

TO BIND CLOSER TIES OF EMPIRE

HON. G. WYNDHAM SPEAKS IN LONDON

Co-operation Necessary to Reinforce Policy, Says Former Minister.

London, Dec. 9.—Speaking at the Constitutional Club last night, Hon. George Wyndham, former chief secretary for Ireland, concluding said: "We know we must co-operate with the Empire in order to reinforce our policy, both with respect to strengthening our defence and enlarging our opportunities for employment. Attempts are made in each new tariff devised by other countries to detach our sister states from the Mother Land, but the time will shortly return when we shall be privileged to confer with the prime ministers of all other states of the Empire."

"At the next Imperial conference are we to be dumb? Is the mother of the Empire, in welcoming her children around the ancestral hearth to appear as an aged crone, mumbling incoherent references to a past that is finished, and in which they had no share; too blind to see them, too deaf to hear them; too stupid to lead them in the march of our common destiny? Let us rather be able to say that our youth will be renewed by their love." (Cheers.)

CABLE RATES.

London, Dec. 9.—Hon. R. Lemieux, post-master-general for Canada, sailed yesterday on the White Star liner Oceanic. Whatever success he may have met with over here will not be known until he has arrived in Canada. It is believed that the use of a state-owned cable is not far off, but before that arrives cheaper cable rates are very likely.

PROPOSALS FOR TARIFF REFORM

BIRMINGHAM FORECAST NOT COMPLETE POLICY

Graded Schedule of Duties Suggested on Manufactured Imports.

London, Dec. 9.—As far back as memory of living man goes, Birmingham has been the home of unauthorized programmes. The political folds were fluttered yesterday by the announcement in the Birmingham Post, which has long been the special organ of the Chamberlain family, of a detailed tariff policy which it says the next Unionist ministry may be expected to adopt. In the main the forecast follows the lines of tariff commission's report, giving a decisive place to the Preference.

Radicals make a great play with the forecast as divulging Mr. Balfour's secret, and seek to rouse feeling against food taxes, but this has been their chief line of attack all through the bye-elections which, nevertheless resulted favorably to tariff reform. It may be confidently stated that the forecast only approximately indicates the policy Mr. Balfour will carry through. The Birmingham Post says the moderate character of these tariff reform proposals will turn many votes against the government when contrasted with Mr. Lloyd George's drastic finance.

TO ADVERTISE THE WEST.

Winnipeg, Dec. 9.—A good deal of interest being displayed around the city on the subject of a proposed exhibition of western resources at Chicago to offset the recent gathering there to discourage emigration to Canada. The proposition is to have a display of Western Canadian products at Chicago, the keynote of which will be "Why not go to Canada?"

ANTI-GAMBLING LEGISLATION.

Many Patrons in Favor of Act Presented to Parliament.

Ottawa, Dec. 9.—Nearly five hundred petitions have already been presented to parliament praying for the enactment of anti-gambling legislation. The signatures on each petition average probably 1,000.

STEAMER BURNS ON LAKE ERIE

CAPTAIN AND THIRTEEN OF CREW MISSING

Two Seamen of Anchor Liner Clarion Known to Be Dead.

Cleveland, O., Dec. 9.—Two seamen are dead, and the captain and twelve are missing, following the burning of the Anchor Line freighter Clarion, off Point Pelee, Ontario, at midnight. Six members of the crew, who were taken from the burning ship by the steamer Hanna, brought the news of the disaster to Cleveland at daybreak. The survivors suffered severely from exposure, but are expected to recover. According to the story they told, Capt. E. J. Bell, of Ogdensburg, New York, with twelve members of the crew, left the doomed vessel in a light steel life-boat. The seas on the lake were running high and it is feared they were lost.

Seven men were left on the Clarion when the larger party took to the boat. They endeavored to escape in a yawl, but the yawl capsized. Six of the men succeeded in regaining the Clarion's decks, but the seventh was drowned. They then took refuge on the burning ship, retreating before the advancing fire until they were discovered by the Hanna's look out.

The fire started soon after the Clarion passed Amhurstburg, Ont. A gale was blowing and immense waves swept the decks of the doomed vessel. The snow was so thick it was impossible to see any distance, and on this account the Point Pelee life-savers did not see the distress signals displayed by the Clarion.

The tug Hackett was sent in search of the burning vessel as soon as news of the disaster had been received, and for hours patrolled the coast without finding the burning boat. The tug was finally compelled to put back to Amhurstburg, the crew being exhausted. The Detroit life-saving crew are this morning searching for the missing men. The Clarion was a wooden steamer 240 feet long with a 26-foot beam, and was built in 1885. She has been in the coal and freight carrying service.

FLAMES CHECKED AFTER HARD FIGHT

Blaze at Kalamazoo, Mich., Causes Loss Estimated at \$500,000.

