GAINED BY REBATES.

How Portland is Taking Away the Sound Wheat Trade.

THREE-FOURTHS OF IT GOBBLED.

Wholesale Discrimination by the O. R. & N. Co. the Cause.

Its Stations in the Palouse Country Overflowing With Wheat, While Northern Pacific Warehouses Are Empty—Investigators Say the Law is Violated by a Receiver Acting Under the Shield of the Federal Court—Chamber of Commerce Called Upon to Awake.

Among wheat shippers on the Sound the belief is almost unanimous that this city and Tacoma are not getting their share of the grain shipped from the fields of Eastern Washington, and the statement has been made that not more than one-fourth of the amount shipped to these points last year is coming to the Sound this season. According to the dealers, there is but one reason for this great reduction, and that is the open and barefaced discrimination of the Oregon Railway & Navigation Company in favor of Portland shippers. It is claimed that it can be proved that the receiver of this company, who is an appointee of the United States court, is paying rebates on wheat shipped to Portland, and, as a result, the warehouses of the O. R. & N. Co. in the Palouse are piled to the roof with wheat, platforms hundreds of feet long are covered thirty sacks high with grain sacks, and freight cars are used for storage purpose, while on the Northern Pacific the warehouses have room to spare.

"If anybody having the interests of the Sound twin cities at heart," said a prominent Seattle shipper yesterday, "should devote a little time and research to the movement of the wheat crop in this state, he would not be surprised at the query as to whether Seattle and Tacoma had been hypnotized and drugged and rendered insensible to what was going on in this connection. He could readily ascertain that the discrimination of the Oregon Railway & Navigation Company in favor of Portland had resulted in the distribution of the quantity of wheat already brought to the railroad tracks in the proportion of about 75 per cent. in the warehouses of that road, to about 25 per cent. in the warehouses of the Northern Pacific. He would find that of this small share apparently secured to the Northern Pacific, a large percentage when shipped was routed to Portland via Wallula, resulting in the fact that the Sound today is not receiving 40 per cent. of the wheat she did last year, while even then the same state of affairs existed, but not in such a marked degree.

Eloquent Facts in Palouse.

"It is necessary, in order to have an intelligent understanding of the case, that one should be informed as to the methods adopted in the country when the crops are moving rapidly, as they have been during the last sixty days. It rarely happens that a farmer sells his wheat as he hauls it in to the warehouse. He prefers to accumulate a block in town and then offer it for sale, and the warehouse man who offers the best inducements secures the control of the wheat. A trip through the Palouse country today would surprise any one not conversant with the tactics pursued by the Oregon Railway and Navigation Company the last five years, every year being more aggravated. Take the towns of Pullman, Garfield, Oakesdale and Moscow as example competitive points on the two roads in question. The warehouses on the Oregon Railway and Navigation route are piled to the roof, temporary platforms, hundreds of feet long, are piled thirty sacks high, while box cars on the side tracks are used for storage. On the other road the warehouses have abundant room and to spare. It is not that the dealers on the one road are less active than on the other, or that published rates of freight favor one as against the other. The reasons are patent to everybody at all familiar with the handling of grain, and it is common talk in the country. The whole proposition was laid bare to the public last season, when the Walla Walla county farmers appealed to the interstate commerce commission for relief in the matter of freight rates, and when it was proved beyond peradventure that the Oregon Railway and Navigation Company, a road in the hands of the United States courts, scattered broadcast its favors to any leader on its line who was close mouthed, and who would pull wheat from the Northern Pacific, and as a consequence from the Sound cities and divert it to Portland.

"It is a known fact that this matter was laid before the Northern Pacific Railroad Company and its old receivers while they were on the Sound on an investigating tour several months ago. But instead of adopting measures for preventing the abuse, they have allowed it to be repeated in a more aggravated form than ever before, and were they parties to the deal they could not have shown more apathy than they did this fall.

The Question to Be Dealt With.

"The question now before Seattle and Tacoma is: Why should this state of affairs exist, and why should the wheat crop of this state be allowed to be diverted from its own tide water to a foreign port, so to speak, in direct violation of the interstate commerce law, and that by a corporation in the hands of the court and whose every action should be approved by it? These corporations, through their able counsel at Olympia, last winter fought a reduction of rates on the ground that even with the rates then in force they were bankrupt. Mr. Cotton, the Oregon Railway and Navigation attorney, particularly distinguished himself by the appeal he made on behalf of his road. It is difficult to reconcile the earnest plea made by him with the positive fact, undoubtedly known by him, that more than the reduction asked for by the people was being made each year, not to the individual farmers, share and share alike, as would be the case were rates reduced, but to large grain corporations and individual grain dealers as a compensation for diverting the wheat of the state of Washington from its natural channel to a port that is in every respect handicapped, as against the Sound cities, as a desirable export terminal. This has nothing to do with freight rates on grain; that matter was fully digested and passed upon by the legislature last winter. But when the vital interests of the state are attacked as they now are, it would be better for this state were rates put where no rate cutting or discrimination would be possible. Our Chamber of Commerce, in conjunction with the Tacoma body, should lose no time in thoroughly investigating this abuse. The appointment of Andrew F. Burleigh as receiver of the Northern Pacific, and the general approval of him all along the line, should make it a simple matter to get at the facts in the case, and a thorough investigation cannot fail to bring relief."

