DR. JORDAN STRAPPED

He Shuffles Out of His Agreement With the "Telegraph."

WANTS TO PAY WITH PROMISES.

How the "Workingmen's Champion" Treats Those Who Work for Him Practically Illustrated.

What a title for a novel "The Dr. Jordan Mystery" would make. This was what all his First ward supporters must have thought yesterday when they read in the Post-Intelligencer that his campaign cashier had shut down his wicket for the week, and that there were to be no more proselitizing funds handed out until Sunday or Monday. Were there to be any then? Oh, yes; galore. But this gave no satisfaction. As Jimmy Hardin put it: "The doctor's as full of promises as a harvest moon, and as little to be relied on." And so it proved. Yesterday was a cold, dry day for the Jordan camp, and the mayor of Spokane, with his shiny silk hat and the outward aspects of gentility of which he is so proud, was puzzled that so little moist hospitality was shown to him or his importance.

It was a cold day.

"Dr." Jordan's boast is that it is always a cold day when he gets left. He was left yesterday.

Not only the heelers, who depend upon his largess, but the honest workmen, whose champion he is and who championed his cause, left him.

Before this campaign opened there were several printers out of work. Some of them had prescience, and saw that the wealthy doctor of histogenetics would be a candidate for mayor. He would need an "organ;" they would supply the article. They did so, and right honestly have they worked. They were paid off yesterday by Dr. Jordan. Paid off as he pays off all the honest workmen whose champion he is, in empty promises.

Promises won't buy bread.

Some fifteen printers and newspaper men, anticipating that Jordan would be the nominee of the Democratic party, started the Daily Telegraph. They appealed to the public generally, and many citizens had sympathy with their endeavors to earn a livelihood, and subscribed to the journal. There was no direct misrepresentation on the part of these printers. It was known that it was to be a Democratic journal, and it appeared as such, but some would not have subscribed had they known that it was to be a Jordan sheet.

A newspaper plant was secured from Richard Winsor, valued at $2,000, for which the corporation of printers who have been publishing the Daily Telegraph were to pay $75 a month. This left the workmen nothing to pay except for ink and paper and rent, and the latter, in some manner not generally understood, seems to have been provided for. The newspaper started, and its honest workers were soon cheered with the information that Dr. Jordan had agreed to pay it $500 for its support during the campaign. The paper came out for Jordan. Day after day it had editorials in favor of the hybrid candidate, and they were evidently making an impression. It was the only organ he had. It not only defended him, but it traduced his opponents.

It did all this on the doctor's promises, and promises don't buy bread.

After his indorsement by the Democratic party the doctor reluctantly handed over to his only champions—not the $500 as promised, but one-fifth of it, and from that time until yesterday the poor printers have not had a sniff at the doctor's boodle or any return for their faithful services.

The matter was brought to an issue yesterday by the members of the Telegraph corporation declaring that they would not work for Jordan until the balance of $400 was paid in. The compositors refused to set up a line in reference to Jordan unless they had something to take home to their babies. A committee was appointed to wait on Jordan. They did so yesterday afternoon, and the champion of labor, the friend of the workingman, gave them the marble heart. The committee went to the campaign committee, and then back to Dr. Jordan, for they knew that their sole hopes were in getting something yesterday, as on Monday, they felt confident from their experience of Dr. Jordan, he would repudiate the agreement altogther.

At 8 o'clock last night the committee reported to their fellow-workers. They reported that Dr. Jordan had told them that he was almost "strapped," that he could not find the ready money immediately, but if they would go on it would be all right. The committee insisted that the company must be paid for its campaign services according to agreement of those services would be stopped. The doctor tried to mollify them, but to no purpose, the committee insisting on payment. Then the doctor agreed to hand over Valentine scrip to the face value of $1,500 for the debt, and seeing no likelihood of securing cash, the members of the committee decided to accept it.

But they had a further experience with the friend of the workingman. He would not hand this scrip over, but would place it in the hands of his campaign committee as trustee. This was too altogether childish a proposition, and the Telegraph committee said it would be sent to them, or on Sunday morning the Telegraph would make an expose of the whole matter.

