

# CLAIM FREE PORT WOULD IN TRADE

**Business Men Again Urge That Compulsory Pilotage Be Abolished—Indian Reserve Question Is Revived at Board of Trade**

The steamship service between Victoria and Sound ports, the establishment of national or free ports in Canada, the survey of a railway line from Alberta to the west coast of Vancouver Island, the labor and Indian reserve questions, and the movement by the Anti-Tuberculosis society towards checking the spreading of that disease in this province, were some of the important matters which came before the Victoria Board of Trade at its regular meeting yesterday afternoon. President J. A. MacLean occupied the chair, and there was a large attendance.

In debating the scarcity of labor, J. A. MacLean made an interesting statement. He told of a conference between Commissioner Combe and Victoria employers, at which the former had recommended that the provincial government be pressed to appropriate \$25,000 towards bringing Old Country laborers to this province. At his suggestion it was decided that a committee should wait upon the government in this connection.

The special committee having in hand the question of an improved service to the Sound, reported that action had been taken with satisfactory results. The committee was composed of J. A. MacLean, J. H. MacLean, and J. H. MacLean, and its energy and grafting achievements.

**West Coast Needs**  
In reference to life-saving on the West Coast, Secretary Elworthy read a communication from Hon. Wm. Templeman, minister of inland revenue, stating that he had received the board's request that some action be taken towards the building of a trail along the shore line of the southwest coast of Vancouver Island. He added: "The Minister of Marine and Fisheries has this whole question before him, and I believe an item in the estimates for this year."

C. H. Lugin stated that he had been informed that the Dominion government had decided to engage the steamer "Orion," which was employed in connection with the life-saving, for life-saving. He also understood that it was intended to extend the telegraph line to Sechart. This undoubtedly would be a material help to navigation.

An official of the Marine and Fisheries department had suggested that it might be possible to send out a party to locate a feasible route for a coast trail. By so doing those being employed would serve the purpose of a guard during the winter.

It was agreed that a resolution would be drafted to that effect.

**Free Port Advocated**  
The question of making Victoria a free port was introduced by the reading of the following resolution:

Whereas the Royal Commission on Transportation and Commerce has recommended that the Dominion government should establish a national or free port in Victoria;

Resolved, That the Dominion government should adopt the recommendations of the Royal Commission on Transportation and Commerce, and make the project a portion of the national transportation and commerce bill, and that the Dominion government should not press the matter of bridging the Narrows, because such a thing might embarrass some of those in power. In answer he said that if the policy was adopted generally the Dominion of Canada would be stimulated commercially to a marked extent.

In this connection the president called for the letter forwarded by R. P. Elthart & Co., agents for the E. C. S. S. Co., stating that the Dominion government should be demanded Victoria would have to be cut out as a port of call by San Francisco steamers.

R. L. Drury, M. P., thought the position assumed by the office of the E. C. S. S. Co. at San Francisco illogical. He also was of the opinion that it would be bad policy to interfere in any way with the maintenance of the Marine hospital. It was a worthy institution. He believed that the board should move slowly.

Mr. Lugin explained that the action of the P. C. S. S. Co. was only a specific instance of the result of the imposition of pilotage. He said that the board discussed was that of free ports. It was a broader question than Mr. Drury appeared to think. In reference to the Marine hospital, it was not claimed that such an institution was unnecessary, or that it did not do good work. All that was being objected to was that this port should be called upon to give it all the needed financial support.

Mr. Pauline added that the situation might be made clearer by pointing out that under the present circumstances the seaports were taxed somewhat heavily. If these dues were paid by the government from the general revenue the relief would be more generally distributed. Of course the charges always ultimately came out of the consumer, but by the adoption of the method suggested the seaboard towns would be very materially benefited.

**Songhess Reserve Question**  
Taking up the Indian reserve question, a telegram was read by the secretary from Hon. Mr. Templeman, stating that P. Pedley, of the Indian department, had not yet submitted his report to the government.

