THE CITY TO APPEAL.

It Wants a Readjustment of Tide Land Streets.

CHANGES DESIRED TO BE MADE.

Second Street Cars to Go to Third Street While Paving Continues—The Python Disabled.

Corporation Counsel Scott will on Wednesday next make an appeal before the board of state land commissioners for a readjustment of streets and alleys on the tide flats, in accordance with the recommendation of the city council. Mr. Scott appeals from the final order of the local board of tide land appraisers, and bases his appeal on the grounds that there was an error in the platting of the streets by the local board, because they do not correspond with the upland streets of the city; that the platting causes injury and destruction of the improvements on or near the tide lands without any corresponding benefit to the public; that the streets and alleys are not satisfactory to the city, and should be readjusted, so as to conserve the interests of property owners and improvers, as well as the interests of the public and commerce and navigation.

Mr. Scott asks that the state board reconsider the official acts of the local board and make the following changes in the plat:

Strike out block 137, or the Yesler triangle.

Extend West street south from Yesler avenue to Washington street.

Plat Railroad avenue between Union and Depot streets as previously established by the city of Seattle, so as to correspond with existing franchises and constructed railroad tracks.

Arrange the streets between Washington and Depot streets so they may run due west from Railroad avenue to deep water, instead of southwesterly, as indicated on the plat filed by the local board.

TO COLLECT AN OLD N. P. DEBT.

Suit Entered Against the Company for Collateral Sold.

The first step in another Northern Pacific suit was taken last night. The American Exchange National bank, of New York, claims a balance due from the Northern Pacific Railroad Company of $74,079 on two promissory notes, and secured service on the company through Silas W. Pettit, general counsel. The plaintiff is represented by Stratton, Lewis & Gilman, of this city, and H. H. Strowbridge and Michael H. Cardozo, of counsel, of New York.

In its complaint the bank claims that on or about October 13, 1892, the Chicago & Northern Pacific Company, which was a part of the defendant company, gave to the plaintiff a promissory note, payable on demand, dated that day, for $100,000, with interest at 6 per cent. For security the company put up $160,000 par value of Chicago & Northern Pacific first mortgage bonds.

On February 13, 1893, the complaint says, the same company executed another note to the bank, payable in four months, for $100,000, interest at 6 per cent., and secured by $160,000, par value, of the first mortgage bonds of the company.

It is alleged that thereafter the Northern Pacific Railroad Company entered into an agreement with the Chicago & Northern Pacific whereby the first-named company agreed to pay the two notes mentioned; that prior to July 31, 1895, the plaintiff demanded payment of the two notes, and gave notice to Henry C. Payne, Thomas F. Oakes and Henry C. Rouse, receivers of the Northern Pacific Railroad Company, and to A. S. Hopkins, receiver of the Chicago & Northern Pacific Company, that unless payment of the two notes was made on or before July 31, 1895, at the plaintiff's banking house at 128 Broadway, New York, the plaintiff would sell at auction on that day at the New York real estate exchange the $320,000, par value, of the Chicago & Northern Pacific bonds.

On July 31, 1895, it is claimed, the bonds were sold at auction, and the plaintiff realized from the sale $153,575, and that the plaintiff's costs for the sale were $1,304, leaving a balance of $152,271 as the net proceeds. The amount due on July 31, 1895, on both notes, the plaintiff continues, was $226,350, leaving a balance of $74,079, for which the defendant is liable to the plaintiff, with interest from July 31, 1895.

TO CHANGE STREET CAR TRACKS.

How the Consolidated Will Be Run While Paving Is Going On.

In order to accommodate the public while Second and Pike streets are being paved the Consolidated Street Car Company is completing arrangements to use the tracks of the Third Street & Suburban to connections with the Consolidated tracks on Pike street. Workmen are now engaged in laying a track on Firth street, from Pike south to Union, for connections with Fremont and Green lake, and the Lake Union cars will go over the Third street line to Ninth and Pike, where there is already a switch joining the two lines. North Seattle traffic will probably go over the Front street cable to connections with Queen Anne and Cedar street. Second street down in town will be connected at some point with Third, and the public given substantially the same service as at present.

Commencement of work on the Second street paving seems to depend on the arrival of the Shanghai steel rails, now on the way from Chicago. The Front street paving will begin Tuesday. Yesterday George McMonagle, with a force of men from City Engineer Thomson's office, was busy tying out intersection monuments along Front street as preliminary to paving.

The Third Street & Suburban Railway Company will be asked, by a committee from the board of regents of the University of Washington, to fix a system of transfers or commutation rates for regular students. It is conceded by the regents that the Third street line should get the largest share, but it is hoped that all may make reductions on a plan similar to the system of school tickets, or of allowing a through rate over two lines.

