

SEATTLE, WASHINGTON, THURSDAY, SEPTEMBER 25, 1890.

MERCHANT TAILORING.

We have just received and ready for inspection a full and complete line of FOREIGN & DOMESTIC WOOLENS...

IMPERIAL CLOTHING HOUSE 902 FRONT STREET. M. M. RASIN, Manager.

ADIES, ATTENTION! WE HAVE NOW ON DISPLAY THE FINEST LINE OF...

White French China, Saucers, Black Coffee Cups and Saucers, Salads, Tete-a-Tete Sets, Sugars and Creams, Pin Trays, Celery Trays, AND FANCY PIECES.

SEATTLE CROCKERY COMPANY NOYES BUILDING, 907 FRONT ST.

SELLER & CO. 714 Second St. Boston Block. WHOLESALE AND RETAIL DEALERS IN...

CROCKERY, GLASSWARE, CUTLERY AND PLATEDWARE. HOTEL AND BAR GOODS A SPECIALTY.

PORT ANGELES. The following railroads have been incorporated and will Port Angeles their terminal point:

BUY ACRE PROPERTY. OUTLEDGE & CO., 3008 22 BOXWELL BUILDING, BOX 22, BOX 133.

BAY VIEW ADDITION TO SALMON BAY AT \$50 PER LOT, ON EASY TERMS.

W. J. Ferguson & Co., Rooms 220 and 221 Butler Block.

Holston Island Granite Company (LIMITED) 1,500 Tons Constantly on Hand.

R. PETKOVITS, IMPORTER AND MANUFACTURER OF ALL KINDS OF FURS & Fur Garments.

MORAN BROS. & DURIE, MILL AND ENGINEERS' SUPPLIES.

LEVY BROS. IMPORTERS AND KEERS OF CIGARS AND TOBACCO.

FAIRHAVEN Mackay & Anderson REAL ESTATE. Fairhaven, Wash.

Kirkland Lots FOR SALE.

Seattle Add AT \$250 EACH AND UPWARD. Only a few squares from the wharf and overlooking the lake.

Easy Terms. ACRES.

R. H. COLLINS KIRKLAND. OFFICE IN IRON COMPANY'S BUILDING.

THE UNION PACIFIC R. R. Has finally located its Pacific Coast terminal at West Seattle and has 5,000 men hurrying forward construction...

WASHINGTON TERRITORY INVESTMENT CO. Transacts a LOAN AND INVESTMENT business, and acts as agent for corporations and individuals.

VAIL & HUBBELL, (SUCCESSORS TO JONES & HUBBELL) Wholesale Dealers in...

Deming Palmer Milling Co., Capitol Mills, San Francisco. Sperry & Co's Celebrated Stockton Flour.

Melville Oat Meal Co., Cleveland, Ohio. Office, 903 West St., Seattle.

JOHN M. TENNEY & CO., Real Estate and Loans. 709 SECOND STREET.

ESTABLISHED IN NEW YORK 1847. We manufacture our own Grinding machinery here on the premises.

LEVY BROS. IMPORTERS AND KEERS OF CIGARS AND TOBACCO. Are now open and ready for business.

FAIRHAVEN Mackay & Anderson REAL ESTATE. Fairhaven, Wash.

COAL LANDS FOR SALE BY I. N. BIGELOW, 3008 22, BUTLER BLOCK.

UNION PACIFIC DEBT. Annual Report of the Government Directors.

THE LINES ARE PROSPEROUS. Extensions of Road Consume the Earnings—New Territory Being Acquired—The Proper Readjustment.

WASHINGTON CITY, Sept. 24.—The annual report of the government directors of the Union Pacific railway was submitted to the secretary of the interior today. It shows that since last report the condition of business throughout the entire Union Pacific system has improved. While the increase of gross earnings during the year 1889 over 1888 was only \$74,657, the increase during the six months ending with June of the present year over the same period of 1889 was \$235,507. The Oregon Railway & Navigation Company and the roads formerly in the Denver, Texas & Fort Worth system were not, however, included in 1889. The surplus earnings of all the lines operated and leased during the first six months of this year were \$5,084,000, an increase of \$222,648 over the same time last year; the number of miles, 8,034, against 7,418 the same time last year. The Oregon Short Line and Utah Northern railway shows an increase in earnings, but its surplus earnings are reduced.