Mr. Wilson thought a telegram should be sent the minister emphasizing the importance of the board receiving a copy of Mr. Pedley's statement at the earliest possible date. He said that the C. P. R. already was experiencing difficulty in handling the local trade with the present facilities. Unless accommodation for the extension of its Victoria terminal were provided, he feared the commercial advancement of the city would be seriously hampered. There were no two ways about it—the business could not be handled if it increased.

be common to all railways making use of that means of reaching Vancouver Island. Of course the government would have to have control of these in order that they might be utilized by a railway corporation on the same basis as another.

Mr. Lugin concluded by expressing the hope that the report submitted would receive the endorsement of the board.

**The Scarcity of Labor**

Secretary Elworthy read a memorial from the Vancouver Board of Trade petitioning the provincial government to take some action to relieve the scarcity of labor existing throughout the province. The memorial followed:

Dear Sir:—Whereas, the question of the dearth of suitable labor for many industries and for domestic use throughout British Columbia, and the consequent serious effect in retarding the influx of capital and the development of our province, have been discussed by the Vancouver Board of Trade at its monthly meetings of 9th October and 6th November, was Resolved, That a memorial be addressed to the Dominion and Provincial governments calling their attention to the matter as being urgent, and praying that steps may be taken to facilitate suitable immigration, it being

Further resolved, that copies of the memorial be circulated to the Boards of Trade and other bodies having authority throughout the province, soliciting their co-operation and active support by having the same signed and widely distributed.

In accordance with the foregoing resolution, I, the undersigned, do hereby state that this board will, at the same time, call attention to the fact that the special labor requirements of the district and day-laborers or suggestions bearing upon the subject.

One factor may be referred to as adverse to British Columbia, viz., that the special immigration rates of transport from Europe extend only to Calgary, points further west being disproportionately much higher, making a change in which an effort should be made.

Anticipating your favorable action, I am, Sir, very respectfully, Yours truly, Wm. Skene, Secretary.

The president explained that the government had already taken up the matter with the Salvation Army.

H. Bullen said that there was no doubt that a marked scarcity of labor existed. It was self-evident. The demands of the unions had become so pressing that it was almost impossible to carry on business.

J. W. Sayward stated that a conference had been held between Commissioner Combe, of the Salvation Army, and the manufacturers of the city. At that time the commissioner had advised that the government be asked to appropriate \$25,000 to help the Salvation Army in bringing laborers to British Columbia. He thought that would be a satisfactory manner of dealing with the matter, and he suggested that a committee be appointed to wait upon the provincial government for the purpose of pointing out the advisability of such action being taken.

The suggestion was adopted.

**The White Plague**

This special committee appointed to deal with the request of the Anti-Tuberculosis association, that the Board of Trade should assist the movement, reported as follows:

Gentlemen:—Your special committee having considered a communication under date of 10th ultimo, received from the provincial health officer, Dr. C. J. Fagan, in his capacity as president of the British Columbia Anti-Tuberculosis Society.

Resolved, That the Dominion government should adopt the recommendations of the Royal Commission on Transportation and Commerce, and make the project a portion of the national transportation and commerce bill, and that the Dominion government should not press the matter of bridging the Narrows, because such a thing might embarrass some of those in power. In answer he said that if the policy was adopted generally the Dominion of Canada would be stimulated commercially to a marked extent.

In this connection the president called for the letter forwarded by R. P. Elthart & Co., agents for the E. C. S. S. Co., stating that the Dominion government should be demanded Victoria would have to be cut out as a port of call by San Francisco steamers.

R. L. Drury, M. P., thought the position assumed by the office of the E. C. S. S. Co. at San Francisco illogical. He also was of the opinion that it would be bad policy to interfere in any way with the maintenance of the Marine hospital. It was a worthy institution. He believed that the board should move slowly.

Mr. Lugin explained that the action of the P. C. S. S. Co. was only a specific instance of the result of the imposition of pilotage. He said that the board discussed was that of free ports. It was a broader question than Mr. Drury appeared to think. In reference to the Marine hospital, it was not claimed that such an institution was unnecessary, or that it did not do good work. All that was being objected to was that this port should be called upon to give it all the needed financial support.