When the committee met at 8 o'clock last evening the Valentine scrip had not been received, and it was a question what was to be done. There was the Demo-Populist meeting at the Seattle theater, should they report it or not? There was no reason why they should, so far as Dr. Jordan was concerned; and every reason why they should not. But there were other friends who had aided the paper with subscriptions to be considered, and the worthy workmen decided to make an endeavor to give these subscribers the best returns they could.

But there are not many Jordan voters in the Telegraph office.

THE DEMO-POPS RALLY.

Ticket Ratified by a Large Audience at the Seattle Theater.

There was a large attendance at the meeting of the Demo-Populist party at the Seattle theater last evening. There were between 600 and 700 people present. Democrats of influence and standing were conspicuous by their absence, and Judge Winsor was the solitary representative of the old-time Populists on the stage.

Gen. Turner, the selected presiding officer, made the opening speech. He said he was heartily in favor of a combination of all the elements of opposition to the Republican party, not only in Seattle, but all over the state of Washington. The Populists and the Democrats believe in the same political principles, with slight and unimportant differences.

Y. J. Lichtenberg was then introduced as the next corporation counsel. He said he would not discuss the issues before the people, but leave those questions for other speakers; he would simply call attention to the fact that this was a municipal election and as such of more personal importance to every taxpayer than a state or national election. He read an editorial from the Post-Intelligencer entitled "The City's Law Business." This, the speaker said, was his platform, and his speech.

James McElroy was the next speaker. He believed the way to wrestle (sic) the city, county and state from the Republican party was by fusion.

"Farmer" Todd said he had been agitating along Populist lines for many years, and had been identified with every "reform" movement in politics for a quarter of a century. His remarks were principally confined to the wrongs the agricultural classes had suffered at the hands of the older parties, but what relation this had to the municipal election he did not make very clear.

Judge Prouty was introduced as a former Republican who had repented of the error of his ways. He described how he had voted and worked against the Populist party in Spokane, but the success of the Populists there had converted him.

Mayor Belt, of Spokane, next took the floor and delivered a straight Populist speech of the regulation kind, denouncing corporations, monopolies and the monetary system of the country, especially the national banking system. He claimed that the Populists were the real Jeffersonian Democrats of the country, as compared with the Cleveland brand of Democracy.

Judge Winsor was then introduced and devoted himself to a vindication of a modest, unassuming gentleman, by which terms, it developed in the course of his remarks, he meant Dr. Jordan.

After further music by the colored quartette John Hart closed the meeting with one of his regular speeches.

THE CHARTER.

Why Commissioner Falcon Joslin Voted Against It.

Seattle, Feb. 29, 1896.

To the Editor: The statement published just after the adjournment of the charter commission that I had refused to sign the new charter was a mistake. But I did vote against it. Since then I have been often asked why I opposed it. To attempt to go into the matter fully is entirely too large a task. I presume other members of the commission like myself, after spending nearly six weeks upon it, a large part of the time night and day, have not felt inclined to again take up the subject and discuss it through the papers or from the platform. But recently the very silence of those who opposed it has been used as an argument in its favor. And already members of the commission have been charged with corruption, certainly a curious reward for the work done upon it. I trust the instrument may stand or fall upon its merits, and not for the friends or the enemies it has.

The things in the charter which in my judgment were objectionable were not confined to one subject or to any single matter which might be briefly stated. There was no single provision which caused me to finally vote against the instrument. I know quite well that no law or charter can be made perfect. As the charter was discussed and adopted section by section, many provisions were put in of more or less importance which I thought unwise. The great number of these, many of which I cannot now remember, made me feel at the last that it was better to continue the old than to adopt the new charter.

Some of the things that are most objectionable to me are as follows:

First—The selection of city councilmen by wards instead of by the people of the whole city seemed to me bad. I believe that if councilmen were elected by the whole body of citizens we would in the selections get better men who, after their election, would give the city better service. I believe the records will show that there has been more extravagance from members of the city council working in the interest of some particular ward instead of for the whole city, than any other cause. In my judgment at least one-half of the city council should be elected at large. It may be said that the old charter had the same defects. This is true; but it also had a dual council. To deduct $5 from a city councilman's salary for absence from a meeting, sickness or anything else being no excuse, seems to me wrong.

Second—The provision at the end of section 13 of article 19 that no person holding any city office shall be eligible for any other city office, would prevent any city councilman or any other city officer from aspiring to the office of mayor or any higher office, a most unwise and unjust restriction.