Kalamazoo, Mich., Dec. 9.—Damages aggregating \$500,000 was done by a fire that started at midnight, and for a time threatened to destroy the entire business district of the city.

When the flames went beyond the control of the local fire department telegraphic dispatches to surrounding cities brought additional fire fighting apparatus. Until 6 o'clock this morning the firemen worked before the conflagration was checked. The Burdick house, Arcade and other buildings were totally destroyed. Scores of merchants sustained heavy losses because of goods damaged by water. The origin of the fire has not been learned.

Twenty stores were destroyed with the Burdick house and twenty other business houses were damaged. Reports of loss of life have not been confirmed. When the fire started in the Burdick house 162 guests were notified by Miss Nina Harrington, the telephone operator. Manager Burke also visited the rooms of guests and assisted in preventing a panic. Several firemen who were overcome by smoke were removed to hospitals.

TELEGRAPHERS VOTE ON STRIKE QUESTION

Manager of Big Four Road Refuses to Grant Increase in Wages.

Cincinnati, O., Dec. 9.—A referendum vote on a strike is being taken to-day by the telegraphers on the Big Four railroad, following the failure of negotiations which have been in progress for several days to bring about a settlement of the questions in dispute. The operators demand an increase in wages of 20 per cent, and the inclusion in their ranks of the telephone operators, interlocking tower men, station agents and staff men. These demands have been definitely refused by General Manager Van Winkle, who declares that the telegraphers have been granted two substantial increases in pay in the last few years and otherwise have been treated fairly.



IN THE SCUM.

H. B. T.—"It's all very well for Dick to say that the thing is to STAY in, but the big thing with me just now is to GET in."

GALE ON PACIFIC COAST SUBSIDES

SHIPPING ESCAPES SERIOUS DAMAGE

Because of Warning Many Vessels Remain in Port During Storm.

San Francisco, Cal., Dec. 9.—After raging for 14 hours, a fierce gale has swept the coast from San Diego to British Columbia, showed signs of abating early to-day. According to officials of the local weather station, the storm spent its force in the early dawn.

In this city the wind blew at the rate of 50 miles an hour last night, while off the Heads it reached a velocity of 60 miles. Reports from the Oregon coast stated that the storm assumed almost hurricane proportions there, a 70-mile gale whipping the sea into a succession of mountainous waves.

The storm delayed street car traffic here. Several lines were prostrated. Telegraphic communication throughout California was demoralized. Reports from points in the Sierra Nevada mountains stated that the snowfall that accompanied the storm in the higher districts was unusually heavy. If the rain and snow continue for two days it is feared the Sacramento, Yuba and Feather rivers will overflow their banks. Twenty-three inches of snow lies upon the ground at Summit, in the Sierras.

A landslide on the Santa Cruz branch of the Southern Pacific has tied up traffic and gangs of laborers have been sent to repair the damage. Because of the warnings issued by the weather bureau yesterday, it is believed that the coastwise shipping escaped serious damage. Vessels scheduled to clear from San Francisco yesterday postponed their departure. Bay crafts were given ample opportunity to prepare for the gale.

NEW PRINCIPAL

F. Vanderveen Appointed to Indian School at Ulucliet.

Montreal, Dec. 9.—Ten delegates to the world's missionary conference to be held in Edinburgh next June were appointed from the western section of the Presbyterian church yesterday at a meeting of the executive of the foreign mission committee. Two more remain to be appointed from the eastern section. Hugh McKelvie, of Winnipeg, was appointed treasurer and business agent of the mission in Honan, China, and F. Vanderveen was appointed principal of the Indian school at Ulucliet, Vancouver Island.

NEW RAILWAYS.

Regina, Dec. 9.—Yesterday was a routine day in the legislature and little of importance was considered. The announcement by the minister of railways that the Grand Trunk Pacific would build the Biggar-Battleford branch next year, and that three railways are now heading for the Cut Knife country, comprised the statement of the government, and the greater part of the day was spent in committee.

NEAR DEATH IN LYNN CANAL

FOUR MEN HAVE AN EXCITING TRIP

Gasoline Launch Made Only Eleven Miles in Twenty-four Hours.

Skagway, Dec. 9.—Weighted low in the water by ice, the fifty-foot gasoline launch Hogg reached Skagway at 1 o'clock yesterday after buffeting a terrific sea in Lynn Canal for 23 hours in traversing 18 miles between Haines and Skagway. The four men on board are almost prostrated by the hardships of the trip.

