

HIS BRAIN VIGOROUS.

The Aged Justice Field a Visitor to the City.

HE FLED FROM THE TORRID EAST

Now He Returns to the Supreme Court Session—Delighted With Seattle's Rainy Climate.

Justice Stephen J. Field, of the United States supreme court, arrived in the city last night at 8 o'clock in a private car over the Northern Pacific. He is accompanied by Mrs. Field and her sister, Mrs. Condit-Smith, whose two daughters, Miss Gage Condit-Smith and Miss Mary Condit-Smith, are also members of the party. Mr. C. W. Gorham, of San Francisco, an uncle of Mr. W. H. Gorham and Mr. S. F. Gorham, of this city, also came up in the car.

The Bar Association had made preparations to receive Justice Field a hospitable reception, and a meeting of its members was called at the Rainier-grand hotel at 7:30. Instead of meeting the distinguished visitor...



STEPHEN J. FIELD.

For by the proxy of a committee, the association preferred meeting him in a body and the members gathered at the hotel in prompt response to the call. The hotel was brilliantly lighted, and a band discoursed sweet music from the interior. When it was learned that the Northern Pacific train on which Justice Field was expected was an hour late, the members of the bar waited patiently about the lobby of the hotel. Among those present were the following:

Lawyers Eager to Welcome Him. Alfred Battle, G. A. C. Rochester, F. S. Griffith, John R. Kinneer, John E. Humphreys, S. H. Piles, W. R. Gay, Burt Humphrey, M. G. Winston, J. W. Sprague, Charles F. Fishback, L. C. Gilman, E. F. Blaine, County Clerk T. W. Gordon, John K. Brown, F. B. Tipton, M. W. Lovejoy, George Downworth, C. E. Patten, H. W. Loring, Judge Richard G. Osborne, M. L. Bart, Clerk R. M. Hopkins, of the United States court; W. W. Wilshire, L. H. Wheeler, Frank E. Ingersoll and E. C. Hughes.

Receiver John H. Bryant, of the Seattle, Lake Shore & Eastern was also at the hotel to pay his respects to Justice Field, who is an old acquaintance of his, and to offer him the use of his private car. But the waiting and the arrangements for a formal reception were all in vain. Justice Field knew nothing of the plans for his reception, and he went to bed at an early hour. When the train came into Seattle he had already drawn the drapery of his couch about him, and the members of the bar were far too courteous to suggest dragging him forth. They, therefore, quietly dispersed, though some of them who know him personally will take occasion to wait upon him this morning before the car is pulled out over the Canadian Pacific for the East.

A reporter of the Post-Intelligencer waited upon Justice Field, and was kindly shown into his sleeping apartment in the car. His well-known face, his hearty greeting, and as his hand was extended for a cordial hand-shake, it was difficult to think of him as an invalid or even as one fatigued by long and constant travel. His silvered beard was dressed with care, and the black cap by which his brow was surmounted gave him a befitting expression of magisterial dignity.

Fled From Killing Heat. "I came to the coast solely for the benefit of my health," he said. "The temperature in Washington City had grown positively oppressive, and even exhausting. For ten days before we left the thermometer had marked 88 degrees in the shade. Such extremely warm weather was telling upon me, and I came West to recuperate. My trip has been very successful, from that point of view. I have gained ten pounds since I started on the journey, and I feel completely rejuvenated and ready for the heavy work of the winter term."

"You have a marvelous country out here. Nothing would give me greater pleasure just now than to stop over a few days in Seattle to enjoy the beautiful climate and fine scenery here, and to partake of the hospitality of some of my old friends who are living here. My business engagements have already been made which will take me right along on my journey, and I leave in the morning over the Canadian Pacific for Montreal. I shall call on my friends in New York, and on Washington City. Next spring when I come out on the circuit I am going to make it a point to stop in Seattle and to acquaint myself more intimately by personal contact with the wonderful resources of which I have heard so much. This is my first visit to the extreme Northwest for many years, but everywhere I have heard of the great development of this section of our country, and I have often longed to come out and visit the land."