Third—The retention of the library commission and the reviving of the park commission under the name of "park committee," both bodies being wholly stripped of power, seems to me to be without the slightest justification.

Fourth—The great powers of the board of health and the legislation on the subject of sanitation going into the minutest details, seems to me to be objectionable. Many of the minute regulations for the department of sanitation will doubtless need to be changed or modified, which cannot be done because the provisions are embodied in the charter.

Fifth—On the subject of street railroads and franchises the commission surpassed itself. The provision submitted separately authorizing the council to buy outright the street railroads, if adopted, would surely be the greatest folly. For the city to incur a debt of from three to six million of dollars in the purchase of street railroads which are barely earning their operating expenses, with the city in its present financial condition would seem too wild a thing for even the most unthinking socialist. There is great danger if the city council shall be authorized to buy them, that owners of street railroads will soon be besieging the council to sell them, and the matter of submitting their purchase to a vote of the people would probably not deter the sale.

Leaving aside the question of buying street railroads, the other provisions of the charter are fatal to any improvement in passenger transportation. It is highly desirable that the street railroads in the city should be united so that the people would be benefited by a system of transfers, similar to that now being adopted in cities throughout the United States. This can never be done under the provisions of sections 20 and 23 of article 4. The provisions of these two sections would likewise prevent the extension of railroads into suburban districts and of the straightening or otherwise improving of the tracks already laid down. This is not a great injury to the railroads, but will work a great injury to the people of the city. The provisions of section 20 prohibiting the extension of any existing franchises until within three years of its expiration, will cause a heavy loss, not to the roads or to the people, but to the city itself, in this way: It is now universal in the granting of street railroad franchises, and section 23 requires it, that the city shall reserve to itself a certain percentage of the gross receipts. This is right, and is undoubtedly the best form of control the city can possibly exercise over street railroads. The greater part of the cities that own their own street railroads in Europe do not operate them, but lease them for a certain percentage of the gross receipts. The shortest of existing franchises have about seventeen years yet to run. The provisions of section 20 will prevent any change or extension for fifteen years on the shortest franchise. If the council shall have power during this period to grant or extend franchises such grant or extension would have to be for a part of the gross receipts, not less than 2 per cent., as provided by section 23. In all probability every franchise in the city within less than five years would be so extended. The gross receipts of the street railroads for 1894 was about $400,000. Ninety-six per cent. or about $385,000 of this was used to pay wages and for supplies. Two per cent. of the gross receipts, the minimum, would produce a revenue of about $8,000 per year for the city. This will unquestionably be largely increased as times improve. For the fifteen years a simple calculation will show that the city may be deprived of a large sum of money by the provision of section 20.

The matter of "compulsory arbitration" is wholly untried, nor do I believe it was claimed that even in Switzerland or New Zealand have they yet adopted "compulsory arbitration." It is certain that no street railroad could be successfully managed if it could not discharge at will an inefficient employe, or if some body of arbitrators, other than the owners of the property, could fix the wages it should pay. Arbitration is a misnomer. Not a man who advocated it would desire it or voluntarily submit to it in his own business. To be effective it must bind both sides, and it would be as distasteful to the laborer as to the employer. My interest in street railroads is too slight I hope to influence my judgment upon the charter.

Sixth—The provision requiring that the cost of local improvements shall not exceed 25 per cent. of the value of the abutting property will in many cases prevent improvement. The present requirement is that the cost of improvements shall not be more than 50 per cent. of the value of abutting property and this requirement in one notable instance has prevented the grading of a street from Fremont to the new university, although every property owner signed the petition. Decreasing the amount to 25 per cent. would doubtless stop many other improvements. The provisions of subdivision 2 of section 13 of article 8, relating to the form of bonds for local improvements, is a radical change from the present system, and will discourage the sale of such bonds and thereby the making of local improvements.

Seventh—The provisions of subdivision 1 of section 31 of article 8 requiring contractors with the city to give a bond and further requiring the sureties on their bonds to file a statement with the mayor, containing a list of all the property owned by each surety, describing it and showing whether it is community or separate property, will make it difficult for contractors to give a bond, and in view of the fact that 30 per cent. of the contract price for public work is retained by the city to insure its completion the provision is harsh and unnecessary. There has been no trouble with contractors' bonds under the old charter.

