THOS. HUGHES DEAD.

The Famous Author of "Tom Brown's School Days."

AN ADVOCATE OF COOPERATION

Corinne Kimball's Mother Dead at St. Paul—The Funeral of Theosophist Wm. Q. Judge.

London, March 23.—Thomas Hughes is dead.

Thomas Hughes was born at Uffington, Berkshire, England, October 20, 1823. In 1830 he was sent to a school at Twyford, near Winchester, and at the end of the year 1833 he was removed to Rugby, where he studied under Dr. Arnold. Thence he proceeded to Oriel college, Oxford, where he took his B. A. degree in 1845. Previous to this he had turned his attention to practical problems, and when he left Oxford he was an advanced Liberal. He was called to the bar at Lincoln's Inn, in January, 1848. He was one of the members of parliament for Lambeth from 1865 to 1868, when he was returned from the borough of Frome, which he continued to represent till January, 1874. Mr. Hughes was appointed a queen's counsel in 1869, and in the following year he made a tour in the United States, lecturing in the principal cities. On October 5, 1880, Mr. Hughes formally opened Rugby colony at Rugby, Tenn., and became its superintendent. Mrs.

THOMAS HUGHES.

Hughes' mother made her home at Rugby, and Mr. Hughes spent his annual vacations there. The colonists were football players and college athletes, unfitted for industrial toil, and the colony was a failure.

In July, 1882, he was appointed judge of the county circuit court No. 9, England.

Mr. Hughes was the author of "Tom Brown's School Days, by An Old Boy," which has passed through many editions; "The Scouring of the White Horse," "Tom Brown at Oxford," "Religio Laici," being the first of a series of "Tracts for Priests and People," and afterward reprinted as "A Layman's Faith;" "The Cause of Freedom; Which Is Its Champion in America, the North or the South?" "Alfred the Great," a prefatory memoir to Charles Kingsley's "Alton Locke;" "A Memoir of Daniel MacMillan," a preface to "Whitman's Poems;" and an edition of James Russell Lowell's "Biglow Papers." He edited the Count of Paris' work on "The Trade Unions of England," and J. F. D. Maurice's treatise on "The Friendship of Books," and wrote "Gone to Texas; Letters From Our Boys." He also wrote a preface to an English edition of Walt Whitman's poems. His first story, "Tom Brown's School Days," published in 1856, gave him immediate fame. It is an admirable picture of life in the great English public schools, and an affectionate tribute of the author to the memory of his own instructor, the great Thomas Arnold, of Rugby. Mr. Hughes continued his story in "Tom Brown at Oxford," published in 1861, but this, though well done, was less successful. He always took great interest in movements for the improvement of the working classes, and was principal of the Workingmen's college in London, in which instruction is given in the evenings. The basis of Mr. Hughes' character, manifest in all his acts and writings, was a profound belief in Christ and an earnest endeavor to apply Christ's teachings in every-day life. He published in enforcement of his views the famous "Manliness of Christ." While a member of parliament he supported the bills for the disestablishment of the Irish church, and for secularizing the universities, abolishing tests, and admitting dissenters to fellowship in Oxford and Cambridge. He had the British robust figure and the British red, round face and small eyes—in fact, he bore an excessively jolly appearance. Mr. Hughes was an ardent co-operator, and after a heavy day's work in court thought nothing of traveling some thirty or forty miles into the heart of Lancashire to address a co-operative meeting. He was a very quiet speaker and a general favorite with his audiences.

CORINNE'S MOTHER DEAD.

She Visited Seattle With Her Opera Company Last Month.

St. Paul, March 23.—Mrs. Jennie R. Kimball, of Philadelphia, died this morning in a private car at the Union depot in this city. When the Kimball opera company was at Butte, Mont., two weeks ago, Mrs. Kimball was taken sick with pneumonia. All the engagements of the company between Butte and St. Paul were canceled. In the private car of the president of the Northern Pacific Mrs. Kimball was brought to this city. Pleurisy had developed, and on her arrival here, she was in too precarious a condition to be moved from the car. She died at 6 o'clock this morning.

Mrs. Jennie R. Kimball was the mother of Corinne Kimball, the opera singer, who played in Seattle last month, and who was 22 years old last Christmas day. Corinna began her public career by winning all the medals at a Boston baby show, and has been on the stage since she was 3 years old. Her mother always traveled with her, and managed her company. When the troupe was performing here last month Mrs. Kimball stood in the wings at the left, watching the actors. She was very stout, but in her earlier days had been a fine-looking woman.

