HATRED OF ENGLAND.

Publicly Manifested in Venezuela and Russia.

ENGLISH DECLARE FOR PEACE.

A Striking Change From the Bellicose Tone of the London Press When the Message Was Issued.

London, Dec. 24.—The Times has a dispatch from La Guayra, Venezuela, saying: "Meetings approving the attitude of the United States and antagonistic to England continue to be held. A decree has been published ordering the immediate embodiment of the militia in the various states."

A dispatch to the Standard from Madrid says that their correspondent understands that Spain will not object to the American commission consulting the Spanish archives about Venezuela, but will clearly intimate that this is an act of courtesy which does not imply the slightest admission of the Monroe doctrine.

A dispatch from Moscow to the Standard says: "The entire Russian press discusses the chances of a conflict between England and America with an ardor approaching enthusiasm, and in a tone of frank hostility to England."

All the morning papers have editorials breathing the Christmas sentiment of peace and good will with reference to Venezuela and Armenia.

Various English religious bodies have cabled to their brethren in America their sympathy with their efforts for peace.

Lord Playfair, whose wife was a Miss Russell, of Boston, writes to the Times this morning as follows: "We are apt to forego the numerous expressions of friendly and even brotherly sympathy which both countries have manifested toward each other." He cites his numerous visits to the United States, and especially in 1887, when he introduced the English deputation of members of the house of commons who were in favor of arbitration, to President Cleveland, who then spoke noble words as to the need of friendly relations between the two countries. He says: "Mr. Blaine also wrote sharp dispatches, as American parliamentarians are apt to, but on one occasion he authorized me to tell Lord Salisbury that nothing would ever induce America to go to war with England. My object in writing is to emphasize Mr. Gladstone's advice as to 'common sense.'"

The afternoon papers today continue comments upon the Venezuelan question, and hopes are expressed that the Christmas holidays will continue to bring about a calmer mood on both sides of the Atlantic. The possibility of war between Great Britain and the United States is regarded as past, and the affair is now viewed chiefly from the standpoint of American domestic politics and bearing upon the financial situation.

Thomas A. Edison, the inventor, is being pleasantly chaffed as the result of the publication here of an alleged interview with him, in which he is quoted as describing a number of startling inventions which he is ready to bring forward in the event of war.

The St. James Gazette, commenting upon the statement attributed to John Redmond, the Irish leader, regarding the attitude of Ireland in the case of war, styles him a traitor, and says it believes him also to be a libeler when he says that Ireland would go solidly American. The St. James Gazette asks what would happen to the American politician just now who would say that in the event of war Ireland would fight for England.

Pettigrew on Alaska's Peril.

New York, Dec. 24.—Senator R. F. Pettigrew, of South Dakota, who is in the city, says: "England will probably bribe the way with the Venezuelans to a settlement of the boundary dispute. And once the Venezuelans agree with the English about the line, then what we have done in the matter will seem more or less ridiculous. It will make a laughing stock of us. England could invest half a million or so in Venezuela in the way of bribery and purchase money and soon settle the dispute." The senator then characterized England as a bulldozing nation. "Of all the nations in the world England is the greatest bully and the most domineering, arrogant and oppressive, and her hand is against all the nations of the earth. Today she is a great common and general robber of the world, and is never satisfied unless stealing from some weaker country. With great ferocity she swoops upon African tribes, slaughtering and sweeping them from the face of the earth. We have trouble about Alaskan territory, where England, like the greedy robber she is, is endeavoring to steal it. Now, I think we should simply drive the English off our Alaskan territory with soldiers, and not wait for any arbitration or diplomacy. If we remain inert, England will yet succeed in stealing Alaska."

Veterans Uphold the Message.

Charleston, W. Va., Dec. 24.—The G. A. R. post and two Confederate camps, together with citizens, met last night and adopted resolutions upholding President Cleveland in the Monroe doctrine. The veterans also resolved to offer their united strength to defend the country in case of war with England.

LET RUSSIA TAKE ARMENIA.

How the Butchery of Christians Could Be Instantly Stopped.

London, Dec. 24.—The Duke of Argyll writes to the Times, advocating as a solution of the Armenian problem that the powers drop their jealousies and invite Russia to occupy Armenia. The Times expresses the fear that this solution is impossible.

A Famous Astronomer Dead.

London, Dec. 24.—John Russell Hind, F. R. S., the astronomer, is dead.

