

NEW SHINGLE DEAL.

Dealers and Big Manufacturers Combine as Shippers.

THEY WILL HANDLE THE PRODUCT

Giving Up the Old Dealers' Association as Dead and Willing's Body as Dying, They Unite Again.

TACOMA, March 29.—[Special.]—Today a number of Seattle, Tacoma and Portland shingle dealers and manufacturers perfected the temporary organization of an association which is to consist exclusively of dealers. It has been named the Pacific Shingle Shippers' Association, and the essence of the moving idea is that the dealers are the men who are capable of marketing the shingles of the country. Manufacturers who do an exclusively wholesale business in marketing their own product are welcomed as members of the exclusive dealers' association. This is simply the continuation of the war which was declared when the circular of the manufacturers was published in the Post-Intelligencer a few days ago. That circular said in effect to the Eastern dealers: "You can send your orders direct to the Washington manufacturer, and it caused the Washington shingle broker to feel that there was such a possibility of his class of merchants in this country that the manufacturers had to send East to get their products marketed. But while the circular did not say so in words, the dealers claim to read between the lines that the upshot will be that the Washington manufacturer will be allowed to sell to the retailer as well as the wholesaler, and then the business of dealers will go to the dogs unless he can in some way direct the marketing of the shingle output. The dealers claim that while the more representative manufacturers, like the Stimson and the Seattle Cedar Lumber Company, of Seattle, and the Frichards, of Tacoma, who do an exclusively wholesale business, are capable of marketing their product, the average manufacturer is not, and the average manufacturer, of which there are over 200, being in the majority the dealer must direct the sales.

The anxiety of the more representative mills to place their output themselves, and of the dealers who joined the association, and at a price similar to that quoted by the manufacturers' association, resulted in the manufacturers' circular allowing the mills to sell to Eastern dealers at the same price as the dealers' association, viz: \$1.25 for star A star. And in turn this same circular precluded the meeting here today, which effected a temporary organization of an exclusive dealers' association, with the intention of perfecting a permanent organization at an adjourned meeting to be held at Seattle next Wednesday.

Besides, in order to meet the cut of the manufacturers' association, the exclusive dealers' association agreed to cut the price of star A star grades from \$1.40 per 1,000 to \$1.30, and slash the price of clear from \$1.70 to \$1.55. This cut is to last for one month, and is expected to be approved by all the manufacturers in the manufacturers' association. This will mean the manufacturers' association will go to the wall, especially as the exclusive dealers claim all of the best dealers are out of the manufacturers' association, and as nearly all of the large manufacturers who market their own output are ready to join with the dealers' association.

Indeed, to an outsider it looks as though the small manufacturers will have to allow the dealers to handle their goods, while the larger mills will continue to dispose of their own product. That seems to be the plan of the Shingle Shippers' Association at any rate, and inasmuch as it imposes no penalty, or tax, or assessment for anything, it may succeed, as it expects, in driving in the larger manufacturers while retaining the co-operation of the exclusive dealers.

Many of the dealers objected to paying 2 1/2 cents per 1,000 into what the outside dealers call the "corruption" fund of the manufacturers' association. This corruption fund, the outsiders assert, was to be used by Mr. Dwyer and his associates in "jamming" the outsiders, the fellows who refused to go into the manufacturers' and dealers' combine, and make things as unpleasant as possible for them.

But the outside dealers rejoice exceedingly under the circumstances, and say the conditions were against the manufacturers' association from the start and the plan of campaign was faulty. The outside dealers claim the manufacturers utterly failed to prevent them from securing all the shingles they wanted. In other words, the nominal boycott placed upon the dealers did not work, because there were so many idle mills in the country, and whenever a dealer who was not in the combine wanted a few thousand shingles, all he had to do was to propose reviving one of the shingle mills accounted as "dead" by the manufacturers.

In this way the outside dealers were resurrecting many mills and getting their shingles at their own figures, too. Inasmuch as they claim most of the shingle dealers to be of their number, on the ground that they were outside of the manufacturers' and dealers' combine, they actually controlled the market, and caused great uneasiness among the manufacturers, who were tied up in the old association. "It was a cunning" feat," say the outside dealers, "and if it had kept up a little longer we would have died up all the dead mills in the state."