The matter has been thoroughly investigated lately by several gentlemen interested, who have been in Portland, Seattle and Tacoma and all through the Palouse country. One of them gave the results to the Spokane Spokesman-Review, in the following interview:

Can Prove Discrimination.

"We think there will be no doubt about being able to show that there is a combine of interests in favor of Portland and against the Sound shippers; that there is a rebate being paid by the Oregon Railway and Navigation Company to certain Portland exporters, and that a great injustice is being done to the producer in Eastern Washington. The railroads interested are in the hands of receivers under the direction of the court, and there is not a judge of the Federal court in Washington, Oregon or Idaho that would for a moment tolerate such work once it was made plain that the law is being violated.

"It is, therefore, an opportune time for the people of Eastern Washington to take the matter in hand and contest for their rights. Besides, Tacoma and Seattle are interested incidentally, and would no doubt be glad to aid any organized effort for relief.

"But there is also a greater reason why the present is an opportune time to take the matter up. The Northern Pacific is now in the hands of a new receiver—Mr. Burleigh, of Seattle. It is out of the grasp of the Eastern receiver, who never had any time to listen to our wrongs. Mr. Burleigh is of Washington and for Washington sufficiently to see that the people of the state and the interests of the state are fairly treated. Of course, he is expected to look after the interests of the railroad he represents, and luckily his railroad requires relief as much as the people do, and there is little doubt but further investigations will prove this to be true.

What Led Up to the Situation.

"In the first place in order to understand the present situation, it should be remembered that the Oregon Railway and Navigation Company is at present handling 75 per cent. of the Palouse wheat. Heretofore—or, rather, prior to this year—the Northern Pacific handled the greater bulk. The Northern Pacific is not getting the freightage this year, and what appeared suspicious in the matter from the first, was making no effort to get it. Hence, the natural inference is that the Northern Pacific has no desire to secure it, and, being a corporation that has heretofore fought for that freightage, the first question that arises is, why? There is not a man living in the Palouse country who does not remember how the Northern Pacific fought for that freight heretofore. It was about seven years ago that the great fight was made, which was successful for the Northern Pacific. Then the Oregon Railway and Navigation Company sent Knapp, Burrill & Co. into the Palouse country to establish grain warehouses and purchase wheat for export by its line. The Northern Pacific had already established the Northern Pacific Elevator Company in its interest and the fight that ensued was merry—especially for the farmer. One day, it will be remembered, this competition sent wheat 25 to 30 cents above the market price—the profit of which went to the farmer and the loss fell to the railroads. But the Oregon Railway and Navigation Company, after losing several thousands of dollars backing up Knapp, Burrell & Co., was routed. The Northern Pacific won and held the field.

"Of course, there was a natural excuse for the head freight agents of the Northern Pacific when it voluntarily abandoned this big freight trade this year. The Northern Pacific Elevator Company went into the hands of a receiver about the time the railroad did, and they lay it all to that, but it is only an excuse.

The Loss to the Farmer.

"Let me tell you where the secret lies. There are the following wheat exporters in Portland or having agents there: Balfour, Guthrie & Co., whose main office is in San Francisco; Sibson, Kerr & Co., whose main office is in Portland; J. R. Cameron & Co., main office, Portland; Pacific Coast Elevator Company (Peavey & Co.), main office, Portland; and the Portland Flouring Mills. Of the above Balfour, Guthrie & Co. and Sibson, Kerr & Co. have branch offices in Tacoma and Seattle. The local firms on the Sound are Reed & Co., of Tacoma, and E. Cardin, of Seattle. Mr. Cardin represents J. Q. Adams, of St. Paul and Minneapolis. Adams was the former president of the Northern Pacific Elevator Company, and Mr. Cardin was its general manager.

"The combination is being worked in favor of Portland and San Francisco, as against the Sound, and this is how the poor farmer gets it under the hat.