John Russell Hind was born in Nottingham, England, May 12, 1823. From the age of 6 his mind was intent on the study of astronomy. In 1839-40 he contributed a number of astronomical notes to the Nottingham Journal and Dearden's Miscellany. As an assistant to a civil engineer he was sent, in 1840, to London, but he sought an appointment more in accordance with his tastes. By the proposition of Prof. Wheatstone to Mr. Airy, the astronomer-royal, he received a post as assistant to the magnetical and meteorological department of the royal observatory. For a period of three months, in 1843, Mr. Hind was engaged in the government expedition sent to ascertain chronographically the longitude of Valentia, in Ireland. He received the appointment of observer of the private observatory of Mr. G. Bishop, of Regent's park, in June, 1844. In this year he was admitted a fellow of the Royal Astronomical Society. He published his first work, "The Solar System," in 1846. In 1847 he accepted the foreign secretaryship of the Royal Astronomical Society. During the following year he was elected a corresponding member of the Societe Philomatique, of Paris. For his discovery of a planet in February, 1847, he received a gold medal from the king of Denmark. He published his "Expected Return of the Great Comet of 1264 and 1556" in 1848. On September 13, 1850, he discovered "Victoria." In May of the same year he was chosen a corresponding member of the National Institute of France. The planet "Irene" he discovered May 19, 1851; "Melpomene," June 24, 1852; "Fortuna," August 22, 1852; "Calliope," November 16, 1852, and "Thalia," December 15, 1852. His "Astronomical Vocabulary" appeared in 1852. During the same year he was awarded the gold medal of the Royal Astronomical Society; was granted a pension of $1,000 per annum; published his "Replies to Questions on the Comet of 1556," and received for the third time the Lalande medal, from the Academy of Science, Paris, and a prize for the discovery of four new planets in the short period of a year. His "Illustrated London Astronomy" appeared in 1853. In the same year he discovered, on November 5, the planet "Euterpe," and "Urania" on July 22 of the following year. The "Elements of Algebra" was published in 1855, and his "Descriptive Treatise on Comets" in 1857. He contributed his observations to the Transactions of the Royal Astronomical Society, the publications of the Paris Academy, the Atheneum and other periodicals. He was president of the Royal Astronomical Society in the year 1860.

A Famous Shipbuilder Dead.

Belfast, Dec. 24.—Sir Edward Harland, head of the famous shipbuilding firm of Harland & Wolf, died today. He was Conservative member of parliament for North Belfast, and 64 years old.

Old Bill Vosburg Released.

New York, Dec. 24.—Old Bill Vosburg, the green goods man, who swindled Anton Irmfel, a farmer of Clarkson, Neb., out of $500, was arraigned for sentence before Recorder Goff in part 2 of the court of general sessions today. His counsel made a plea for clemency, based on the ground that his client had never sought to take human life, contenting himself with making war upon property. The attorney concluded: "In brief, let the law be merciful and grant a suspension of sentence on account of Christmas and the crucifixion of our Lord." Recorder Goff said he thought the legislature had made a law declaring that the farmers who came on to buy green goods should be prosecuted as felons. He had no sympathy for them. They were greater criminals than Vosburg, because he was but fleecing thieves. "I will consider your plea," said the recorder, "and ask the district attorney during the day to indorse the papers with his recommendation. I will dispose of the case after that." Late this evening Recorded Goff called Vosburg up again, and allowed him to go under a suspension of sentence. Recorder Goff referred to the prisoner's very bad record, and stated that he discharged Vosburg on recommendation of District Attorney Fellows, and in view of the prisoner's age, and also on his own and his counsel's promise that Vosburg should obey the law in the future.

Fort Sumter to Be Restored.

Washington City, Dec. 24.—Fort Sumter, the historical old fortress that played such an important part at the opening of the late rebellion, is to again bristle with ten-inch rifles, and be equipped for the defense of Charleston harbor. Gen. Miles has recently been South, and is heartily in favor of the restoration of the old fortification to its former condition. It is not known whether or not the restoration of Fort Sumter at this time is due to the threatened conflict with Great Britain. There is something like $75,000 available for fortifications in Charleston harbor, and the secretary of war urges that this sum should be expended on Fort Sumter, and the land battery on Sullivan's island in the same harbor. Since the close of the war Fort Sumter has been almost deserted by the government and troops. For many years past an ordnance sergeant has lived there as care-taker of the rapidly decaying government property. Time has made little impression upon its stout walls, but the elements have played havoc with the interior and exposed portions of the structure. It is estimated that the fort can be placed in good condition and made quite formidable without the expenditure of a large sum of money. The principal outlay will be for guns.

Floods in Missouri and Kansas.

Jefferson City, Mo., Dec. 24.—Heavy rain last night has caused great alarm along the Osage and Moreau river valleys. A great amount of stock has been drowned, and if the rain continues twenty-four hours the river valleys will be a scene of wild devastation. Several lives are reported lost along the Osage valley. The Osage is higher than in 1882, when it broke the record. The Merrimac is higher than ever before. The Missouri is not dangerously high, but is rising.

Coffeyville, Kan., Dec. 24.—The heavy snow of last Thursday has gone off with the rain that has been pouring down almost incessantly for twenty-four hours. This makes the eighth day of continuous rain or snow. The streams are out of their banks, and great damage is sure to result.

