

TO BOOST SALARIES

The council committee appointed to revise the city charter met last night. The members favored an increased salary in some of the appointive offices, as they were too small for the nature of the work required, and the committee agreed that the salaries of these officials should be increased if the measure was approved by a two-thirds vote of the council and the mayor.

Those affected will be the city attorney, now receiving \$2,400 a year; commissioner of public works, \$1,700 a year; fire chief, \$1,200 a year; police chief, \$1,200 a year; and city electrician, \$1,200 a year.

ARTISANS BANQUET

A banquet was held last evening in the Donnell hotel by the members of Industry assembly No. 164, United Artisans, of Tacoma. Preceding the banquet a meeting was held in the Odd Fellows' hall, where a large number of new members were initiated. Many guests were gathered around the banquet table from other cities, and the Tacoma Artisans proved themselves to be royal hosts.

INSTALLATION OF MACCABEES

The installation of officers of the Knights of the Maccabees was held at their hall on Commerce street last night. Besides the representation of the four Tacoma tents, 30 members of the uniform rank, Division No. 1, of Seattle were present. State Commander E. M. Jeancon installed the officers. The work of the uniform rank from Seattle, under the command of Captain V. V. Williams, was a very interesting feature of the evening. This company belongs to the Twelfth regiment, with headquarters at Los Angeles. There is no other company of the rank in the state. It is thought, however, that a company will be organized here as a result of the meeting last night. H. W. Leuders gave an eloquent address of welcome to the visiting members. There were about 600 Maccabees in the hall.

MEDICAL BOARD STILL AT WORK

Included in the 85 applicants for medical certificates now being examined at the Odd Fellows' temple are five women and one Japanese. The number at this examination lacks only one of being as large as last year at Spokane. The subjects yesterday were gynecology, conducted by Dr. Coe; diseases of children, conducted by Dr. Shaw, and obstetrics, conducted by Dr. Stuhl. The requirement for certificates for practitioners in this state will be rigidly enforced, said members of the examining board yesterday. Up to this time the board has been tolerant in the matter of certificates, but from now on it will see that no unlicensed practice is carried on. "It is true," said Dr. Coe, "that the law does not recognize a physician as such unless he holds a state certificate, and he cannot enforce the collection of bills for medical service unless licensed. The state is getting plenty of splendid men and thoroughly equipped physicians now so there is no further need of people patronizing a doctor who cannot or does not provide himself with a certificate."

COLLECTION MAY BE SOLD

Captain Tozier of the revenue cutter Grant, while in the city yesterday, paid a visit to the Ferry museum, where he has one of the finest collections of Alaskan curios in the world. The captain is at the present time considering offers from several Eastern cities for his collection. Chicago is especially desirous of obtaining even a part of it.

MURDERED WOMAN'S ESTATE

An order fixing the time of hearing of the petition for letters of administration of the estate of Annie Smokalem was filed with the county clerk yesterday. The hearing is set for January 16 at 10 o'clock a. m. The petition is signed by George Smokalem, a son of Annie Smokalem. A petition asking that George T. Reid be appointed administrator is also on file.

PIANO RECITAL

Miss Albert V. Munro presented before the Ladies' Musical club yesterday one of the rarest treats of the season. It included an unusual variety of piano selections, many never heard in Tacoma before. She showed a broad conception and nice taste in her interpretation.

MEETINGS OF COMMITTEES

The application of Hans H. F. Joehnk, tender of the Eleventh street bridge, for an assistant was considered yesterday by the employes and salary committee of the city council. Since the channel has been dredged he has to be on duty 24 hours a day. It was decided to raise the salary to \$65 a month and spend \$150 for improvements on the bridge house.

The harbor and waterfront and building Washington Truck Co., J. C. Hewitt & Co. General freighting, household goods, safes and pianos removed. Office 109 Tenth St. Office telephone, John 2341. Barn telephone, James 2341.

ing and public property committees will probably introduce an ordinance appropriating \$5,000 for the construction of the city dock and slips.

The water and light committee granted the petition of G. W. Brokaw that the street light on Commerce street between Nineteenth and Twentieth streets be moved to the corner of A and Twentieth streets.

