was murdered the police have been trying to learn, among other things, what kind of a weapon was used in the commission of the crime. A golf stick and the missing cocktail bottle have been considered. The latter is now eliminated from all consideration. Dr. Danforth, the medical examiner, said tonight that a cocktail bottle never could have made the wounds which killed Burdick. It was possible, he said, for the back of a hatchet to have caused the wounds, which, in his opinion, were not made by an instrument with a sharp edge, and it is possible that a golf stick could have made them.

City Council In Session

Regular Meeting Last Night Was Brief and Unimportant.

Voting Machines Not Available Therefor, Will Not Be Used.

Yesterday evening's regular weekly meeting of the City Council was a very brief one. Little outside of routine business was transacted. The scheme to use voting machines at the time of the taking of a ballot for the selection of a library site has to be abandoned, there being only one machine available, and that three were required.

His Worship Mayor McCandless presided, and there were present also Ald. Kinsman, Cameron, Grahame, Vincent, Goodacre, Dinsdale, Barnard and Stewart.

The secretary of the Victoria Agricultural Association wrote informing the board of the recent decision respecting the appointment of an executive committee.

Ald. Goodacre was glad to note that the board of management was being reduced in numbers—there was some chance now of the show being made a success.

The decision of the committee was approved of and the communication was received and filed.

The Imperial Automatic Voting Machine Company wrote saying that one machine was available for use in one ward during the voting on the library site bylaw.

Ald. Kinsman moved that the machine be used in North Ward—the largest ward.

The Mayor explained that according to law, the ballot boxes and machines require to be locked up for six months—hence the company not having machines available from Ontario.

Ald. Barnard moved that inasmuch as sufficient machines were not available, the election be carried on in the usual way. Carried.

B. Williams called attention to the condition of Beacon street.

The city engineer explained that the street had not been opened, so the letter was received and filed.

The secretary of the Kootenay Game Association wrote asking for a setting of eggs of the Mongolian pheasants at the park.

Referred to the Park committee.

The city engineer wrote as follows:

Gentlemen,—In accordance with instructions, I have the honor to report upon the request by the B. C. Electric Railway Co., re permission to carry 50 passengers across Point Ellice bridge. After going into the matter carefully with the City Solicitor, I would recommend the new regulations be as follows:

City of Victoria—Regulation under Sec. 4 of Bylaw No. 356:

"No car of a weight (inclusive of passengers) of more than 11 tons, may cross this bridge."

C. H. TOPP,
City Engineer.

Received and filed.

G. W. Clarke, re defective box drain, 13 North road.

The city engineer explained that this would permit of the carrying of fifty passengers with the cars now in use.

Ald. Cameron did not think the present a good time to increase the loads on the bridge in its present shape. Ald Dinsdale spoke to the same effect.

The city engineer said the bridge was thoroughly safe, new stringers having been placed in position, making it stronger than ever.

Ald. Cameron said it was not so much the strength of the bridge as the condition of it, about which he was concerned, it being littered with workmen's material.

The report was referred to the Streets committee.

C. T. Dupont asked that the upper portion of Pandora avenue be graded and graveled. Referred to the Streets committee.

T. Catterall pointed out that petitions from residents of St. Charles street were in circulation asking for sewerage facilities. The latter were badly needed, as building was delayed.

Referred to the Sewers committee.

R. Erskine complained of a pool of water in front of his residence. Referred to the water commissioner and city engineer.

Thomas I. Worthington called attention to the condition of Ontario street. The tramway company had left it in bad condition, though cleaning up in front of Ald. Vincent's residence. He also complained of the chemical fumes.

On motion of Ald. Stewart, seconded by Ald. Kinsman, it was referred to the Streets committee.

W. J. Dowler, city clerk, wrote as follows:

Gentlemen,—I have the honor to inform you that since the last meeting of the City Council the following communications have been received and have been referred to the City Engineer for report, viz:

John McHardy and others asking for the extension of the sewerage system to the corner (southwest) of Kingston and Montreal street.

Messrs. Heisterman & Co., calling attention to the condition of the ravine in the rear of the Queen's hotel.

S. M. Leigh et. al., asking that Esquimalt street, between Catherine street and Esquimalt road, be opened up for traffic and that a box drain and sidewalk be laid down thereon.

The sanitary inspector reported having attempted to enforce the dairy regulation bylaw, but no notice had been taken of his efforts.

Referred to the city solicitor with instructions to enforce the law.

The city electrician, regarding the light on the corner of School and Fort streets, which had been removed, reported that in his opinion the light was now in a proper position. Ald. Kinsman, chairman of the Electric Light committee, agreed with this opinion.

Ald. Goodacre said it was very dark between School and Moss streets.

Ald. Stewart said the light ought not to have been removed at all. As it was now, the corner was very dangerous.

Ald. Barnard had investigated the matter and was of the opinion that the lights were now well placed.

The report was received and filed.

The Terminal Railway bylaw was to have been taken up, but owing to a clause requiring the bylaw to receive the assent of the Lieutenant-Governor-in-Council before its final passage, it was laid over.

The Library Site bylaw was finally passed.

The council then adjourned.

PALLAS MAKES SEIZURE.

British Warship Takes Charge of Venezelan Gunboat as Pirate.

New York, March 23.—A special cablegram to the Herald from Port of Spain, Trinadad, says:

"The British cruiser Pallas has seized the Venezuelan warship Restaurador on the ground that she is a pirate. The case against the Restaurador recites that soon after she was handed over to the Venezuelan authorities by the German commodore, she began again acts of piracy and robbery on the high seas. It is charged that she seized the cargoes of vessels and then dismantled and abandoned the craft.

"A Port of Spain newspaper says editorially: 'The Restaurador's course of such piratical acts proved the unwisdom of the generosity of the allied powers.' The papers express the hope that retributive justice will be swifter and more effective than on the last occasion."