The outside dealers hope to sell direct to the trade and keep the cedar shingle out of the clutches of the "white pine men" of the East. On this point an outside dealer says: "If Western dealers or manufacturers are to send their shingles to the Eastern wholesaler, he will use the red cedar shingle of the West in working off his white pine; if he will throw the cedar shingles will go as a chrome with the white pine orders of the East. If an Eastern wholesaler cannot sell his white pine readily he will throw in some red cedar shingles at a reduction and sell his white pine lumber at its full list price, thereby cutting the throat of the Western manufacturer and snuffing the business that rightly belongs to the Western dealer."

Therefore the local shingle brokers and the "more representative" mills are to control the output of the red cedar shingle, according to their plan, and the manufacturers' association is to be busted at its meeting Tuesday at Seattle. In fact, the exclusive dealers claim, they are already "busted" the dealers' association part of the manufacturers' combine. This, they claim, was shown when the manufacturers had to resort to allowing the manufacturers in the association the liberty to sell to dealers outside of the association at the same price they sold to the dealers in the combine.

The outside dealers hope the manufacturers will be strong and representative enough at the manufacturers' meeting Tuesday to endorse the price made by the Pacific Shingle Shippers' Association. Then the exclusive dealers will be happy, and the next day they will perfect their permanent organization with a rush. They will be on velvet and poor Mr. Dwyer, after all his labors, will be in the soup. Still, as a matter of fact, the shingle

dealers do not look for much business inside of thirty days, and they really do not expect that the prices named today will cut much of a figure, so far as large quantities of shingles being bought up at those figures are concerned. On prices another dealer says: "We desire uniformity of prices, and we desire to sell direct to the Eastern retailer. And yet there are instances wherein shingles must be sold at whatever they will bring. I represent one mill which is in the hands of a bank, and it is being operated with the understanding that the shingles manufactured are to be sold at the best price it can get for them. Then the cash is turned into the bank, and the bank pays the help and applies the balance to liquidating the concern. Now there are many such concerns in the state, and they can not be run by the manufacturers' association either. That is not the ruling condition, by any means, and notwithstanding the presence of such involved concerns I believe we will be able to maintain uniformity of prices and at the same time market our goods, so that the Western broker can make a living. In most instances the shingle mill man is after the money I have or control, and therefore he should allow me to market his product as my knowledge of the business dictates."

Among the mills represented at today's meeting were several which belonged to the old manufacturers and dealers' association, viz: H. G. Foster, of Tacoma; the Stimson Mill Company and the Seattle Cedar Lumber Company, of Seattle. Others represented were: From Seattle, Carstens & Baker, Graham & Patten, Neill & Co., Olympic Lumber and Shingle Company, Standard Mill Company, Leggie & Evans, Startup & Co.; from Tacoma, Metcalf & Co., the manufacturers of W. H. Box; Excelsior Shingle Company; Oregon & California Lumber Company, of Portland; A. F. McEwan, of Seattle, president, and Henry Carstens was secretary.

A lumber and shingle man eminently qualified to speak on the probable result of the present attitude of the shingle manufacturers and dealers, says: "The opinion seemed to be prevalent at the meeting that the Western dealers would dictate the selling price in the future, and that the manufacturers' association is practically dead."

TO DEVELOP NOOKSACK VALLEY.

Money Secured to Build Railroad From Blaine to Lake Shore Road.

The articles of incorporation of the Blaine & Eastern Railroad Company were filed at the county auditor's office, and the road, which is to run from Blaine eastward through the Nooksack valley by way of Lynden to a connection with the Lake Shore will be put under construction by May 1. The articles are broad in the powers given to the company. It is to build railroads in the state of Washington, and operate them by such motive power or combination of motive powers as it may deem fit. It may by other railroads, the franchise and property other transportation companies, buy, construct and operate telegraph and telephone lines, build and operate wharves, warehouses and steamers, make traffic contracts with other railroad, steamer, telegraph and telephone lines and guarantee the interest on the bonds of such companies. The capital stock is \$400,000, in \$100 shares, and the incorporators, who are also the trustees, are D. B. Jackson, of Minneapolis; H. L. Stone, of Aurora, Ill.; R. T. Spencer, Joshua M. Westling and George H. Heilbron, of Seattle. The headquarters are to be in Seattle, with a branch office in Blaine.