Eighth—The provisions for a boiler inspector and for licensing of engineers seems to me to be absolutely unnecessary in this city. It will increase the city's expenses by about $3,000 per year in my judgment, which must be borne by the people who own manufactories and by the engineers they employ. I can see no possible necessity for this expense.

Ninth—The provisions of section 13 of article 24, requiring the city council to proceed at once with the purchase of 100 acres of land, and the incurring of a debt of $20,000 therefor, and establish a cemetery in the present financial condition of the city seems to me to be unwise. The expense of maintaining a cemetery when established will also be a considerable increase of the city's annual expense. I doubt the wisdom of the city going into the cemetery business at all.

Tenth—The reduction of the mayor's salary from $3,000 to $1,500 per annum I think bad.

Eleventh—Article 16, establishing the civil service, would be undoubtedly an excellent thing for the city, and if it were workable would outweigh in my judgment all other objections to the charter. But I have great doubts whether it can be worked as it stands. The first year the civil service commissioners would be obliged to give a large part of their time to the work; after that the work will be light. It would seem that their pay should have been regulated accordingly, but the new charter fixes the pay of the commissioners at $100 per year until January 1, 1898, and provides that after that the city council may increase their pay! Can competent persons be found to take the office of commissioner and do the work well at $100 per year? I greatly doubt it.

There are other objections to the charter, but even the briefest statement of them would make this letter too long.

Other members of the commission objected strenuously to other articles (which I favored) and declared that they could not support the charter with such provisions in it. I will not try to state them.

In many respects I believe the new charter to be a vast improvement on the old, but the foregoing seems to be some of the strongest objections. Older and more experienced members of the commission than I thought some of the objections above stated were not objections, but were wise provisions. It is a matter for good judgment. It is hopeless to try to argue on its provisions; the field is too wide. Each citizen must either study its provisions for himself or follow the judgment of others who have done so. Very truly yours,

FALCON JOSLIN.

Smokers will find Sweet Moments cigarettes to be the best. Sold everywhere.

The Seymour Lectures.

So much has been written since the Columbian year of 1893 on the discovery of America that fresh interest has been aroused in all that had to do with the early history of the two American continents. No chapter of that history is more replete with romance and dramatic features than that which describes the thrilling experiences of a handful of Spanish adventurers overcoming 12,000,000 of people and robbing them of enormous treasure. All modern filibustering expeditions are tame affairs in comparison with the exploits of Francisco Pizarro and his fellow bandits. This is the story Mr. Seymour will tell in the first lecture of his course tomorrow evening at the Seattle theater. It is an easy way to study history to have it agreeably related from the store of another's work and researches. Most people now have but little time or inclination to dig up facts out of the enormous accumulation of writings on any subject.

Those who take any interest in history or the great men or events of the past should take pains to attend the lectures of this course, which can be done at about the cost in the East of a single admission.

Ninth Ward Republicans.

There will be a grand final rally of the Ninth ward Republicans at Goddard's hall, Fremont, on Monday, March 2, at 7 o'clock sharp. Let every one come out. Good speakers. Billy Seymour will be present with his songs and recitations.

F. A. GRIFFITH, Chairman.

For Cook Inlet.

Steamer Utopia leaves Seattle for Six Mile creek, Cook inlet, April 1, carrying passengers and freight. J. O. Hestwood, agent, room C Bailey building.

Railroad and Industrial Notes.

R. C. Stevens, of the Great Northern, was in Portland yesterday.

The Port Blakeley Mill Company has received an order for 50,000,000 feet of lumber from Shanghai, China.

The Western Passenger Association has decided that second-class tickets shall not be accepted for passage in sleeping cars.

The Great Northern offices have received notice that the steamer City of Ellensburg will leave Wenatchee March 9 at 5 o'clock a. m., and weekly thereafter.

Shingle shipments indicate that the mills are opening up pretty freely all over the state. Many of them have made a heroic fight to keep closed down during the winter.

The St. Paul papers are much perplexed over the significance of Receiver Andrew F. Burleigh's visit to New York, and can only surmise that it possibly means "some new delay in the receivership case."

Central Traffic Association lines have voted to adopt the same rules for transportation of bicycles in baggage cars as those already in force on the Western roads, making a small charge, according to distance, instead of checking them.

