ITS EYE ON SEATTLE

The Burlington Preparing for Another Extension.

HASTENED BY HILL'S BIG DEAL.

Its Agents Have Been Looking for Right-of-Way and Terminals—The Probable Route.

While the arrangement by which President Hill, of the Great Northern railroad, has secured control of the Northern Pacific is of such magnitude as to fix the attention of the whole country upon it, it is of particular interest in Seattle and Washington in general, and the one question which every man is asking is: "What will be the effect in this city and state?" When all the circumstances of the railroad situation in this section are considered, it will be found that, even had he the disposition to create a monopoly such as that of the Southern Pacific in California, Mr. Hill would find it impossible. Not only is the Sound country sure of a competing line by the connection of the Lake Shore with the Canadian Pacific as long as the receivers remain in charge, but the Chicago, Burlington & Quincy is already preparing to extend its line from Billings, Mont., to this city, and the control of the Northern Pacific by the Great Northern will only hasten its movements in this direction.

About three weeks ago there came to the city a man who was eager for every scrap of information he could gain about Seattle, but was dumb as an oyster as to the business which brought him here. He was particularly interested in the filling of the tide flats, but was silent as to the reason for this interest. This man was George Gregg, of Lincoln, Neb., attorney for the Burlington, and he is generally understood to have come out to arrange for the acquisition of a large tract of tide lands for terminals. He stopped at the Northern hotel, kept himself very much to himself, and went away at the end of a week as quietly as he had come.

It has been known for several years that the Burlington was preparing for an extension to the Sound, but the policy of its management is to extend gradually, 100 to 200 miles each year, always preparing the way carefully but secretly in advance of construction. Thus while the road was being extended from Sheridan, Wyo., to Billings, Mont., engineers were examining the passes through the Rocky and Cascade mountains and right-of-way agents were examining the cities of the Coast and their tributary country with a view of choosing a location for the terminus. Having developed the country traversed by its latest extension and built up enough business to pay interest on it cost, the Burlington made another advance, always working towards a clearly defined objective point, but never announcing its intentions until they are accomplished facts.

The Burlington is left in a peculiar position by the Northern Pacific deal, and this deal, while some might think it injurious to the interests of Seattle, will, by force of circumstances, hasten the coming of the new line to renew competition, which it may in a degree, though it cannot entirely remove. The Burlington now depends for an outlet to the coast on the Northern Pacific connections at Billings, and has a traffic contract for several years to come which will prevent its being shut out from this section. But it is possible for one party to such a contract to throw a number of difficulties in the way of the other party if the arrangement is not to its liking, and it is not to be supposed that such a wealthy and independent company as the Burlington would long consent to be beholden to a competitor for the hearty performance of a contract for a coast outlet, when, as a railroad man expressively put it, it is already sniffing salt water. The Great Northern and the Burlington are competitors in the same sections of the interior Northwest, and the opportunities for friction are too numerous for them to work together very long. Thus it was only to be expected that when its only outlet to the coast fell into the hands of its principal competitor the Burlington would at least temporarily abandon its policy of making haste slowly and push forward to the Sound as fast as its finances and the development of the country would permit. It full agrees with what might have been expected that at the very time when Mr. Hill was completing his plans to secure control of his chief competitor the Burlington should have renewed its activity in preparing to give Mr. Hill far more serious competition.

It will probably be four or five years even under favorable conditions before the Burlington tracks reach Seattle, but when they do the Burlington will have as great an advantage over the Great Northern as that road had over the Northern Pacific in the cost of construction and the selection of the most desirable route. When the Northern Pacific was built it was reaching out into a comparatively unexplored country and necessarily could not follow the best possible route such as was found by later explorations; it had to pay high prices for both labor and materials; and it had to pay high rates of interest for its capital with a considerable discount on its bonds on account of the uncertainty of a road through a wild, undeveloped country being able to earn enough to pay its obligations. Thus it was that Mr. Hill benefited by the latest explorations to secure a shorter route, the construction of a road through the Pacific Northwest was no longer in the nature of an experiment, material and labor were all very much cheaper, and as a result he was able to pay his way and drive his competitor into bankruptcy.

Even during the short period since the construction of the Great Northern another great fall in prices, wages and interest has taken place and the Burlington will benefit by it. It will also have the advantage of development, which has been stimulated by the construction of its predecessors, while it can also profit by their mistakes.