Funeral of Wm. Q. Judge.

New York, March 23.—Funeral services were held today in Arion hall over the body of William Q. Judge, the Theosophist, who died on Saturday. The service was very simple. One of the members of the Theosophical Society, of which Mr. Judge was president, read a chapter from the Bhagavadgita, one of the sacred books of the East, to the effect that those who are in spiritual things grieve neither for the dead nor the living, because the self is ever existent, and merely changes the various bodies which it inhabits during its periods of earthly existence, like a man who puts away worn-out clothes. Several speeches were made, among them being one by Claude Falls Wright. One of the members of Mr. Judge's family said last night that the dead man's papers had not been unsealed, but the impression is that Mr. Buck, the vice president, will succeed him for a time. The body will be taken to Fresh Pond, N. Y., and cremated.

TRIAL OF MRS. DAVIDSON.

Two of Dr. Brown's Attorneys Assisting in the Prosecution.

San Francisco, March 23.—The trial of Mrs. Mary A. Davidson, charged with having extorted $500 from Rev. Dr. C. O. Brown, was begun in the superior court this morning. The attorney for the defense moved for a continuance, on the ground that Miss Mattie Overman and Mrs. Tunnell, necessary witnesses for the defense, were absent, one in Mexico and the other near the Mexican border. Counsel said he intended to prove by these witnesses that a conspiracy was formed between Dr. Brown, Mattie Overman and Mrs. Tunnell to falsely accuse and convict Mrs. Davidson of blackmail. He added that the absent witnesses were being supplied with money by Dr. Brown to absent themselves from the city at this time. All of these statements were supported by affidavits of Mrs. Davidson afterward filed. The court denied the motion for a continuance, stating that the absent witnesses were beyond his jurisdiction and would not probably come within his jurisdiction. The defendant excepted to the decision, and the rest of the day was occupied with an attempt to secure a jury. The district attorney is assisted in the prosecution by two criminal lawyers.

THE ASTOR SCANDAL.

Mrs. J. Coleman Drayton Obtains an Absolute Divorce.

Trenton, N. J., March 23.—Chancellor McGill filed a decree today granting an absolute divorce to Mrs. Charlotte Coleman Drayton from J. Coleman Drayton on the ground of desertion. Mrs. Drayton is a daughter of the late William Astor. In the decree the chancellor says:

"It is impossible to escape the conviction that the defendant's suspicions of his wife's infidelity were not destitute of foundation in questionable circumstances at least, but I fail to find any judicial precedent which holds that under a statute similar to that of this state a husband may with impunity be guilty of desertion of his wife merely because he believes her, even under gravely suspicious circumstances, to have been guilty of adultery. Desertion," the chancellor holds, "is justified only when it is shown by clear and satisfactory proof that the deserting party has been so offended against as to authorize at his instance a decree for divorce or judicial separation. If the defendant would rely upon his charge of adultery as a defense against her charge of desertion he must prove it. There is no evidence that it was the intention of the defendant at the time he left the petitioner to institute a suit for divorce on the ground of adultery. He did, in fact, commence such a suit in June, 1894, a time so remote from the commencement of the separation that more than the period prescribed by law in which desertion must continue to constitute a cause for divorce had intervened, and thereby a cause for divorce had become available to her; and even after the lapse of that time his suit was not prosecuted with diligence. The mere institution of a suit for divorce on the ground of adultery will not avail as a defense to a suit for divorce, but the ground of adultery must be proved. It was the husband's duty to act expeditiously, so that his wife should not remain longer than necessary, if guilty, unconvicted, and, if innocent, under the shadow of such a scandalous and disgraceful charge."

The chacellor finds that there was no collusion to secure a divorce. In the decree reference to the testimony is made, but the chancellor does not mention Hallett Allsop Borrowe by name. One "B.," however, is mentioned as having been named as co-respondent in the suit brought by Drayton against his wife. Borrowe was co-respondent in that suit.