The Hogg left Haines at 9 o'clock Wednesday morning with mail. Late in the evening she had only made 11 miles and twice was nearly dashed against the precipitous shores of the canal. Progress in the dark was impossible, and the Hogg anchored in a small cove. She was so coated with ice that it had to be chipped off to keep her afloat. During the night the vessel dragged her anchors and almost went ashore. An Indian wood-chopper, Edward Manson, hailed the Hogg in the morning and asked to be taken to Skagway. He was four days out of grub and it was impossible to reach Skagway along the shore line. At great danger a small boat was launched and the native taken aboard. Capt. Mansen, Pilot Larsen and Harry Staser, a mining man, made the trip from Haines.

TREASURY MAY HOLD BILL MINER'S CASH

Lawyer Seeks to Recover Money for Defending Bandit at Trial.

Ottawa, Dec. 9.—Bill Miner, the bandit, is again the subject of correspondence of the justice department. W. Norman Bole, of Vancouver, who defended Miner at the time of his trial, recently secured an order of the court in British Columbia for the payment to him of money taken from Miner at the time of his arrest. This money is claimed in payment of Bole's legal fees in the case, amounting to \$500, and for costs amounting to \$25, but the total amount of cash taken from Miner was only \$149.19, this sum having been held ever since in trust by the department. The rule governing the case of money taken from a convict is that it shall be paid over to him at the time of his release or to his legal heirs in case of death. Miner, being convicted for life, the department doubts if it has the right to hand over the sum to Bole, and it may therefore remain in the treasury as a souvenir of the desperado.

VOTE SOON ON BY-LAW

BOARD OF CONTROL UP TO RATEPAYERS

Special Meeting of Council to Arrange Date of Polling.

(From Thursday's Daily.) Mayor Hall has summoned a special meeting of the City Council for to-morrow evening for the purpose of dealing with the by-law aiming at the creation of a board of control. It is believed that the by-law will pass the council, and the present expectation is, further, that it will be submitted to the judgment of the electors on or about the 23rd of the present month. Should it be passed it would then follow that controllers would be nominated and voted for at the same time as the elections for mayor and aldermen.

If the by-law passes the council to-morrow night—and Mayor Hall said to the Times this morning that he believed that it would—it will require to be advertised for a period of ten days. This would permit of the vote of the electors being taken on Wednesday, December 23rd. According to the act, the board of control shall consist of the mayor and two controllers, to be nominated and elected from the city at large. The controller receiving the largest number of votes shall continue in office until the next general election after his election, and for one year after, reckoning therefrom, and from that time onward until his successor shall have been appointed. The person receiving the next largest number of votes shall continue in office until the next general municipal election and until his successor shall have been elected.

Mayor Hall expressed some doubt this morning as to those qualified to vote on the by-law providing for the creation of a board of control, but the act seems very clear on that point, saying: "This act shall not come into force until the council shall, before the final passage of the by-law, submit to the electors a list of the electors entitled to vote for mayor in the same manner, as to giving notice thereof and taking the vote, as is provided for the submission of money by-laws." Mayor Hall appeared to think that possibly it might be found that only property owners would be entitled to vote on the by-law, as it reworded the payment of money to the controllers, but the act leaves no doubt that all electors entitled to vote for mayor may exercise their franchise.

In discussing the situation with the Times this morning, His Worship said he thought it would be found advisable to ask the Legislature for an amendment to the act providing for the recall system in connection with the board of control. He said it was conceivable that men might be appointed to office who would pursue a policy necessitating their relinquishment of office before their terms would expire in the regular fashion.

MAYOR HALL IS TO SPEAK ON HIS WORSHIP WILL TALK ABOUT RESERVOIR

Will Make Statement at Meeting of Council To-morrow Evening.

(From Thursday's Daily.) Mayor Hall at to-morrow evening's special meeting of the City Council, which has been summoned primarily for the purpose of considering the by-law for the creation of the board of control, will take occasion to make a public statement regarding the present condition of the reservoir on Smith's Hill and the history of that work. His Worship is moved to this action because of the publicity which has been given to the views of H. A. Icke, who was the first engineer in charge of the reservoir.

Mayor Hall was asked this morning if he had anything to say respecting the letter which Mr. Icke had published in last evening's Times. His Worship said he would deal with that at length at to-morrow evening's meeting, but he might say he was surprised that Mr. Icke had not felt it imperative, if he believed that the reservoir was not being constructed in a proper manner, to make formal complaint to himself, the water commissioner or Arthur L. Adams, the consulting engineer. Mr. Icke had not said a word to him (the mayor) about the reservoir until after it was completed and had developed some "seepage." This led him to believe that previously Mr. Icke was not so sure that a good job had not been done. James L. Raymur has not yet received the letter from Mr. Adams, which the latter, in a telegram received on Monday, said he was writing. This letter will no doubt be to hand by this afternoon's mail. Until Mr. Adams has been heard from the council will take no action towards investigating the conditions of the reservoir and the manner of its construction. Mr. Raymur says that very little water is now leaking from the reservoir. Public opinion has been aroused to a marked degree in respect to the disclosures which have been made in regard to the condition of the reservoir, and there is a feeling that even should Mr. Adams express a wish to advise the council free of charge on the matter of repairs the council would not be justified in accepting that advice. It is known also that a number of the members of the board of aldermen are indisposed to have anything further to do with the expert from California. Should this section of the board be paramount in the decision to be reached it will probably develop that Assistant City Engineer Bryson will be instructed to proceed with a thorough inquiry.