The revived interest of the Burlington in the affairs of Seattle corresponds closely in time with the financing of a scheme for the construction of the south canal and the filling in of the tide flats. The officers of the Burlington inquired very closely into this project and showed their keen interest in it by sending Mr. Grey, the assistant general passenger agent, with the St. Louis capitalists who came out here last February to personally look over the ground. The visit of Mr. Gregg followed very closely at the time when the subscriptions to the subsidy had reached such a figure that the completion of the subsidy was assured.

The deep interest taken in the harbor improvements is easily understood when one realizes the splendid facilities which will thereby be afforded for the entrance of railroads into the city and the establishment of terminals. The great objection which has always been raised to the location of Railroad avenue along the water front is the cost of constructing the railroads on piles and the cost of maintaining them, but nature has furnished an entrance into the city by which a railroad would never leave a solid roadbed and would have a right-of-way scarcely hampered at all by street crossings at grade. From a point on Union bay a deep draw runs from the north under the long bridge on Madison street through the city, becoming known at its southern end as the Rainier valley. This draw forms an ideal route for a railroad and the berme of the canal will give it an outlet to the tide flats without the necessity of tunneling under Beacon hill, which has hitherto been the principal objection. With the tide lands filled and ample provision made for railroad terminals for a city two or three times the size of Seattle as it is at present, the Burlington will have everything in its favor should it enter from the north.

The first impression which occurred to many persons in this city when the news of the Northern Pacific deal was received was that the Great Northern would have Washington as completely in its power as the Southern Pacific has long had California, but second thought showed this impression to be erroneous. Under present conditions the Seattle, Lake Shore & Eastern forms a splendid entrance for the Canadian Pacific, and there is no doubt that it would admit competition as long as it remains in the hands of the receivers. As to what would become of it after that time is another question. The receivership was originally created at the instigation of the minority stockholders, who claimed that the road was being bled of its earnings under traffic contract with the Northern Pacific, which has been annulled by the United States court at their petition. They also allege that the Northern Pacific had exceeded its charter powers in buying the majority of the stock, but little importance is attached to this plea by those familiar with the subject. When the Lake Shore afterward defaulted on its interest payments on account of the failure of the Northern Pacific to meet them the bondholders began foreclosure proceedings, and had Gen. John H. Bryant associated with Thomas R. Brown as receiver.

Railroad men are speculating as to what use Mr. Hill will make of the two roads, should he retain control of the Northern Pacific. The question has been raised whether he would not abandon all idea of building shops for the Great Northern at this city, and make the Northern Pacific shops at Ellison build and repair cars for both roads, but this is hardly thought likely, as it would involve hauling all the Great Northern cars to Tacoma and back, a distance of forty miles each way. The probable step is the construction of a short connecting link in Eastern Washington between the two lines, so that he could make use of the easy grades and the short route of the Great Northern east of that point, and the old, solid roadbed and tunnel of the Northern Pacific through the Cascades. By building the Palmer cut-off and arranging with the Oregon Improvement Company to standardize the Columbia & Puget Sound road he would have as short a route into Seattle as he now has.

But many shrewd railroad men think that Mr. Hill has no intention of retaining control of the Northern Pacific, but will simply make use of his guarantee of the bonds to sell his half of the stock at a handsome advance. One well-known railroad man who has had long experience on Wall street, said yesterday:

"I do not think that Hill intends to operate the Northern Pacific. I don't think he wants the road at all, he has all he wants to handle just now in the Great Northern. The Northern Pacific would not do him much good, for it merely parallels his other line, opening up the same country. But Hill sees a long ways ahead. He has smelled out a scheme to make some money for Jim Hill, and that is the fellow he is looking out for these days. He will simply boom the stocks and securities of the Northern Pacific, sell his holdings, clean up $9,000,000 or $10,000,000 and then drop the whole cheese."

In any case, should Hill's power in the Northern Pacific management prove as great as the latest dispatches indicate, although the point does not yet appear to be finally settled, Seattle will reap the principal benefit, as the Coast terminus. It will probably get a good union depot as soon as the pending arrangements for a revision of railroad franchises are acted upon by the city council and the unfortunate conflict over terminals is thus finally closed. Having so recently constructed the Great Northern, Mr. Hill's interests both as a railroad man and pecuniarily would be to foster the interests of Seattle, which is the actual terminus of the Great Northern as against Tacoma.