Dallas, Tex., Dec. 24.—Last night's storm was more severe on the railroads of Arkansas and Indian Territory than any for years. Trains centering at Dallas are six to twelve hours behind, and some cannot be heard from at all. Washouts and wrecks are reported. There is a particularly bad wreck on the Santa Fe, but at what point or how serious cannot be learned here. The wind from 1 till 8 this morning was terrific, and the rain came in a deluge.

Business Failures.

New York, Dec. 24.—J. B. Bennett, of Brooklyn, has been appointed receiver of the Rockaway Electric Light Company. The liabilities are $100,000, assets $150,000.

Chancellor McGill, of Jersey City, has appointed Thomas C. Reneger temporary receiver for the St. James hotel of this city. The stockholders are ordered by the chancellor to appear before him January 6 and show cause why the receivership should not be continued. The liabilities are: Furniture $35,000, book accounts $40,000, mortgage on furniture $40,000, attachments $11,000, outstanding debts $28,000.

Philadelphia, Dec. 24.—William G. and H. S. Hopper, trading as William G. Hopper & Co., bankers and brokers, failed today. The firm declines to give any statement, but the liabilities will probably be heavy, as they did a big business.

CONDENSED DISPATCHES.

The Lawrence reduction works, at Victor, Col., were burned Tuesday. Loss, $125,000.

At the San Francisco races Tuesday the winners were: Six furlongs, selling, Schnitz, 1:19; seven furlongs, selling, Gallant, 1:33¼; six furlongs, selling, Ferris Hartman, 1:19; eight furlongs, selling, Kowalsky, 1:45¾; six furlongs, selling, Montana, 1:18¾.

WATER FRONT NOTES.

Tug Queen City took out the scow Ajax with 300 tons of Newcastle coal for Tacoma.

Sealing schooner Elsie came in from Port Townsend yesterday to fit out for Japan. She will probably get away Monday.

Sealing schooner Willard Ainsworth was at Schwabacher's dock yesterday taking on supplies. She will sail for Yokohama on Saturday.

Steamer Utopia brought down 3,000 cases of Fraser river salmon yesterday and loaded them on the Silver How, at Schwabacher's dock.

Steamer Bay City had a rough passage coming in on Monday night, and the result was that she was three hours late in leaving yesterday.

Steamship City of Puebla got in from San Francisco at 6:30 yesterday morning, her smokestack encrusted with salt spray. She reported very rough weather Sunday night. She brought a full cargo of merchandise.

Steamship Umatilla left for San Francisco yesterday morning with a full cargo of merchandise and the following passengers: Mr. and Mrs. Benjamin Taylor and daughter, Miss Boucher, Miss E. M. Green, Mrs. C. I. Price, Mr. W. A. Lande, Mr. G. M. Sherburne, Mr. A. W. Hutchinson and Mr. and Mrs. Hoyt.

Something for the New Year.

The world renowned success of Hostetter's Stomach Bitters, and their continued popularity for over a third of a century as a stomachic, is scarcely more wonderful than the welcome that greets the annual appearance of Hostetter's Almanac. This valuable medical treatise is published by the Hostetter Company, Pittsburg, Pa., under their own immediate supervision, employing 60 hands in that department. They are running about 11 months in the year on this work, and the issue of the same for 1896 will be over eleven millions, printed in English, German, French, Welsh, Norwegian, Swedish, Holland, Bohemian and Spanish languages. Refer to a copy of it for valuable and interesting reading concerning health, and numerous testimonials as to the efficacy of Hostetter's Stomach Bitters, amusements, varied information, astronomical calculations and chronological items, &c., which can be depended on for correctness. The Almanac for 1896 can be obtained, free of cost, from druggists and general country dealers in all parts of the country.

Holiday wines, liquors and cordials. Vogue Grocery and Wine Company, 802 Second street.

TO SAVE THE SCHOOLS

The Sentiment of Ontario in Sympathy With Manitoba.

TEST VOTE IN A BY-ELECTION.

Premier Greenway Dissolves Parliament and Appeals to the Country Against the Catholics.

Toronto, Ontario, Dec. 24.—The report of the vote in the Cardwell by-election today is a genuine surprise for all concerned. Willoughby, Conservative, went into the contest pledged to support the Dominion government in its coercive Manitoba school policy. Stubbs, McCarthyite, opposed this policy, and Henry went in as a Liberal.

The result is: Willoughby, 1,103; Stubbs, 1,201, and Henry, 278. This is considered a severe blow to the government on its Manitoba school policy so far as the province of Ontario is concerned.

THE MANITOBA SCHOOLS.

Greenway Dissolves Parliament and Appeals to the Country.