In reviewing the testimony, the chancellor says it appeared that Drayton questioned his wife's fidelity while they were living at Bernardsville, in this state, and that she then went to her father's home. This was in October, 1891. In November a partial reconciliation was effected between Mr. and Mrs. Drayton. They then went to England. While there the estrangement widened, and Mrs. Drayton, according to her own testimony, became unhappy and miserable and determined that separation was necessary. Having no one in whom to confide, she telegraphed to America for "B," and he met her at a London hotel, where arrangements had been made for her to meet an American lawyer. The lawyer was late in arriving, and Mrs. Drayton and "B" went into another room, where they had lunch, a waiter being in the room with them. While they were in this room Drayton and two men, presumably detectives, entered and identified her, afterward departing. After this, in accordance with an arrangement between her lawyer and her husband's lawyer, Mrs. Drayton went to Wimbledon to bid her children good bye. She then went to Paris to meet her father, who persuaded her to seek a reconciliation for the sake of the children. The chan-

MRS. J. COLEMAN DRAYTON.

cellor says he is satisfied that this effort at reconciliation was made in good faith by Mrs. Drayton, but was rejected by her husband, because of his continued belief in her unfaithfulness. He points out that the legal time for bringing a suit for desertion had elapsed, and that the desertion was willful, continued and obstinate. The only point, he says, was whether the desertion was justifiable. He refers to the fact that the husband's suit for divorce on the ground of adultery was not brought until June, 1894, and that since that time no charge of adultery has been adduced, and in the present suit the husband made no charge of adultery, but contented himself with a denial of the desertion.

Heavy Snow in Iowa and Nebraska.

Des Moines, March 23.—Dispatches from Creston, Red Oak, Jefferson, Atlantic, Albia and other points indicate a heavy fall of snow over the state. All the correspondents state that it is the heaviest storm of the winter. There was no wind, and the snow is from eight inches to a foot deep everywhere. Farmers are encouraged, as this will insure abundant moisture for winter wheat and pastures, beside putting the ground in fine condition for spring work.

Lincoln, Neb., March 23.—The heaviest snowfall experienced in this district for four years, and which was general over the state, started Sunday morning and continued until nightfall. Nearly a foot lies on the ground. There was no wind and no drifts. It will do great benefit to farmers.

Business Failures.

Easton, Pa., March 23.—The Glen Arm Iron Co., whose iron plant near this city is one of the oldest industries in the Lehigh valley, and is valued at over $1,000,000, has made an assignment for the benefit of creditors to J. T. Lea, of Philadelphia, and Francis C. Gray, of Boston. The works are in charge of the assignees, and will be run for a time in the interest of the creditors.

Chicago, March 23.—Attorney Patrick W. Snowhook made an assignment today to Homer R. Galpin. Assets $350,000; liabilities $200,000. The failure is due to the stagnation of the real estate market.

It Will Pay
You to Investigate
The Merits of the
WELSBACH
LIGHT
Seattle Gas and Electric Light Co.

WITNESS MUST REPLY.

Even if He Incriminates His Superior Officers.

DECISION BY SUPREME COURT

The Interstate Commerce Commission Can Now Make Railroad Employes Give Evidence.

Washington City, March 23.—A decision was rendered by the supreme court of the United States today in the case of Theodore F. Brown, involving the right of a court to compel an answer by witness to questions in interstate commerce matters, notwithstanding that he may plead self-incrimination as a result of the answer. The decision was opposed by Brown's contention that he was protected by the constitution from this requirement, and the decision of the court below was affirmed. The opinion was handed down by Justice Brown. Justices Field, Shiras, Gray and White dissented, holding that the constitutional provision was sufficient to relieve Brown from the requirement to answer.

This case was advanced on the docket of the supreme court on the motion of the attorney general made at the instance of the interstate commerce commission. It was considered a test case, and the claim was set forth in a letter written for the commission that a large number of similar cases must wait upon its final decision by the court. The case came to the supreme court on an appeal taken by Brown from the decision of the circuit court for the Western division of Pennsylvania refusing to grant a writ of habeas corpus, and arose out of a proceeding by the interstate commerce commission against the Allegheny Valley Railroad Company, of which Brown is an officer. He was a witness before the grand jury for the commission in this case, and refused to answer certain questions propounded to him, on the ground that in so doing he might incriminate himself. He was then proceeded against for contempt of court, found guilty and sentenced to imprisonment. Mr. Brown pleaded his constitutional right of silence, but the statute of February 11, 1893, requiring answers to such questions, was invoked against him and held to be valid by the circuit court.