Handsomeness of a Great Quartette. The mental and physical vigor shown by Justice Field in conversation gives little support to the rumor that he is ready to take advantage of his liberty to retire from the bench and to spend his declining years in order to prevent President Cleveland from nominating his successor in the active judiciary. He shows all the traits of that long-lived and sturdy old man, the quartette of brothers, Cyrus W. Field, David Dudley Field, Henry M. Field and Stephen J. Field so famous in their respective fields of labor. A fact which lends additional lustre to a face which remarkable families of the American aristocracy of brain, and which was brought out in conversation in the car, is the fact that Justice Brewer, of the United States supreme court, is a nephew of Justice Field. Never before were uncle and nephew seated as contemporaneous members of a supreme tribunal.

J. B. Metcalf, of this city, who is an old personal acquaintance of Justice Field, received a letter from him a few days ago in which the latter expressed a desire to renew their old acquaintanceship, and an intimation that he might possibly stop here. Accordingly Mr. Metcalf went down on the 6 o'clock train and met Justice Field at Kent. He had a pleasant journey back to the city with the next train and his personal visit was not sufficient to induce Justice Field to cancel one of his engagements.

Mrs. Condit-Smith, the Misses Condit-Smith and their aunt, and Miss Gage Condit-Smith, who are all in Seattle for the night, while the justice and Mrs. Field remained on their private car. Mrs. Field, who has a fine collection of books, expressed her regret, in common with him, that the members of the Bar Association should have had their meeting without the opportunity of meeting Justice Field personally.

INDIAN AGAINST WHITE MAN. Guthrie Says the Indian Has Another Homestead Already. There is a contest before the land office between a white man and an Indian for some land in section 24, township 36 north, range 2 west. On August 7, 1878, Patrick Ma-ma-ah-cha made an Indian homestead entry on the land, and on December 16, 1884, James Guthrie made a pre-emption cash entry for land in which was included the Indian's claim. In 1880 Guthrie's entry was suspended because it conflicted with the Indian homestead entry, and the Indian was allowed sixty days to show cause why a patent should not be issued on the cash entry.

After considerable correspondence between the land office and Indian office a re-examination was made, which showed that Guthrie's filing had been erroneously allowed as legal. Then Guthrie was notified to show cause why his entry should not be canceled. The white man then made application to contest the Indian's entry on the ground that he had planted hundreds of fruit trees, built a good house, and that he did not know any one claimed the land where he had planted them. He also says that this same Indian, under the name of Patrick George, took up land in the Lummi Indian reservation, and that he has for several years lived in British Columbia. The acting commissioner has ordered that a hearing be held to determine the rights of the two claimants.

HUNGRY FOR LUMBER.

Car Builders Greedily Buy Washington Fir.

BIG ORDERS PLACED IN SEATTLE

Large Contract for Cedar Blocks to Be Let Here—How Oregon Borrows Washington's Glory.

That Seattle is furnishing the roofing and siding for the box cars of the Chicago, Milwaukee & St. Paul railroad, the well-known Barker Car Company and the Kansas City Car & Foundry Company, is not generally known, but such is the fact. The Stetson & Post Mill Company has just completed an order for 150,000 feet of cedar for these purposes for the Haskell & Barker Company. The Milwaukee people were attracted by a small number of samples sent to them by the Stetson & Post. The first order came at once, about six weeks ago, for a few hundred feet of fir. Then came an order for 100,000 feet, and before that was fairly started East a third order for the same material in Oregon aggregate contracted for these two companies is 1,000,000 feet, and the Haskell & Barker contract has been delivered.

The Kansas City company has placed an order for thirteen carloads of wood, 15,000 to 17,000 feet each for the same uses. The mill is having plenty of work upon these orders. Only clear lumber, without pitch, is ordered, and after passing through the planers it is thoroughly seasoned again. The roofing, which goes on the cars double thickness, consists of pieces of one and a half inch wide and in length either edge is a half inch groove to carry off the water. The siding, which goes on perpendicularly, is a kind of tongue and groove, with a half inch wide with edges and center "V" grooved. The work in each class is simple and can be done in any planer, but the material is the point considered. From one to three carloads of wood are sent to the cedar block question is becoming an important one in the East, and the Indianapolis venture is attracting general attention. It is estimated that the mill has been decided to pave a street ten miles long and eighty-two feet wide with Seattle cedar blocks, upon the Indianapolis plan. The board of public works has received samples from here, and has now invited proposals for 6,000,000 feet of the blocks. At least three Puget Sound concerns are figuring on this big contract.