"The freight cost for shipping wheat from Eastern Washington is: To Portland, Tacoma or Seattle, 14½ cents. There is, therefore, no advantage there. To San Francisco the rate is 21 cents, a difference in favor of Portland, Tacoma or Seattle of 6½ cents. Charters are granted at San Francisco for 25 shillings and 26 shillings and 6 pence per ton; at Tacoma or Seattle about 28 shillings. English money, a difference of about 1½ cents per bushel, which deducted from 6¼ cents, leaves 5¼ cents natural benefit that should be derived at Sound points, as against San Francisco. Add 1 to 1½ cents benefit at Seattle or Tacoma over Portland, and the Puget sound advantage over San Francisco is 6½ to 6¾ cents per bushel.

"Does the Eastern Washington farmer get it? Never in your life! Wheat is quoted at from 4 to 5 cents more per bushel at San Francisco than it should be under the circumstances.

Forcing Business to Portland.

"The investigation into this peculiar state of affairs in order to learn why this could be done, has shown that about six weeks ago Balfour, Guthrie & Co. secured a monopoly of the Sound charters by paying as high as 37 shillings per ton and are now advertising shipments and endeavoring to make the Eastern Washington farmer pay for their high charters. By holding these charters at the Sound high, everything can be forced to San Francisco via Portland, and this is being done. The tonnage of Eastern Washington is today being diverted in accordance with this plan via the O. R. & N. and Portland. Why? It was proven before the interstate commerce commission at Walla Walla that the Oregon Railway and Navigation Company had paid over $80,000 in rebates last year to the Pacific Coast Elevator Company, whose office is in Portland, claiming that they were agents of the Oregon Railway and Navigation Company. Now the same dodge is being played again this year, with this addition. Unless wheat is consigned to Portland and San Francisco exporters they will not accept the grading of our state grain inspector. That this is unfair and unnecessary is proven by the fact that Reed & Co. are buying right along at Tacoma on this Washington state grading and no objection has been raised at San Francisco, but the same has been accepted.

"That Eastern Washington is being injured by this deal, and that the Northern Pacific officials at Portland are winking at it, for some reason at present unknown, is certain. It is hoped, however, that if the matter is brought before Judge Hanford relief can be secured that will benefit the entire state."

Attitude of Northern Pacific.

Tacoma, Nov. 9.—Special.—"The safety of the wheat shipping of the cities of Seattle and Tacoma will depend on their ability to secure and hold grain buying firms of large capital, who will be able to do business on the same terms as the buyers of Portland and elsewhere," said General Manager George W. Dickinson, of the Northern Pacific today, while discussing the condition of the grain business.

"While there may be an effort made to show that the Northern Pacific is not handling its proper proportion of wheat, when the season is over it will be shown that we have had fully our share. Wheat is moving very slowly, owing, I presume, to the fact that farmers have sold enough to ease them so as to enable them to hold their grain for better prices. We are handling about sixty cars a day all told, including shipments to Tacoma, Seattle and Portland. I am glad to see that Seattle is getting more grain than heretofore, due, I suppose, to the fact that more charters are sent there."

"What is there in the story that the O. R. & N. is shipping more wheat from competitive points than properly belongs to it?" was asked.

"If this is true, then the O. R. & N. must be paying rebates to shippers. Rates from the Big Bend, Palouse and Walla Walla to Portland and the Sound are identical over the Northern Pacific and O. R. & N. The putting out of sacks by the Portland grain men amounts practically to a loan and, of course, is an advantage. Three years ago we voluntarily lowered rates to where they are at present, and we will not go further without a fight. If it is proven that the O. R. & N. is paying rebates, then it is only a matter of time till the legislatures of Washington and Oregon will say that if rebates can be paid, the railroads can afford to lower their rates."

More Grain-Buyers Needed.

A gentleman who has watched the steady growth of wheat shipping on the Sound during the past three years said that there is need for grain buying concerns possessed of ample capital in both Seattle and Tacoma. He cited the fact that when G. W. McNear, of San Francisco, bought a cargo of grain here the price of wheat jumped up 3 cents per bushel in one day. McNear chartered the British clipper ship Thomas Stevens, which sailed Wednesday night for the United Kingdom with 2,000 tons. He said that there is no competition between Balfour, Guthrie & Co., of Seattle, and the same firm at Portland and Tacoma, except in the individual efforts of the local representatives at the three cities to make a showing. In order to meet the grain men of Portland in the competitive territory on equal terms, Seattle and Tacoma shippers must be financially equipped to do business.

IS REGISTRATION REQUIRED?

Differing Opinions as to Qualifications of Voters at Special Elections.