Railroad and Industrial Notes.

Seattle shipped 890,000 feet of lumber by cargo in the month of April.

Seattle shipped 500 cars of lumber and shingles over the Northern Pacific railroad in the month of April, consigned as follows: Eastern lumber 31, shingles 548, local lumber 1. In April, 1894, the total was 602 cars.

A. O. F. A. Convention Today

The third convention of the Grand Court, Ancient Order of Foresters of America, will meet today at Black Diamond, and a special train carrying the Grand Court officers and delegates left Ocean dock for that place at 4:45 yesterday. The following were among those on board: Grand Chief Ranger P. D. Fawcett, of Tacoma; Sub Chief Ranger J. S. Burrows, of Whatcom; Grand Treasurer G. M. Stewart; Grand Secretary G. F. Jacobson; Thomas Bromley, G. F. Doerfler, H. G. Stoelting and C. Vold, delegates from Court Excelsior; C. W. Bowbay, S. Chandler, of Ballard; C. Black, also of Ballard, and C. Triggs, of Fremont.

Will Give a Feast of Strawberries.

Lyman Banks, who is in the office of the board of public works, boasts of having the earliest home grown spring strawberries in the market. At his place on Queen Anne hill the berries have ripened to fine style within the last few days, and he has extended an invitation to all members of the board, also to the attaches of the city clerk's, engineer's, treasurer's and comptroller's offices to give him a call next Sunday. By that time he expects that the berries will be out in profusion.

Black Sheep of a Good Family.

C. F. P. Frink, alias Frank, was sent to the county jail yesterday by Judge Glasgow for six months, exclusive of a fine of $200 for stealing a garden hose from G. W. Waterhouse. The number of Frink's victims is in no wise mitigated by the charge. He stole right and left up Renton hill. Frink has a wealthy brother in Chicago, who set him up in the contracting business in this city a while ago. Frink sold his tools piece by piece to second-hand men and then stole them back. He is the black sheep of a good family.

Dragged by a Horse.

Carl Romick, of South Seattle, had a narrow escape from serious injuries yesterday afternoon by being dragged by a horse that he had hitched with a rope. He was jerked along on the ground for about 100 yards, but as luck had it escaped with a general shaking up and a few external bruises and cuts.

In perfect harmony and unanimity rises the chorus of praise for Dr. Price's Baking Powder.

Kate Wheelock in the City.

Kate Wheelock, who has achieved national fame as a whist player and has earned the title of the American whist queen, is visiting the city, and is the guest of Mr. and Mrs. Winfield R. Smith, at 112 Tenth street.

One Gives Relief.

It is so easy to be mistaken about indigestion, and think there is some other trouble. The cure is Eupepsia Tablets. One tablet gives relief. Ask any druggist.

Removal.

Dr. J. M. Prather, dentist, now occupies the front rooms of the first office floor of the Kline & Rosenberg block, Front street, foot of Cherry, having removed from the Seattle block.

Since the accession of Queen Victoria to the English throne, the city of Victoria, B. C., has celebrated her birthday royally each succeeding year. This year, however, they will far eclipse all previous efforts, and for that occasion the steamer City of Kingston will convey Americans to the festivities. Fare for round trip only $1.50, on May 23 and 24.

The State of Washington is the boat to take for Victoria on the 23d. If you want to have a splendid trip through the San Juan archipelago ask your neighbors if they are not going on the State.

Ladies, Miss Dickinson has an elegant display of art needlework from New York at the Butler this week. Stamped pieces for sale. Lessons free on pieces sold.

Chamberlain's Colic, Cholera and Diarrhoea Remedy.

This is the best medicine in the world for bowel complaints. It acts quickly and can always be depended upon. When reduced with water it is pleasant to take. 25 and 50 cents per bottle. For sale by all druggists.

THE CITY COUNCIL.

Inspector Swyney Again Fails of Confirmation.

ORDINANCE TO PROTECT HEALTH

Labor Unions Propose Laws for Street Railways—Paving of Tracks on Pike Street Ordered.