The committee, which consists of William D. Wood, George Hyde Preston and David Kellogg, feels very certain that an agreement will be easily reached.

CONTRACTING FREIGHT AGENT

New Face at G. N. Office—Seattle the "One Grand Fine Place."

L. H. Gray, for ten years connected with the Central Traffic Association at Chicago, has arrived in the city to assume the duties of contracting freight agent for the Great Northern. Mr. Gray is thoroughly familiar with the requirements of the position, and was at his post yesterday. He expresses himself as much pleased with Seattle, and said every one in the East had a good word for the place. When his friends learned that he was to come to Seattle, they were inclined to congratulate him, and assured him that his highest expectations would be realized when he reached here.

"In fact," said Mr. Gray yesterday, "there is something about this place that reminds me of Chicago."

He tells a story of a French resident of San Francisco whom he met recently on a train in Western Pennsylvania.

"Where are you going?" asked the Frenchman.

"To Seattle."

"Seattle!" exclaimed the San Franciscan, with an air of great admiration, "Ze one grand fine place of ze Pacific coast."

A Complete Railroad Map.

"An Atlas of the Northwest," issued by the Great Northern, is one of the finest and most comprehensive publications of the kind yet issued. In addition to a railway map of the United States, a time map and a great volume of statistical information attractively arranged, it contains a complete map of each state through which the line passes. With each map is given a brief historical sketch, together with the capital of the state, the area, population and date of admission to the Union. The course of the road is plainly marked in red lines, and the relative importance of the various places is plainly indicated by style of lettering. At a glance one can tell whether a point is a state capital, a county seat, a great city, a big town, an important village, a little village, or a mere station. The maps are known as the "Up-to-Date Matthews-Northrup," and are also published indexed in vest-pocket style. In the atlas proper the pages are 10x13 inches, and each map covers two pages.

Rate Cutting to Louisville.

Chicago, Aug. 31.—Grand Army rates to Louisville are stirring up some trouble among the Western roads, though it is hardly of such a nature that it will cause any serious trouble. The original agreement regarding rates from points west of the Missouri river was that they should not apply through Chicago and Omaha to Louisville. This arrangement was not entirely satisfactory to the Union Pacific, but it finally put by its objections and agreed to the wishes of the other roads. Now some of the posts which the Union Pacific is trying to secure for transportation to Louisville say they are anxious to come by way of Chicago. The other Western roads will not listen to any relaxation of the original rules. As a compromise the Union Pacific has asked the consent of the roads to allow it to make a rate via Omaha and Chicago built on the sum of local rates. This is an eminently reasonable proposition, but some of the other roads are afraid it will afford a chance to scalp the Chicago-Omaha rate. The matter is still in abeyance, and no decision will be made for some days.

Railroad and Industrial Notes.

C. H. Warren, general manager of the Great Northern, with headquarters in St. Paul, will probably visit this city during the present month.

Charles Mott has been appointed general emigrant agent of the Northern Pacific, to succeed H. S. Green, resigned. The appointment is effective September 10.

Elijah Smith, president of the Oregon Improvement Company, is expected to arrive in the city about next Wednesday, after the regular meeting of directors to be held in Portland Monday.

The Great Northern has made a special rate of a fare and one-fifth, on the certificate plan, for the benefit of delegates to the conference of the Methodist Episcopal church, to convene in this city September 4.

J. C. Roberts, who lives on the line between Fremont and Ballard, has specimens of gold-bearing black sand from mines in the Yakt country. He is interested in four claims, and intends to have the samples assayed.

The Official Railroad and Marine Gazette and Railroad Guide for September has just appeared, with complete information as to all railroad and steamboat schedules, the leading hotels and general information of value to the traveling public.

The Northern Pacific will put into effect for thirty days after September 5, a minimum of 20,000 pounds weight of shingles in Burlington cars of thirty-foot measurement or lumber in length. It is understood there will be about a hundred of such cars.

A STRIKE FOR MORE PROFITS.

Fishing Crew Wants the Catch Sold at Higher Prices.

The crew of the schooner St. Lawrence has gone on a strike—the trouble all arising from the profit sharing system.

The men complain that the catches are not disposed of at the best prices, and make the charge that Capt. Silas Calder disregards their requests to get higher bids, but continues selling to Ainsworth & Dunn, when others are willing to pay more. One of the crew, on the arrival of the schooner last Friday, took it upon himself to go to two other dealers for bids, and claims that from one he received an offer of 2¼ cents a pound and from the other 2½ cents, while in the face of this but 2 cents was received. This caused the six men in the crew to quit and the boat will not leave until a new crew is secured. Capt. Calder is owner of a small interest in the St. Lawrence and Ainsworth & Dunn are the real owners.