O. D. Colvin made a business trip down in the Gray's harbor country with Joseph McCabe, superintendent of the Northern Pacific Railway Company, and others during the first of the week. Mr. Colvin reports great activity among the mill and logging interests in that section.

R. E. Werkman, who has been for some time engaged in locating colonists on Whidby island, has brought thirty more Dutch settlers, who will leave this evening for their new home. They are represented as a thrifty and industrious people, with ample means to establish themselves upon a solid and solvent basis.

Frank D. Black, of the Seattle Hardware Company, was recently nominated for mayor of Seattle by the Republicans. He is quite well known to the lumber fraternity of the state, and if integrity, business qualifications and general fitness count for anything, he will be elected.—Pacific Lumber Trade Journal.

The Southern Pacific has made a reduction of $1.50 in its second-class "every day" rate between Seattle and San Francisco. The fare has been $23.50, which included a tourist berth; on and after today the fare will be $22, without the berth. A stop-over of three days is now allowed on the first-class $27 ticket, which has heretofore been limited to continuous.

The Northern Pacific and Great Northern will make a rate of one and one-fifth fare for the delegates to the mining and immigration convention to be held in Helena, March 19. The rate is made to certified delegates without restriction and regardless of the numbers in attendance. The leading hotels of Helena have also signified their willingness to make liberal reductions in rates to those who attend the convention, and all the conditions seem favorable to a large attendance.

Eyes examined free. Miss F. Wilzinski, Graduate Optician. New York eye hospital practice. 801 First avenue, corner Columbia, in drug store.

FREAKS OF THE WIND

One Schooner Ashore, Another Was Sent Adrift.

MUCH DAMAGE AROUND TOWN.

Small Boats and Scows by the Score Break Loose and Bill Boards and Chimneys Suffer.

Seattle was treated to a storm yesterday such as it has not experienced for a long time. The "sou'wester" on Friday was but a gentle preliminary to the amateur cyclone that swept the city yesterday. Seattle had all kinds of weather, and almost any kind of a prophet could have hit it at some time during the day. It was cold and blustery throughout Washington and Oregon. Snow was general and heavy in Oregon, occurring in flurries in Washington. The wind yesterday was northwest and the local observer places its velocity between twenty-five and thirty-five miles an hour. The temperature was twelve degrees lower than on Friday, and last night was the coldest of the winter.

The water front naturally felt the chief force of the gale and incidents of interest were numerous. Swamped boats were common sights, and the unguided voyage of the bark Ferris G. Thompson from Smith's cove to an anchorage in front of the West Seattle elevator, and the going ashore of the schooner Challenger near West Point kept water front curiosity at a high tension during the afternoon.

Bark Thompson Loose.

Bark Ferris G. Thompson, Capt. Whitney, broke loose from her moorings at Smith's cove yesterday afternoon about 4 o'clock, and at the mercy of the furious storm drifted at a rate of three miles an hour across the Sound, her anchor finally holding firm, after several strong drags, in front of the West Seattle elevator. The drifting bark was first seen by Charlie Holloway. He rushed to the window of Capt. L. M. Garrison's office and yelled that there was a shipwreck on the Sound. Capt. Garrison, accompanied by a Post-Intelligencer reporter, ran to the end of the dock, being joined on the way by Frank L. Burns, coal agent of the Oregon Improvement Company. The Thompson was seen to be drifting rapidly across the Sound toward Duwamish head, almost on her beam ends. No signal of distress was visible, but her danger was apparent, as all the bark's stiffening had been taken out the day before. Burns went aboard the United States revenue cutter Grant, lying at the bunkers, and showing the dangerous position of the vessel to a petty officer in charge, begged him to go to her aid, or at least loan a small boat riding at the stern. Both of these things were refused. Efforts were then made to attract the attention of the Corwin, riding snugly at anchor about 300 yards away, but they did not reply, though a form was seen on deck who must have seen the signals or heard Capt. Garrison's lusty "Ship ahoy!" Some vigorous remarks about "toy vessels" were passed by the group of excited landsmen who were anxiously watching the Thompson's mad chase across the Sound. Burns then notified Chief Cook, of the fire department, who promised to send over the fire boat. Passing this side of Duwamish head, the dragging anchors were seen to catch and break away four times before finally holding firm. When about half way between Smith's cove and Duwamish head the bark put out her spanker to steady her, the lack of ballast preventing more sail being raised. By the time the fire boat started the Thompson was beyond peril, and Capt. Conners, of the fire boat, simply steamed about her and, receiving assurances that no aid was required, returned.