The fact that there is to be a special election December 10 to decide the Cedar river water question, and also to choose freeholders to revise the city charter, has caused many intending voters to ask whether they will be required to register. Corporation Counsel W. T. Scott is inclined to believe that registration will not be necessary, and in support of his opinion he cites the ruling of the supreme court in the case of Edmund Seymour, appellant, vs. the City of Tacoma, Herbert S. Huson, S. G. Smyth and the Tacoma Light and Water Company, respondents. Mr. Scott says:

"No registration is required for an election except an election at which municipal or other officers are to be elected. In the Seymour case the supreme court held that there was no state law requiring registration of voters at elections to decide upon propositions for purchasing water works and light plants, and bonding the city to pay therefor. In that case an objection raised against a vote not registered was overruled. The code provides that the registration act shall apply to the election of national, state, congressional, district, county or municipal officers, and hence it is not applicable to propositions such as the Cedar river water supply or an election of freeholders. All electors otherwise qualified are entitled to vote, notwithstanding they may not have been registered."

A view contrary to the above is taken by Alderman Miller, who thinks no one will be able to vote unless he has complied with the registry law. City Clerk Stewart is of like opinion, saying the whole question turns on the meaning of "qualified voter," and he claims that no voter is qualified until he has been registered.

At its last session the legislature passed an act, approved March 20, 1895, seemingly directed at cases similar to the unloading of the Tacoma water plant on that city. The new statute is considered to be in point. It provides:

"The provisions of this act shall apply to all elections for national, state, congressional, district, county or municipal officers, and all general or special elections held within any such cities, towns or precincts, except road elections and the wards or voting precincts established by the authorities of any county, city or town shall be the same for all county, district, state, congressional, national or other elections."

Should the question of registration be raised at the coming election, it would involve a great number of electors, if the books at the city clerk's office remain as they now are. So far this year only about 200 voters have been registered. The law provides that the books be open until twenty days before an election, so that in the present case the books will close November 20. If all the voters of the city undertake to register within the next thirteen days the clerk's office for the time will be kept busier than ever before.

THE WEATHER FOR OCTOBER.

Following is the meteorological summary of the weather bureau stationed at Seattle for the month of October, 1895, furnished by George W. Salisbury, observer.

Date.	Temp. Maximum.	Temp. Minimum.	Temp. Mean.	Precipitation, in. and hund'ths.
1	61	50	56	.02
2	60	56	58	....
3	64	44	54	....
4	65	45	55	....
5	65	45	55	....
6	58	47	52	....
7	54	45	50	....
8	57	48	52	....
9	61	52	56	....
10	66	52	59	....
11	54	51	52	....
12	53	49	51	....
13	60	50	55	....
14	68	49	58	....
15	68	45	56	....
16	69	41	50	....
17	62	43	52	....
18	73	45	59	....
19	72	47	60	....
20	66	41	54	....
21	50	42	46	....
22	48	45	46	....
23	49	45	47	T.
24	49	44	46	....
25	52	43	48	....
26	54	45	50	....
27	54	42	48	....
28	53	38	46	....
29	45	39	42	....
30	44	38	41	....
31	51	41	46	T.

Mean atmospheric pressure, 30.11; highest pressure, 30.34; date, 3d; lowest pressure, 29.87; date, 1st.

Mean temperature, 52; highest temperature, 73; date, 18th; lowest temperature, 38; date, 28th; greatest daily range of temperature, 28; date, 18th; least daily range of temperature, 3; date, 22d.

Mean temperature for this month in 1892, 54; 1893, 48; 1894, 51; 1895, 52; 1890, 50. Mean temperature for this month for five years, 51. Prevailing direction of wind, N. 22 per cent. Total movement of wind, 2,234 miles. *Maximum velocity of wind, direction and date, 20 miles, S., 21st.

Total precipitation, .02 inches; number of days with .01 inch or more precipitation, 1.

Total precipitation (in inches) for this month in 1890, 3.03; 1892, 2.75; 1893, 3.66; 1894, 3.70; 1895, .02. Average precipitation for this month for five years, 2.63. Number of clear days, 13; partly cloudy days, 2; cloudy days, 16. Dates of frost, none.

Note.—Pressure reduced to sea level. "T" indicates trace of precipitation. * To be taken from any five-minute record.

The Ravages of Electrolysis.

Electrolysis is to the iron pipe what the teredo is to the pile. An excellent illustration of the effect of the electric current on water pipe is to be found in the office of the board of public works, where there is a piece of pipe perhaps a foot in diameter literally honeycombed. Near it lies a section of a teredo-eaten pile, and the similarity of the two is apparent at a glance. With the iron the corrosion appears in larger holes than do the borings in the wood, but the two are remarkably similar. The pipe came from the neighborhood of the Diamond Ice and Storage Company, at the corner of West and Union streets. The pipes connecting that company with the outside mains are so badly used up by electrolysis that it is said the company will give up the use of city water and arrange for cisterns of its own. The city will thereby lose a customer paying at present about $150 a month.