The sharing system in use here allows the boat one-fourth; and the crew, including the captain, divides the other three-fourths, paying all expenses. When the captain is not the owner, he gets a percentage of the boat's share also, and when he is the owner of course he has a sure one-fourth.

A Fine Chance to See the Dry Dock.

The Woman's Home Association has arranged for three trips of the steamer Gen. Canby to Port Orchard tomorrow. The boat will leave at 8:30 a. m., at 12 m. and 4 p. m. Tickets sold will be good on any trip. Tickets can also be bought at the wharf—the Central, foot of Washington street. It has been impossible to see the dock in the past as advantageously as now. The clam chowder to be furnished on this occasion will be a treat by the ladies.

From the Halibut Banks.

Schooner Doncaster has arrived with 18,000 pounds of halibut; sloop Viola with 4,000 pounds, and the schooner Annie with 6,000 pounds. The Viola reports that the sloops Morning Star and Sea Bird are about twenty miles off Quillayute with small catches. The W. T. Tickle has been spoken on her way north.

MARINE NEWS.

Port Gamble, Aug. 30.—Special.—Sailed—Steam schr Excelsior, Capt. Higgins, for San Francisco.

Hoquiam, Aug. 30.—Sailed—Bktn Amelia, from Aberdeen and Hoquiam, lumber for Honolulu.

Port Townsend, Aug. 31.—Special.—Arrived from Port Blakeley today to go to sea tomorrow, bk Melrose, Sydney; bk Matilda, Honolulu; bk Mercury, San Francisco.

San Francisco, Aug. 31.—Departed—San Benito, Tacoma, Truckee, Astoria. Charters—American ship Robert Lewers, now at Port Gamble, lumber thence to Honolulu.

WATER FRONT NOTES.

Tug Magic will be inspected tomorrow.

Steamer Mary F. Perley is having her water tanks repaired.

Park Wythop cleared Friday for Westminster to load salmon for London.

Steamer Chilkat is expected from Yess bay today with 3,000 cases of salmon of this year's pack.

Steamer Edith took 180 excursionists to Port Angeles yesterday. Capt. Harry J. Gillespie went as pilot.

Steamship Walla Walla arrived from San Francisco yesterday morning at 10:30 with a large number of passengers and 688 tons of freight for this port.

Capt. E. M. Barrington, of steamer Cricket states that a ball game will be played today between the Port Gamble and Coupeville teams at the latter place.

Steamer Mabel will go on the ways at Ballard tomorrow for a thorough overhauling. After returning she will go on the Skagit and Snohomish river routes, alternately.

The Daily Post-Intelligencer is now on sale in Portland, Or., at Rich Bros.', 274 Morrison street, Portland Hotel news stand and Northwest News Co., 150 First street.

Reward.

A reward of $10 will be paid for information leading to the arrest and conviction of any one stealing copies of the Post-Intelligencer delivered to subscribers throughout the city.

"Pet Cigarettes."

The old favorites can now be found in every cigar store.

Labor day, jubilee excursion, Snoqualmie Falls.

James street cars only line direct to Labor day sports.

First Regiment band, Leschi park, this afternoon.

Last day of "Mikado." Madison Park.

Jubilee excursion to Snoqualmie Falls Monday.

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 MARKET REPORT.

FORECAST FOR SUNDAY.

Portland, August 31, 1895.

Fair; stationary.

B. S. PAGUE, Forecaster.

U. S. DEPARTMENT OF AGRICULTURE, WEATHER BUREAU.

DAILY BULLETIN.

Seattle, August 31, 1895.

PLACE.	Barometer.	Temperature.	Max. Temperature.	Wind. Direction.	Wind. Velocity.	Precipitation.	Weather.
Ft Canby	30.02	58	62	N	14	.00	Clear
Seattle	29.94	72	74	N	6	.00	Smoky
Spokane	29.86	88	90	N	Lt	.00	Clear
Walla W	29.86	86	86	S	Lt	.00	PtCldy
Portland	29.92	74	74	SE	Lt	.00	Smoky
Roseburg	29.90	74	74	N	Lt	T	Smoky
Eureka	30.02	56	60	S	6	.00	Cloudy
Red Bluff	29.88	84	84	SE	12	.00	PtCldy
Sacram'o	29.94	76	80	SW	12	.00	PtCldy
San Fran	30.00	60	64	W	18	.00	Clear

Observations taken at all stations at 8 p. m., 75th meridian time (5 p. m. Pacific time).