Mr. Pauline added that the situation might be made clearer by pointing out that under the present circumstances the seaports were taxed somewhat heavily. If these dues were paid by the government from the general revenue the relief would be more generally distributed. Of course the charges always ultimately came out of the consumer, but by the adoption of the method suggested the seaboard towns would be very materially benefited.

**Songhess Reserve Question**

Taking up the Indian reserve question, a telegram was read by the secretary from Hon. Mr. Templeman, stating that P. Pedley, of the Indian department, had not yet submitted his report to the government.

Mr. Wilson thought a telegram should be sent the minister emphasizing the importance of the board receiving a copy of Mr. Pedley's statement at the earliest possible date. He said that the C. P. R. already was experiencing difficulty in handling the local trade with the present facilities. Unless accommodation for the extension of its Victoria terminal were provided, he feared the commercial advancement of the city would be seriously hampered. There were no two ways about it—the business could not be handled if it increased.

Mr. Lugin explained that the action of the P. C. S. S. Co. was only a specific instance of the result of the imposition of pilotage. He said that the board discussed was that of free ports. It was a broader question than Mr. Drury appeared to think. In reference to the Marine hospital, it was not claimed that such an institution was unnecessary, or that it did not do good work. All that was being objected to was that this port should be called upon to give it all the needed financial support.

Mr. Pauline added that the situation might be made clearer by pointing out that under the present circumstances the seaports were taxed somewhat heavily. If these dues were paid by the government from the general revenue the relief would be more generally distributed. Of course the charges always ultimately came out of the consumer, but by the adoption of the method suggested the seaboard towns would be very materially benefited.

# VICTORIA LOOKS GOOD TO MAN WITH MONEY

**T. L. McKay of Winnipeg Ready to Invest Half a Million Dollars**

**BUYS A BEAUTIFUL RESIDENCE**

**Says That Many People With Capital Will Soon Be Coming This Way**

"Victoria and vicinity is good enough for me to invest half a million in," casually remarked T. L. McKay, of Winnipeg, an important real estate operator from the Manitoba capital who has been in Victoria for a few days. He has proved his faith by already making purchases of property, reaching in the aggregate, a very large sum.

Thursday he purchased the Walter Chambers residential property on the Gore road, one of the finest sites in the city. This statement is rendered more interesting by the reason of the fact that the property mentioned will be home to McKay's family.

**Reside Here Permanently**

On his present visit he is accompanied by his wife and two children, particularly charmed with the natural beauty of the city. They will return to Winnipeg in a few days for the winter and will be back in the spring. Several of the younger members of the family are attending school and college in Winnipeg and Mrs. McKay does not wish to break up the school year. The family will be here for a long time.

**Investing Heavily**

But Mr. McKay has decided that business interests in Victoria are almost desirable. He is making the best use of his present stay. Already he has made several other purchases, including ten acres at Oak Bay and several important houses in the city.

Although a young man, apparently not more than thirty, he has been actively engaged in real estate operations for several years. To use his own words, "I have followed up the boom as it traveled west, including Brandon, Regina, and Edmonton, but I fully believe that there is a better chance here for making money than there ever was in any of these cities. In Brandon, for instance, business property is held at about \$1,500 a front foot, while here, in equally good localities it can be secured for \$500. Present prices in Victoria are much too low, reckoning real business value, and they will go much higher."

**Faith in the City**

At this stage of the conversation the interviewer was introduced to S. S. Stevenson, owner of Winnipeg, a business man who had been in the city for some time. He was introduced to the scene. It was not until the steamer "Salvor" sent from Esquimalt met the whaler in Barkley sound, that Capt. Nelson and his crew were informed that a passenger steamer had gone ashore and rescue was so urgently needed.

It was at this time, following the loss of the steamer Valencia that proposals were renewed by the steam whaling company with the Dominion government for the construction of a telegraph line between the city and the whaling station at Ucluelet.