The Oregon Railway and Navigation Company shows a falling off in the gross earnings, they being reduced from \$1,957,105 to \$1,866,364 for the same period this year, while the expense of operating was increased to the amount of \$427,534. The Denver & Boulder Valley also shows a decrease.

The falling off in the gross earnings of the Oregon Railway and Navigation Company is attributed by the directors to a partial failure of the crops in Washington and Oregon last year. Information has been received that crops this year are good.

The report says: The continued growth in population and advancement in business throughout the Union Pacific territory Nebraska to Washington make expenses necessary for increase and improvement of facilities. The directors are meeting the demands as soon as circumstances will permit. The improvements every year require the expenditure of a large proportion of the surplus earnings. In the opinion of the directors the management of the company is a wise course in its endeavors to meet the demands of its patrons. Money is being expended in extensions, etc., and the future will, they think, prove the wisdom of this course. The report speaks at some length on improvements, iron bridges, steel rails, the new general shops at Cheyenne, and the development of new coal mines, which have not only solved the great problem of supplying coal for the system, but promise to be a source of great income. The traffic arrangement with the Chicago & Northwestern is approved. It is expected that consolidation in the Northwest during 1889 will give the Union Pacific access to a coal and oil territory from which it has heretofore been excluded.

In view of the necessary improvements already in hand, and the urgent calls on the company upon the part of its patrons for extension, it has been deemed best by the directors to postpone for the present the establishment of the second sinking fund proposed a year ago. The directors believe the cost of the improvements made in the meantime will enhance the value of the property subject to the liens of the government, while they exceed in money value the amount which would have been paid into the proposed sinking fund.

The total debt of the Union Pacific to the government on January 1, 1890, principal and interest, was \$30,902,765. This, with the accruing interest, falls due in the years 1895 and 1899. The directors say the amount cannot be met at the time specified without doing injustice to hundreds of thousands of people directly and indirectly concerned in the welfare of the system. In order to meet its payments the company's lines would have to be brought to a standstill, subjecting the people who have settled along it to serious and perhaps irreparable loss, while the territory which naturally belongs to it would inevitably have to be surrendered to its more enterprising competitors. To a large extent the welfare of the people of the West, who depend upon it as the channel of intercourse with the markets of the world, is liable to be affected favorably or unfavorably by the attitude of the government in its settlement of the question of the indebtedness of the Union Pacific is compelled to carry. The report gives figures regarding the mineral output, and the territory tributary to the system, for the benefit of tourists, etc. The best interests of the people of the great West should be considered paramount to all others in the settlement of the question. What is best for them is best for the government and best for the Union Pacific railway. Every dollar that can be spared from the earnings should be used in betterment of the road, and it will be acting in reason, for the yearly increase in population and business of its section requires extraordinary facilities to meet its needs. There is no such thing as resting upon its oars. All the accommodations for its freight and passenger traffic will be increased. The present management is an honest and wise one. It offers in return for an extension of time for the payment of the debt and a lower rate of interest a mortgage on its entire property, which would increase the security to the amount above that held a present of \$34,500,000, as shown in Senator Frye's report. This proposal from the company is incorporated in the Frye bill, now before the Senate, a measure which the senators believe it passed would remove completely the embarrassment under which the Union Pacific suffers at present, and further insure the government payment of every dollar which it has advanced to the company. The provision in the bill which makes the government an ordinary creditor, and leaves the debtor free-handed to conduct its business without interference, is the directors believe, a wise one.

Union and Southern Pacific Conference. CHICAGO, Sept. 24.—The Journal says: General Manager Stubbs, of the Southern Pacific, and Mellon, of the Union Pacific, have been holding mysterious conferences here the past two days. They intend to make known their object, but among railroad men it is generally believed that they are trying to patch up the differences between their roads over the agreement in regard to connections at Ogden.

The Bay Cities. WHATCOMB, Sept. 24.—The appointment of Mr. M. C. Latta as county commissioner to fill the position of C. F. Keeling, deceased, gives general satisfaction. Mr. Latta is a practical contractor and builder and will render valuable assistance in supervising the completion of the fine new courthouse. It will be ready for occupancy about December 1.