Winnipeg, Dec. 24.—The Manitoba legislature has been dissolved, and an appeal to the country will be made on the school issues. Polling will take place on January 15, and the new house meets January 25. Premier Greenway, in an address on the issue, says: "I assert that our people are perfectly competent to deal with their own educational concerns, and I resent the imputations that they have treated any portion of the community with injustice or in a spirit of intolerance. I protest against the proposed action of the Dominion government parliament to destroy our national school system without investigation and in ignorance of the circumstances."

TACOMA'S $1,000,000 SCANDAL.

Testimony Relative to the Value of the Springs the City Bought.

Tacoma, Dec. 24.—Special.—There were a number of very amusing features today in the trial of the city's $1,000,000 damage suit against C. B. Wright and the Tacoma Light and Water Company. Fred Plummer, the engineer, was placed on the stand by the city to testify to the flow of water (or lack of it) from the Thomas and Patterson springs. When the direct examination was finished Judge Parsons, for the defendant company, took the witness in hand and subjected him to a severe cross-examination. Witness' knowledge of civil and hydraulic engineering was gone into in detail, and Judge Parsons plied pointed and sarcastic interrogations thick and fast. But Mr. Plummer was a match for the gray-haired attorney. In cross-examining witnesses on the flow of the springs Judge Parsons has often referred to "the water boiling up at the foot of the bluff," where the springs are located. To hear Judge Parsons' questions along this line a stranger (or the jury) might be led to believe there was a veritable geyser spouting up out on the prairie. The veteran attorney tried this on Mr. Parsons, but did not obtain satisfactory results. Indeed, the witness asseverated flatly that "the water didn't boil up at all."

Judge Parsons wormed the admission from the witness that he had not graduated from any regular college of civil engineering. Replying to the question of how he had formed his ideas of the geological conditions surrounding the springs witness said he had gone over the entire country from Hood canal to Pasco. Here the attorney thought he had Mr. Plummer, remarking that he had "kept his eye on Pasco," but couldn't possibly figure out where it could be in the territory between the city and the Thomas and Patterson strings. The attorney then gravely asked the witness:

"Where do you find Hood canal between here and Patterson springs?"

Witness—Nowhere.

Judge Parsons—Where do you locate Pasco between the city and the springs?

The witness made no reply to this, and the attorney insisted on an answer. Judge Wickersham interposed, saying to the witness: "Just tell the court what you did out there."

"Never mind," said Judge Parsons, quickly; "let the witness answer himself."

The Court—I guess witness can take care of himself.

Mr. Plummer testified that Engineer Hering did not know as much about the springs, when he reported that 10,000,000 gallons per day could be "developed," as he himself did.

Judge Parsons tried to get the witness to admit that it was a question of judgment between Mr. Hering and himself. Said the attorney: "It didn't require any particular inspiration to get the flow of those springs did it?"

"It must have been inspiration in Hering's case," said the witness.

Arvid Rydstrom, of the board of public works, testified that he had estimated the value of the plants shortly after the city came into possession. They were worth intrinsically from $900,000 to $1,000,000. Judge Parsons wanted the witness to admit that in estimating the value of the plants he should have taken into consideration their earning capacity. Then the attorney asked him what the water and light plants had earned per year since the city got control of them. Judge Wickersham vigorously objected, but the evidence was allowed in, Mr. Rydstrom being instructed to prepare a statement to be handed in on Thursday. Then Judge Wickersham caused a surprise by putting Judge Parsons on the stand. He showed to the witness an interview in the Ledger of January 6, 1893, which is directly opposed to this doctrine. The interview was not allowed to be read, although it convulsed the court, as the position taken by Judge Parsons in his arguments on the evidence of Mr. Rydstrom was directly contrary to his interview. This reads as follows:

"The city should own the light and water works. I know nothing of the valuation of the plant. However, I do not think its present earning capacity should be made the basis of that valuation for the purpose of the proposed purchase. One of the objects of the purchase is to furnish the city and its inhabitants with water at the lowest reasonable price. The present earning capacity is no measure of the valuation of the property."

Yesterday John Thomas testified that Mr. Wright offered to sell him the water works, gas works and electric light works for $1,200,000, but said he would sell it cheaper to a local syndicate, probably for $1,000,000. The price was too high and he did not take an option. On cross-examination he stated that he did not know that at the time he saw Mr. Wright a company had been formed in Tacoma to buy the plant for $2,000,000.

This morning Mr. Diorklund, a draughtsman formerly in the employ of the light and water company, and a civil engineer as well, testified to having prepared a map of the water mains of the city for Mr. Sellers, the company's engineer. This map showed all the mains up to June 1, 1892. He had estimated the length of these mains and found them to be 53½ miles long. (The city is claiming that it supposed it was buying 66 14-100 miles of underground mains, and is asking damages for what it didn't get.)

STOPPED BY THE SHERIFF.