In announcing his opinion Justice Brown said the question involved was whether the law of 1893, specifically relieving witnesses in interstate commerce cases from prosecution when they revealed facts which might incriminate themselves, operates to take from witnesses in such cases the privilege of silence as guaranteed by the constitution, and the conclusion was that it did. He said this act was in the nature of a general amnesty in such cases, and had been so regarded and upheld in half a dozen decisions in the state courts. Replying to the objection that while the act served as a protection to witnesses against prosecution it did not shield from the disgrace involved in confessing a criminal act, Justice Brown said it did not, nor was it contemplated by a provision in the constitution that one should be shielded. He added, in response to the objection that the law would operate to protect a witness from prosecution in the state courts, the Federal statutes being superior to those of the states, that the latter statutes are the supreme law of the land and apply in the state as well as in the Federal courts.

He also advanced the opinion that in this case the refusal of Brown to give his testimony was due rather to his desire to shield others than himself. As Brown was only the auditor of the road, his duties were not of such character that he could be held criminally liable for any violation of the law. It was the intention that the constitutional provision should protect from real and substantial dangers, and not from imaginary evils, as in this case. The consequence of granting immunity from answering to such officials would inevitably be to render the interstate commerce laws incapable of enforcement, and the result would be to prostrate congress at the feet of the powerful railroad corporations of the country.

M'KINLEY MASS MEETING.

Held in New York City by Anti-Platt Republicans.

New York, March 23.—The presidential boom in New York city of William McKinley was launched at Cooper Union tonight. The hall was well filled. Maj. Lovett Jerome called the meeting to order. He said it was useless for the machine politicians to disregard the returns that were coming in from all parts of the country favoring McKinley. The latter was the enemy of the bosses, and not their tool.

Maj. Jerome introduced as chairman of the meeting Gen. Wager Swayne. The meeting, Gen. Swayne said, had been called to make plain to the people of this state and throughout the country and to the delegates to the convention about to be held, that the second choice for president of the United States was William McKinley. (Cheers.) Gov. Morton, he said, had rendered valuable services to the state. Some of the audience hissed at the mention of Morton's name, but Gen. Swayne stopped this in a hurry. He said that the governor deserved to be cheered, and that the machine of the Republican party was none of his making. It had been hoped that the name of Morton would go before the convention without opposition, but it appeared that the judgment of the country was for McKinley.

Gen. Swayne introduced as the next speaker Senator Frank D. Pavey, of this city, who spoke of the general depression under the Democratic administration. Resolutions were adopted declaring the assembly to belong to the McKinley League of the State of New York, and pledging the members to aid in the nomination of McKinley. A committee of fifteen on organization was selected.

Blood

That is impure is a constant source of danger and a constant cause of weakness. Circulating as it does to every part of the system, carrying nutriment to the nerves, muscles and the great vital organs of the body, it is absolutely necessary that the blood should be pure if you want good health. The way to purify the blood and keep it pure is to take

Hood's
Sarsaparilla

The One True Blood Purifier. All Druggists. $1. Be sure to get Hood's and only HOOD'S.

Hood's Pills are prompt, efficient and easy in effect. 25 cents.

Fourteen Coal Miners Killed.

Punxsutawney, Pa., March 23.—The gas in mine No. 1 at Adrian, operated by the Buffalo, Rochester and Pittsburg Coal and Iron Company, exploded last night, and the mine is on fire. It is impossible to get into the mine any distance, although the explosion occurred two miles back. Shortly after 2 o'clock last night the fire boss heard an explosion, and this morning the men going to work were overcome. Some escaped, and the alarm was given. Fourteen men were killed, and their bodies have been recovered. All of the men were married, with the exception of one, who was the son of one of the killed. As the mining industry has been in a depressed condition for some time past, all of the families are left in very poor circumstances. Following are the names of thirteen of the dead: George Harvey, Henry Harvey, Harry Smith, James Graham, James Graham, jr., Lindsey H. Bradley, John Monroe, Jesse Postlewaite, George Postlewaite, Andrew Nowak, David Bell, Reuben Noble, George Ainsley.

Great Fire at Colon.

New York, March 23.—A World special cable dispatch from Colon, dated March 23, says: A terrific fire raged here for five hours and burned itself out at 9 o'clock tonight. It destroyed the better half of the commercial part of Colon, including a large number of tenement houses, every important Chinese store, the hotels and government buildings, including the prison and school, and the markets and court of justice. All of the Panama railroad property was saved, only a few cars being burned. There was much looting of property during the excitement of the fire. One life was lost, and hundreds are left homeless. The Panama fire brigade came across the isthmus to assist in fighting the flames. The damage is roughly estimated at $500,000, the insurance covering about one-twentieth part. Business has been suspended.

A Burning Ship Picked Up.