The People of Bellingham may have every reason to expect that a sub-port of entry will be established at New Whatcom within thirty days. It is a central point easy of access by land and water.

THE ABANDONED POACHERS. They Went Into Russian Waters Despite the Captain's Wishes. SAN FRANCISCO, Sept. 24.—Captain Haggan, of the sailing schooner C. C. White, which arrived today from Alaska, was much disturbed at hearing that his crew, who were found adrift in Behring sea and brought to this city, had accused him of deserting their vessel. The captain stated that the schooner caught very few seals after leaving, and when the schooner Lewis, when spoken in July, reported good sealing near Copper Island, the crew of the White became clamorous to proceed in that direction. The captain refused, as the island was under Russian jurisdiction, but during the night the men at the wheel directed the schooner toward the island. Six boats put out to hunt at the island, but a fog arose and the schooner cruised all day before two of the boats were picked up. For six days the schooner beat about the island in the fog or drifted about becalmed, but though a cannon was fired several times none of the boats returned, and the captain concluded that the men had given themselves up to the Russian authorities. The schooner sailed ten days after the boats disappeared.

On a mining boat on making the island were fired on by the Russian soldiers, one man was killed and two wounded. The crews of two boats were thrown into prison, but were released and sent to San Francisco, while the crews of the other two boats were eventually picked up by the schooner J. Hamilton Lewis, and brought to this city.

CALIFORNIA RAISINS IN DANGER. Damp Weather Doing Much Damage—Green Grapes Rotting. Fresno, Cal., Sept. 24.—Quite a heavy shower of rain fell this morning and the heavens still look threatening. No damage was done beyond delay in drying the raisin crop, but a continuation of the cloudy, moist weather will do irreparable injury. Over \$1,000,000 worth of uncurd raisins and green grapes is yet in the vineyards, and fully as much grain lies exposed in the fields. Much anxiety is felt. To date there have been shipped from Fresno 138 carloads of green fruit, sixty-two of dried fruit, eight of dried grapes and eighty-eight of raisins, a total of 308 carloads.

NAPA, Cal., Sept. 24.—Owing to the cold, foggy weather grapes are ripening very slowly and the vintage is much delayed. In many cases the fruit contains only 20 percent of sugar, which makes fermentation bad. Some varieties of grapes are rotting.

COLUMBIA COUNTY POLITICS. KALAMA, Sept. 24.—The Democratic convention yesterday made the following nominations: Representative, Fred Catlin; sheriff, Ben Holmes; auditor, D. H. Gunn; clerk, J. P. Bufford; treasurer, J. Sullivan; assessor, J. Thornton; surveyor, J. F. Iyie; coroner, J. D. Thillie; prosecuting attorney, J. M. Peary; commissioners, A. F. Millard, Ed Metcalf, William Humphrey.

The Republican convention made the following nominations: For sheriff, Eiler Huntington; auditor, Joseph Smith; clerk, W. S. Beal; treasurer, J. L. Lyons; assessor, Louis Gilles; surveyor, L. G. Allen; coroner, J. M. Peary; commissioners, J. B. Beal; J. G. Tolley; Patrick Baxter, S. W. Collins; delegates to state convention, S. W. Beal, W. A. Berry, C. Callahan, P. Baxter, George Foster, J. B. Beal, P. W. Studaker, M. F. Bird.

DAYTON, Sept. 24.—[Correspondence.]—At a Republican county convention held Saturday the following tickets were nominated. For representative, Hon. R. G. Newland; sheriff, F. L. Wait; county clerk, Joseph Mohandrud; auditor, W. H. Kuhn; treasurer, Hon. H. H. Wolfe; assessor, W. S. Woolen; county commissioners, Daniel Calkins, J. C. Lewis and W. D. Wallace; county superintendent, John Woods; coroner, Dr. E. Borner; prosecuting attorney, A. P. Bond; R. G. Newland; Jack Lew, W. H. Frouts, J. M. Lynch, G. Romaine, T. M. Morgan, T. M. May and J. H. Kellogg were elected delegates to the state convention. The Republican county committee will hereafter consist of the members, viz: T. M. May, James Elder, T. Hewitt, Frank Porter and James Fudge. The ticket nominated seems to give general satisfaction.