At that time the whaling company offered the services of the "Orion" as a temporary station. Had the station been connected with the coast telegraph line at the time of the Valencia disaster the whaler could have been despatched at least a few hours earlier. When the schooner "Hera," which took fire at sea after her time cargo had been flooded, ran to Ucluelet, her crew were taken to the whaling station, and by the aid of some residents of Ucluelet who took out a Columbia river boat. Other occasions have also been mentioned when lifeboats would have been extremely useful in saving life.

**Fire Brigade Rescues Imperilled Workmen**

**Employees of a Winnipeg Firm Forced to Roof of Burning Building**

Winnipeg, Man., Dec. 13.—Fire in the premises of the Winnipeg Saddlery Company, Market street, today imperilled the lives of a number of workmen who were employed on the top floor of the six-story building. Unable to descend before the dense cloud of smoke that rolled up the only stairway, the men found temporary safety on the roof. James Billington, one of the proprietors, was the last to leave. He found escape cut off in both directions and had a narrow escape from being suffocated as he stood in the window of the top floor waiting for the big aerial ladder to reach him that he might descend to safety. Another ladder was used to rescue other men. The loss amounted to \$3000.

**COMMITTED FOR TRIAL**

Ottawa, Dec. 13.—(Special)—At Hull today Alexander MacLaren, one of the millinery lumbermen of Ottawa Valley, was committed for trial on charges of manslaughter in connection with the deaths of Thomas Belanger and Francis Belanger, two sailors killed at Buckingham in the riot of October 8.

**GIVES REAL TRAGEDY WEST COAST NEEDS ARE NOT YET MET**

**IN NEW YORK SALOON**

**Actor Takes Knife From Free Lunch Counter and Commits Suicide**

New York, Dec. 13.—Rankin Duvall, an actor, aged 40 years, today entered a Sixth avenue saloon and picking up a long-handled cheese-knife from the lunch counter, placed the blade in his abdomen and threw himself suddenly to the floor. His body was ripped open, the knife penetrating deeply, and before bystanders could prevent it he thrust the weapon into his chest. He was hurled to the floor, whither Duvall was hurried, it was said he would probably die.

**MURDER AND SUICIDE**

Nampa, Idaho, Dec. 13.—Thomas Bailey, of Winslow, Ont., was shot and probably fatally wounded by Grace Davenport here today. The woman then killed herself.

**INCREASES PAY**

Scranton, Pa., Dec. 13.—General Superintendent Clarke of the Delaware & Western Railway today announced a 10 per cent increase of wages of all employees in the transportation department of the company, effective January 1 next.

Recently an appropriation of \$225,000 was made by the government for the construction of an additional steamer for the fishery protection service. Recommendations have since been made from British Columbia urging the marine department to have this steamer stationed during the winter months at Bamfield creek in readiness to succor any shipwrecked seamen whose vessels are in distress near or on the Vancouver Island coast. It was stated in the recommendations sent to Ottawa that the steamer "Kestrel," now engaged in patrolling northern British Columbia waters, might have been well employed during the winter months, when few fishermen are on the coast. The government is asked to use the proposed fishery cruiser to be built shortly for at least two months each winter in patrolling the West coast from a depot at Bamfield creek.

The recommendations made by the commission appointed by the Dominion government to investigate the Valencia wreck eleven months ago, also urged upon the Dominion government the necessity of building a trail on the coast between Port San Juan and Cape Beale at the easterly extremity of Barclay island, a distance of about 35 miles. Numerous creeks cut the shoreline which would be bridged, though their bridge work would not involve great expense as the material is directly at hand. It was recommended that a trail be made so that mortar and rocket apparatus for lifesaving from shore could be carried day or night. Had this been possible when the Valencia was wrecked, it is considered that the tragedy might have been made their way to a cliff above where the Valencia lay with many victims in the rigging. It would have been possible to save many lives. It is considered that the apparatus could be carried by a pack animal.