GEORGE N. SALISBURY, Observer in Charge.

Tides at Seattle Harbor Today.

High Tide.				Low Tide.			
a. m.	feet	p.m	feet	a.m.	feet	p.m	feet
1.28	12.3	4.26	14.2	8.45	2.3	10.35	10.6

At Port Townsend.

0.59	8.6	3.57	9.9	8.00	1.5	9.50	7.4

NEW YORK MARKETS.

The Stock Exchange.

New York, Aug. 31.—The stock market today was exceptionally active for a half holiday preceding two other holidays, and with hardly an exception advances in prices were recorded. The new independent combination of distilleries affected distilling stock to the extent of a slight fractional loss. The features in point of activity and strength were the coalers, headed by New Jersey Central and Reading, St. Paul, Lackawanna & Northwestern, Sugar, Tobacco and Chicago Gas. The low-priced stocks were conspicuously firm. There was fair buying for London account for American securities. The bond market today was strong and active with sales of $1,570,000. The trading this week was characterized by marked strength, and many substantial advances were recorded. Oregon Short Line trust 5s gained 11½ per cent. on the week, Union Pacific, Denver & Rio Grande 1sts 5¼ and Kansas Pacific consols trust receipts 5 per cent. Government bonds were neglected. Silver certificates were quiet, with sales of 30,000 at 67@67½c.

Financial.

Money on call, easy, at 1 per cent.; prime mercantile paper, 3½@4¾ per cent. Sterling exchange, dull, with actual business in bankers' bills at $4.89¾@4.90 for demand, and $4.88¾@4.90 for 60 days. Posted rates, $4.89@4.90, and $4.90@4.91. Commercial bills, $4.88.

Silver certificates, 67@67⅜c.

Government bonds—Firm.

State bonds—Quiet.

Railroad bonds—Firm.

The Weekly Bank Statement.

The weekly bank statement shows the following changes:

	Increase.	Decrease.
Reserve	$ 583,520	.....
Loans	.....	$ 272,700
Specie	.....	844,300
Legal tenders	2,776,400	.....
Deposits	1,350,000	.....
Circulation	15,800	.....

The banks now hold $38,149,925 in excess of the legal requirement.

The New York Financier says this week: The statement of the associate banks of this city for the week ending August 31, 1895, shows a small falling off in loans, the actual decrease being $272,700, due to the liquidation in the stock exchange market rates and from commercial sources. The loan item, however, is $24,000,000 in excess of the total reported for the corresponding week last year, and $20,000,000 higher than on January 5 of the present year, which shows better than anything else the steady increase in business throughout the country. The banks lost $844,300 in specie, owing to the deposits of one or two institutions with the sub-treasury on the bond syndicate account.

Bonds.

U. S. 4s, new reg	123¼	Cen Pac. 1sts '95	102
New coup	123¼	Den. & R. G. 7s	116½
Fives, reg	115¾	Fours	91½
Fives, coup	115¾	Erie 2ds	75½
Fours, reg	111½	G. H. & S. A. 6s	107
Fours, coup	112⅝	Sevens	103⅛
Twos, reg	96½	H. & T. Cent. 5s	111
Pacific 6s, of '95	100	Sixes	108
Ala., Class A	108	M. K. T. 1st 4s	91⅛
Class B	108	Second 4s	69
Class C	100	Mu. Union 6s	114
Currency	100	N. J. C. Gen. 5s	119
La. New Con., 4s	100	Northern P. 1sts	118
Missouri 6s	100	Seconds	103
N. Car. 6s	125	N. W. Consols	141¾
Fours	100½	S. F. deb. 5s	112½
S. Car. Non-F	1¼	R. G. W., 1sts	77¾
Tenn. New Set 6s	90	St. P. Cons., 7s	127⅛
Fives	105	C. & P. W. 5s	115
Old sixes	60	S.L. & I.M.G. 5s	84¾
Va. Centuries	63⅝	St. L. & S.F. Gn. 6s	110
Deferred	6	Tex. Pac. 1sts	93¾
Atchison 4s	83	Seconds	30¾
Second A	36	U. P. 1sts of '96	107
Canada So. 2ds	109	W. Shore 4s	106⅞
L. & N.	83½	So. R. R.	97
O. R. & Nav	112¼		

Stock Quotations.