J. H. Swyney failed to receive confirmation as plumbing inspector by the board of aldermen last evening, four of the members voting against him and three for him. Sweeney, who favors confirmation, voted with the majority, and then gave notice of reconsideration at next week's meeting. Jordan, one of the three opposed to confirmation, attempted to force immediate reconsideration, but the chair held that Sweeney, having already given notice of reconsideration at the next meeting, further action in the matter was necessarily continued until that time. An appeal from the decision resulted in the chair being sustained.

A joint resolution was adopted by both bodies authorizing the corporation counsel to take steps to compel the Seattle Consolidated Street Railway Company to pave between and for a distance on either side of its tracks on Pike street. An ordinance was passed compelling the Front Street Cable Railway Company to pave on Pike, between Front and Second. An ordinance passed the house and was referred by the aldermen providing for the paving of Front street between Yesler avenue and Madison street. It will likely be made a law at the next meeting, the aldermen referring it on the strength of an explanation from Mr. Clise that a strip of land on the west side of Front was the land property, and that while the persons who have the right to purchase expect to do so, they have not yet put up certified checks to pay for their portion of the expense of paving it, though it is understood that they will do so in a few days.

An ordinance amending the health ordinance of the city by giving the board of health power to close the schools of the city when the health of the city demands it and making it unlawful for them to be kept open contrary to the wishes of the board was passed by the aldermen and referred by the delegates to a committee.

The Western Central Labor Union and the Street Car Employes' Union, in a communication to the council, demanded that in granting the new franchise to the Seattle Consolidated Street Railway Company clauses be inserted relative to wages to be paid the employes, etc., and the matter was referred to the joint railroad committee having under consideration the franchise.

A special committee of the house of delegates made a report recommending in effect that for the present the city shall not vacate certain streets south of the city, as requested in a petition of property owners. The report was adopted, and the petition sent to the aldermen, which referred it to a committee.

THE BOARD OF ALDERMEN.

The Vote on Swyney's Confirmation—Street Car Franchises and Paving.

In the board of aldermen Clise moved that the matter of the confirmation of Mr. Swyney as plumbing inspector be taken out of the hands of the committee to which it had been referred and that the board proceed to vote on the matter. Sweeney moved as an amendment that it be laid over for one week. The amendment was lost. Clise's motion was carried and the board took a vote on confirmation, Clise, Daulton, Jordan and Sweeney voting against and Anderson, Compton and Lovejoy for it. Acting Chairman Lovejoy announced that the board had failed to confirm Mr. Swyney. Sweeney had voted against confirmation so as to give notice of reconsideration. He gave notice that at the next meeting he would ask for a reconsideration of the vote.

After further business had been transacted Jordan, desiring to force the confirmation, so as to defeat Swyney, moved for immediate reconsideration. Sweeney claimed that he having given notice of reconsideration at the next meeting, the matter was disposed of until that time. Chairman Lovejoy ruled with Sweeney, and Clise appealed from the decision, but the latter was sustained, three voting for and three against.

A committee from the Western Central Labor Union and the Street Car Employes' Union presented a recommendation, which was referred to the railroad committee, demanding that in granting the Seattle Consolidated Street Railway Company a new franchise the ordinance shall contain among other things the following: "That the company shall employ competent men; that the company shall pay its employes not less than 20 cents per hour during the balance of the present year, and not less than 22½ cents per hour during the year 1896; that there shall be two men on each car; that there shall be arbitration between the company and its employes; that the council can amend and repeal the franchise, and that all prior legislation in regard to the company shall be repealed."

Sweeney introduced an ordinance confirming the action of the joint session of the council in rejecting the petition for an election of freeholders to frame a city charter. The ordinance passed.

An ordinance was introduced and passed making it unlawful for the superintendent of public schools, the principal of any private school or the superintendent of the public library to admit any person to the schools or library before being advised by the health officer that there is no longer any danger from contagious diseases in the household in which the person lived. The ordinance gives the board of health the power to close any and all schools should the public health demand, until such a time as in the judgment of the board there is no longer any danger.

Upon the report of the joint railroad committee the board passed a joint resolution, authorizing the corporation counsel to take steps to compel the Seattle Consolidated Street Railway Co. to pave between its tracks and for a distance on either side, in conformity with the terms of its franchise, it having failed thus far to do so.