A. D. Warner and Another Attorney Fight at Snohomish.

Snohomish, Dec. 24.—Special.—The ordinary peacefulness of the streets of Snohomish was disturbed today by a personal combat between the Seattle attorney, A. D. Warner, and T. E. Marks, a member of the Snohomish county bar. The trouble arose over some property which Warner sold to Marks. The payment of the check tendered in payment was stopped, and in the dispute over the affair the parties came to blows. The encounter lasted one round of about fifteen minutes' duration, at the end of which Sheriff Hagan interfered and stopped the mill. At the conclusion of the fight both combatants were plenteously covered with the bright claret of each others veins, and both bore marks of the battle. They still are breathing defiance one to the other and may finish the scrap this evening.

I Can't Sleep

Is the complaint of many at this season. The reason is found in the fact that the nerves are weak and the body in a feverish and unhealthy condition. The nerves may be restored by Hood's Sarsaparilla, which feeds them upon pure blood, and this medicine will also create an appetite, and tone up the system and thus give sweet refreshing sleep and vigorous health.

Hood's Sarsaparilla

Is the only true blood purifier prominently in the public eye today. $1; six for $5.

Hood's Pills act harmoniously with Hood's Sarsaparilla. 25c.

Supreme Court Decisions.

Olympia, Dec. 24.—Special.—The supreme court has filed opinions in the following cases:

Seattle National Bank, respondent, vs. Daniel Jones, appellant; from King county; affirmed.

Francis Jackson, respondent, vs. Angus McAuley et al., appellants; from King county; affirmed.

State of Washington on relation of the city treasurer of Everett, appellant, vs. County Treasurer of Snohomish, respondent. This was an action to compel the county treasurer to pay over to the city treasurer penalty and interest collected on city taxes for 1893. The supreme court was called upon to decide this question in a case formerly brought, and held that the penalty when collected belonged to the same fund as the tax upon which it was assessed. This doctrine the court reaffirmed, but the contention of relator in this case that a writ of mandate must issue to compel the county treasurer to pay over money which never came into his possession or was collected by his predecessor, the supreme court refuses to entertain. Therefore the order of the lower court is affirmed, neither party to recover costs.

Christmas at Tacoma.

Tacoma, Dec. 24.—Special.—The public offices and business houses of the city will close tomorrow, and at the various churches Christmas services with special musical programmes will be held. In the afternoon a game of association football will be played at the Eleventh street grounds between the apprentices on board the ship Eaton Hall and those on the bark Norfolk Islands.

Merchants of Tacoma say that Christmas trade has been uniformly good, although the buying has perhaps not been as free as in former seasons. The streets have been thronged with shoppers for a week past.

Christmas is always a good time for weddings, and this year's holiday is not outside of the rule. Fourteen hearts by tomorrow will beat as seven, the result of seven marriage licenses issued today by County Auditor Cloyd. This is the highest number ever issued in one day.

Brief Tacoma News.

Tacoma, Dec. 24.—Special.—L. F. Whiteman, convicted of stealing a cow from a Steilacoom rancher, was sentenced to one year in the penitentiary today by Judge Parker.

Judge Parker today approved the sureties on the bond of ex-City Treasurer J. W. McCauley, as published in yesterday's Post-Intelligencer.

Schilling's minstrels will apear at the Tacoma theater Christmas night.

C. M. Barrett and J. W. Morrisey, were bound over to the superior court yesterday by Judge Reid in the sum of $500 each. They are charged with burglary.

The police yesterday raided a number of disorderly houses outside of the prescribed limits, arresting five women. Most of them live in low lodging houses of the city. Their cases were continued till Thursday.

A Tacoma Man Shot.

Tacoma, Dec. 24.—Andrew T. White, a tinsmith, was shot in the side by U. H. Webb, a hack driver, about 6 o'clock this evening, as a result of Webb's paying attention to a girl who lives with White's wife. White was the aggressor. He abused Webb, setting up the pretext that the latter had insulted Mrs. White. When they met this evening Webb had a pistol in his pocket, having been warned that White was going to kill him. When White made some threatening demonstrations Webb pulled his gun and fired four shots, only the first one striking White. It entered his right side and ranged backward, lodging in the flesh in the back. The wound is not considered dangerous. Webb gave himself up and is in jail. Sympathy is largely with him. He and White quarreled Thanksgiving day over the same girl.

Great Fire at Vancouver.

Vancouver, Dec. 24.—A disastrous fire occurred here last night, whereby the Cassidy lumber and shingle mill and factory were completely gutted and the dry kiln of Spicer's mill and a cottage destroyed, while considerable damage was done to the British Columbia Co-operative Works, just rebuilt after a fire. The blaze was started by the explosion of an oil lamp in the engine room, and, owing to a strong westerly wind, almost a gale, spread rapidly. The loss is estimated at about $25,000.

Notorious Highway Robbers Arrested.