Atchison	26⅜	Northwestern	106
Adams Express	148	Preferred	147
Alton, Ter. H	60	N. Y. Central	104
Am. Express	113½	N. Y. & New E.	61
Bal. & Ohio	64½	Ontario & W.	18
Canada Pacific	55½	Or. Improvement	9
Canada Southern	57	Or. Navigation	23
Central Pacific	19¼	O. S. L. & U. N.	11½
Ches. & Ohio	21¾	Pacific Mail	30½
Chicago Gas	64¼	Peoria, D. & E.	6½
C., B. & Q.	91	Pittsburg	162½
Chicago & Alton	163	Pullman Palace	172
Con. Gas	142½	Reading	15⅞
C. C. C. & S. L.	48¼	R. G. Western	17½
Col. Coal & I.	5½	Preferred	52
Col. Oil Cer.	25⅛	Rock Island	83½
Del. Hudson	130½	St. Paul	77¼
Del., L. & W.	161½	Preferred	129
D. & R. G. pref.	53	St. P. & Omaha	44¾
Dis. & C. F. Co.	21	Preferred	120
Erie	9½	Southern Pacific	25½
Preferred	25	Sugar Refinery	110⅞
Fort Wayne	162½	Tenn. C. & I.	39⅞
Great N. pref.	127	Tex. Pacific	13⅜
C. & E. Ill. pref.	104¾	U. & O. C. pfd	78
Hocking Valley	25	Union Pacific	15¾
Illinois Central	104	U. S. Express	47
St. P. & Duluth	33⅝	Wab., S. L. & P.	9¾
K. & T. pref	38¾	Preferred	25⅛
Lake E. & W.	26½	Wells-Fargo Ex.	100
Preferred	80⅞	Western Union	95
Lake Shore	151	Wheel. & L. E.	16
Lead Trust	35¾	Preferred	50¾
L. & N.	64⅝	Minn. & St. L.	24½
L. & N. Albany	94¼	Den. & R. G.	16
Man. Con.	114½	Gen. Electric	37½
Mem. & Charles	15	Na. Linseed	27½
Mich. Central	102	Col. Fuel & Iron	38¼
Mo. Pacific	39¼	Preferred	93
Mobile & Ohio	25	H. & Tex. Cen.	3
Nashville Chat.	70	T. A. A. & N. M.	2¾
Na. Cordage	7⅛	T. St. L. & K. C.	7
Preferred	14⅛	Preferred	17
N. J. Central	110	So. R. R.	13⅞
Nor. & W., pref.	15	Preferred	41⅞
N. American Co.	5¾	Am. Tobacco	94
Northern Pacific	5⅝	Preferred	110
Preferred	18¼	St. P., M. & M.	113½
U. P., D. & G.	7⅞	Leather, pref.	86

Total Sales.

The total sales of stock today were 123,900 shares, including: American Sugar 7,500, Tobacco 6,200, Atchison 2,500, Chicago Gas 2,400, Distilling 3,700, Kansas & Texas preferred 4,000, L. & N. 2,700, Reading 2,700, St. Paul preferred 10,900, Texas & Pacific 6,400, Wabash 2,600, Wabash preferred 8,500, Western Union, 5,400.

Flour.

Flour—Receipts 20,700 barrels, exports 29,500 barrels. Quiet and firm.

Wheat.

Wheat—Receipts 44,400 bushels, exports 81,000 bushels. Spot, barely steady; No. 2 red, 65⅞c; No. 1 hard, 68⅝c delivered. Options were weakened by lower cables, closing heavy at ⅝@⅞c lower; No. 2 red May, 72⅝@72¾c; closed, 72⅝c; September, 65⅝@66½c; closed, 65⅝c; December, 63 3-16@63¾c; closed 63¼c.

Hops.

Hops—Weak; Pacific coast, 1894, 4@7c.

Metals.

Pig iron—Steady; Southern, $11.50@14; Northern, $12@14.

Copper—Strong; brokers' $12.25.

Lead—Strong; brokers' $3.30.

Tin—Plates, steady.

THE PUGET SOUND NEWS COMPANY

WE CAN SUPPLY EVERY PERIODICAL AND BOOK PUBLISHED

YOUR ORDERS SOLICITED

WHOLESALE RETAIL

COR. 2ND AND CHERRY ST.

Wool.

Wool—Steady.

Coffee.

Coffee—Options opened fairly steady and closed quiet at a net decline of 5@15 points. Sales, 41,000 bags, including: September, $14.75; October, $14.95; December, $14.75@14.80. Spot Rio—Dull; No. 7, 16c; mild, quiet, barely steady.

Sugar.

Sugar—Raw, dull; fair refining, 2¾@2⅞c; centrifugal, 96 test, 3⅛@3¼c.