R. J. Hatfield, of Seattle, is acting as a representative of the Indianapolis board of public works, recently offered to back his faith in the blocks against any other material. He has offered to pay \$1,000 of his own money. The blocks are placed tight together so that the edges cannot chip off, as rock or brick will do. After the war he worked his way west to Kansas, where he lived a number of years, holding the position of county commissioner for several years. From Kansas he moved to Seattle, arriving here in August, 1882, just after the fire. He built himself a home in South Seattle, where he has lived with his family ever since.

For the past year he has been confined to his bed with paralysis. He leaves a widow, three sons and two daughters, all grown up.

OREGON'S BORROWED GLORY.

It is Gained by Giving a Misnomer to Washington Lumber.

Another evidence of the injustice which this state suffers on account of a rough commercial classification is seen in the fact that years ago by San Francisco merchants is furnished by the actual reports from mills which ship Washington fir lumber and cedar shingles to the lumber markets. It appears from these reports that the bulk of the foreign trade is done by mills in this state, although the Washington fir and the Washington red cedar shingles are not shipped from here, but from Oregon. The state does not get credit for its product in the foreign markets.

For H. Beckman, who is editor of the Pacific Lumber Trade Journal, receives tabulated monthly reports from about forty of the largest lumber mills of the Northwest, notices from these reports that the bulk of the foreign trade in lumber comes neither from Oregon nor from British Columbia, but from the state of Washington. The total shipments from British Columbia are much smaller than those from Oregon, and the latter state's product being almost entirely coastwise, while of the 32,000,000 feet mentioned above as shipped from British Columbia, 22,000,000 went about the coast. The total shipments from Oregon, foreign and coastwise, are about 150,000,000 feet, while the total from this state will easily reach 400,000,000 feet.

The other point shown by Mr. Beckman's reports is even more striking. Wholesale shingle and lumber dealers of Oregon are shipping red cedar shingles manufactured at Castle Rock, Kelso and points on the Seattle, Lake Shore & Eastern, under the name of Oregon red cedar shingles, when as a matter of fact there are scarcely two mills in Oregon turning out red cedar shingles. In Washington there are 232 such mills. The great bulk of red cedar practically stops at the Columbia river.

Large Contract for Seattle Lumber. T. J. Golden, a wholesale dealer in lumber here, received a circular letter yesterday from the city for the last three days, has just closed a deal with the Fremont mill for a large portion of its output for the year. The contract is a valuable one, in addition to the large Eastern trade of the mill, will keep it running on full time. The mill company is putting in a band saw and adding other needed improvements. Mr. Golden takes the contract in preference to the number of an Oregon mill which he has had under contract for some time.

THE G. N. IS ALL READY.

Only Waiting for Formal Acceptance of Franchise by N. P.

The Great Northern Railroad Company is now quite ready to begin work on the construction of its tracks from Railroad avenue to the Jackson street crossing, and its right of way will depend, under its agreement with the Northern Pacific and Oregon Improvement Company, on the latter's formal acceptance of the franchise recently granted them by the city council. It cannot do so until all the parties to the agreement have accepted. The Oregon Improvement Company and Great Northern are ready to accept, but the Northern Pacific officials are awaiting authority from the receivers to do so. When this is done, the Great Northern will secure the necessary permit from the board of public works and begin work, for which it has the plant ready.

That the Great Northern is ready and anxious to go to work under its franchise is shown by a telegraphic correspondence which has been going on between the general officers and General Counsel Thomas Burke in the last few days. General Manager Warren on his way East, wired: "The G. N. Co. says N. P. acceptance of franchise, and when will they have their tracks through so we can begin work." "Signed C. H. Warren." To this after consultation, the following reply was returned: "We have accepted. Expect to see you soon as the arrangement is made. The following telegram was received from Superintendent V. A. Riton: "Please advise me when you have secured permit for removal of track so that I may arrange to begin work. A letter from Superintendent J. M. Barr is to the same effect, containing among other things the following: "We are ready to go ahead with this work just as soon as the G. N. Company rearranges its tracks, which we are informed it will do as soon as the ordinance has been signed and accepted. We have been waiting for the work to get within the past thirty days, having steam shovel at Interbay and all data ready to start. Mr. Riton will begin work as soon as an arrangement of the O. I. track makes it possible."