Schooner Challenger Ashore.

Schooner Challenger, Capt. P. Sonerud, eight days from San Francisco, was blown fast on the beach a mile north of West Point and is lying in about eight feet of water, pounding hard. The Challenger cast anchor in Salmon bay at 11 o'clock yesterday morning, and was going to take on lumber from the Stimson mill when the smaller of the two lines out parted, and, although chain was rapidly played out on the other anchor, it parted soon after. The vessel rapidly drifted to the beach near West point, the distance being so short that the captain was unable to check her by hoisting sail. The falling snow covered the decks, and the cold wind against the wet ropes shrouded them in ice, making them almost impossible to handle.

The storm-driven craft first struck about 100 yards from the shore, but was urged higher by the action of wind and tide, and at 4 o'clock in the afternoon the captain was able to walk ashore on the trunk of a tree that had fallen across the vessel's jib-boom. In telling of the experience afterward the captain said that he had but reached the shore when the tree cracked in the middle and splashed into the water. The schooner was pounding hard last night and her loose keel was battered off, while shavings from the firm keel were beginning to appear on the surface of the water.

The Challenger is chartered by John T. Wright, of La Libertad, Central America, and has 100 tons of general merchandise from San Francisco for that port. She was to fill out her burden of 266 tons with lumber from the Stimson mill, and lime from Roche Harbor. M. Kalish & Co. are her San Francisco agents. She is a three-masted schooner. The tugs Stimson, Wanderer and Vigilant have been engaged by Capt. Sonerud to haul her off this morning, but he doubts their ability to get her loose. The telegraph lines being down between here and Port Townsend prevented his sending a message for some of the large tugs stationed at that port.

Of the other four schooners stationed at Ballard, the three-master Watson drifted in so close as to excite alarm, and the tug Vigilant was sent to hold her off. She is now lying in twelve feet of water and is pounding. The three-master Lena Sweasy lost one anchor, but the other held. The other schooners held fast.

Through the Trestle.

The big scow Princess Angeline went adrift at West Seattle at 11:30, and the heavy swell soon carried her down upon the trestle of the terminal railway, tearing it partially asunder. The scow with a hoisting engine aboard was lying alongside the wheat ship loading at the elevator. By the tremendous force of the sea a five-inch hawser was parted. Foreman M. Shanahan, of McCabe & Hamilton, stevedores, who was engaged in loading the ship, endeavored to render assistance to the engineer, but to no avail. The scow was at the mercy of the waves. In a few minutes' time she had gained such headway as to crash against the trestle, 500 feet south of the elevator, with terrific force, carrying the outer piling before her. The scow became fast among the timbers of the trestle, and efforts to remove her were useless. The foreman then walked over to the city on the railroad track to secure a tug for assistance. The West Seattle ferryboat was laid up because of the weather. On the way over he noticed that the trestle was damaged more or less badly in several places because of the numerous scows which have gone adrift. No trains can pass over the trestle for several days.

When the frolicsome breeze in its wanderings along the water front espied a boathouse, it heaved the waves with fiendish delight. The house owned by Neil Denny, tied to a float on the south side of the Schwabacher dock, was set adrift early in the afternoon, and brought up an hour later at the Arlington dock with a very wet proprietor on its deck. After infinite labor in getting the boathouse tied up, they were forced to move it to give a berth to the steamer George E. Starr, that came in at 4 o'clock in the afternoon.

The Seattle boathouse was also torn from her moorings and three men were set adrift, to say nothing of a dog. Ropes were put over to the dock and the errant boathouse was secured after some difficulty.

Too Much for Sternwheelers.