The Puebla's Passengers.

Steamship City of Puebla sailed for San Francisco yesterday at 8 a. m., with 1,000 tons of coal and a large number of passengers, twelve berths having been sold on the floor. Following is the list: Mrs. J. W. Parker, Miss Lola M. Albrighton, Mrs. E. E. Drumm, Miss Maud Parker, Mrs. Fuller, Mrs. Wilson, Mrs. M. Flynn, Mr. and Mrs. A. D. Fifield, Mrs. W. C. Reveal, Lillie Reveal, Nellie Reveal, Mrs. Benson, Miss J. Haynes, Mabel Kimball, Miss Nellie Smith, Mrs. J. L. Waller, Miss Parker, Mrs. Smart, Mr. and Mrs. R. C. Stevens, Mr. L. Perrin, Mr. Herb Foy, W. H. Reeves, Miss McAdams, Mrs. J. W. McAllep, Mr. and Mrs. C. McAllister, Mr. and Mrs. R. E. Williams, Mrs. J. L. Shute and son, Mr. and Mrs. R. S. Harris and two children, Miss L. Ludlow, Mrs. Matty Williams, Mr. E. M. Norton, Mr. E. C. Wright, Mr. Al Runkle, Mr. E. L. Powell, Mr. W. C. Johnes, Mr. N. Irosati, Mr. H. L. Snell, Mr. L. B. Lyon, Mr. G. T. Masel, Mr. C. W. Silver, Mr. S. W. Sisco, Mr. and Mrs. G. R. Licktenstein, Mr. S. Isaacs, Miss Anna Fry, Miss Ada Fry, Mr. George Karnder, Mr. John Karnder, Mr. Johanne Karnder, Mr. L. K. Church, jr., Mr. Charles E. Mills, Mr. C. W. Barney, Mr. R. H. Woolf, Mr. F. W. Woodaman, Miss Ruchild, Mr. A. F. Poole, Mr. P. A. Tharaldsen and Mr. Richard Boettcher.

Notice of Adjournment of Administrator's Sale.

Notice is hereby given that the sale of tracts numbered seventy-six (76) to ninety-five (95), advertised to be held at the corner of Sophia and Rainier streets, in the city of Seattle, on Thursday, the 22d day of August, 1895, having been heretofore adjourned by the administrator to August 28th at the same place and hour, has been and is again adjourned to Tuesday, September 3d, at the same place and hour.

Also that the sale of tracts numbered forty-two (42) to seventy-five (75), heretofore advertised to take place at the corner of Willow and Lewis streets, in the city of Seattle on the 23d of August, 1895, at the hour of eleven o'clock a. m., having been adjourned to the 29th of August, at the same place and hour, has been and is now again adjourned to Wednesday, September 4th, at the same place and hour.

For further particulars as to description, attention is called to the notice of sale published in the Seattle Weekly Post-Intelligencer on July 18, 1895, and thereafter to the time of the sale.

The tracts above described are a part of the Sarah B. Yesler Donation Claim.

JAMES D. LOWMAN,
Administrator of the Estate of Sarah B. Yesler, Deceased.

HOTEL ARRIVALS.

HOTEL BUTLER.

J. H. Yeates and wife, Port Gamble.
Robert H. Remborne, San Francisco.
Mrs. James Williams, Tacoma.
Joseph Moss and wife, Grant's Pass, Or.
John Marshall, jr., San Francisco.
Mr. T. Williams, San Francisco.
A. Mayer Schlinven, New York.
H. O. Waldham, New York.
F. V. Dingman, Portland.
H. D. Dietrich, Portland.
G. F. Train, jr., San Francisco.
Mrs. C. C. Black and family, Tacoma.
H. R. Burke, San Francisco.
H. B. Ewing, Denver, Col.
H. J. Ralston, New York.
Mrs. H. Ralston, New York.
Miss A. Ralston, New York.
A. M. Menon, Mount Vernon.
James R. Whalen, San Francisco.
George C. Hellinger and daughter, New Whatcom.
Frank Mansfield, Tacoma.
D. Yardhand, City.
S. H. Gunn, New York.
Percy Polson, La Conner.
J. H. Winters and wife, Tacoma.
C. S. Mento and wife, Tacoma.
W. S. Jamson, Port Gamble.
Fred Boynton, Chicago.
T. G. Forbes, Port Orchard.
W. O. Hamburger and wife, Wellington, B. C.
H. J. Wasson, Wellington, B. C.
J. L. Smith, San Francisco.

HOTEL DILLER.