San Francisco, March 23.—The British bark Alexandria was towed into port today by the tug Fearless in a burning condition. She left Newcastle, N. S. W., on December 27, 1895, for Port Los Angeles. On March 19, in latitude 34:42 N. and longitude 124.56 W., smoke was discovered issuing from her hold. She fell in with the schooner Helen N. Kimball, bound from Port Harford for Tacoma, the next day, and the captain of the schooner agreed to stay with the burning vessel if her captain would put into San Francisco. The stores and baggage of the burning vessel were transferred to the schooner, and her head turned toward this port. She was picked up by the Fearless near the Farallones today and towed to the mudflats, where she was beached. It is not known what the damage will amount to.

French Aggression in Southern China.

Pekin, March 23.—It is learned here that, under extreme pressure from French sources, imperial orders have been sent to the governor of Kwangsi to construct a railway from Lungchow northward. The French will thus neutralize the expected advantages from the opening of the West river to commerce by directing the traffic of Kwangsi toward Tonkin.

CONDENSED DISPATCHES.

William H. Webster, chief civil service examiner, died suddenly of heart disease at his home in Washington City Monday. He had occupied the position since September, 1886.

The secretary of the treasury, after consultation with the president and the law officials of the government, has decided to allow the usual annual leaves of absence to employes of the department outside of Washington City.

Bicycle tourists from the United States and other countries will this year be required to deposit at the Canadian custom house the full retail price of their wheels on entering the country, and when they are exported back the money will be refunded to the owners.

CASTORIA
for Infants and Children.

THIRTY years' observation of Castoria with the patronage of millions of persons, permit us to speak of it without guessing. It is unquestionably the best remedy for Infants and Children the world has ever known. It is harmless. Children like it. It gives them health. It will save their lives. In it Mothers have something which is absolutely safe and practically perfect as a child's medicine.

Castoria destroys Worms.
Castoria allays Feverishness.
Castoria prevents vomiting Sour Curd.
Castoria cures Diarrhœa and Wind Colic.
Castoria relieves Teething Troubles.
Castoria cures Constipation and Flatulency.
Castoria neutralizes the effects of carbonic acid gas or poisonous air.
Castoria does not contain morphine, opium, or other narcotic property.
Castoria assimilates the food, regulates the stomach and bowels, giving healthy and natural sleep.
Castoria is put up in one-size bottles only. It is not sold in bulk.
Don't allow any one to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose."
See that you get C-A-S-T-O-R-I-A.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

Children Cry for Pitcher's Castoria.

Rochester Clothing Co.
805 First Avenue, Colman Block.

By Calling

On us you will buy every article at what it is worth. Nothing more. Our system is quick sales and small profits. That means new goods in season. No old stock for us. No fake sales, because we sell Clothing to suit you in price and fit.

Call on us.

Rochester Clothing Co.
GOLDENSON & SONDHEIM, Props.
No. 805 First Avenue, Colman Block.

Butter...
Fresh California.

1¾-lb rolls	30c
1¾-lb bricks	30c
Fancy Creamery, per lb	20c
Fancy Iowa Creamery, per lb	25c

We Do Not Sell Oleomargarine.

MILTON DAIRY CO.
414 Yesler Way.

THE RAINIER-GRAND HOTEL
DeL. HARBAUGH, Prop.
The Only Strictly First-Class Hotel in Seattle
Located on Front St., Between Madison and Marion

ANDREW F. BURLEIGH, Receiver.
NORTHERN PACIFIC R.R. RUNS
PULLMAN SLEEPING CARS,
ELEGANT DINING CARS,
TOURIST SLEEPING CARS
—TO—
St. Paul, Minneapolis, Duluth,
Fargo, Grand Forks, Crookston,
Winnipeg, Helena And Butte.
Through Tickets to
Chicago, Philadelphia, Washington, New York, Boston and all points East and South.