The sternwheel boats were almost without exception compelled to lay over for a trip. The Greyhound attempted to go out on the Everett run, but after passing Duwamish head was forced to turn back. The wind was so strong that she was blown past her landing at Colman dock and caught on at the Central dock several blocks below. The steamer Multnomah left Tacoma, but turned back after a short but convincing trial of the water. The Sarah M. Renton went out as usual, but had a rough time of it. The Flyer was not stopped by the storm, but was an hour late on the 6 o'clock trip, and lost time heavily on each successive run. At times during the afternoon the waves broke clear over her upper deck, and spray was thrown as high as the smokestack. The steam yacht Maud, Capt. A. O. Benjamin, which went adrift Friday, was sunk yesterday. She was too old to be of much value. Two brothers owning the sloop Belvidere worked hard to save her from smashing against the Oregon Improvement coal dock. She was loaded with provisions worth $225 for Alaska. The tenders of the revenue cutter bobbed about like corks, but were tied safely without damage. A boom of logs at Stetson & Post's mill was broken up. Scenes of devastation were to be seen on every wharf. A scow with a man standing on the deck, up to his middle in water, was sunk at the Oregon Improvement dock despite his vigorous efforts to keep her up. Schooners everywhere were more or less filled with water.

A man from one of the dredgers, who went out to the buoy lying off Kerry's mill in a row boat lost his boat, and until a boat could reach him from the Grant he was left with great waves washing over him, in great peril of being swept into the Sound. The dredgers Python and Anaconda were compelled to cease operations.

On the Lake.

On Lake Washington the waves were almost as high as on the Sound. Capt. A. R. Leake was on watch all day and night to prevent launch houses from being carried away.

About the City.

Billboards everywhere fell by the wayside. One on the north side of Madison street, between Eighth and Ninth avenues, and another on Yesler, opposite Fifth avenue south, were laid over by the force of the gale, and several boards on the water front shared the same fate. Dr. Jordan's advertising sign that has been going about on an express wagon was an object of especial attention from the "nor'wester." It was sent flying beneath the hoofs of the horses, and when they started to run the entire outfit was overturned in the street. Another wagon was blown over at Second avenue and Pike street.

Doors of Wirth's fruit stand, at the corner of Yesler way and Second avenue were blown in twice, and fruit stand men all over the city reported that their fruit had been frozen.

A galvanized iron hood on the Riggs-Hill building, at the corner of Alder street and Western avenue was lifted off bodily by the wind and crashed through a plate glass window, scattering the fragments for forty feet.

All out-of-door laborers, especially drivers and street car men, suffered intensely from the cold. Gardeners going out on the lawns in the sunshine to cut the grass suddenly found the ground covered with snow and needed a shovel in place of a lawn mower.

The Gale Causes a Fire.

A fire broke out at 12:45 in the dwelling of M. W. Hand, 433½ East Lake avenue, but was subdued on the prompt arrival of truck No. 1 and chemical engine No. 2. The gale opened a crack in the chimney where it joins on the roof, and sparks escaping caused the fire. The loss amounted to $2. The structure is insured for $400.

On the Great Northern.

The snowslide on the Great Northern, which took place three days ago, has not yet been removed, and is reported as the worst the road has had for years. Trains from Seattle have been going only as far as Skykomish, and the train went out as usual to that point last night. The wires along the road are down, so that the officers in this city themselves are not in possession of full information concerning the slide. Spokane papers yesterday announced that the Great Northern would take passengers only as far as Leavenworth.

Monte Cristo has been snowed completely under, and yesterday there was no telegraph communication between Hartford junction and Monte Cristo. One peculiarity about the snowfall yesterday along the Seattle, Lake Shore & Eastern was that at Woolley there was scarcely any snow, at Snohomish there was hardly a trace, and yet at Hartford junction, between the two places just mentioned, the snow measured fourteen inches at noon, and it was still falling. There were no trains yesterday from Everett to Monte Cristo, though there was some talk during the day of running a Great Northern engine out as far as possible from Everett.

The Storm at Everett.

Everett, Feb. 29.—Special.—A hard snowstorm, winding up with all the fury of a full-fledged Dakota blizzard, was the closing feature of the winter here. It began snowing at 5 o'clock on Friday evening, continuing steadily all night and all day Saturday up to 4 o'clock. Seven or eight inches of snow fell, deranging telephone and telegraph wires and interrupting general traffic. Sleighing was good on the planked streets, and several sleighs and cutters were out. On the Everett & Monte Cristo railroad the snowfall was so heavy as to blockade the road. The passenger train which went to Monte Cristo on Friday got caught in a slide four miles this side of Monte Cristo, and the passengers had to remain there all night, including an excursion party of five young ladies who went up to view the winter scenery. A snowplow will go up in the morning to dig the train out.