An ordinance was passed compelling the Front Street Cable Railway Company to pave its portion of Pike street between Front and Second streets.

The following matters were referred: Petition of Fred H. Peterson that a fine of $1 for allowing his garden hose to run during the hours prohibited by the city be remitted, it being alleged that mischievous boys were responsible for the work; petition of H. H. Eaton for return of money paid for property at a tax sale; communication from city engineer stating that F. D. Chamberlain, of Portland, had refused to allow property belonging to him and situated on Ohio avenue, to be platted.

Ordinances were acted upon as follows:

Authorizing the board of public works to enter into an amended contract for the improvement of Willow street; passed.

Providing for the paving of Front street from Yesler avenue to Madison street; referred.

Extending the Lewis street water main 200 feet north at a cost not to exceed $40; passed.

THE HOUSE OF DELEGATES.

Report on Tide Land Plat—Test Suit on Charter Revision.

In the house of delegates the special committee on platting of tide lands submitted an extensive report on its work and made many recommendations. The committee recommended that the corporation counsel be requested to advise the council as to the power of the city to secure a readjustment of the plat by state authority, and also recommended that no general vacation of streets or approval of plat be made, but that the city then take such action upon separate petitions for special or local vacations as the merits of each proposition and the interests of the city at large seem to justify.

A concurrent resolution instructing the corporation counsel to take steps to compel the Seattle Consolidated Street Railway Company to pave its portion of Pike street at once was passed unanimously.

The ordinance providing for the paving of Front street from Madison street to Yesler avenue, including Pioneer place, was passed unanimously.

An ordinance amending the health ordinance providing precautions against infectious diseases was introduced and referred.

A committee from the Western Central Labor Union informed the council that the union was in favor of governmental ownership of railroads and municipal ownership of street railroads and offering a number of recommendations that it wished referred to the joint railroad committee.

The auditing committee submitted a report recommending that the claim against the street fund of $200 appropriated for completing the road from Green lake to Fremont and the two claims of Scott & French of $[illegible] for wood for the Lake Washington pumping station be paid.

The advisory board reported favorably on the following questions: Furnishing water to the city of Ballard; compelling street car companies to place life guards on cars; providing a stone yard for working city prisoners in breaking stone for the improvement of streets; referred. Recommending the appointment of a purchasing agent; requiring the board of health to report all condemned milk and food products and names of parties owning condemned food and disposing of same; adopted.

A concurrent resolution stating that the council is in favor of defraying all expenses in connection with suit, with the exception of lawyers' fees, in the matter of testing the constitutionality of the new law in regard to charter revision was passed unanimously.

Reports of committees:

Streets—Recommending the acceptance of certain land from John Leary and wife; adopted. Recommending that remonstrance against grading of Lake avenue be on the table; adopted.

Police, license and revenue—Recommending that the transfer of liquor license to J. G. Fox be not allowed; adopted. Recommending that licenses be granted to J. T. Davies and W. T. Davies; adopted.

Fire and water—Recommending laying two-inch water main on Lewis street; adopted.

Fire and water—Recommending that petition for water main on Squire avenue be laid on table; adopted.

Fire and water—Recommending laying of two-inch water main on East street; adopted.

Fire and water—Recommending that free water be granted Mrs. Somerville for three months; granted.

The following ordinances were acted upon:

Ordering Front Street Cable Railway Company to comply with the provisions of its franchise in regard to paving Front street; passed.

Authorizing the improvement of Willow street; passed.

Authorizing the extension of water main on Lewis street; passed.

Authorizing laying of two-inch water main on East street; passed.

Appropriating money to pay audited bills; passed.

The following other business was transacted:

The treasurer's weekly bank statement showed that there was $[illegible] in the hands of the different banks at the end of the week; referred.

Petition from residents on Market street asking for a sewer from Yesler avenue to Ellen street; referred.

Communication from S. Tobey, jr., asking that property holders in vicinity of Stewart and Eighth streets be made to comply with the law and repair the sewer; referred.

Petition from A. Brandon asking that free water be given Mrs. Dalliger, on Madison street, near McLane, as she is in destitute circumstances; referred.

Petition from J. N. Gilmer, superintendent of the Bureau of Associated Charities, asking for free water for Mrs. Lundgrave, on Howell street; referred.

Petitions from residents on Victory street asking for two-inch water pipe on that street; referred.

