

FRIEND OF THE BOERS

Germany Has Not Receded From Her Position.

THE TRANSVAAL BUYING GUNS.

Hismarck Warmly Supports the Emperor, as Do All the Conservatives—The Labor Strikes.

Copyright by the Associated Press. News of Feb. 12.—The Transvaal imbroglio has been the absorbing topic during the last week, and the government declaration of its attitude in the Reichstag on Thursday evening, and the following patriotic demonstration on all sides of the house, though distinctly displeasing to England, have been unhesitatingly endorsed by the leaders of all factions of the Conservative party. The representative of the Associated Press in this city has had interviews with several of the known party leaders, who have assured him that the Reichstag will stand by the government in any step that it may take to maintain the status quo in South Africa.

The Associated Press representative also had an interview on the subject with a high official of the foreign office, who said: "The official relations between Germany and Great Britain are good, but it cannot be denied that there is a strong suspicion that the British cabinet, or at least some of its members, have been still playing a double game. The sudden departure of Cecil Rhodes for South Africa and the attendant circumstances lend color to this impression. Recent advice from South Africa indicates a resumption of British intrigues, and affairs in that part of the world are gradually shaping themselves so as to place before Germany the alternative of abandoning valuable interests for the sake of good relations with Great Britain or maintaining those interests at the risk of a rupture with that country. The temper of the government and people of Germany is to maintain the status quo at any cost."

There is no doubt that the foregoing utterances outline the attitude of the German government, which has been considerably influenced by the representations of Dr. W. J. Leyds, the prominent leader of the Transvaal who has been striving to enlist German support for the South African republic and complete the latter's divorce from the British empire. Commercial interests would thereby be hampered, to the advantage of Germany.

Prince Hismarck, upon whom Dr. Leyds called during the week, expressed full sympathy with the latter's mission, and warmly lauded Emperor William's action in sending a message to President Kruger congratulating him upon having suppressed Jameson's invasion of the Transvaal.

The Frankfurter Zeitung today says the conduct of the British government, especially since Mr. Rhodes's resignation, toward the Transvaal, has increased the feeling of suspicion and anxiety aroused by recent events, and that consequently the Transvaal government will be prepared for every emergency. In addition to Krupp cannon of different caliber, the Transvaal government has ordered in Germany rifles of the latest design, and material for the construction of forts.

In spite of the formal declarations of the imperial chancellor, Prince Hohenlohe, the Reichstag has returned to the subject prepared at present to issue invitations for a monetary conference, the German bi-metallicists still have hopes that an international conference will be held, and have determined to resume active agitation, both in the Reichstag and outside of it. They charge Prince Hohenlohe and Baron Marschal Eberstein with having faith in carrying out the Reichstag's instructions of a year ago.

The great strike in the clothing and furnishing trades, which affected 50,000 men and women, is now spreading into towns like Halle, Stettin and Mannheim. The carpenters' strike has ended in a victory for the strikers; the master carpenters yielded to the demands of their employees, and 5,000 men have returned to work.

A band of incognito men were seen at work at the Mobilstat of Berlin.

The army maneuvers this year will be distinguished by a special feature, this being an artillery exercise in a victory before attempted. There will be 60 cannon roaring simultaneously. Count Zeppelin has delivered a lecture at Stuttgart. In the presence of the king of Wurtemberg and the military authorities, on a steering airship, which it is said will cost \$2,000 and travel seven miles an hour. The officials of the Prussian war office believe the scheme feasible, but they claim the speed will not exceed five miles an hour.

The minister of war, Gen. Bronsart von Schellendorf, in the Reichstag today replied to Herr Bode's statement concerning the ill-treatment of soldiers. The general said that the entire country was convinced that the ill-treatment of soldiers was a strongly objectionable feature of the army, and that it was rapidly decreasing, owing to the strict preventive measures which had been adopted. The despatches which occurred, he continued, were not due to ill-treatment.

Fifty Socialists have been arrested at a secret meeting at which Herr Fischer, a member of the Reichstag, was present. Their homes were searched on Tuesday, and many compromising papers were found. Influenza prevails in this city in epidemic form, but it is of a mild character, and only twenty-seven deaths have been traced to it up to the present.

Washington's birthday is to be celebrated by the American people here. There will be a supper, and nearly every American in this city will be present.

Lieut. Col. Lindow, the military attaché of the United States Embassy in London, is here. His presence in Germany is due to the fact that he has been instructed to make an examination of the Baltic and North sea canal. The American friends of Col. L. V. Swaine, the retiring military attaché, gave him a dinner during the week.

DR. HICKS SENT FOR. To Testify in the Inquest Over H. Cranston Potter.

San Francisco reporter Hawkins held an inquest this morning on the body of H. Cranston Potter, of Tacoma, which was found on the ocean beach near the Cliff house last Sunday. Robert Williams, of 717 Hayes street, testified that he saw the body in the surf near the Cliff house, recovered it, and, assisted by Thomas Whelan, carried it to the hand dunes out of the reach of the waves.