The road is to be twenty-four to twenty-six miles long and will run from deep water at Blaine to Lynden, and from there to a point on the Lake Shore road yet to be determined, where connection can best be made with that road and by it with the Northern Pacific and Canadian Pacific, which connection will be made with the Great Northern at Blaine. It will tap the large body of cedar timber in the Nooksack valley, as well as rich tracts of agricultural land, and coal and iron deposits are also expected to furnish traffic in the future. The road will derive good traffic from hauling the timber to the mills at Blaine and also from hauling the other products of the valley to deep water there for shipment to other points on the coast and abroad. Arrangements are also being made for the establishment of a daily steamer line to Victoria to connect with the road, which will reduce the time between the two points to three hours. This will reduce the distance from Victoria east over forty miles by way of Blaine, as compared with the Vancouver route. Mr. Spencer, who has just returned from the East, has made the financial arrangements for construction, and all the subsidy required has been or is being subscribed and the right-of-way to Lynden secured.

The road is backed by parties in Minneapolis, Chicago and other Eastern cities, who also propose to establish several industries at Blaine, "one of them contemplating the establishment of an electric light plant. They expect to attract considerable immigration to the Nooksack valley.

A RUNAWAY ROTARY FLOW.

It Smashed Two G. N. Cars on the Switchback at Great Northern Junction.

The basis of the report that a Great Northern train had been swept off the track by a slide in the mountains a week ago last Sunday has at last come to light. The facts were that a rotary snowplow driven by two engines got beyond control on account of the icy condition of the track and ran into the eastbound passenger train while it stood on the west side of the switchback. It smashed the dining and sleeping cars and six or seven of the passengers were more or less seriously scratched and cut, but none so badly that they could not continue their journey.

UNION PACIFIC WAGES.

Burden of Proof of Need of Reduction Again on the Union Pacific.

OMAHA, March 29.—Judge Caldwell's action in the Union Pacific wage case this afternoon rather took the breath out of the receivers. It came in the form of a ruling that the burden of proof must rest on the receivers. In the proceedings that follow it will be necessary for the receivers to show that the schedule of wages now in force is too high. Fees for a continuation were made by the attorneys for the receivers, but Judge Caldwell thought now was the time to proceed, as 20,000 men were directly interested and the matter ought to be settled at once. At the opening of court tomorrow morning the receivers will present a copy of the old rates with the portions to which they object marked, and state their reasons for the changes desired, and the men will present their reasons why they should remain in force.

OMAHA, March 29.—General Solicitor Thurston, of the Union Pacific, today proposed to the employees that the wage question be referred to a commission. General and Chief Arthur, Clark, Sargent and Wilson and their attorneys expressed themselves as not favorable to this plan. They say that they want first to have certain principles of law laid down. Then if there is any disagreement it can be referred to a commission. The principal questions which they wish to discuss are the status of labor organizations in court, the ques-

tion of constructive mileage, and the stability of the rules and regulations governing employment. "The Union Pacific claims," they say, "that the employees contend that the rules and regulations are in the nature of a contract. We do not contract that way. What we claim is that they are in the nature of an institution grown out of twenty years' experience, and as such are entitled to great respect."

THE EASTERN SHINGLE MARKET.

What is Thought of Cedar Situation in Missouri Valley.

The following from the market report of the Northwestern Lumberman shows the view taken in the interior of the shingle situation on the Coast: "Kansas City.—While there seem to be a large number of inquiries for cedar shingles from dealers in this section, orders are not numerous. The opinion of the shingle men here is that retail dealers have quite a number of shingles on hand, and the probability of prices remaining firm, they are inquiring in hopes that they may find some one who has a few shingles in reserve, and therefore he would pay them to buy for future use. We find that shingle prices are very firm, and but few quotations are being made at less than association prices, and these are not so much under as to be an inducement to dealers to buy unless they are in need of the shingles. A large number of the mills on the Coast are still shut down, and those in the interior who have no orders to keep them running will remain shut down until the demand improves.

OMAHA, Neb., March 29.—The recent advance of Pacific coast red cedar shingles, caused by advance in freight rates, has about brought that part of the trade to a standstill, and it will no doubt remain so until the stocks on hand are reduced to quite an extent. The northern white pine shingle can now be bought quite as cheap as the red cedar. The lasting qualities of white pine shingles in this climate is a question that cannot be answered at this time, as they have been in use but a few years. The writer does not doubt but these shingles, if made from long or longer on the roof than white pine—used in the same manner as the cedar—will open question as to their life on the roof out of their native climate. At any rate the railroads have checked the trade by the high rates on hand, and the inducement to an advance in the price of the shingles together have opened the door to the white pine shingles again."