The petition of Charles A. Saake for a street light at the corner of East Twenty-fifth and C streets, north of Louis Landen for one at the corner of South Twenty-first and I streets, were granted.

BUYS VALUABLE CITY PROPERTY

W. C. Bardsley has purchased from the Penn Mutual Life Insurance company the Hosmer property at the corner of Ninth street and St. Helens avenue. The price paid was \$20,000. The property is well located on the upper side of St. Helens avenue and has a 115-foot frontage on that thoroughfare and 200-foot frontage on Ninth street, extending back to D. Owing to the platting of the property the D street frontage is much smaller than either of the others. The property includes a two-story double residence now used as a rooming house, facing St. Helens avenue, and on the upper end two frame structures fronting Ninth and D streets, which are used for business purposes.

FATAL ACCIDENT

SEATTLE, Jan. 6.—Thomas Petrie, an employe of the Pacific Coast company, died at the Seattle General hospital last night at 7:30 o'clock from injuries received by being struck, an hour before, by a Yesler street car.

Mr. Petrie ran out of a barber shop at the corner of Fourth avenue and Yesler way to get a car going up the hill. He wanted to catch that particular car so he would not be late for dinner. He undoubtedly saw the car coming down toward him, but thought he could cross the track ahead of it and make the other. He miscalculated either his own speed or that of the approaching car, for just as he got clear of the tracks, and was making a dive for the rear end of the car going up the hill the corner of the one coming down struck him in the back of the head and stretched him unconscious alongside the tracks.

The Stage

TACOMA THEATER.

"The Bonnie Brier Bush," Ian MacLaren's canny story of Scotch life, was presented by J. H. Stoddart, the veteran actor, to a well filled house at the Tacoma theater last night. Rarely has a star of the prominence of Mr. Stoddart been seen here with such able support as is given him. Miss Mabel Brownell, as Flora Campbell, daughter of the iron-willed Lachlan, is an actress whose equal or promise is seldom seen here. Although a young woman, little more than a girl, she handles the difficult role which she assumes with the ease of one with years of experience. Miss Brownell has been on the stage but a short time, but every where she is heralded as a coming actress.

Reuben Fox is also one of the strong supporters of Mr. Stoddart. He assumes the role of Archibald McKittrick.

"TWELFTH NIGHT."

Miss Marie Wainwright as Viola, supported by a strong company, will present "Twelfth Night" at the Tacoma theater next Sunday night. The play is a genuine comedy of the better class.

EDISON THEATER.

"Briar and Morris," "The Morels" and Miss Grace Wolf are proving popular attractions at the Edison theater this week. There was a complete change of program last night.

FLORENCE ROBERTS.

Next Saturday afternoon and evening Florence Roberts and her company will give two performances of "Zaza" at the Tacoma theater. This play is considered Miss Roberts' masterpiece.

"FOXY GRANDPA."

"Foxy Grandpa" will be the attraction at the Tacoma theater next Monday night.

UNCLE JOE CANNON'S NEW WATCHDOG

WASHINGTON, Jan. 6.—The chairmanship of the committee on appropriations carries with it more influence than any other position in the house, excepting that of speaker. This is true because practically every member must go to the chairman for appropriations for his district. If a public official evokes any great scheme he cannot carry it out until the chairman of that committee has said he can have the money. Salaries cannot be raised without his consent.

Cannon had charge of the committee for years and Hemenway was his protégé. From this it may be inferred that Uncle Sam's cash will continue to be handled on economical, Cannon lines.

It is the familiar "watchdog of the treasury" job, and the man holding it must be able to say "no" in large type to men of eminence and to the most persuasive coaxers. Hemenway is so genial and kindly that he would hardly be suspected of having the ability to muster a cold, austere, unyielding front to the gentry who are always trying to break into the government crib. He does it, though, and will probably become more proficient with practice. He may even get to say "no" in the crisp, abrupt manner of "Uncle Joe," who had good nature for everybody except the man who was trying to throw grappling hooks into the treasury.