It was further suggested that telegraph posts be established at intervals of eight miles on this trail and that a house be built at each, with instructions to patrol the coastline between his station and the next at least once each day. With communication houses and telegraph stations, intelligence could thus be given speedily of a vessel in distress at any point on that section of the island coast and the steamer stationed at Bamfield creek could be quickly sent to the rescue.

With regard to the establishment of lifesaving stations it was recommended to the government that a self-propelled boat be placed at Bamfield, and that the steamer "Kestrel" be stationed at Victoria, be placed at Oloose, Cluelcet and Clayquot. Shipwrecks in the past in the vicinity of these places have shown what advantage a self-propelled boat could be used. When the schooner "Hera," which took fire at sea after her time cargo had been flooded, ran to Ucluelet, her crew were taken to the whaling station, and by the aid of some residents of Ucluelet who took out a Columbia river boat. Other occasions have also been mentioned when lifeboats would have been extremely useful in saving life.

It was at this time, following the loss of the steamer Valencia that proposals were renewed by the steam whaling company with the Dominion government for the construction of a telegraph line between the city and the whaling station at Ucluelet.

At that time the whaling company offered the services of the "Orion" as a temporary station. Had the station been connected with the coast telegraph line at the time of the Valencia disaster the whaler could have been despatched at least a few hours earlier. When the schooner "Hera," which took fire at sea after her time cargo had been flooded, ran to Ucluelet, her crew were taken to the whaling station, and by the aid of some residents of Ucluelet who took out a Columbia river boat. Other occasions have also been mentioned when lifeboats would have been extremely useful in saving life.

**Pay Heavy Fines**

New York, Dec. 13.—Fines aggregating \$148,000 imposed upon the American Sugar Refining company and the Brooklyn Cooperative company in connection with the sugar trust case, were paid today.

**STORM ON NORTHERN LAKES**

Winnipeg, Man., Dec. 13.—Many fishermen engaged by United States Fishing companies along lakes Manitoba and Winnipeg, sustained heavy losses during a heavy storm this week which rolled in waves from the north and drove most of the fishermen's expensive nets.

**HOME INDUSTRY**

Some Pertinent Advice on Placards Placed on Permanent Exhibits.

The permanent exhibit of the products of home industry in the department of the Victoria Development & Tourist Association, Fort street, has been set up by a number of artistically designed signs explaining the significance of the display and emphasizing the importance of citizens assisting in the encouragement of local industries by patronizing them. One of these reads as follows:

"The third inscription is lengthier and more interesting than those quoted. It follows: 'Did it ever strike you that when you buy a Victoria-made product you are giving your money to the manufacturer and his workmen who make the article, the firm and their workmen who make the package, the firm and their workmen who print the label, the newspaper and their workmen who advertise it, to the wholesale and retail merchants and their workmen who sell it, and to the owners of property in which all these people live or do business. Patronize home industry and build up Victoria.'"

**ADVANCE LUMBER PRICES**

Vancouver, B.C., Dec. 13.—(Special)—At a meeting of the British Columbia Lumbermen's Association here today it was decided to advance the price of lumber from \$2 to \$3 per thousand in different grades. The reason given is the scarcity and high price of logs.