The conviction among railroad men

HIGHEST OF ALL IN LEAVENING POWER.—LATEST U. S. GOV'T REPORT

Baking Powder ABSOLUTELY PURE

PREPARING TO GO HIGHER. Capt. Symons Talks of His Transfer and His Coast Work.

Capt. T. W. Symons, of the United States corps of engineers, who came up from Portland Sunday, and who has been at Everett, returned to Seattle yesterday, and was seen in the office of E. Ricksecker, where he was looking over the maps of the North coast, which are now completed and ready to be filed permanently in his office at Portland.

"This is as fine a piece of work as was ever done," he said, as he swept his hand carelessly over the maps. "That is a sweeping statement, but it is true and just. And it is meant to include both the field work of surveying and the mechanical execution of the maps. The copies which were sent out from the original tracings showed up finely."

Capt. Symons smiled when Mr. Ricksecker was called upon to explain how it was possible for copies to be sent out before the original had been completed, and seemed satisfied with the engineer's statement that the original had first been traced in pencil, and that copies had been made at once and placed in Capt. Symons' possession to expedite the work, after which the original draft had been finished on the maps.

Capt. Symons spoke pleasantly of his sojourn of six years on the coast, and regretfully of the surrendering of the pleasant associations here rendered necessary by his transfer to the East. He leaves next week to assume charge of the government engineering work at Buffalo, Dunkirk, Erie, and in general along the western end of Lake Erie. The district to which he goes is covered by members of the corps, and is usually regarded as ranking second only to the Washington City district in point of desirability. His appointment to that field is rendered all the more conspicuous from the fact that he will be the only captain of engineers in charge of a lake district, all the others being majors and colonels.

"Oh, well," said Mr. Ricksecker, as that fact was noted yesterday afternoon, "you need not have that distinction long," which intimation of the captain's early promotion was not denied.

When asked to make some statement about the work that had been done during the last six years of service in this district, Capt. Symons said that it was because it would be impracticable to give any thing like a full review of the work in short space, but finally said: "Of course a large amount of work has been undertaken during that time. Work has been begun at Everett, Olympia, Gray's Harbor, Willapa Harbor and river, Swinomish, North Fork of the Cowlitz, and elsewhere. All this has been done in Washington, besides the work done in Oregon. Most of this work has either been completed, or is now well under way. Besides this, a large amount of work has been done in the way of surveys, examinations, looking after bridges, and the like. The largest single piece of work undertaken during the term of my service is that at Coos Bay, where \$500,000 has been expended. I may say that the net results there have been very remarkable. The jetty has broken the force of the waves on the bar at low tide from nine feet to from eighteen to twenty feet, and the latter average has been uniformly maintained for two years—a result which I do not know of as having been accomplished anywhere else."

GRAND ARMY JOURNAL.

Official Report of the Proceedings of the Spokane Encampment.

The official journal of the proceedings of the Grand Army encampment at Spokane has just been issued. It is embellished with a splendid portrait of Commander John N. Scott, and is altogether one of the best reports ever issued by this department. The report of Judge Scott is a remarkable example of clearness of statement and strict limitation to matters of business connected with the department.

There are seventy-two posts in the district, Stevens leading with 218 members and John P. Miller a close second with 205. Other prominent members are G. H. Thomas with 109, Gen. Emory is the junior with seven members. The black-bordered space show that during the year 1894-5, 10,000 members were "mustered out," and especial tribute is paid to the memory of Virgil R. Bassel, late of Auburn.

JOHNSON'S HEARING SET.

The Assault of Miss Wilson Refuses to Tell Her Name. William Barrett, alias Frank Johnson, was arraigned before Justice Caldwell yesterday afternoon on a charge of assault with intent to commit murder on Daisy Wilson last Friday night. His hearing was set for Thursday, September 20, at 2:30 o'clock, and his bond fixed at \$5,000, in default of which he will be jailed.

Johnson was brought down from the city jail by Constable Fitzgerald, and during the proceedings stood leaning against a table, his hands bound together with white rags. He was asked by Deputy Prosecuting Attorney Morris, who filed the complaint, if his real name was not Barrett, said: "I refuse to answer. My lawyers will do my talking."

AMUSEMENTS.

The Chase Company at Cordray's. The Charles W. Chase company drew another big house at Cordray's last night to see "Uncle's Darling," an interesting drama written by "Chase" himself. The play is well presented and the company has started in on a good week's business. "Uncle's Darling" will be given for the last time tonight. Tomorrow night "American Born" will be put on.