TIME SCHEDULE.
In Effect January 12, 1896.
TRAINS LEAVE SEATTLE—
For St. Paul and East, 4:30 p. m.
For Portland, 12:20 and 10 p. m.
*For Olympia and Gray's Harbor, 8:45 p. m.
*For South Bend, 12:20 p. m.
For Tacoma, 7:10 and 9 a. m., 12:20, 3:00, 4:20 and 10 p. m.
TRAINS ARRIVE AT SEATTLE—
From St. Paul and East, 3:35 p. m.
From Portland, 8:40 a. m. and 6:50 p. m.
*From Olympia and Gray's Harbor, 11:30 a. m.
*From South Bend, 6:50 p. m.
From Tacoma, 8:40 and 11:30 a. m., 3:35, 4:30, 6:50 and 9:25 p. m.
*Daily, except Sunday. All others daily.
Trains leaving Seattle at 9 a. m. and 3:45 p. m. make no stop between Seattle and Tacoma.
Trains leaving Tacoma at 10:20 a. m. and 3:20 p. m. make no stops between Tacoma and Seattle.
This card subject to change without notice.
Through tickets to Japan and China via Northern Pacific Steamship Company, an American line.
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.
A. D. CHARLTON,
Asst. Gen. Pass. Agent.
No. 255 Morrison street, corner Third, Portland, Or.

STEAMERS.

PUGET SOUND AND CENTRAL AMERICAN STEAMSHIP COMPANY—

Regular sailings between Puget Sound and Central American Ports.

TELEPHONE PIKE 18

Capes and Jackets.
THE GREAT SPECIAL SALE OF
LADIES' OUTER GARMENTS
Continues Today and Tomorrow.

SILK AND CLOTH CAPES,
FINE KERSEY JACKETS,
LADIES' SEPARATE SKIRTS
AND BLOOMERS.

The spring sample line from the fashionable manufacturers, GRISWOLD, PALMER & CO., Chicago. The choicest line of Ladies' Garments in Seattle. No two alike.
FORTY-FIVE PER CENT. BELOW REGULAR PRICES.

SPECIAL TODAY.
46-inch All-Wool Fine French Serge, 46 inches wide, garnet, navy blue, tan, myrtle and black,
40c a Yard.

E. W. NEWHALL & CO.
Cor. Second Av. and Madison St.

STEAMERS.

FLY ON THE "FLYER."

SEATTLE TO TACOMA.
Four round trips daily, except Sunday.
In one hour and twenty-five minutes.
THE STEAMER "FLYER."
Regular daily trips, Seattle-Tacoma route, as follows:
TAKING EFFECT TUESDAY, MAY 2.
TIME CARD.
Single fare, 50c; round trip, 75c.
Leave Seattle—7:45, 11:15 a. m.; 2:45, 6:15 p. m.
Leave Tacoma—9:30 a. m.; 1, 4:30, 8 p. m.
SUNDAYS.
Leave Seattle—7 a. m.; 12 m.; 5 p. m.
Leave Tacoma—9:30 a. m.; 2:30, 7:30 p. m.
Landing at Northern Pacific wharf, Tacoma, and Commercial dock, foot of Marion street, Seattle.
Sundays, steamers Flyer and States of Washington, fare 50c.

ALASKA.

Pacific Coast Steamship Company's
STEAMER AL-KI,
All newly refitted, new upper deck cabins, and new and commodious second-class passenger accommodations, will sail from Seattle March 28, at 9 a. m., for
JUNEAU AND DOUGLAS ISLAND, ALASKA.

JUNEAU TO DYEA.
It is also guaranteed that this steamer will run through from Juneau to Dyea, or as near as navigation will permit, after discharging Juneau and Douglas Island freight. Fare from Juneau, first-class, not to exceed $5; second-class, not to exceed $2.50.
J. F. TROWBRIDGE,
Puget Sound Superintendent.
Seattle office, Ocean dock, foot Main street. Telephone, Main 99.
Goodall, Perkins & Co., general agents, San Francisco.

FOR COOK'S INLET VIA PORTAGE.

The first-class steamer "Jeanie" or "Portland" will leave Seattle on or about April 1 for Cook's Inlet via Portage. Fare, $40. For particulars apply to Austin Claiborne, agent, 613 First avenue south.

L. & B. LINE—SKAGIT RIVER ROUTE.
WEEKLY TIME CARD.
STEAMER CITY OF CHAMPAIGN
Leaves Seattle—Monday, March 23, at 12 midnight; Thursday, March 26, at 7 a. m.; Saturday, March 28, at 8 a. m. Leaves Mount Vernon—Wednesday, March 25, at 7 a. m.; Friday, March 27, at 8 a. m.; Sunday, March 29, at 10 a. m. Calling at Tulalip going south Sunday and north Tuesday. Calling at Edmonds, Richmond, Stanwood, Fir, Skagit City, Mount Vernon and Avon.
STEAMER CLAN M'DONALD,
Monday, Wednesday and Friday at 7 a. m. for Edmonds, Everett and Snohomish river points. Landing at City dock, Seattle. Going through to Tacoma Tuesday and Saturday.
LILLY, BOGARDUS & CO., Inc.,
Tel. Main 87. Owners and Managers.