Butte, Mont., Dec. 24.—Frank White and George Howard have been arrested here, charged with highway robbery. It is claimed that the pair are the noted "long man and short man" who have committed a score of hold-ups in the past few years in the Northwest. White is an iron molder, and it is said he brought a party of non-union molders from Philadelphia to San Francisco during the strike of 1890. Since then he has been drifting about the West, and is said to have been in jail in nearly every important town on the Coast.

Killed by a Falling Tree.

Vancouver, B. C., Dec. 24.—Special.—Walter H. Steves, driver of a mail stage between this city and Steveston, was killed yesterday afternoon by a falling tree. Two Japs, other occupants of the stage, were also injured. The gale of the past two days has been unprecedentedly severe.

Train Robbers Convicted.

Portland, Dec. 24.—The jury in the case of John Case and James Pool, on trial for holding up a Southern Pacific passenger train near Riddles last July, returned a verdict of guilty this afternoon. Albert Pool was acquitted. The defense will ask for a new trial.

Y. P. S. C. E. RECEPTION.

State Officers to Be Heartily Greeted—Watchword for 1896.

The Endeavorers of Seattle and vicinity will tender a reception tomorrow evening to the officers of the Washington State Union at Plymouth Congregational church, and members of the Seattle societies are requested to meet promptly at 8 o'clock. There will be addresses by the various state workers present, and a profitabe evening is anticipated. The following state officers are expected: President, Mr. W. Beach Willcox, Spokane; vice presidents, Mrs. E. J. Wilisie, Aberdeen; Rev. A. F. Kirkpatrick, Tacoma; Rev. C. T. Whittlesey, Blaine; secretary, Miss Jennie Reynolds, Spokane; treasurer, Mr. B. B. S. Phillips, Seattle; superintendent junior work, Mrs. H. L. Copeland, Olympia; superintendent temperance work, Mrs. Mattie N. Graves, Centralia; superintendent floating societies, Mr. John Makins, Tacoma; superintendent missionary work, Mr. William H. Lewis, Seattle; superintendent good citizenship work, Rev. R. E. Dunlap, Seattle.

A portion of the time will be devoted to the interests of the Washington state convention to be held at North Yakima next spring, and the international convention to be held at Washington City next July. "Washington '97" is already the watchword, and it is expected that the state will be well represented in that city.

On New Year's morning a sunrise prayer meeting will be held at one of the central churches; particulars to be announced later.

Children Cry for Pitcher's Castoria.

—AT—

NEWHALL'S

Cor. Second and Madison.

Terminus and Waiting Room of the Cedar St. and North Seattle Street Cars.

CHRISTMAS DAY

Store Strictly Closed All Day.

Having been favored with a most satisfactory holiday trade, it affords me pleasure to give my employes the opportunity of enjoying this holiday with their families and friends.

Open Tomorrow, Thursday, Morning as Usual.

G. A. NEWHALL,

Corner Second and Madison Streets.

BOATS DELAYED.

Storm Beaten Into a Number by Monday's.

ISLANDER ON THE ROCKS.

Steamers Over Twenty-four Hours Late—The Garland the Only One Missing.

Reports are coming in of damage and delay to shipping in the storm of Sunday night and also that there was a terrible storm on the lower Sound on Monday night, though it was unsuspected at this port. The steamer Islander, which plies between Vancouver and Victoria, is on the rocks at Prevost island; the steamer Garland left here on Sunday night for Tacoma, and up to a late hour last night had not been heard from; her sister steamer, the State of Washington, which left the same route Monday night, had come in; the steamer Edith, on her trip to Victoria, started on Sunday night and was not heard of until 7 o'clock Monday night, when she came in; the steamer Bay City was delayed, and was seen by the steamer Edith lying behind Dungeness spit with the W. K. Merwin had to put back to Port Townsend for shelter, and remained there all Monday night, and in fact all steamers were delayed, and in regard to some of them grievous fears are still entertained, the result of the telegraph being down in several places.

The steamer Greyhound, which on her way to Everett, had a rough time of it. The captain says that never in his experience on the Sound did he ever meet with such rough water and high winds as on Monday night, the storm of the preceding night notwithstanding. He sighted two steamboats sheltering behind Skagit head, but could not recognize them.

The Willapa, which reached Schwabacher's dock about 5 o'clock in the morning, sighted a steamer ashore, and in a bad plight. This was the British Columbia steamer Islander, plying between Vancouver and Victoria, which was driven on the rocks of Prevost island, close to the lighthouse, during the storm of Sunday. Captain Roberts, of the Willapa, went to the disabled vessel at 4:30 yesterday afternoon and offered his assistance, but while he was aboard of her the steamer Joan came up and offered to take off her freight and passengers to Victoria. It was expected that by discharging her freight and ballast it would be possible to float her on the next tide.