THE PHENIX AT DAYTON. DAYTON, Sept. 24.—[Correspondence.]—This little city is slowly recovering from the effects of last month's fire. Two one-story brick buildings to George Thomas are nearly completed, and work on Judge Sturdevant's two-story brick is progressing rapidly. By the middle of October the burnt district will be nearly rebuilt.

The farmers of Covello have about given up seeing the Union Pacific road extended to their section this year and have begun to haul their wheat to Dayton and the Tukanoon for shipment.

FIRE IN BUCODA. BUCODA, Sept. 24.—[Special.]—Fire broke out at 10:30 o'clock Monday night in the building occupied by James Gann as an ice cream and confectionery stand. Luckily it was discovered before it had spread, and by hard work the flames were gained under control. The fire is supposed to have been caused by the overturning of a lamp in one of the rooms occupied by a young lady waiter.

CHINESE AS MINERS. Four Coolies Robbed the Bank at The Dalles.

DUG A TUNNEL WITH DAGGERS. Most of the Money Recovered—Two of the Safe-Breakers Arrested in St. Paul, but Released.

ST. PAUL, Sept. 24.—[Special.]—Two Chinamen were arrested by a detective in this city today upon alighting from the C. M. express train. They are wanted for robbing the First national bank of The Dalles, Or., of \$10,000. The names of the Chinamen, as given by the spokesman, Spokane, are Wing Shoo and Gue Wham. They were quite indignant at being arrested, and claimed to be cousins traveling East to meet relatives. Gue said he had been employed in a mining camp eighty miles from Portland. The couple were turned over to the police, pending the arrival of further information concerning the affair.

The robbery was a very daring and ingenious one, committed on the night of September 15. Suspicion was directed toward a group of Chinamen. Some arrests followed, and part of the money was found. The authorities having got on the track of those arrested in St. Paul, their coming was awaited by Detective Mason.

The Chinamen were searched and four large knives were found in their possession. On the blades of the knives some sandy soil adhered, which is plain evidence that the men were engaged in making the underground passage by means of which the robbery was committed.

The detective agency this afternoon received telegrams from the Portland office saying the money had been recovered (\$9,000) and one arrest made. It was also stated that there were four Chinamen evidently do not desire to prosecute the Chinamen arrested here, as it is claimed it would involve an expense of about \$1,000 to send them here to identify them and take them back to Oregon. The desperadoes will therefore be set at liberty.

THE DALLES, Or., Sept. 24.—Officers last night arrested three Chinamen who are suspected of being implicated in the recent bank robbery. The Chinamen had \$2,400 when arrested. Some of the tunneling showed evidence of Chinese work.

BALLARD REPUBLICANS. Enthusiastic Meeting Addressed by Prominent Party Leaders. BALLARD, Sept. 24.—[Special.]—A grand and enthusiastic meeting of the Republicans of Ballard occurred tonight in Berg's hall. Over 250 earnest and attentive Republicans listened with pleasure to the short and pleasing address of Judge Miller, candidate for prosecuting attorney; to the stirring logical and patriotic appeal of Judge Jacob, and to the convincing arguments of the Hon. James Ledley. Mr. William Stewart, as temporary chairman, announced R. W. Grover as the future chairman of the Republican club, which, he said, had already seventy-five members, and would soon be increased to 150, or over two-thirds of the voters in the district. All the speakers created favorable impressions and enlisted the sympathy, confidence and support of many new recruits to the Republican party.

The Democrats were very much depressed, discouraged and disheartened over the applause with which the remarks of the speakers were greeted. The Republicans justly feel highly elated over the success of their first rally, while the half-dozen members of the Free Trade Democratic Club with a deputy of Henry George as leader, are cast into the depths of despair. Professor Gale's orchestra enlivened the proceedings with choice musical selections.

Next Wednesday Hon. T. G. Deuph will address the people in the same hall, and Attorney William Stewart will debate "Protection versus Free Trade" with P. F. Morrow, leader of the Democrats.

Hereafter the Republican club-rooms will be open to the public, and Republican literature will always be found there for distribution.