# GIVES NOTICE OF BILL GERMAN GOES DOWN TO DEFEAT

**Hon. Mr. Lemieux Acts on Recommendations of MacKenzie King**

**TWO CENT A MILE PASSENGER FARE**

**W. F. MacLean Discusses His Bill to Repeal the Anti-Ticket Scalping Law**

Ottawa, Dec. 13.—(Special)—Hon. Mr. Lemieux, minister of labor, has given notice of a bill to aid in preventing and settling strikes and lockouts in coal mines, which is based upon the recommendations of Mackenzie King in his report on the settlement of the Leithbridge coal strike. In this report King points out that the Conciliation act passed in 1900, while only a voluntary measure, has led to speedy termination of many strikes and lockouts. The act of 1900 to aid in the settlement of railway labor disputes has had a very beneficial effect. King says: "The purpose of parliament in enacting this Conciliation and Railway Labor Disputes act, was to encourage the settlement of disputes by conciliation and arbitration. It was not intended to be an act applicable to strikes and lockouts in coal mines, similar in some of its features to the Railway Labor Disputes act, also enacted. Inasmuch as coal in this country is a commodity on which not only a great part of the manufacturing and transportation industries, but also, as recent experience has shown, much of the happiness and life of the people depends, it would appear that legislation can be devised, which, without encroaching upon recognized rights of employers and employees, will at the same time protect the public, paralyzing the country by a general strike or lockout in a coal mine a thing of the past. Such an end, it would appear, might be achieved, at least in part, were a provision made whereby, as in the case of the Railway Labor Disputes act, all disputes in question might be referred to a board empowered to conduct an investigation under the additional feature, perhaps, that such a board should not be optional but obligatory, and pending investigation and until the board has issued its findings, the parties be restrained on pain of penalty, from declaring a lockout or strike. In view of past experience and the present situation I would, therefore, respectfully recommend that the attention of parliament be invited to a consideration of some such other measure with a view of preventing a possible recurrence of the experience which has lately been witnessed in the coal industry."

MacLean's Bill  
The bill to repeal the anti-ticket scalping law, introduced by W. F. MacLean, was the principal subject of discussion today. In moving the second reading MacLean made a discursive speech, of which the chief portion was devoted to the subject of the bill.

The minister of railways contended that the sale and purchase of a railway ticket was in the nature of a contract between the railway company and the passenger, and that the thought it should not be interfered with.

The bill was referred to the railway committee.

R. L. Jordan gave notice of a resolution that the Board of Railway Commissioners shall inquire, determine and report with the least possible delay, whether or not the tolls charged in standard passenger tariffs should be reduced so as not to exceed the cost of the service.

**PAY HEAVY FINES**

New York, Dec. 13.—Fines aggregating \$148,000 imposed upon the American Sugar Refining company and the Brooklyn Cooperative company in connection with the sugar trust case, were paid today.

**STORM ON NORTHERN LAKES**

Winnipeg, Man., Dec. 13.—Many fishermen engaged by United States Fishing companies along lakes Manitoba and Winnipeg, sustained heavy losses during a heavy storm this week which rolled in waves from the north and drove most of the fishermen's expensive nets.

**HOME INDUSTRY**

Some Pertinent Advice on Placards Placed on Permanent Exhibits.

The permanent exhibit of the products of home industry in the department of the Victoria Development & Tourist Association, Fort street, has been set up by a number of artistically designed signs explaining the significance of the display and emphasizing the importance of citizens assisting in the encouragement of local industries by patronizing them. One of these reads as follows:

"The third inscription is lengthier and more interesting than those quoted. It follows: 'Did it ever strike you that when you buy a Victoria-made product you are giving your money to the manufacturer and his workmen who make the article, the firm and their workmen who make the package, the firm and their workmen who print the label, the newspaper and their workmen who advertise it, to the wholesale and retail merchants and their workmen who sell it, and to the owners of property in which all these people live or do business. Patronize home industry and build up Victoria.'"

**ADVANCE LUMBER PRICES**

Vancouver, B.C., Dec. 13.—(Special)—At a meeting of the British Columbia Lumbermen's Association here today it was decided to advance the price of lumber from \$2 to \$3 per thousand in different grades. The reason given is the scarcity and high price of logs.

# GOVERNMENT GOES DOWN TO DEFEAT

**Clericals, Socialists and Poles, Outnumber Supporters of the Ministry**

**EMPEROR DISSOLVES REICHSTAG**

**Supplementary Appropriation for Support of Army in Southwest Africa Refused**

Berlin, Dec. 13.—The existence of the Reichstag was terminated suddenly today amid considerable excitement upon the defeat of the government's bill for a supplementary appropriation to support the troops in German Southwest Africa.