THIS RESTAURANT O. K.

Uncle Josh: "That just suits me, none of them there waiters flying around spilling soup and setch over a fellow while he's trying to enjoy his rations."

THE INDIAN YOGEES.

Their Powers Attributed to Change of Polarity.

A NEW THEORY OF GRAVITY.

Possibility of Overcoming the Force of Gravitation—A New Era of Progress Possibly Opening Up.

It is one of the factors in evolution that as the human race advances in civilization the needs and necessities of life increase and nature constantly reveals new secrets, finer forces, to supply man's wants. We are on the dawn of a new civilization. The race is advancing at a rate it never advanced before. Discoveries are being made daily that seem almost incredible. Still our wants are abreast with new discoveries, and it is very evident that still greater efforts will have to be made in order to meet the new conditions.

We have passed through many ages, in each of which the knowledge was sufficient for that period of the world's history. The age which is just entering upon its decline is the steam age. Steam has been a mighty factor in civilizing the world. Man, however, outgrew steam and demanded a more subtile force. Nature supplied that demand and gave us electricity.

We are now entering the electrical age. Will this be the final one? Will electricity fulfill all man's demands for all time?

Logic answers no. We shall outgrow electricity even as we have outgrown steam. A more powerful and subtile force will arise to serve man when he is ready to demand it. If this is the case, there must already be some indications of what the next force will be, even as electricity revealed itself to man when steam was rising to its glory. The majority of men would probably consider one insane who said that it was very likely that in fifty years hence men would be able to communicate with each other thousands of miles apart without the use of any physical connections, or that he would travel in vehicles the motive power of which was the human will.

Still, who should say this is impossible? When the mighty "Fohat" has become the plaything of the scientist, when thought transference is the common faculty possessed by man, and the laws of gravity are known and understood, then this may come to pass.

Meanwhile we can examine the slight clews we have as to what the coming force will be, and we doubtlessly will be amply rewarded for our trouble.

One of the greatest forces we know of is "gravity," and this is one about which we think we have the most definite knowledge, when in reality it is one of the least understood.

Newton discovered that every object attracts every other object, but here he stopped. He should have gone farther, and he would have found that under certain conditions every object repels every other object.

What, then, is gravity? What causes its attraction and repulsion? It is the affinity which exists between bodies of opposite polarities. Some men say: 'How are we to know that the force of gravity is repellant as well as attractive?" I would answer: There are several proofs, the most important of which is "the universal law of the pairs of opposites."

In every phase of nature we see this illustrated. Light and darkness, heat and cold, sorow and joy, love and hate, positive and negative, and in fact everywhere is this apparent. All the forces of nature are in pairs; none are isolated. Therefore, by analogy, it must follow that if gravity is a force which attracts, it must also be a force which repels.

Weight, then, is the mean difference between the attraction and repulsion two bodies have for each other, one body being the earth. To illustrate: The earth may have an attractive force upon a mass of iron, of 1,000 pounds. The iron may exert an attractive force upon the earth of 400 pounds. The iron would then apparently weigh 1,400 pounds. Now, in magnetism we find that two pieces of iron exert no influence over each other until one of them if polarized. If this is done, there is immediately an affinity created between them and attraction is the result. If both are polarized one of two things will happen. They will either be attracted or repelled. It will depend upon their polarity.

Thus far we see that there is no attraction between depolarized or neutral bodies. In order to have attraction one or both must possess a distinct polarity to a greater or lesser degree. Or, to be simpler, one body, at least, must be either positive or negative. Another law of physics is, likes repel; unlikes attract; but here again we find that if two bodies of iron have the same polarity, and one is several times larger than the other, they are attracted instead of repelled. The larger mass is able to change the polarity of the smaller, and thus attract it, although it is unable to exert such an attractive force as it would have had, had the smaller mass been of the opposite polarity.

This explains why all objects are attracted to the earth, although many of them are of the same polarity as it, and in the natural order of things should be repelled. The earth, being the larger body, is able to change their polarity, or, to be more correct, to neutralize it, and thus exert an attractive force.

The earth will attract with much more force a body which is opposite in polarity to it than one whose polarity is neutral or nearly so. The more strongly the body is polarized, the greater the attraction exercised.

This, I think, will explain the great difference which exists between the specific gravity of various metals. We all know that steel possesses many times the density of quicksilver; still, quicksilver is nearly twice as heavy as steel, the specific gravity or iron being 7 and quicksilver 13.5. The reason of this is steel is almost neutral or is polarized but slightly, while quicksilver is polarized strongly with an opposite polarity than that of the earth.