PROSPERITY OF MEXICO. Custom-Houses Collect \$9,000,000 More Than the Free Trade Agents. NEW ORLEANS, Sept. 24.—The message of President Diaz on the opening of the Mexican congress has been received here. He says:

The financial situation continues to improve. The receipts of the treasury during the last fiscal year exceeded \$9,000,000 more than from the frontier and maritime custom-houses reached \$24,000,000. This shows the magnificent impulse that mercantile traffic has received without increasing the duties on imports.

The economic situation of the country is becoming daily more solid, and it is to be expected, the republic continues to develop as they will soon come when the requirements of estimates will be equal by revenues.

ICE AT HARVEST TIME. Michigan Farmers Made Destitute by a Wintery Storm. ASHLAND, Wis., Sept. 24.—A recent wind and hail storm in Huron county, Mich., devastated a section a mile wide and eighteen miles long. Every spear of grass and grain was beaten down and destroyed. Ice covered the ground six to eight inches deep just at harvest time. Two hundred farmers are in danger of starvation, and they have made an appeal to the public for aid.

MURDERED BY HIS BROTHER-IN-LAW. Lott, Cal., Sept. 24.—The body of G. W. Holmes, a young farmer who has been missing from his home near Burson, Calaveras county, for six weeks, was found Monday in an old well. Mrs. Holmes has made a confession to the sheriff in which she states that Holmes and J. W. Smalling, her brother, left the house together on Sunday and Smalling had a shotgun, stating that he might shoot some rabbits. Since then nothing had been seen of Holmes. The woman disclaimed that she had anything to do with the murder. Holmes was shot through the head, the charge entering behind the right ear and coming out of the cheek on the left side, tearing off the ear. Mrs. Holmes, who is 35 years old, had been married before to a man named Smith, now said to be a policeman at Fresno. The murdered man was 28 years old and had been married about a year. Smalling is under arrest.

STAGIT COUNTY NEWS. Mr. VERNON, Sept. 24.—[Correspondence.]—The assessment roll of Skagit county is almost completed. It shows a valuation of \$3,500,000. The rate will be about 12 mills. Considering the improvements that have been made in the county, this is a very creditable showing and speaks well for the officials.

McCall's brick building, on the corner of Montgomery and Second streets, is up to the first story, and will, when completed, be the most imposing structure in Skagit county, and would do credit to Seattle.

SURVEY OF COAL LANDS. Allen Wants Appropriation for Tracts Not Adapted to Agriculture.

WASHINGTON CITY, Sept. 24.—[Special.]—Senator Allen today introduced a bill to provide for the survey of public lands valuable for coal, although not adapted to agriculture, and for the payment of such survey out of the existing appropriation for surveys in certain cases. He also reported from the public land committee, with an amendment, the bill granting certain land to Clallam county, Wash., in trust, by which the proceeds of the sale of certain lots of Forest Angeles townsite, after deducting the cost of survey, appropriation and sale, be given to Clallam county for the erection of a public building for the county.

RECOVERED HIS \$1,000 FIN. San Francisco Thieves Arrested for Fleecing a Railroad Man. SAN FRANCISCO, Sept. 24.—Detective Bergman today returned from Sacramento with Thomas Green, who is charged with having robbed T. D. Mackay, agent of the Chicago, Burlington & Quincy railroad, of a \$1,000 diamond scarf pin and a \$210 watch on the night of September 8, and William Savage, who was in company with Green when the latter made the acquaintance of Mackay, and who snatched the diamond pin from Green and ran off with it. Both watch and pin have been recovered.

LET CANADA LOOK ELSEWHERE. Governor-General Stanley Says McKinley Bill Will Hurt Dominion Commerce. OTTAWA, Sept. 24.—Governor-General Stanley stepped aside from the ordinary duties governing the queen's representative yesterday, and expressed himself on the McKinley bill. He did not question the right of the United States to pass the bill or pretend that its effects would be other than injurious to Canada, but he counseled Canadians to look elsewhere and open up new lines of commerce.

BROOKLYN JEWS ANNOYED BY SOCIALISTS. BROOKLYN, Sept. 24.—The socialists who intended to caricature the Jewish fast of atonement last night did not carry out their threat, as the police under the mayor's instructions prevented any demonstration.