The Storm at Whatcom.

Whatcom, Feb. 29.—Special.—Today has been one of the roughest of all the winter. Last night there was quite a flurry of snow, and the mercury went down several degrees below freezing. A cold north wind is blowing, and at noon, according to thermometers in exposed places, the temperature was down to 24 degrees. No trace has yet been found of the missing ex-county commissioner, George W. Lysle, who escaped from St. Joseph's hospital, Fairhaven, Monday night.

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WE ARE SHOWING THIS WEEK NEW NOVELTIES IN BOHEMIAN GLASS. AFTER-DINNER COFFEES AND FANCY CHINA.

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Three Tacoma Fishermen Lost.

Tacoma, Feb. 29.—Special.—Henry Scook, Michall Jorgin and Charles Samson, the three cod fishermen who were overtaken by a storm last Thursday, off Point Defiance, have not yet been heard from. The weather has been very pleasant, and the waters of the bay unusually calm since the men disappeared, and the fact that they have not returned has caused their friends to have grave fears lest they were lost in the gale. A number of parties of friends have been searching the shores on the Sound in the vicinity of Tacoma, for the missing men, but not the slightest trace can be found of their whereabouts. David Squally, an Indian, reports having seen the men off Point Defiance Thursday afternoon, in their boat, while the storm was at its height. This was the last seen of the men. The men were employed by the Northern Pacific Fish Company to fish for codfish. Their homes were on the beach near Old Town. Scook was a married man.

"Queen Esther."

The managers of the cantata "Queen Esther," which is soon to be presented in this city, are sparing no effort to make the presentation a success. The rehearsals are progressing satisfactorily, principals and choruses being alike prompt and regular in their attendance and diligent in their work. The costumes will be gorgeous, and the managers are wisely patronizing home industries as far as possible in their manufacture. The players may confidently expect to face a large audience on the night of April 9.

Ah How Will Be a Nabob.

Ah How, the Chinaman who recovered judgment against the Yesler estate for $1,700, has come to the conclusion that he will take a trip to China. He said yesterday afternoon that he would not leave for six months, and he is yet undecided whether he would make the old country his permanent home. Ah How talks very good English, and dresses like an ordinary citizen of the United States. He will be quite wealthy in China, and can have two or three wives. Hows says that in China the number of wives a man has is regulated by his ability to support them.

The Turn Verein bazaar, now open at Turner hall, is a grand success. One of the main features is the interest taken in the vote on the mayoralty contest, Jordan and Black are running neck and neck. Open this afternoon and evening, to be followed by a dance.

Every man who has any pride in his make-up knows how precious to his life's happiness, how necessary to his self-respect, is the feeling of strong, vigorous manhood. No man enjoys life who has always hanging over him the dread of Nervous Debility. There is that deep-rooted disgust with himself, the fear that his friends will discover his condition. It robs life of all that is enjoyable—all that makes life happy—peace of mind; joyial, sociable disposition; the confidence in self. It takes from him the bright side of life—that healthy vital force in him which pictures all things as beautiful. It is gone, and he sees everything black, gloomy, miserable.

The wish to be strong, to feel one's self the equal of all men in all that makes man perfect, is at some time strong in the heart of every man.

Man! Are You Weak?

Are you not as vigorous in your nerve and vital forces as you should be? Do you find your manly strength giving way too early? Have you strong muscular power and weak vital powers? Do you notice that your capacity for business, study or pleasure, is waning? All these are signs of the loss of vital nerve force—Electricity—from your body. Replace it and be a man. Get back Nature's vitality which you have wasted by indiscretions or excesses.

This is the age of progress. A means has been found for the restoration of manly vigor. It is

Dr. Sanden's Electric Belt!

Never failing in its invigorating powers, it has made thousands of vigorous men out of as many weak, despondent creatures. It will cure you if you are weak. "Three Classes of Men" is a very valuable treatise on the restoration of manhood. If you are weak, get it at once. It is free on application, and will point out a course by which you can become a healthy and happy man.

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Act today. In a matter of this kind—a matter which concerns the happiness not only of yourself, but of your family and friends, of your future generations—you should not delay.

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