The End of the Race War.

CHICAGO, March 29.—All the Western roads have voted to accept the sale of Midland fair tickets between Chicago and the Pacific coast until June 30. The limit previously set was April 30. All objections to the complete restoration of rates between Chicago, Missouri river and California have been removed, and all lines have agreed thereto. The ten-day notice of restoration will be given tomorrow. The net earnings of the Burlington for February, 1894, were \$74,803, a decrease of \$41,129 from the same month of 1893. The Burlington was today fined \$350 for cutting rates between Chicago and St. Paul.

Railroad and Corporation Notes.

J. W. Peck, agent of the Merchants' Dispatch line, was over from Tacoma yesterday. Isaac L. Regua has been elected president of the Central Pacific railroad, succeeding H. E. Huntington, resigned.

The petition of the Union Pacific, Denver & Gulf road, for separate receivers from that of the Union Pacific, has been denied.

Walter Oakes, superintendent of the Puget Sound & Alaska division of the Northern Pacific railroad, was in the city yesterday.

Articles of incorporation of the World's Medical Supply Depot Company of America were filed in the auditor's office yesterday; capital stock, \$15,000, in \$100 shares; incorporators, R. E. Bridges and C. V. Morrison.

FIRE IN THE SUBURBS.

Handsome Residence Near Green Lake Destroyed.

The handsome residence of Fred W. Stroud, on the north side of Green lake, some distance from Parker's mill, was totally destroyed, together with the greater part of its contents, yesterday afternoon between 3 and 6 o'clock, the loss being about \$3,500.

The house was a two-story frame, recently completed and finely furnished throughout. Mr. Stroud went east of the mountains last Tuesday, leaving his wife and three children at home. Yesterday afternoon the children were at school and Mrs. Stroud was in the city shopping. About 9 o'clock Jack Tyee, plumber, and Jim Carr, conductor, of one of the Green lake cars noticed large clouds of smoke coming from the Stroud residence, and immediately gave the alarm to the men at Parker's mill. Five or six men started on the run for the scene of the fire, and in the meantime three other men from neighboring houses had also seen the state of affairs and hastened to the house in hopes of giving assistance.

The house was closed, but the smoke was coming out in all directions as if the fire had been slowly burning for some time between the partitions. There was no water at hand to fight the fire or chance of getting apparatus from the city, so the men did what they could toward getting things out of the house. They were successful in removing Mr. Stroud's entire library, which consists of many valuable books and which he held of more value to himself than the house and furniture, a large plate glass mirror and a few household goods from the lower floor. Everything else in the house, including a valuable cornet, was consumed in the flames that burst out in all directions as soon as a draft was established.

The Stroud children came from school while the fire was burning, and as they were carefully watching the flames one child noticed that a large tree close at hand was burning also. The little one plucked the arm of the child next her and said, while tears ran down her cheeks: "Where can we have our swing now?" The house and contents were insured a few days ago by E. W. Carter, of Burns & Atkins, the agency, for \$3,700, \$2,000 on the household effects and \$1,700 on the house. The house cost \$42,200. Mrs. Stroud and the children are staying at the house of one of the neighbors.

BREVITIES.

The remains of Mrs. Lucia A. Brown were sent to Muscatine Ia., last night by the Northern Pacific express. The charge of assault and battery preferred by Martin A. Ritter against Edward W. Ritter was dismissed by Justice Caldwell yesterday. Lecture—"Ben Hur," seventy stereopticon views; tonight, First Christian church. Admission, 25 cents; children, 15 cents. Since J. P. Gleason occupied the duties of deputy collector of internal revenue twenty-three Chinamen have applied for certificates of registration. Ayer's Cathartic Pills are known to be the safest, surest and best purgative medicine ever offered to the public. They are mild yet certain in their effects, give tone and strength to the stomach, and keep the system in a perfectly healthy condition. Cut this free from the greenhouses every morning at 11 o'clock. Floral Company, 806 Second street. Price talks—today it's the talk of the town—butter at 30c per brick at Cooper & Levy's.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder ABSOLUTELY PURE

MISSING SHIP FOUND.

The Somali, Long Given Up for Lost, Is Spoken.