Now could we change the polarity of any body, we could alter its weight. If we could polarize it sufficiently with the same polarity the earth possessed, it would cease to have weight.

I believe this can and has been done, and, before long, man will thoroughly understand and be able to control this law of polarity, and thus make himself still greater master of the forces of nature. If we assume that this law of polarity really exists, we know that it will only be a short time before man will have mastered its secrets. It is believed by many that the ancient Egyptians had this knowledge, and that it is one of the lost arts. It is said that this is how the pyramids were built—that the Egyptians moved the mighty masses of stone in them by simply changing their polarity, and causing them to lose weight.

Many will laugh at this, but we must remember that "there are more things in heaven and earth than are dreamt of in man's philosophy," and it is very hard to say, in the light of the marvelous discoveries of the last few years, where the possible ends and the impossible begins.

We have, however, some proofs right at hand of the possibility of changing polarity and its effects. Many of my readers have doubtless attended spiritualistic seances. There you may have seen heavy objects moved about by the slightest pressure of the medium's hand. In many cases physical strength could not have done this, because the medium did not possess it. I have seen tables lifted by the open palms and under conditions where there was no possibility of fraud. Had the table possessed the slightest weight, it would have been impossible to have done this.

Of all things, however, the human body is the easiest to change in polarity. The yogees of India, a class of men who for centuries have studied this force and are almost masters of it, perform some wonderful feats by its aid. I will cite one of these as an example. It is one which is attested to by a large number of Oriental travelers, and it can easily be verified.

A gentleman who spent several months in India investigating the yogees was one day visited by a celebrated fakir, a yogee who performed several feats under scientific test conditions and before several witnesses.

He ended his exhibition by folding his arms and rising bodily in the air and remaining suspended about three feet from the earth for about two minutes.

I know it is claimed that the yogees perform their feats by means of hypnotism, but in this case it was conclusively shown that the hypnotic force was not used. The yogee stood near the wall and about three feet above his head there was noticed a small rent in the matting When the yogee raised himself up it was observed that his head was exactly level with this rent.

Madame Blavatsky understood this law and gave many illustrations of its power. Among others she would place a small table in any part of the room desired by her friends and would then ask some one present to lift it. It would be found that this could be done easily, as the table weighed only a few pounds. She would then fix her gaze upon it and change its polarity, after which the strongest man in the room would be unable to move it.

A great many more proofs could be given had I space at my disposal, but enough has been said to convince any intelligent man that there is some possibility of this law existing.

It is only when it is known and understood that the problem of aerial navigation will be solved.

We are near the dawn of a new century, a century that will far exceed this in progress, and it will only be a little while when this, with some other forces that are on the eve of discovery, will have become the servant of the race.

Man possesses latent power he little dreams of. Thought transference is one of these. It is a faculty dormant in every human mind and one which all can cultivate. Some time in the near future I will tell more about it and show how it can be developed by any one wishing to cultivate it. Yours truly, W. B.

THE LINGERING OF THE FLOWERS

I know a hollow in the wood
Where spring her luring witchery weaves,
But now the winds have made of it
A lonely sepulcher of leaves;
Here Pan blows on his reeded pipes,
And for the summer grieves.

The desolation of the year
Is coming on apace, I know,
But still the everlasting's pearls
Shine by the roadside, white as snow;
And late bur-marigolds, like lamps,
In dark, lush places glow.

Still, still the tall wild asters stand
In lavender groups beside the way,
Still, still the golden sunlight gilds
The deep, dark beryl of the bay;
And one wild yellow violet
I found but yesterday.

Cross any little stream, and see
The brooklime's tiny azure eyes!
Surely they stole that perfect hue
Right out of last June's fairest skies,
And kept it hidden until now—
Just for a sweet surprise.

We hear the meadow-lark at morn,
With joy veined thro' and thro' with pain;
He knows the secret—how to lure
Our dear, lost springtimes back again,
And shake their sweetness thro' his notes,
Like drops of golden rain.

The dark and bitter winter days—
How soon, how soon they will be here!
But even the darkest one will hold
One small, pale blossom of good cheer;
And oh, the sweet things that will come
With the throb of another year!

ELLA HIGGINSON.

November 3, 1895.

PET Cigarettes are again on sale by all progressive dealers.

Seattle, Lake Shore & Eastern Railway.

THOS. R. BROWN, JNO. H. BRYANT, } Receivers.

Trains leave and arrive depot foot of Columbia street.

TIME CARD IN EFFECT SEPT. 15, 1895.