For this the Willapa herself had a rough experience. The waves dashed over her pilot house occasionally and flooded all the staterooms. Her passengers were jumbled up considerably, and were very seasick, but beyond a splintering of two the vessel weathered the storm without damage. Capt. Peabody said it was the toughest storm he had ever witnessed, and not only had he never known it to be rougher on the Sound, but had seen nothing to compare with it even in Alaskan waters.

The steamer Edith had a rough passage from Victoria. It was her first trip for the Puget Sound & Alaska Steamship Company, and she acquitted herself creditably, though she did get back to port twenty-four hours late. Her hardest trial was between Point Wilson lighthouse and Port Townsend, when it took her three hours to make fourteen miles. She left here at 6:30 Monday night, and did not reach Victoria until 6:20 yesterday morning. Her officers also declare that Monday night's storm was fiercer than the one of Sunday. They think the wind blew steady for some minutes at a velocity of over forty miles an hour, and it picked up the waves in sheets and dashed them onto the vessel. The passengers, however, were as comfortable as seasickness would permit.

The steamer Rosalie left Victoria on time, but she lay outside two hours before facing the storm. This time she partially made up on her way home.

The W. K. Merwin started out of Stanwood last night with a cargo of hay and oats and a number of passengers, but she came back before the storm and stayed there all night. She came in during the afternoon, and left late last evening on her regular run.

The steamer Garland should have arrived at 5 o'clock yesterday afternoon, but at last night had not put in an appearance. The steamer Edith reported having passed her in shelter behind Dungeness spit at 9 o'clock yesterday morning.

The steamer Fairhaven is said to be the weakest stern wheeler on the Sound, and that nothing should have been heard from her so long led to great anxiety being expressed for her safety. She left here at 11 o'clock on Sunday night for Whatcom, and was due back at the Yesler dock at 4 o'clock on Monday afternoon. Yesterday it was rumored that she had been seen by a passing vessel aground at Oak Harbor, but nobody could be found to vouch for the statement. Her sister ship on the same route, the State of Washington, left Monday night, and had not returned up to a late hour. It was surmised that she might be delayed rendering assistance to the Fairhaven.

The steamship City of Puebla came through the Monday night storm with seventy-five passengers, and when she came in yesterday morning her smokestacks were whitened with the stormy spray.

The Fairhaven came in after all, and was not damaged in any way. She got into Oak Harbor at 10 o'clock on Monday morning, and the water was then so high that she thought it advisable to stay there. All through the stormy night she stayed there, and left at 8 o'clock yesterday morning. She brought in a good load, and left on her return trip shortly before 11 o'clock last night. The State of Washington was only a short time behind her, both in coming in and leaving.

The steamer Garland had not arrived at midnight, and as she was sighted by the steamer Edith behind Dungeness spit, it is feared that she is so injured that she has been unable to leave.

Trains Delayed by Snow.

The storm was accompanied in the mountains by a heavy fall of snow, in depth about ten feet, and as a result trains on all the transcontinental lines are belated. Monday's overland on both the Great Northern and the Northern Pacific were twenty-four hours behind time, the former road getting its train through to this city at 1:35 p. m. yesterday, and the latter road bringing its train up at the station at 4:10 p. m. Of the trains due yesterday the Great Northern overland was reported ten hours behind time, while the Northern Pacific's came in two hours late at 4:35, twenty-five minutes after Monday's train.

There has been some delay to trains along the lines in the Dakotas, but at the western end of the roads the primary cause is the heavy snowfall. The Great Northern has had three rotaries at work along the switchback, and the Northern Pacific has made a good fight against obstructions. It is understood that the roads are about cleared, and that today's trains will leave on time.

Overland Stuck in a Snowdrift.

Tacoma, Dec. 24.—The Northern Pacific overland due yesterday arrived today, over twenty-four hours late. It was blockaded with snow twenty-four hours at Lind station, forty miles west of Ritzville. A deep cut there was drifted full of snow, and after the train attempted to plow its way through with ordinary plows it became stuck fast and could not move either way. An engine from Ritzville pulled the train out of the cut, but when the two engines attempted to push through the drift, both got off the track, and it required a wrecking train to get them back on. The passengers on the delayed train put in their time at Lind snowballing. The snows in the Cascade mountains are very heavy, and several rotaries are at work keeping the tracks clear.

Monte Cristo Road Blocked.

Everett, Dec. 24.—Special.—Yesterday's gale was a "corker" hereabouts, but so far as learned no loss of life resulted. Telephone and telegraph lines were prostrated in all directions. The regular train from Everett to Monte Cristo was obliged to flag its way over the Seattle, Lake Shore & Eastern between Snohomish and Hartford. From there eastward the train crew was kept busy removing fallen trees. When within ten miles of Monte Cristo a section boss reported so many trees across the track that the train was obliged to return to Everett, and will go out again on Christmas day.