TODAY'S WEATHER. SAN FRANCISCO, Sept. 24.—Forecast until 8 p. m. Thursday: For Oregon and Washington, fair weather, except light rains at Walla Walla, Portland and Olympia; cooler in the eastern portion, but warmer at Portland.

THE AUXILIARY FIRE ALARM. An Exhibition of How it Works—Its Many Advantages. An exhibition plant of the Auxiliary Fire Alarm Telegraph Company has been placed in rooms 41 and 42 Rensselaer building, where Charles A. Matson, of the American District Telegraph Company, who is the acting manager, will be glad to show the workings of it to any who desire to examine it.

The mechanism of the system is simple in the extreme, and at the same time is provided with every contrivance to insure certainty in operation, and to prevent interference with the regular fire alarm system.

It will consist of a number of circuits, each having a terminal office in some central point near each street fire alarm box which is auxiliary. In these offices will be eight dry batteries and four or six fluid batteries, closely sealed, and terminal sets of bells which will indicate trouble or other interference with the wires. These will be connected with the street boxes. The auxiliary boxes will be placed in buildings, not over 100 on each circuit. They are simply miniature fire alarm boxes, 6x4 inches, with a glass face, behind which is a brass ring. On the glass are painted the words: "In case of an alarm from some auxiliary bell, pull down till buzzer gives the return signal."

When this hook is pulled the buzzer will respond within five seconds, indicating that the street box has been turned in and one second later the big fire alarm bell. Of the two bells at the terminal of each circuit, the ringing of the smaller one indicates an alarm from some auxiliary box. The larger bell will ring when the street box has been pulled on that circuit, or when there is a break or cross in such circuit, or when the street box has been pulled, in which case notice of this will be sent in immediately to the central auxiliary office.

The system is provided with numerous safeguards. In case of fire being observed by half a dozen persons in a big building where there were many auxiliary boxes, each one person would rush to turn in an alarm and there would be half a dozen calls from the same street box. Such vain repetitions are avoided by a simple contrivance, known as the bell at the terminal office, announces an alarm at that circuit the whole circuit is cut out. Thus the first man to pull an auxiliary box rings the street box and no other alarm can be given on that circuit until it is again connected. The system is also arranged so that it cannot affect the regular fire alarm circuit and is always open to inspection by the superintendent of fire alarm.

The saving of time in giving alarms will be so great that the chemical engine can usually be on the scene and extinguish a blaze in the time it would ordinarily take for the discoverer of a fire to find the key to the street box and turn in the alarm. Nor can alarms be turned in from different street boxes for the same fire, as the auxiliary boxes will be always connected with the nearest street box, and the person who gives it will be required to go to the street box and await the engines and direct them to the fire.

Mr. Matson states that the Pacific Insurance Union has promised a reduction of rates on buildings which have auxiliary boxes placed in them under the direction of its surveyors, and that the saving in insurance has been so great in San Francisco that the owners of buildings are actually money in pocket by the adoption of the system.

An order for about 300 boxes with six terminal sets will shortly be given by the local company. The cost will range from \$2 a month for a single box to \$1 each for six and upwards.

TEN TO FIFTY HOURS SAVED. By taking the Northern Pacific vestibule train, leaves Seattle 5:30 a. m. daily. No change of cars, and 211 miles the shortest route to Chicago. Tourist sleeping cars through, placing passengers in Union depot ten to fifty hours ahead of other lines. Chicago city ticket agent, 712 Second street, Boston block; E. Tomlin, depot ticket agent, Seattle.

RHEUMATISM CAN BE CURED. Rheumatism has baffled the skill of our best physicians, and today more men, women and children are suffering from this terrible disease than ever before. The opinion exists universal that it is incurable, but this is a mistaken idea. Rheumatism can be permanently cured by the use of Hibbard's Rheumatic Syrup and Plasters.

Reservations on steamship lines in the Atlantic service to Europe and England can be secured at Northern Pacific office. A. Childers, city ticket agent, 712 Second street, Boston block; E. Tomlin, depot ticket agent, Seattle.

Salat of pheasant 25c on lunch bill at the Brighton, 711 Second street, today.