Thomas Watson, a grain broker, testified that he had known deceased for several years, and that on Friday morning shortly before noon, Potter, prompted to call at 3 in the afternoon, but as he did not put in an appearance witness went to the Crocker-Walworth bank, where he learned that Potter had been seen at the Cliff house. Witness could not take care of himself. He thought Potter did not spend more than \$1 or \$2 at the Cliff house, but when he was found only 30 cents was in his pockets. Potter was in a cheerful state of mind Friday morning and had no domestic or financial troubles. Witness further stated that deceased could have had all the money he wanted from him.

S. Christiansen, barkeeper at the Cliff house, testified to serving drinks Friday morning to Potter and Dr. Hicks. Thomas Cline, who had known deceased since 1880 and seen him at the English race track on Thursday afternoon, said he met Potter at the Baldwin hotel at noon on Thursday, and deceased told witness that he had come to this city on the wholeback to have "a little fun."

Edward M. Hood, late of the Tacoma Ledger, testified that he saw Potter on California street shortly before noon on Saturday morning. Witness was positive that he saw Potter, and that it was Saturday.

The jury, after deliberating about thirty minutes, asked that Dr. Hicks be asked to

It is Not

That We Say

Hood's Sarsaparilla

Is the Only True Blood Purifier

Prominently in the public eye today. testify. As Dr. Hicks is out of the jurisdiction of this state, Thomas Watson sent a telegram to Tacoma, asking him to come to testify. An adjournment was then taken till 12. At 11:55 Mr. Watson received the following telegram from Tacoma: "Train leaves at 1:30. Not possible today, but will start tomorrow. Think, to make sure, better have adjournment until Wednesday." An adjournment was therefore taken until Wednesday morning.

Tacoma, Feb. 15.—Special.—The funeral obsequies of H. C. Potter will be held Wednesday afternoon, James Brown Porter, brother of the deceased, will arrive here Tuesday. The widow viewed the body yesterday.

Revised Bible for Chicago Schools. Chicago, Feb. 15.—The new Bible prepared for the use of the public schools has been completed. It will be submitted to the board of education, who will pass judgment upon it. The object of those who compiled the book was to prepare a work that would be unobjectionable to any religious denomination. It has now been twenty-two years since the board of education discontinued the reading of the Bible in the public schools of Chicago. Up to 1874 it was the regular prescribed duty of the teachers to read a portion of the sacred volume to their scholars every day. By some this exercise was relished and approved, but to others it became increasingly distasteful. The opposition to it grew, and after a long and stubbornly contested battle the Bible was evicted from the public schools. A few years ago a movement was begun to reinstate the Bible. The book has just been completed by Prof. David Swing that a committee composed of Protestant, Catholic, Jewish and other denominations, and a book for the use of the school children, made up of selections from the Bible. At the beginning it was decided that the version recognized by the courts by English law when appeals to the Bible are made should be the one from which the selections should be taken, as the school's established authority for that state. For the convenience of the children, and better to facilitate the work, the book is graded in its arrangements. These selections are arranged in such a way as to be adapted to the needs and intellectual standards of the lower grades of the grammar school, the latter part of the book being better suited to the higher grades. Questions are also given in the book to show that men differing widely in religious belief, ranging from Prof. Huxley to the pope, have recognized such a scheme as this that has been carried out. The committee that prepared the Bible, after giving the leaders of the Woman's Educational association a draft for the part which they took in preparing the book for the public, explains that the fruit of their labors may be truly said to belong not merely to the religious community, but to the whole city of Chicago, whose representatives made it, and indeed to the whole world, for representatives of all different churches in all parts of the Union participated in its compilation.

Bellingham Bay News. Whatcom, Feb. 15.—Special.—Mrs. E. E. Bryant, of the Commercial house here, is under arrest on the charge of using cancelled stamps, the complaint having been made by Postoffice Inspector Gordon, when he was here a few days ago. She will have a hearing before Court Commissioner Williams on Monday.

The board of trade is endeavoring to secure the establishment of a creamery here, the new county road having made the city easy of access from the dairy districts. At the meeting of the board last night it was stated that the amount of "1,200 cows tributary to Bellingham bay."

Two divorces were granted in the superior court yesterday in the cases of Annah Smith vs. George H. Smith, and Hayes vs. Hayes. The board of trade reports that for 1885 was \$8,000,000, and estimated value of \$8,000,000. There are forty-five mills in the county, employing on an average 947 men in various capacities, and disbursing \$2,282 for labor. In addition the lumber and mill products of the county, making a total of \$61,232 by the lumber industry, from a total of \$31,232 wages earned in the county.