PUGET SOUND AND ALASKA STEAMSHIP COMPANY.
VICTORIA ROUTE.
STEAMSHIP CITY OF KINGSTON.
Between Tacoma and Victoria, B. C.

7:30pm	Lv	M	*Tacoma	Ar	4:30pm
10:00pm	Lv	28	Seattle	Ar	2:30pm
1:15am	Lv	72	Pt. Townsend	Ar	11:30am
4:15am	Ar	110	Victoria	Lv	8:30am

*Daily except Sunday.
This steamer furnishes first-class accommodations, carrying both freight and passengers, and leaves from Yesler wharf, Seattle.
For rates, etc., inquire of
S. G. YERKES,
Yesler Wharf, Seattle.
I. A. NADEAU,
General Agent N. P. R. R., Seattle.

OLYMPIA, TACOMA AND SEATTLE ROUTE.
S. Willey Navigation Co.'s steamer
MULTNOMAH.
DAILY TIME CARD.

Leave.		Arrive.	
Olympia at	6:30 a m	Tacoma at	9:30 a m
Tacoma at	10:00 a m	Seattle at	12:00 m
Seattle at	1:00 p m	Tacoma at	3:00 p m
Tacoma at	3:30 p m	Olympia at	6:30 p m

CITY OF ABERDEEN.
Daily except Sunday.

Leave.		Arrive.	
Seattle	7:30 a m	Tacoma	9:30 a m
Tacoma	10:00 a m	Olympia	1:00 p m
Olympia	2:00 p m	Tacoma	5:00 p m
Tacoma	5:30 p m	Seattle	7:30 p m

Fare between Seattle and Tacoma, 25 cents. Landing at Seattle, City dock, foot of Main street.
LILLY, BOGARDUS & CO., Agents,
City Dock. Telephone, Main 87.
Capt. L. Willey, Manager.

SAN JUAN ISLANDS.
STEAMER LYDIA THOMPSON,
Carrying United States mail, leaves City dock, foot of Main street, Monday, Wednesday and Friday at 1 a. m. for Port Townsend, San Juan islands and New Whatcom. Returning, leaves New Whatcom Tuesday, Thursday and Saturday, at 4 a. m.

TIME CARD IN EFFECT JAN. 1.
North bound—Leaves Seattle 1 a. m.; leaves Port Townsend 6 a. m.; leaves Friday Harbor 10:30 a. m.; leaves Roche Harbor 11:45 p. m.; arrives at New Whatcom 6:30 p. m.
South bound—Leaves New Whatcom 4 a. m.; leaves Roche Harbor 10 a. m.; leaves Friday Harbor 11 a. m.; leaves Port Townsend 4 p. m.; arrives at Seattle 7:45 p. m.
J. R. Thompson, manager-owner. Lilly, Bogardus & Co., agents, City dock. Telephone, Main 87.

STEAMERS.

PACIFIC COAST STEAMSHIP CO.

Dispatch steamers from Seattle as follows:
For San Francisco, via Port Townsend and Victoria, at 8 a. m. (passengers received on board at 7 a. m.) March 3, 8, 13, 18, 23, 28.
For Alaska—March 3, 8 and 18 at 9 a. m.
From San Francisco for Victoria and Puget sound ports at 9 a. m., March 5, 10, 15, 20, 25, 30.
Tickets may be obtained at the office of the company at Ocean dock, Seattle.
J. F. TROWBRIDGE, P. S. Supt.
GOODALL, PERKINS & CO., General Agents, San Francisco.

STRAITS STEAMSHIP COMPANY.
STRS. GARLAND AND EVANGEL.
Seattle and Townsend-Neah Bay Route. Steamer Garland leaves Yesler dock Mondays, Wednesdays and Fridays at 12:15 a. m., for Port Townsend, Port Williams, Dungeness, Port Angeles, Port Crescent, Gettysburg, Pysht, Clallam Bay and Neah Bay; returning, arrives at Seattle 2:30 p. m. on opposite days. Steamer Evangel leaves Yesler dock for Port Angeles and Victoria, Mondays, Wednesdays and Fridays at 6:30 p. m.; arrives Seattle alternate days 3 p. m.

COOK INLET.
The 400-ton steamer UTOPIA will sail for Six-Mile Creek April 1. The only steamer that can land passengers at the mines.
CAPT. CHESTER, Pilot.
J. O. HESTWOOD, Agent.
Olympic block, under N. P. ticket office.