MISHAP TO THE ISLANDER.

She Goes Ashore on Vancouver Island and Is Injured.

Victoria, Dec. 24.—The steamer Islander, which crashed on Port Lock point Sunday morning, while on the way from Victoria to Vancouver, was released from her perilous position at noon today by the efforts of the steamer Princess Louise. Jagers, master of the disabled steamer, steamed at once to Esquimalt dock, where she will be repaired, the damages amounting to $20,000 to $30,000 at the very least. The ship is worth ten times the former figure, and is fully insured. The accident arose through Pilot Foster falling asleep while in charge of the steamer just at the most perilous part of the journey, entering Plumpers' pass.

BRITISH ISLES STORM SWEPT.

A Number of Vessels Wrecked on the Irish Coast.

Dublin, Dec. 24.—A large three-masted vessel has been seen flying signals of distress in Kingston bay. A lifeboat which went to her assistance was capsized and her crew of sixteen drowned. The second lifeboat which attempted to put off to the vessel finding it impossible to board the ship, returned to the shore with the greatest difficulty, the bottom of the boat being stove in. The crew are seen to be still on board, and have cut down the masts in order to steady the ship. The name of the vessel is also unknown, but she is believed to be a foreigner.

The British ship Moresby, Capt. Coomber, was stranded yesterday off Ballancourt lighthouse, near Dungarven, a mile and a half from shore. The crew of thirty-six men were lashed to the rigging throughout the night. A lifeboat succeeded in getting to the Moresby and rescued several of her crew. After the lifeboat was driven away from her she broke up. Fifteen of the Moresby's crew perished, including the captain, his wife and son, and all the officers. The captain, with his son strapped to his back, made a gallant attempt to swim ashore, while the mate swam with the captain's wife strapped to his back.

A large steamer is ashore tonight in Dundalk bay. A lifeboat has gone to her assistance.

A schooner has been stranded on the Tyne and wrecked, the crew of seven being drowned.

Everett News.

Everett, Dec. 23.—Special.—Superintendent Langfit has appointed W. G. Swalwell, school director in this city, to fill the vacancy caused by the resignation of T. B. Langley, who has gone to Colorado. Mr. Langfit is to be congratulated on the excellence of this appointment. Mr. Swalwell is one of the largest property holders here, president of the First National bank, a representative business man and thoroughly in sympathy with the public schools.

Chief Mathews, of the fire department, did a most commendable act of precaution in detailing two trusty firemen to be on duty at every church or hall where Christmas trees or other festivities were to be held.

If you want a sure relief for pains in the back, side, chest, or limbs, use an

Allcock's Porous Plaster

BEAR IN MIND—Not one of the host of counterfeits and imitations is as good as the genuine.

ANDREW F. BURLEIGH, Receiver.

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ELEGANT DINING CARS,
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—TO—

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Through Tickets to

Chicago, Philadelphia, Washington, New York, Boston and all points East and South.

TIME SCHEDULE.

In Effect November 10, 1895.

TRAINS LEAVE SEATTLE.

For St. Paul and East, 4:30 p. m.
For Portland, 12:20 and 10 p. m.
*For Gray's Harbor and South Bend, 12:20 p. m.
*For Olympia, 7:10 a. m.
For Tacoma, 7:10 and 9 a. m., 12:20, 3:30, 4:30 and 10 p. m.

TRAINS ARRIVE AT SEATTLE.

From St. Paul and East, 2:35 p. m.
From Portland, 8:40 a. m. and 6:50 p. m.
*From Gray's Harbor and South Bend, 6:50 p. m.
*From Olympia, 6:50 p. m.
From Tacoma, 8:40 and 11:30 a. m., 12:20, 4:30, 6:50 and 9:30 p. m.

*Daily except Sunday. All others daily.

Trains leaving Seattle at 9 a. m. and 2:45 p. m. make no stop between Seattle and Tacoma.

Trains leaving Tacoma at 10:30 a. m. and 3:30 p. m. make no stops between Tacoma and Seattle.

This card subject to change without notice.

For rates, routes and other information call on or address

I. A. NADEAU,
General Agent, Seattle.

City Ticket Office, corner Yesler avenue and Front street.

Depot Ticket Office, corner West and Columbia streets.

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Runs superb equipment, consisting of dining cars, buffet library cars, palace and upholstered tourist sleeping cars.

Overland train, east bound, leaves Seattle 7:30 p. m., making connections at Minneapolis and St. Paul union depots with all roads for the East and South. West bound train arrives 1:45 p. m.

Coast line train, north bound, leaves Seattle 9:15 a. m., arrives 5:30 p. m.

For tickets and general information regarding this line call on or address

J. W. YOUNG, C. P. & T. A.,
Or R. C. STEVENS, G. W. P. A.,
612 Front street, Seattle.

The Standard