Skagit County Examinations. Mount Vernon, Feb. 15.—Special.—The quarterly teachers' examinations for Skagit county closed today. The following were present: J. W. Gilkey, Mount Vernon; Bertha Crawford, Mount Vernon; Mrs. Kate Slason, Anacortes; Nora Lees, Anacortes; Albert Chenoweth, Anacortes; Miriam McCutcheon, Baker; Elizabeth P. O'Connell, Lynden; W. H. Beckley, Avon; Lottie Graham, Avon; Ada Snyder, Avon; Emma Campbell, Avon; George Mitchell, Prairie; Grant Neil, Sauk; Henry S. Reed, Cokedale. Out of this list of applicants one received a first-grade certificate, six received second-grade certificates and two received third-grade certificates. The examining board was composed of County Superintendent Davis, Prof. J. M. Shields, of Mount Vernon, and C. A. Morrison, of Avon. The examination was considered a very fair one, and the results were very satisfactory. The next county teachers' examination will be held in Mount Vernon in May.

How Tacoma Will Pay Interest. Tacoma, Feb. 15.—Special.—The council passed three ordinances today which perfect Wickham's plan for meeting interest payments, and expenses. One ordinance provides for the issuance of warrants as assignments of the tax levy, and another sets aside fines and licenses to the interest fund. This means that the Nicol plan will not be considered by the city.

The council ratified the agreement with the street railway company regarding payment of a yearly license, as published in the Post-Intelligencer.

Nelson Bennett's Note. Tacoma, Feb. 15.—Special.—In the hearing before Judge Stallcup of the case of William H. Bennett vs. Hotel Company, Heustis et al., Col. Heustis testified that he turned over a note of Bennett for \$100 to A. R. Nicol, cashier of the Union Savings bank, for \$300 on account, and assigned in blank Ledger stock held as security.

Funeral of Mrs. Curtis. Tacoma, Feb. 15.—Special.—The funeral of Mrs. H. Curtis was conducted from her late residence at 3 o'clock this afternoon. Floral tributes were numerous and handsome. The remains will be buried at Grand Rapids, Mich.

Bruce's Book on Alaska. This work gives in reliable, authentic and complete form the history, resources and topography of this new territory; also a complete description of the various guides to the famous Yukon gold fields; 200 pages, profusely illustrated, with map 24x36. Price, paper, 75 cents; cloth, 1.25. Lowman & Hanford Stationery and Printing Company, 614 First avenue, Seattle, Puget Sound.

Herbert on Naval Armament. Washington City, Feb. 15.—Special.—Herbert was before the house committee on naval affairs for two hours yesterday, going over many questions of naval armament and outlining his plans on desirable features of naval appropriations. The secretary submitted several tables showing that the United States is now able to build better ships at less cost than any country in the world save Great Britain, and that the latter country is far ahead of the United States in the economy of naval shipbuilding. Mr. Herbert was questioned by Chairman Boutwell and others of the committee concerning the need of additional battleships, torpedo boats, etc. The secretary made it clear that he desired the amplest allowance of the various classes of vessels that congress felt warranted in giving, but he did not fix exact limits on the number of the various ships, although it was the general understanding that three battleships, instead of the two recommended in the secretary's annual report would be very acceptable to the naval authorities.

THE FRIENDLESS MAN

Secretary Morton Is Flogged Again in the House

FOR NULLIFYING THE LAWS.

Not a Voice Raised in Defense of the Official Who Deprived the American People of Their Free Seeds.

Washington City, Feb. 15.—The attack on Secretary Morton for his refusal to expend the appropriation for seeds in the present agricultural year was continued today, and furnished the feature of the proceedings in the lower house. It was led by Baker, Rep. of H., and was supported by Moses and Livingston, Dem., Ga.; Boatner, Dem., La., and Meredith, Dem., Va. Some very harsh things were said and intimated, especially by Boatner, who referred to Mr. Morton contemptuously as "that individual," and not a voice was raised in his defense.

The general debate on the agricultural bill, during the consideration of which the attack was made, was closed before adjournment. Several bills of minor importance were passed, and a resolution was adopted directing the judiciary committee to inquire into the right of an executive officer to refuse to execute a law on

Improvement of the Puyallup River. Washington City, Feb. 12.—Special.—The improvement of the Puyallup river is a new provision which Representative Doolittle has introduced in the present session. Should it be impossible to obtain a specific appropriation for this purpose, it will be named in the clause appropriating for the construction of a snag boat and the improvement by it of the many tributaries to Puget sound. The removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puyallup that the opening of the river would free the business of the valley from the oppressive monopoly in freight carrying now enjoyed by the Northern Pacific railroad. It is stated that the Puyallup is a moderately navigable river for a distance of 100 miles from the mouth of the river to the city of Puyallup. It is estimated that the removal of drifts and snags at a great cost to the Puyallup in a moderately navigable condition and to be of great benefit to a large portion of the Puyallup valley, through which it flows. It is contended by the citizens of Puy