† No. 3.	‡ No. 1.	Lv.	Ar.	‡ No. 2.	† No. 4.
4:50pm	9:00am	Seattle		5:25pm	10:40am
6:04pm	10:15am	Wood'ville		4:19pm	9:20am
.....	11:09am	Issaquah		3:25pm	.....
.....	12:04pm	Snoq'mie		2:31pm	.....
.....	12:15pm	N. Bend		2:20pm	.....
6:47pm	10:58am	Snohomish		3:41pm	8:35am
8:45pm	12:51pm	Woolley		1:53pm	6:30am
.....	4:00pm	Anacortes		9:00am	.....
.....	.....	Hamilton		12:50pm	.....
.....	1:24pm	Wick'ham		1:24pm	.....
.....	2:55pm	Sumas		11:55am	.....
.....	Ar 5:50pm	Vancouver		9:00am	Lv. .....

‡Daily. †Daily except Sunday.

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A THOROUGH, SYSTEMATIC COURSE

Of Treatment Is Necessary to Permanently Cure Catarrh.

The Copeland Treatment Has Passed the Period of Experiment and is Vouched for by the Testimony of Your Friends and Neighbors—$5 a Month for Treatment and Medicines.

Week after week Drs. Copeland and Prevost publish statements of persons well known—your friends and neighbors—who have been cured of that loathsome and insidious disease, catarrh. The testimony thus submitted should satisfy the most skeptical of the permanent results where patients follow out a thorough and systematic course of treament to the end, especially during the favorable season and until the tissues are brought to a perfectly healthy condition.

The great difficulty Drs. Copeland and Prevost have to contend with is that a majority of patients are satisfied if they get temporary relief from their most distressing symptoms, and will not take the time or have the patience to follow up the treatment long enough to obtain a permanent cure. The result is, in a few months, or with the advent of winter, the trouble returns again, and many are unjust enough to blame the doctors and condemn their method of treatment.

Again, quite a number of patients will take but one month's treatment, and if positive results are not noticed in that time they, too, condemn the treatment as not beneficial. Drs. Copeland and Prevost repeatedly urge the necessity for continuous and systematic treatment during the favorable season, and where patients have followed their instructions closely, have always been pleased with the ultimate results.

These are hard times for every one, the wage-worker, the merchant, the professional man, the manufacturer, etc. It is every one's desire to make a dollar go as far as possible and to make no experiments. Drs. Copeland and Prevost recognize the fact that there are hundreds in this community who are actually suffering for need of medical attendance, but they haven't the money to spare to experiment with. These persons reason thus: "I know I need treatment, and if I was positive I could be benefited I wouldn't hesitate a minute to take treatment, but I cannot afford to spend the money and not be helped."

To these patients Drs. Copeland and Prevost's method of treatment particularly recommends itself. It has passed the period of experiment and is based upon sound physiological and therapeutical principals. Drs. Copeland and Prevost point with pride to the many permanent cures they have made, the like of which has never been known in the history of medical practice.

COPELAND FEE.

The cost of a full course of treatment at the Copeland Medical Institute is at the rate of $5 per month, whether the requisite period of treatment be three months or three weeks. This fee includes all medicines and the constant and watchful care of all patients to a final cure. Examination free.

CATARRH OF THE NOSE, THROAT AND EARS.

Restored to Health and Comfort by Good, Careful Treatment.

Mrs. John Pickering, wife of the well-known farmer and rancher, who resides at Mount Vernon, says:

"I am satisfied that if all the chronic invalids in Seattle knew precisely just what the Copeland system really is and just what splendid advantages are really open to everybody at the Copeland Medical Institute there are very few who

MRS. JOHN PICKERING, MT. VERNON, WASH.

would ever care to go anywhere else for treatment. There isn't any fee that is worth speaking of, but the sick who go there are sure of receiving not only the most thoughtful attention but the most intelligent and effective treatment that they could get anywhere.

"My trouble first began as catarrh of the nose, which was soon followed by a gathering in my ears, accompanied with terrible pain and suffering. Since that time I have had a constant discharge from my ears, and at times the pain was so intense that it almost drove me wild. I could not sleep at night, but would walk the floor in agony too great for words to express. This was accompanied by a continual buzzing and ringing noise, which was often worse to bear than the pain, and, of course, added greatly to my misery. I was almost deaf.