As a result of his lofty station Hemenway needs but to mention anything he wants from congress. They will be glad to bring it to him on a silver platter. He was prominently mentioned for governor of Indiana not so long ago, but decided he would rather be chairman of the appropriations committee.

Hemenway was born in Boonville in 1860 and he lives in Boonville. He began his political career in 1886 as prosecuting attorney. This is his fifth term in congress.

Prof. Wilson's dancing classes every Thursday evening at 8:30. Elks' Hall, 918 C St.

HOW THEY MANAGE CROWDING IN EUROPE

LONDON, Jan. 6.—In London, Paris and other big European cities there is no standing up in street cars or omnibuses. In Paris a limited number may stand on the platforms, but in London not even one is allowed. If you try it you are liable to arrest by the nearest policeman and the conductor is arrested along with you for letting you stand. This makes the conductor careful. When you are the conductor are hauled into court you are fined \$1.25 each and costs. This makes you both careful.

In London and all other English cities the police have full charge of what are classified as "public vehicles." These include cabs, omnibuses, and, under certain regulations, street cars. In London there are no street cars of any sort except in the suburbs, so the omnibus does all the duty of the electric car in American cities. No omnibus can be put in use without first being licensed by the police. It is regularly inspected to see if it is strong enough, whether it is sanitary, etc., and then the license is issued, which states the

number of passengers which may be carried. This number conforms to the number of seats. It is a misdemeanor punishable by a fine to exceed the number stated in the license.

Every London omnibus carries a sign over the back platform: "Licensed to carry 26 passengers, 12 inside and 14 out." It may be remarked that all London omnibuses and street cars have seats on top. The driver is also licensed and the conductor as well. Both must wear badges with the numbers stamped on them. No man can be employed on a public vehicle unless he is licensed, and for any misbehavior the police can take the license away from him and deprive him of his livelihood.

The "rush hour" problem does not seem to bother the London car companies. For one thing, London is built in a big circle with the principal business section at the center. Then there are several undergrounds which relieve the surface traffic. In the railway cars, by the way, people are allowed to stand, and in spite of divisions into first, second and third class compartments at different fares, the crowding is often as bad as in New York or Chicago.

On the street it is different. When a London omnibus comes along which you want to take and you find it is full, you simply have to wait for another. Somehow it usually happens that the next one has a vacant seat. There is not the rush in London there is in American cities and nobody

no avail. You can't get on until your number is called, and so everybody stands quietly and decently awaiting his turn.

When you are a foreigner, however, and don't know French, it is a little difficult to know when your number is called. When the conductor yells "quatre-vingt-dix-sept" you may not be certain it is plain 97 and that is the number you hold. A Frenchman, however, is usually looking over your shoulder and gives a friendly punch in the ribs when your chance comes. Only when there are plenty of empty seats can you get on at a shelter or anywhere else without a number.

Berlin, Hamburg and other German cities have municipal tramway systems. No standing is allowed, but there are plenty of fine big cars, the city not being quite so keen for dividends as private owners might be, you can nearly always secure a seat. And the fare, too, is only two cents for any distance. Another German wrinkle is to have each route numbered and each car bear conspicuously the number of the route it is going on. So if you learn your friend lives on line No. 16 you can take a car with No. 16 on it without being obliged to memorize the names of all intermediate streets. Many people who have been about a good deal will tell you that the best managed railroad and the best managed street cars in the world are in Germany. The former are owned and managed by the state and the latter by the respective municipalities.

JOHN VANDERCOOK.



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is chairman of the house committee on merchant marine and fisheries. He has been very busy for several years trying to get a ship subsidy bill on the statute books. Fate and some other influences have blocked him, but he's still fighting on. The prospect is that he and the other subsidy advocates will keep the project alive by having it referred to a commission. This commission will report to congress next winter. With the presidential campaign out of the way, friends of subsidy believe there will be a chance to get a bill through congress.