CREW EATING UP THE CARGO. Lived Three Months on Rice and Tea—Driven Half Around the Globe by Adverse Winds.

Tidings of the British ship Somali, long overdue at San Francisco and thought to be lost, was brought to Seattle yesterday by Capt. Sawyer, of the ship Kennebec, who came from San Francisco for a cargo of coal. The Somali was spoken by the Kennebec on March 23 and found to be entirely out of provisions, the crew having lived since Christmas on rice and tea from the cargo. Capt. Sawyer furnished the ship with provisions for ten days. The British ship Somali is a four-masted vessel of 3,335 tons, and, though rated as 100 A1, had been so long overdue from Hongkong, whence she sailed November 3, that she was given up for lost and no insurance on her could be obtained in San Francisco at any price. The news that she is comparatively safe will cause many an insurance agent to wish that he had taken a risk on her.

Since the Somali left Hongkong she has been reported as spoken but once since the present time, which was on November 24, only three weeks from the time she started, in latitude 22 degrees and 23 minutes south, longitude 159 degrees 23 minutes east, which is north of Australia, between New Guinea and Borneo. The story of her meeting with the Kennebec is told by Capt. Sawyer as follows: "On last Friday morning we were on the starboard tack in a light east wind and fine weather. We were in latitude 39 deg. 10 min. north, longitude 129 deg. 5 min. west, and at 8 o'clock sighted a ship hull down on the lee bow. At 10 o'clock, as we drew nearer, I saw that she had a flag at the peak. As this was very unusual I expected something was the matter and kept off and ran nearer to her. At 1 o'clock p. m., by means of the glass, I saw a boat evidently waiting to intercept us.

We approached the boat and at 2 o'clock came alongside and took a line. A gentleman came up and handed me a letter from Capt. Hannay, of British ship Somali, out 140 days from Hongkong from San Francisco, asking me for provisions, as he was 'completely cleaned out.' Those are the words he used. On inquiry I found that the ship left Hongkong November 3 and battled with the northeast monsoons in an attempt to pass the strait of Formosa. The captain's patience became exhausted, and he gave it up. He then ran down the China sea, went through Lombok passage, east of Java, and clear around Australia. Then she bore eastward, around the Polynesian group, and passed Pitcairn island, where the captain tried to get provisions and coal from the island. From there she ran close hauled on the starboard tack until sighted by me. The crew had eaten the last of the ship's provisions on the day before Christmas and had subsisted since that time on rice and tea which they carried in cargo. Since New Year's day the men had been so short of food that nothing had been done except to work ship.

"The Kennebec kept on her course until abreast the Somali, when the boat, which had been supplied with provisions ample for ten days, was dropped. As the boat left the ship's side the men gave three cheers for the ship and three for the captain. Both ships set their flags at the peak, and we stood on our course."

When spoken by the Kennebec the Somali was a little north of San Francisco and only a short distance from the coast, a distance covered by the Kennebec, sailing in the opposite direction, in three days. As she has not yet arrived at San Francisco it is evident that she is having similar luck to that which has been experienced throughout her long voyage half way around the globe.

The Kennebec made the trip from San Francisco to the Sound in nine days and was brought in yesterday by the tug Tyce. She will take a cargo of Black Diamond coal for the return trip.

THE SOMALI ARRIVES.

SAN FRANCISCO, March 29.—The long overdue ship Somali was sighted off port tonight and will be towed inside in the morning.

WATER FRONT NOTES.

The outrigger boat Shamrock, built last year by the Boston Fish Company, has been officially measured. She is 25 feet long, 13 1/2 feet wide and 4 feet deep, being 9 tons net.

Steamer City of Topeka sailed for Alaska with the following passengers: Mrs. George W. Hewitt, M. Kibbie, G. S. Lansing, G. Jacobs, M. Trimbley and wife, G. W. F. Johnson, L. Golden, H. Ash, A. Campbell and forty-three steerage.

Ship Kennebec, Capt. Sawyer, arrived yesterday in port at five o'clock, five days from San Francisco to load Black Diamond coal. Ships America and J. B. Brown and bark Highland Light left San Francisco before the Kennebec, and the Alex. McNeill, Saginaw and Sumatra left the same day.