This action on the part of the government took the house by surprise as dissolution means direct attack on the Clerical party. The Clericals have grown so strong and have attained such an influence over the policy of the government that the Clericals have never ventured to create a breach in the party. The tension between the government and the Clericals has been growing since the election of the colonial office, Doinburg, on Dec. 10, attacked the leader of the Centre party, Herr Boern, in the Reichstag and showed that he intended unduly to influence the government's administrative measures in the colonies.

Prince Von Buelow, in his final appearance today for the passage of the bill, asked: "Are we to jeopardize our national standing for a petty sum at the end of a campaign which has cost us hundreds of millions?"

Emperor William dissolved the Reichstag and ordered new elections in consequence of the government's defeat by 188 to 168 votes on the bill authorizing what the Emperor considered an adequate number of troops to end the insurrection in German Southwest Africa and hold the colony against a recurrence of the rebellion.

The Clericals, Socialists, Poles and one wing of the Radicals voted against the government, while Conservatives, National Liberals and Moderates and Radicals supported the government.

**INVESTIGATE LUMBER TRUST**

Washington, D. C., Dec. 13.—The House has authorized an investigation into the so-called lumber trust.

**BUSCOMBE DECLINES**

Vancouver, B.C., Dec. 13.—(Special)—Mayor Buscombe today absolutely declined to run for the mayoralty for a third term, though strongly solicited to do so.

**LARGE CEMENT PLANT**

Winnipeg, Man., Dec. 13.—A large cement plant to cost several hundred thousand dollars will probably be built in the city, the result of a negotiation which are being carried on in the city today by American capitalists from Grand Forks.

**NEVER TOUCHED THEM**

San Francisco, Dec. 13.—In reporting a fire in the lumber district on December 7, it was erroneously stated that the Union Lumber Company of this city suffered a severe loss. While the yards of the Union Lumber Company were threatened, the fire did not reach them and the company suffered no loss whatever.

**WILL CHECK JIM HILL**

St. Paul, Minn., Dec. 13.—Attorney-General Clegg today made a ruling that under the state law the proposed increase of \$60,000,000 in the capital stock of the Great Northern Railway Company, recently announced by the company, was invalid, and that as soon as the issue is actually begun the state will take action in the matter.

**KIND TO THEMSELVES**

Washington, Dec. 13.—The house agreed today on a vote on the resolutions increasing the salary of senators and representatives to \$7,500; vice-presidents to \$15,000; cabinet officers, \$12,000, and making other increases when the executive bills are reported from the committee of the whole.

**TO REBUILD YOSEMITE**

Alterations to Make That Vessel an Excursion Boat.

A contract has been awarded by the Puget Excursion company, of Seattle, to John B. Mitchell for the complete overhauling of the steamer "Yosemite," which was purchased from the C. P. R. Steamship company of this city, recently. When completed the Yosemite will be one of the largest excursion craft on Puget Sound. The present deck and social hall house will be carried forward flush with the bow and a large dancing pavilion will be constructed. Work began shortly after the first of the year, and will take until the middle of May, so extensive are the repairs.

**SHOT TWO PANTHERS**

Magnificent Skins Secured Near Alberni by the Green Brothers.

Mr. Walter Green, eldest son of the Rev. A. E. Green, returned Friday morning from a very successful hunting trip on Vancouver Island says the Province. He was accompanied by his uncle, W. E. Green.

About halfway between Nanaimo and Alberni, they did their shooting. He killed two panthers, a male and a female. The latter was killed first, late in the night. Walter Green saw the animal approaching, and lay in wait until the panther was within thirty yards of his bait. The animal was killed with one shot.

The male was treed next morning, and was brought down with a shot from a rifle by Vernon Green. The male measured eight feet nine inches from tip to tip, and the female eight feet. The animals are the largest ever shot in the neighborhood. The skins were brought to Vancouver Saturday. They were presented at the office of the government agent at Nanaimo today for the collection of the bounty.

**CONSERVATIVE BRIT**

Corridor Railway Cars Popular in London.

Electric traction on the H and City railway will be formed, yielding an acceleration between Smith and the City. The steam