"I was very nervous and so run down in general health that I did not seem to have any strength. The least exertion would make me pant for breath. I think a great deal of it was caused by inability to breathe freely through my nose. Then again my throat was sore nearly all the time. This, of course, caused a continual drain on my system. I tried a number of physicians, but received little benefit. I had been advised to change climate, which I did a number of times, but with little result. At last a friend of mine persuaded me to consult the Copeland specialists, speaking about the wonderful cures they were effecting. After carefully examining my case, the doctor spoke very hopefully, and I decided to place myself under treatment at once. The treatment afforded me immediate relief, and in a short time I found myself almost entirely well. The buzzing and ringing noises in my head had ceased. My hearing was restored. I believe I can hear as well as I ever did. There was a time when the sound of my piano almost drove me to distraction, but that is all gone now, and I can hear every note perfectly and enjoy it as I did of old. My appetite is good; can sleep well, and feel strong and hearty. No words can express the joy it gives me to know that I can once more return home feeling like myself and be able to entertain my friends and enjoy society."

THE GOLDEN RULE.

Dr. Copeland's maxim is: Do unto the sick as you would have the doctors do by you if you were prostrate with some dreadful chronic malady and without the means to pay big fees. All who suffer from catarrh, asthma or bronchitis, burning rheumatism or disfiguring skin diseases, lung or throat affections, liver, kidney, bladder, stomach or bowel trouble or any other wasting, chronic ailment are welcome, every time, to all the benefit of the Copeland Medical Institute, the Collins building, corner Second and James streets, without expense beyond the nominal assessment of $5 per month, all medicines included.

STOMACH AND BOWELS.

Sickness, Ill Health and Suffering From Catarrh of Those Organs.

Mrs. A. W. Lambell, wife of the well-known ship carpenter, living at 510 South Twelfth street, has been taking treatment with the Copeland specialists for catarrhal infection and weakness of the stomach and bowels. She says:

"I do not think there is anything of unusual interest in regard to my case, except as it tends to illustrate the entire success of the Copeland treatment of chronic diseases that ordinary family physicians have so much trouble with or which the ordinary methods do certainly fail to master. My husband paid out a great deal of money to other doctors of excellent standing for me before I went to the Copeland specialists but they failed to cure me. The Copeland treatment cost almost nothing, and all the medicines were furnished free, but their treatment completely mastered my disease and quickly conquered all the symptoms.

"I first began suffering with my stomach about three years ago. Then it did not hurt me all the time, but would be worse by spells, when I would suffer great pain. This condition grew from bad to worse, and in a very short time I had lost my appetite. The smell of food nauseated and sickened me. My stomach became weak, and very often I would gag and almost vomit at the sight of food. Invariably I would have a dull, heavy pain in the stomach, as though filled with lead or putty. The food would lie on the stomach without digesting and sour like milk in the sun or turn into bitter gas. Morning I would have an hour or two hawking and vomiting.

MRS. A. W. LAMBELL, 510 SOUTH TWELFTH STREET, SEATTLE.

"But all this has changed under the Copeland system of treatment. Before I had taken their medicine one week I was entirely free from pain and annoyance, and now I do not feel the least inconvenience or trouble."

POLYPUS TUMORS.

Caused by the Poisonous Secretions of Catarrh—Successfully Removed and Treated by the Physicians of the Copeland Medical Institute After Years of Misery and Suffering.

The question is often asked, what are Polypi, and what causes them and how do they affect the sufferer?

They are small mucous growths in the nasal cavities. They are caused by the poisonous secretions of catarrh. The membrane becomes inflamed; its blood vessels and glands congested and its secretions foul and offensive. In a short time the membrane becomes thoroughly infected with these secretions. The cavity thus encroached upon by the pouched and swollen membrane prevents free drainage of the secretions, and then these growths spring up and obstruct the passage of air through the nose and swell up in damp weather or decrease in fair weather. They give rise to frontal headaches, fits of sneezing, coughing, asthma, facial neuralgia, pains in the neck and generally impair or destroy the senses of smell, taste and hearing. The breath often has a "mousy" odor. The margin of the nostrils becomes raw and excoriated; the eyes watery, and the voice has a nasal twang. If allowed to go unchecked they widen and push out the face, and eventually lead to great deformity.

Such was the condition of Mr. Charles Brown, who lives at the foot of Lane street. Mr. Brown, in describing his case, says:

"I have suffered with catarrh for the last twenty years. At first my nose began to be congested and stopped up, first on one side and then on the other. At that time physicians seemed to know but little about this disease, and the injury and dangers attending it. So it was allowed to go untreated. True, I consulted a great many physicians regarding my condition, and in one or two instances attempted to have these tumors removed, but each time it was attended with such pain and so little benefit that I gave it up and decided that I must submit to the inevitable. I was utterly unable to work. I think I was the most miserable being alive. It seemed as though my whole future was wrecked, and it was not until some of my friends persuaded me to consult the Copeland specialists that I had any courage to try again, or any hopes of ever being cured.

MR. CHARLES BROWN, LANE ST., SEATTLE.

"After a careful examination they told me that I could be cured; that under their mild, efficient system of treatment my nose could be c