Steamer Greyhound went on the dry dock yesterday to be cleaned, painted and prepared for war to the knit with the Cricket. It is proposed to run the Greyhound on the Cricket's schedule and to divert the latter's cut rate, in an attempt to draw her off the route. For a few days the Fleetwood is taking the Greyhound's run.

Steamer Walla Walla sailed for San Francisco yesterday with the following passengers: H. Johnson, A. Heilbron, Mrs. E. J. Jacobs, M. E. Bentley, Capt. M. L. Rogers, W. E. Roberts, E. A. Strout, Claude Poole, Miss Maud Poole, Mrs. Tuila Poole, G. Brinkham, Paul Fassano.

Awarded Highest Honors World's Fair.

DR. PRICE'S Cream Baking Powder

J. L. Herberg, Mrs. B. Jacobson and three children, Miss E. Pfeiffer, Mrs. R. Stewart, H. B. Stone, Mrs. A. L. Cramer, Mrs. T. L. Barnum, Miss Harris, Mrs. S. S. Neff, Mrs. M. L. Patterson, Mrs. H. B. Hickey and baby, M. L. Stangroom, W. F. Bent, George W. Ematt, Mrs. W. Y. Yall and baby, Job M. Seaman, Capt. W. E. Pumphrey and forty-two steerage. Steamer Umattila arrived from San Francisco yesterday morning, with the following passengers: Sam Cobb, from I. Watson, M. Greenbaum, Aaron Jaffe, Emil Heuschner, Mrs. Dr. Smith, Mrs. B. Cupples, J. C. Campbell, E. E. Neufelder, George E. Lacey, wife and son; H. A. Burr and wife, George W. Hart, Claude Kurk, Carrie A. Kurk, Mrs. Henry Schlegel, T. H. Miller, Mrs. B. F. Stetson, R. D. Yarrs and wife, Samuel Kaufman, T. P. McDaniel, J. B. Ortstadt, F. M. Black, W. H. McNeil, G. P. Dayton, G. S. Baxter, A. F. Urquhart, Ben Hughes, Thomas Gleason, Hon. L. Williams and wife, Lytton Taylor and wife, T. R. Fleming and wife, J. Marky, wife and child; W. E. Johnson, W. R. Keating, T. H. Mitchell, R. E. Hall and wife, and twenty-two steerage.

MARINE NEWS.

TATOOCH, March 29.—[Special.]—Cloudy; fresh west wind, inward—Two ships and one bark, 5 a. m.; bk Arkwright, 9:20 a. m.; a schr and Brk Dominion, 10:45 a. m.; Ch. Edinburg, 1:30 p. m.; a schr, 2:30 p. m.; bk Alex McNeil, 4 p. m.; a ship, a bark, a barkentine and two schooners outside bound in.

NANAI, March 29.—5 p. m.—[Special.]—Cloudy; light southwest wind.

CLALLAM BAY, March 29.—5 p. m.—[Special.]—Cloudy; light west wind.

FRESH, March 29.—5 p. m.—[Special.]—Light rain; light west wind.

PORT ANGELES, March 29.—5 p. m.—[Special.]—Cloudy; light southwest wind.

ASTORIA, March 29.—[Special.]—Arrived—Br bk Highland Light, London for Portland. Arrived down—Br bk Invermark, Portland for Bristol, Sailed—Str Lakme, Portland for Redondo; schr Lucy, from San Francisco, took orders from pilot schooner to proceed to Gray's harbor.

SAN FRANCISCO, March 29.—Cleared—City of Peking, Yokohama and Hongkong; Dynamone, Queenstown; Jane A. Falkenburg, fishing; Fremont fishing; schr Mad of Orleans, Kahului; sh Columbia, Astoria; schr Wing and Wing, Coos Bay, Departed—St. Paul, Guaymas; W. W. Crapo, Port Townsend; sloop Nansimo, Nansimo. Departed—Eclipse, Coos bay; Sea King, Coos bay. Arrived—Mackinaw, Tacoma Montserrat, Nansimo.

ENREKA, March 29.—Arrived—Tanner. DEPARTURE BAY, March 29.—Sailed, 27th—Costa Rica, San Francisco.

NANAIMO, March 29.—Gen. Fairchild, San Francisco.

Discussion of the Harbor Lines.

The state land commission is about to locate the harbor lines and waterways of this port, and will this evening give the citizens an opportunity to state their views on the subject. A meeting will be held at the Chamber of Commerce this evening, at which members of the commission will be present, and all persons interested are invited.