EVERETT ROUTE, STR. GREYHOUND
Daily, except Sunday.
Leaves Everett 8:45 a. m., 2 p. m.
Leaves Seattle 11:30 a.m. and 4:30 p. m.
Sundays—Leaves Seattle 4:30 p. m.; leaves Everett 11 a. m.
Fare—Single trip, 75c; round trip, $1.25; connects with boats for Tacoma and Snohomish.
Landing—Colman dock, foot of Marion street.
SEATTLE AND TACOMA NAVIGATION COMPANY.
Claud Troup, Pres. F. W. Goodhue, Sec.

THE VANCOUVER ROUTE—A TRIP THROUGH THE ISLANDS.
Steamer Utopia. J. A. O'Brien, Master.
Leaves Tacoma, 12 noon; Seattle, Yesler wharf, 8 p. m., Mondays and Thursdays for Port Townsend, Anacortes, Fairhaven, New Whatcom, Blaine and Friday Harbor, and Vancouver, arriving Vancouver 4 p. m. following day.
Fare to Blaine, $2; fare to Vancouver $3.
For further information apply to Yesler wharf.

PACIFIC NAVIGATION CO.
Time Card in Effect June 1, 1895.
Seattle, Everett and Whatcom route—State of Washington leaves Seattle daily, except Saturday, at 10 p. m.
Seattle and La Conner route—Fairhaven leaves Seattle daily, except Saturday, at 10 p. m.
Telephone, Main 278. Yesler Dock.

FOR COOK'S INLET.
The A1 schooner Ella Johnson, carrying freight and passengers, will be dispatched from Seattle for the head of Cook's Inlet, direct, on or about March 15. For further particulars, apply at office, 25 Roxwell building, corner Columbia street and First avenue.
J. A. HATFIELD, Agent.

HOOD CANAL ROUTE
U. S. MAIL
STEAMER DELTA.
Leaves Colman dock, foot of Marion street, Monday, Wednesday and Friday at 7 o'clock a. m. for Kingston, Port Gamble, Seabeck, Brinnon, Holley, Dewatto, Lilliwaup Falls, Hoodsport and Union City. Returns alternate days.
D. TROUTMAN, Master.
FRANK W. GOODHUE, Agent.
Telephone, Red 331.

WHATCOM AND SEATTLE ROUTE.
STEAMER BAY CITY
Leaves City dock, foot of Main street, Tuesday, Thursday and Saturday at 8 p. m. for Anacortes, Fairhaven and Whatcom. Returning, leaves Whatcom Sunday, Wednesday and Friday at 8 p. m. Fare $1.
Lilly, Bogardus & Co., City dock, Agents. Phone, Main 87.
W. H. ELLIS, Owner.

PORT ORCHARD AND PORT WASHINGTON ROUTE.
Steamer A. R. Robinson, carrying U. S. mail, leaves City dock, foot of Main street, at 8:30 a. m.; arrives at Sidney at 10:15 a. m. Arrives at Silverdale at 12 m. Leaves Silverdale at 12:15 p. m.; leaves Sidney on return at 2 p. m. Daily, except Sunday. Fare, 25c. E. N. Robinson, master. Lilly, Bogardus & Co., agents. Telephone, Main 87.

KRUSE AND MADISON LINE.
STEAMER LAKME
Sails from San Francisco March 24, carrying freight at reduced rates, connecting at Seattle and Tacoma with steamers for all Puget sound ports. For rates apply to E. E. Caine. Wharf telephone, Pike 76.

VICTORIA ROUTE.
STEAMER ROSALIE.
Leaves Arlington dock, foot of Marion street, for Victoria and Port Townsend daily, except Sunday, at 10 a. m.; returning, leaves Victoria at 9 p. m. Steamer George E. Starr leaves for Port Townsend and way points daily, except Saturday, at 9 p. m.; Sunday, direct, at 9 a. m.; returning direct, leaves Port Townsend at 4 p. m. 'Phone, Pike 73.

THE ALASKA STEAMSHIP CO.'S
STEAMER WILLAPA,
Capt. George Roberts.
Leaving Seattle for Alaska April 1, 1896, and every fifteen days thereafter.
For freight and passenger rates apply to
J. G. CARROLL, Agent.
Schwabacher dock. Tel., Pike 6.
CHAS. E. PEABODY, General Manager, Seattle.