General Grosvenor was born in Connecticut in 1883, and five years later settled in the backwoods of Ohio. As a boy he was able to attend only a few terms of school. He had the courage, though, to dig an education from books. He taught school, and in 1887 was admitted to the bar. Grosvenor went into the war a major and came out of it a brigadier general. He has had a leading part in the politics of Ohio for a generation. He gained national fame for figures and prophecy in 1896, when he predicted McKinley's nomination and issued daily bulletins setting forth how his prediction was being verified. Since that time the general's forecasts and figures have been an important part of every campaign.

Grosvenor ranks as one of the ablest debaters in the house. He is at his best when under fire. In that respect he is a good deal like Senator Spooner of Wisconsin. Many of the sharp retorts he has made to Democrats who interrupted him have become a part of house history. The danger of getting a shaft with a barb in it has become so well known that interruptions are not made as frequently as in the earlier years of the general's service. One of the best of his exploits at repartee occurred last year, and though it has oft been told, may be repeated. Grosvenor was interrupted by Vandiver, the gaunt and cadaverous member from Cape Girardeau, Mo. Vandiver referred

to the member from Ohio who "looks like Santa Claus and talks like Satan." Quick as a flash, Grosvenor retorted: "Well, thank God! at least I don't look like the warning sign of a poison bottle." The reference to the skull and crossbones was so apt that the members, regardless of party, whooped in recognition of Grosvenor's hit.

A DREAM OF A HAT.

It's now up to the oldest inhabitant to remember when nobody ever stood in a Tacoma street car.

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First Class Family

Vaudeville for Ladies Gentlemen and Children

Entire change of Program every Monday.

Matinee 3 p. m. Admission 10 and 20c
Evening 8 to 11.

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p. m.; 7:30 p. m. and 12:15 a. m. to Kent
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FIERCE PIRATICAL MALAY SULTANS GO IN FOR GOOD GOVERNMENT

SINGAPORE, Straits Settlements, Jan. 6.—A very rapid advance of the people of the federated Malay states under the general direction of Sir Frank A. Swettenham, governor of the Straits Settlements, can be reported.

The establishment of a limited control by the British government over these states was owing to the efforts of Governor Swettenham, who has passed his life in these parts and is perhaps the most accomplished English Malay student in the Orient.

Step by step has judiciously been taken by the governor, until last month the sultans, datus and other chiefs, who formerly settled their difficulties by war on land and by piratical expeditions on sea, met in convention at Kuala Lumpur, in Selangor, under the chairmanship of Governor Swettenham as high commissioner, and discussed regnant issues in as dignified a manner as shown in the congresses or parliaments of civilized nations.

The Federated Malay States have a revenue of \$20,000,000 and an ordinary expenditure of a little over half that sum. They have 340 miles of excellent railway, yielding a good income; they have 2,000 miles of roads, over 1,000 miles of telegraphs, and schools, hospitals, prisons, water supplies to all larger towns, and an administration which comprises many capable and devoted officers. They have also a highly efficient and completely equipped regiment of Indian soldiers under British officers. They have a trade worth \$48,000,000 per annum, a credit balance of \$10,000,000, and no debt.

While all these improvements have been effected, the conditions of life for Malays of all classes, and indeed for all Eastern

people, have been greatly improved. The only loss which the Malay rajahs and chiefs could substantiate would be the power to oppress. In every other respect they are gainers. As for the Malay rajah, his condition under the present regime is as much better than it was under Malay rule as it is possible to conceive. The pity is that the national characteristics of Malays make it difficult for them to take full advantage of the opportunities which now lie ready to their hands. Their natural tendency is to do as little as possible, and their present prosperity is not likely to act as a spur to any form of exertion.

As a people they are certainly not wanting in intelligence, but centuries of life as they led it in this enervating climate, enervated by the bounties of nature, have combined to deprive them of all energy. Except in rare cases they will not take the trouble to learn when they are young, and afterwards, if they have learned, they will not exert themselves to apply their knowledge to any object which requires a sustained effort. That they possess energy is known to anyone who has seen Malays engaged in any enterprise which savors of sport. They do not mind the trouble if there is only some risk and excitement in the work.

"THE SAGE OF ATHENS" QUICK IN RETORT

WASHINGTON, D. C., Jan. 6.—General Charles H. Grosvenor, "Old Figgers," "Sage of Athens" and political prophet,