Petition from Eunice Schofield for payment of street warrant; referred.

Petition from Edward Bertrand for refund of $[illegible] taxes; referred.

Petitions for liquor licenses were granted to George T. Marrinde & Co., Oscar Stenstrom, Romano Quagliatti, A. Lombardini and George L. Howe.

Just the thing for spring and winter mornings, delicious griddle cakes prepared with Dr. Price's Baking Powder.

NEW RULES FOR THE CHAMBER.

It Prepares for Better Work With an Improved Organization.

A special meeting of the Chamber of Commerce was held last evening at which a large number were present, and a new set of by-laws was adopted.

T. W. Prosch made a short address relative to the history of the chamber, and the proposed by-laws were then read, acted on separately and adopted practically as given in yesterday's Post-Intelligencer.

It was ordered that a committee of twenty-one citizens be appointed to take charge of the Fourth of July celebration. The committee was given power to act and to appoint sub-committees to attend to the details of the celebration.

The meeting was one of the most enthusiastic ever held by the chamber, and at the close President Graves congratulated the members upon their action and upon the increased membership and the new era upon which the chamber has entered. A renewed interest is being manifested by the old members, and over 150 new names have been added to the roll. The new chamber is now firmly established upon a broad and sound basis.

THE WOMAN EVANGELIST.

Mrs. Peake Claims the Attention of an Overflowing Audience.

The celebrated evangelist, Mrs. Edith L. Peake, began her campaign against sin in our city last night at the United Presbyterian church, corner of Sixth and Seneca streets. She has just finished a four weeks' engagement at Tacoma where she had crowded houses every night. Last Sunday night hundreds were turned away, the building not being large enough to contain the audience that had entered. This was but a repetition of the experience she has had in every city she has visited.

Last night provision had been made for a large audience, additional chairs being placed in the church, and there was a full house. If the attendance increases as it is expected it will, the large main wing of the church, which as yet has not been finished, will be thrown open and seated temporarily. Mrs. Peake is a woman of prepossessing appearance. She is large and commanding and seems to have enjoyed life, thus by her very appearance recommending the religion she preaches. She has a fair complexion with large hazel eyes that sparkle with the fire of inspiration and flash out the thoughts the utters. She speaks in a full round voice, deep with enthusiasm and mellow with tender love with the message she proclaims. She has the attention of her hearers from start to finish and appropriately uses both pathos and humor at one time, moving the listener to tears and again when opportunity offers whipping the devil around the stump in good old-fashioned style.

Mrs. Peake speaks again tomorrow night at 8 o'clock at the same place, and will give a Bible reading at 3 p. m. The meetings will be continued throughout the week.

BREVITIES.

Isaac Johnson will be tried tomorrow for stealing 100 pounds of junk.

Michael Carney was sent to the county jail yesterday by Judge Glasgow for four months for stealing a lamp from a Washington street barber shop.

A one-story shack occupied by Charles Fletcher and located on Schwabacher's wharf was damaged by fire yesterday noon to the extent of about $25. There was no insurance.

Mrs. P. G. Lavine, who is known to the public in connection with the numerous troubles of John Brown, was arrested last night for intoxication. The last public appearance of Mrs. Lavigne was as Juliet to Brown's Romeo.

Prof. Langdon and daughter will favor the Referendum club this evening with instrumental music. The speaker of the evening will be Hon. J. R. Rogers, subject, "The Silver Question and the General Political Situation."

Charles Frank reported at police headquarters yesterday that on Saturday afternoon he picked up a keel-colored, flat-bottomed skiff near Eagle Harbor. The boat was moored down, but had in it five sacks of flour and a case of eggs. There were no oars or oarlocks.

One of the best evidences that Ayer's Hair Vigor is an article of exceptional merit is the fact that the demand for it is constantly increasing. No one who uses this incomparable dressing thinks of trying any other preparation for the hair.

For sale—Two fine ship's chronometers, cheap. Empire Jewelry Co., 115 Yesler avenue.

Murderer Fredericks, who killed a San Francisco bank cashier, has been sentenced to be hanged July 26.

One Honest Man.

Dear Editor: Please inform your readers that if written to confidentially, I will mail in a sealed letter, the plan pursued by which I was permanently restored to health and manly vigor, after years of suffering from nervous weakness, night losses and weak, shrunken parts.