G. T. P. WILL BUILD ITS WHARVES AT ONCE

Tenders Called For Erection of Warehouses and All Necessary Work on Waterfront of Company in Victoria.

(From Thursday's Daily.) The G. T. P. is to begin active work on their valuable water front property in Victoria. In another column appears an advertisement calling for tenders for the construction of the wharves and the warehouses necessary to their business in this port. The tenders are to be filed with G. A. MacNicol, purchasing agent of the G. T. P., in Vancouver before noon December 16th.

The necessary excavation work is to be tendered for, together with trestles and warehouses. There is considerable earth and rock to be taken out in carrying out the plans of the company. Pile wharves will be put in and warehouses erected in line with the plans filed with the Dominion government and with the local government. Sometime ago the Times gave a description of the proposed works which are to provide commodious accommodation to shipping.

Located in splendid position for handling trade the new wharves when in place will materially add to the facilities of the harbor. The site of the new works has been allowed to be idle although lying in line with the entrance to the Inner harbor. The G. T. P. is making provision for accommodating a vast amount of shipping at their new wharves, indicating that the company has great things in view as far as the city is concerned.

With the advent of new steamers of the company on this coast early next spring, the company will be in position to handle its full share of trade to and from Prince Rupert. Some idea of the large area that will be covered by the proposed works will be conveyed by stating that the dimensions of the docks are to be as follows: Commencing at the southeast corner of the land boundary, the property on Wharf street, the wharves run out into the harbor a distance of 372 feet; thence north 516 feet; thence east to the short line 410 feet. The land end length of the structure will be 410 feet—this embracing almost all the area lying between the Dominion government dock and the wharves of the Alaska Steamship Company.

What is described on the plans as berths No. 1 will be the side of the dock facing the parliament buildings; berth No. 2 will face north—a basin intervening between it and berth No. 3, which will face south; and berth No. 4 will face north again, ships here docking in the space which lies between the new docks and the government wharf. Vessels may also lie on the front of the docks. There are to be two large warehouses. On wharf No. 1 the warehouses will be 114 feet by 260 feet; and that to be erected on the wharf No. 2 will be 59 feet by 184 feet. The buildings are to have a superstructure providing accommodation to passengers embarking and debarking from vessels, and there will be handsome and commodious waiting rooms, ticket and freight offices and accommodation for other departments in connection with the company's business at the wharves. The design of the superstructure is to be very handsome. Passengers will enter the premises from the northeast corner of the buildings, pass to the vessels lying alongside by means of overhead galleries. The space reserved for general offices is 50 by 70 feet, and the height of the buildings will be approximately 140 feet.

DIVORCE SUIT RESULTS IN TWO DEATHS

Officer and Merchant Shot in Attempt to Serve Papers.

Kansas City, Mo., Dec. 9.—Charles H. Lukens, a deputy sheriff of Kansas City, Kansas, and Charles Galloway, a business man, are dead here to-day, and Harry Anderson, a detective, is in a hospital suffering from serious injuries as the result of an attempt of the officers to serve papers in a divorce suit on Galloway last night. Accompanied by William Drew, city marshal of Rosedale, Kansas, Lukens attempted to serve the papers on Galloway in the street. Galloway ran and the authorities followed. The officer shot at the fleeing man, who returned the fire, shooting Lukens through the heart. Drew fired at Galloway, but he escaped. Sheriff Albert Becker, of Wyandotte county, Kansas, then organized an armed posse to search for Galloway. He was found barricaded in the house of his business partner in Kansas City, Mo. When the officers forced an entrance he jumped into a closet, and firing through the door shot Anderson through the arm. The officers fled through the door, and Galloway fell shot through the stomach. He died later in a hospital.

THREE HUNTERS LOSE THEIR LIVES

Their Boat is Capsized by Squall—Body of One Victim Found.

Oakland, Cal., Dec. 9.—Search was instituted to-day for the bodies of two of the three duck hunters who lost their lives off Point Richmond last night. The body of Deputy Sheriff J. J. Burrows, of Contra Costa county, has been recovered. The other two, Richard C. Cassabone and an unknown companion, are still in the water. The three men were hunting yesterday in a small boat. Late in the evening they were overtaken by a squall and capsized.