Supreme Court Decisions.

OLYMPIA, March 29.—[Special.]—The supreme court has handed down decisions in the following cases: Philip F. Kelly, respondent, vs. W. A. Rran, appellant—Respondent applied to appellant, clerk of the superior court of Pierce county, for a writ of garnishment, which was refused. Appellant advanced fee of \$4 was paid. A writ of mandamus was applied for to compel the issuance of the writ of garnishment, which the lower court granted, and appeal was taken. The question is whether a garnishment proceeding is an independent suit or auxiliary to an original suit. The supreme court affirms the judgment of the superior court, Judges Anders and Hoy dissenting. Thomas Phillips and Hattie E. Phillips, appellants, vs. Port Townsend Lodge, No. 6, F. and A. M., respondents—Reversed.

Crossing the Atlantic.

Usually involves sea sickness. When the waves play pitch and toss with you, strong indeed must be the stomach that can stand it without revolting. Tourists, commercial travelers, businessmen, mariners, all testify that Hostetter's Stomach Bitters is the best remedy for the nausea experienced in rough weather on the water. Nervous and weakly travelers by land often suffer from sea sickness to this and find in the Bitters its surest remedy. No disorder of the stomach, liver or bowels is so obstinate that it may not be overcome by the prompt and thorough remedy. Equally efficacious in it for chills and fever, kidney and rheumatic trouble and nervousness. Emigrants to the frontier should provide themselves with this fine medicinal safeguard against the effects of vicissitudes of climate, hardship, exposure and fatigue.

Attention, "Bon Vivants." "The Branch," having secured the services of an AI caterer and having materially changed their dining saloon, are now prepared to give to the public the best service and the best that the market affords at most reasonable prices. Come and see the display in our refrigerator and lunch counter. We make make a specialty of delicacies. The Branch, 112 Commercial street. Separate ladies' entrance.

New Train Equipment.

The North-Western limited leaving Minneapolis and St. Paul every day in the year for Chicago carries the finest railroad cars which the world has ever seen. They are respectively a buffet, smoking and library car, a double stateroom sleeping car, a drawing room car, a dining car and a private compartment sleeping car. It took longer to design these cars than to build them, so much attention was given to details that every inch was heated by steam. The wheels are thirty-six inches in diameter and of Krupp steel. Each car has the anti-sleeping device and every other feature, designed to increase the safety of travel. The steps, railings, handrails, etc., are all of solid brass highly polished. When you travel be sure your tickets read via the North-Western. Berths in the above cars at the same rates as on ordinary sleepers. F. W. Parker, Puget sound agent, 111 Cherry street, Seattle.

Start This Evening.

Tonight ex-Priest Rudolph's series of lectures on "Romanism" will commence at Armory hall. Doors open at 7. Lecture at 8. Tickets 25 cents.

Just think of it, Cooper & Levy are selling finest butter at 30c per brick.

Parents, As soon as you're up this morning give us your attention. For Today We Offer... Hold on to Your Hard Earned Dollars. And see what they will accomplish in our sale of 200 Co's' Sailor Suits at \$1.00. HANDSOME Double-Breasted Suits, ages 4 to 14, at \$1.65. Union Cassimere Suits, neat effects, at \$2.50. See 'Em. They Are Rare Bargains. We will give the suits a chance to speak for themselves.

KLINE & ROSENBERG. Front Street, Foot of Cherry.

Centrifugal Pumps, Water Power Pumps, Steam Power Pumps. IRRIGATING AND DRAINING LANDS. For Pumping Water for All Purposes. T. A. NOBLE. Mining And Hydraulic Machinery. Attention, "Bon Vivants." The Branch, having secured the services of an AI caterer and having materially changed their dining saloon, are now prepared to give to the public the best service and the best that the market affords at most reasonable prices. Come and see the display in our refrigerator and lunch counter. We make make a specialty of delicacies. The Branch, 112 Commercial street. Separate ladies' entrance.

HOME BOARDING. For Women Only. THE Sarah B. Yesler. Transients, \$1.00 Per Day. BOARD AND ROOM, \$3 to \$5 A WEEK. Take the Front St. Cable Car to Building.

BUY SEEDS Adapted For This Climate. You Do By Buying My Seeds Sold Everywhere. E. J. BOWEN. Write for Catalogue. 214 Commercial St., Telephone 248.