J. W. Huffman, Fall City.
F. Henderson, Fall City.
A. N. Garrod and wife, Fall City.
H. H. Miller, Harrison, Mason county.
F. A. Treen, Harrison, Mason county.
W. H. Heaton, Mercer Slough.
J. J. Johnson, Mercer Slough.
H. I. Hewett, Victoria.
Josiah Gill, Sedro.
Emery McGinnis, Whatcom.
William Gilmore, Edison.
John Gilmore, Edison.
T. E. Saxrud, Anacortes.
Miss Smith, Tacoma.
R. G. McDonald, Everett.
P. W. Dana, Portland.
Bert Selby, Bloomington.
D. E. Murphy, Chicago.
William McGillis, Bellevue.
C. T. Hubbell, Spokane.
R. S. Cleeve, Everett.
W. E. Beach, Tacoma.
E. Sweeney, San Francisco.
R. Harras, Walla Walla.
A. D. Austin, Snohomish.
F. C. Bertois, Marysville.

HOTEL NORTHERN.

Lincoln Brooks, Port Townsend.
John C. Bunks and wife, Canyon City, Col.
J. F. O'Brien, Minneapolis.
Mrs. Boyne, Port Townsend.
A. A. Robinson, Spokane.
W. H. Mixer, Tacoma.
C. W. Wasson and wife, Portland, Or.
F. J. Wilt, Riverside.
R. C. McCormick, Soda Springs, Idaho.
D. McKellar, Whatcom.
Alex Miller, North Yakima.
Allen Dow, St. Paul, Minn.
R. G. Deathe and wife, Centralia, Wash.
Miss G. Herbert, Centralia, Wash.
Henry Blackman and wife, Portland.
James R. Madigan, Chicago.
S. D. Murphy, St. Croix, Wis.
John S. Brown, Rossland, B. C.
P. P. Hall, Balfour, B. C.
William B. Smith, Ainsworth, B. C.
J. W. Peabody, San Francisco.
S. S. Davidson, Frances, Wash.

OCCIDENTAL HOTEL.

Charles B. Scher and wife, San Francisco.
F. A. Howard, Olympia.
L. Child, New York.
Mrs. Henry Burgess, New Westminster, B. C.
Mrs. J. B. Montgomery, New Westminster, B. C.
H. Schlitzenberg, New Westminster, B. C.
F. L. Partin and daughter, Tacoma.
C. P. O'Brien, Davenport, Ia.
Edwin Buck, Davenport, Ia.
Mrs. Rachel McGle, Tacoma.
B. Vaughn, City.
J. Timmerman, Los Angeles, Cal.
W. H. Kennedy, Chicago.
James Mason, Oconto, Wis.
Henry Holion, Milwaukee, Wis.
Hugh Jones, Appleton, Wis.
Phillip Fairfield, Ashland, Wis.
J. C. Ferguson, New York.
James Ellington, Everett.
S. G. Mead, Tacoma.
V. I. Hohn, City.

All expenses included from the time you leave Seattle until you return from Yellowstone Park. September 2 personally conducted excursion in charge of Dr. Roland D. Grant, of Portland, in special Pullmans will leave Seattle for the Yellowstone Park. The rate made for this excursion is the lowest ever named. For full information apply to Dr. Grant, corner Eleventh and Taylor streets, Portland, or I. A. Nadeau, general agent, Northern Pacific, corner Front street and Yesler avenue, Seattle.

Chickens! Chickens! Chickens!

Used It Four to Five Years.

I have used Eggine from four to five years, and find it in my fifty years' experience the best thing I have ever used for chickens. I have never had a sick chicken or lost one since its use, and have a yard of from fifty to sixty fowls. I can recommend it above everything else for egg production, moulting hens, etc., and young chickens. Respectfully yours.

MRS. W. M. WALLACE,
Port Ludlow, Wash.

Makes Them Look Good and Healthy and Keeps off Diseases.

I find Eggine beneficial to chickens, not only as an egg producer, but will make them look good and healthy and keeps off diseases that are so disastrous among them. Respectfully.

MRS. J. W. BOMER,
Eagle Gorge, Wash.

Was Much Pleased With the Result.

I have used several packages of Eggine and was much pleased with the result, as I find it very beneficial in keeping the chickens in a healthy condition, and also an egg producer. I was much pleased to find it so good. Yours truly,

J. H. BUNTZ,
Port Gamble, Wash.

I Will Not Be Without It.

I have been feeding Eggine to my poultry for over three years, and find it improves them in every way. I will not be without it as long as I keep poultry.

GEO. DYER, Roslyn, Wash.

It's the Best Egg Producer.