I have no scheme to extort money from any one whomsoever. I was robbed and swindled by the quacks until I nearly lost faith in manhood, but thank heaven I am now well, vigorous and strong, and anxious to make this certain means of cure known to all.

Having nothing to sell or send C. O. D., I want no money. Address James A. Harris, Box 422, Detroit, Mich.

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

Royal Baking Powder

ABSOLUTELY PURE

You Can't take too much of **HIRES' Rootbeer**

It quenches your thirst
That's the best of it.
Improves your health
That's the rest of it.

A 25 cent package makes 5 gallons. Sold everywhere. Ask only for The Chas. E. Hires Co., Phila.

More New Carpets.

This is the third time this season we have said more new Carpets. The third time we have received an entirely fresh stock of : : : : :

NEW AXMINSTERS,
NEW MOQUETTES,
NEW BODY BRUSSELS,
NEW INGRAINS.

There must be some great point which enables us to sell this entire stock three times in a season. Get our prices and see the goods and you will understand why we are doing the carpet trade of Seattle.

Frederick, Nelson & Munro,

Complete Home Furnishers.

1214, 1216, 1217, 1218, 1221, 1223 SECOND STREET.

Fuel Gas

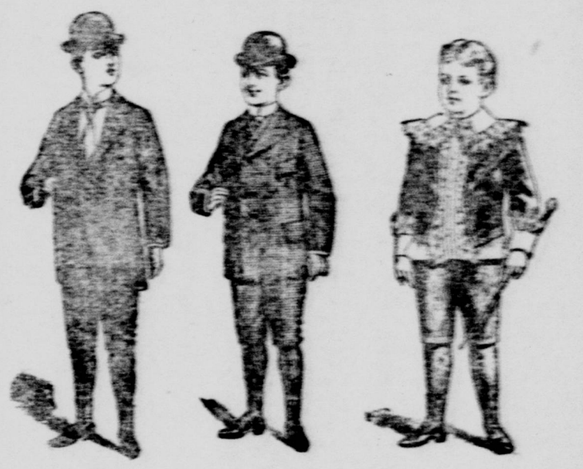
Is only $1.50 per M. As economical as coal, and saves immensely in time, labor and dirt.

Kline & Rosenberg.

WANTED

An opportunity to show you our summer line of

Boys' Knee and Long Pants Suits



Front St. foot of Cherry.

Our Soda Water!

Always Cool! Always Fresh!

Invalids Drink It!

Athletes Thrive on It!

Take it plain; take it mixed; take it with Ice Cream; take it alone; take it with a friend—

Only Take It!

Served with Pure Fruit Juices and Ice Cream.

STEWART & HOLMES DRUG COMPY

703 Front Street, Seattle.

Excursion to Victoria.

At popular prices, by the elegant and commodious steamer

STATE OF WASHINGTON.

DAYLIGHT TRIP through the delightful scenery of the SAN JUAN ISLANDS. The steamer State of Washington will leave Seattle, Yesler's Wharf, THURSDAY, MAY 23d, at 7 p. m., to the annual celebration of

THE QUEEN'S BIRTHDAY

And will arrive at VICTORIA at 9 o'clock a. m. on the 24th, and leaving on her return trip Saturday forenoon. Passengers can remain on board steamer to witness the

YACHT RACES, ETC.

An elegant band will furnish music on the trip. Every comfort for passengers will be provided. Fare for round trip only $1.50. Tickets for sale at the steamer.

THE SEATTLE TRANSFER CO.

Main Office, Corner of Third and Weller Streets.

Hacks, Cabs and Baggage Office, Telephone 41, 114 Cherry Street; Freight and Drays, Telephone 250, Warehouse: Coal Telephone 41 or 250.

STORAGE and INSURANCE at the LOWEST RATES

MORAN BROS. CO.

Foundry, Machine and Boiler Works.

Irrigating and Drainage PUMPS In Stock or to Order.

Removed

To 720 Second St., Boston Blk.

CONNER BROS., Grocers.

RESULTS YOU GET THEM —FROM— Advertising in the POST-INTELLIGENCER.

ICE and COAL. Merchants' Delivery Co., Tel. 159.

Sales agents Diamond Ice and Storage Co., Union & National Ice Co.