Vested Choir for St. Clement's Church.

On Sunday, October 6, the fully vested boy choir, supplemented by young women and young men's voices, which has been rehearsing for some time under the capable choirmaster and organist, F. Boyd Wells, will sing for the first time in the living service of St. Clement's Episcopal church. This winter a series of musical concerts under the order of the cathedral concerters in England, will be inaugurated. The gifted vocalist, Mrs. L. D. Bruns, will be choirmaster. Rev. Henry A. Dexter, the rector, is aiming to promote a higher order of music in his congregation, and is warmly supported by his congregation.

BREVITIES.

At the meeting of the Chamber of Commerce trustees yesterday C. D. Stimson and Augustus W. Young were elected to membership. A. Stein, the Washington street merchant who decorated Geo. Young's eye on Sunday the last few days, before Justice Caldwell on Monday night, and his hearing set for Friday at 10 o'clock a. m. He was released on furnishing \$250 bail. J. P. Mackenry was bound over to the superior court yesterday by Judge Glasgow for an infamous crime committed on Geary street on September 17, with bonds fixed at \$500. Iruson was also held as a consulting witness, with bonds fixed at \$1,000.

THE MODERN LABOR-SAVING METHOD OF COOKING IS TO USE

A Gas Stove

IT IS NEAT, CONVENIENT AND ECONOMICAL.

THE MORE YOU BURN IT

The Better You Like It.

THE MORE YOU BURN IT THE BETTER YOU LIKE IT.

Imagine you know a good thing when you see it? Of course you do, and we are not going to dispute the assertion.

Did You Ever consider that every garment that leaves our premises tells its own story of high quality clothing and low prices?

The Rapid

Growth of our business is due not to what we publish in the newspapers, but to the fact that people who buy here once buy here again.

AND SEND THEIR FRIENDS.

Don't You

Know that we are the only clothing house in Seattle that is showing a complete new line of FALL SUITS, FALL OVERCOATS, FALL TROUSERS.

Front St. Foot of Cherry.

SALE OF.....

Manufacturers' Samples

Of Mackintoshes, Umbrellas and Rubber Goods, Hats and Caps, Men's and Children's Clothing, Furnishing Goods, Men's, Ladies' and Children's Underwear, Dry Goods, Men's, Women's, Misses' and Children's Shoes. All of Eastern manufacture, embracing their finest to their cheapest makes. AT MANUFACTURERS' COST.

BASYE & CO. Creditor's Sale of Bankrupt Stocks.

97 Front Street, Under Rainier-Grand Hotel.

Alacama Sails With New Captain.

Capt. S. Jensen, of the Chilean vessel Alacama, which has been detained at Port Gamble owing to his presence in the county jail with J. M. McLane, resigned yesterday afternoon. Capt. Jensen is said to have already been appointed to fill the position. This removes the obstacle that prevented the vessel sailing to Valparaiso, and she is thought she will lose no time in sailing with her cargo of lumber. Under the agreement Capt. Jensen is to receive \$24 when the Alacama sails. McLane remains in prison with the captain.

Time Is Money.

The man whose time is money can save much in the course of a year if he finds his trains are a day late. The Northern Western Line is one of the most reliable in its adherence to its time; this is also the shortest line between St. Paul and Chicago. F. W. PARKER, Puget Sound Agent, 61 Front Street, Seattle.

To Do a Little Work at Tacoma.

The dredger Python went to Tacoma yesterday, temporarily to complete the contract for dredging a channel in front of the Commercial dock. As soon as this work is completed the Python will resume work here, and it is presumed that by that time the piling will be ready to put both dredgers at work.

New Pastor Will Arrive Today.

Rev. S. Ghurm, the new pastor of the First Baptist church, will arrive from Boston this afternoon by the Great Northern overland train. For the present he will be quartered at the home of G. W. Ward, 102 Pike street.

HEALS RUNNING SORES

CURES THE SERPENT'S STING

CONTAGIOUS BLOOD POISON

In all its stages completely eradicated by S.S.S. Obsolete ailments, sores and ulcers yield to its healing powers. It removes the poison and builds up the system. Valuable treatment in the disease and its removal. SWIFT SPECIFIC CO., ATLANTA, GA.

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