Eggine keeps poultry in the best condition, is the best egg producer and is the best medicine for little chicks that I have ever used. Yours respectfully,

E. S. STEWART,
Belfast, Wash.

After Feeding One Week They Begin to Lay Eggs.

I think Eggine is an excellent article for egg food. I had no old hens when I bought it, so used it on young pullets, none of which had commenced to lay eggs. After feeding them about one week they commenced to lay pretty good. Yours truly,

MRS. GEO. SNYDER,
Burlington, Wash.

Chickens Are Healthy Since Using Eggine.

I think Eggine is a great egg producer, and my chickens have been healthy since I began using it. I consider it a splendid article.

JOHN H. GIBSON,
Cle-Elum, Wash.

Good for Hens When Moulting.

Having used Eggine I can say it is good for hens when moulting; also a first-class egg producer, and can highly recommend it.

JAMES FREDERICK,
Burlington, Wash.

Every Poultry Keeper Should Have It.

The Eggine I bought of you is an excellent egg producing food. I will say this—that no poultry keeper should be without it. Yours truly,

JOHN HEITZMAN,
North Bend, Wash.

EGGINE

MAKES THE HENS LAY.

Here are letters from our customers. They claim EGGINE is an excellent poultry food and that it is an egg producer of great value.

COOPER & LEVY,
Seattle, Wash.

A Spoonful Mixed With Cooked Potatoes.

I have tested Eggine thoroughly and find extra good results when I put a tablespoonful with each feed of cooked potatoes. With the potatoes alone I get no eggs; mixed with Eggine I am astonished and pleased with the results. Straight pepper is better than nothing, but give me Eggine every time.

L. RICHEY,
Bryant, Wash.

Neighbors' Chickens Dying—Ours All Right.

Eggine is a great poultry food. We are much pleased with it. We never raised so many young chickens before. We never lost one chicken, while the neighbors' chickens are dying all around us. Our chickens lay splendidly. Truly yours,

CHARLES WILLIAMS,
Black Diamond, Wash.

Especially Good During Moulting Season.

From what Eggine I have used I am satisfied it is beneficial, not merely as an egg producer, but also as a health food for poultry, especially during moulting season. I have also tried to induce my neighbors to give your Eggine a trial.

H. THORSEN,
Stillaguamish, Wash.

After Feeding Eggine a Few Days Hens Began Laying.

Before I commenced feeding my hens Eggine they were not laying at all. I began feeding Eggine, and after a few days they began laying. We came to the conclusion that it was good for hens, and I can safely recommend it as an egg producer.

J. C. GRAVES,
Northup, Wash.

Eggine Gives the Best Satisfaction.

The Eggine received of you gave the best of satisfaction, both as an egg producer and to keep the chickens in perfect health.

MRS. F. S. DILL,
Buckley, Wash.

Recommend It for Poultry in Close Yards.

The Eggine I had from you gives good satisfaction. It made the poultry healthy and also produced more eggs. I would recommend it for poultry that is in closed yards. Truly yours,

ADOLPH PETERSON,
Ronald, Wash.

Increases Laying Qualities and Hurries Moulting.

I have been using Eggine for one year, once a day, in my feed for fowls, and I would not do without it. It is not only good for increasing their laying qualities, but it hurries shedding and moulting through. Truly yours,

JAMES A. ROSE,
Seattle, Wash.

Money Saved Is Money Made.

Our September price list is ready. It quotes thousands of articles, every one of them at exceedingly low prices. A good way to make money is to save it on your purchases. If you will procure our September price list, and buy your Groceries with your eyes wide open, instead of depending on some one else, you will make money by it.

AN OLD-TIME CAMP MEETING.

Noted Preachers Arouse the Methodists of Rainier Heights.

The camp meeting of the Grace M. E. church, held in the tent at the corner of Jackson and Rainier streets, drew a large attendance last night, and the addresses of the noted visiting preachers awoke genuine Methodist enthusiasm.

Rev. I. R. Lovejoy, of Los Angeles, Cal., arrived yesterday, and last evening delivered a very spirited sermon, which drew many responses from the audience. Mr. McKean followed with the solo, "To the Grave." Rev. O. A. Smith and Rev. W. T. Ford also participate in every service, and each will continue to address the meetings today and every evening until the conference convenes, September 4.

Several preachers of national reputation will attend the conference. Among them are Rev. Dr. A. J. Kynett, of Philadelphia, Rev. Dr. J. W. Hamilton, of Cincinnati, secretary of the Freedmen's Aid and Southern Educational Society; Rev. Dr. Homer Eaton, of New