

more covered and their windows crowded with men, women and children, who looked at the human parade below, in alternating glances.

Yacht Club the Snoqualmie's engine was stopped and a ten-minute wait commenced for the first view of the big trans-Pacific liner.

take part in the formal reception of welcome. On the platform, besides Chairman E. O. Graves, were Mayor Wood, Maj. Harris, Capt. Young of the Mike Maru, Mike Saito, Japanese consul; W. J. Collett, E. C. Hughes, Mr. P. B. Alexander, British vice consul, Mrs. Ten Sile, Capt. Griffith, manager of the line; George Greene, Lovett M. Wood, Maj. McDonald, deputy collector of customs; Thomas Frosch and other representatives. The First Regiment band played for the first time, and with great success, Sol Asher's new march, "The Mike Maru."

for the owners of the ship thanked Mr. Hughes for the glowing tribute paid Japanese endeavor in securing the commercial lists. Amid tremendous applause Mr. Graves introduced Mr. Saito, the Japanese consul, who spoke as follows: "Ladies, Honorable Officers, Officials and Gentlemen: We long-looked-for arrival of the Mike Maru has at length arrived, and it is with feelings of unalloyed pleasure that I rise to offer, in the name of our Japanese community, my most hearty congratulations to these indefatigable gentlemen, to whose whole-hearted devotion is due the success of the enterprise whose festive inauguration we are celebrating today."

hardly landmarks were to cross the continent. For two decades vigorous commercialism have waited upon these shores for adequate facilities for ocean traffic. We are waiting for the merchant ships that shall carry to other ports the goods from our boundless fields, the lumber from our unequalled forests and the products that shall be wrought from our iron and timber.

The North Pacific ocean now challenges the attention of the world. The Japan current carries a temperate climate up to the Arctic circle, and washes a far greater shore line than does the gulf stream of the North Atlantic. With the tributary empires of the Indian and South Pacific oceans; with the producing millions of China and Japan; with the opening of Siberia and the trans-Russian railway; with the development of Alaska and the Yukon basin; with the operation of that British national highway, the Canadian Pacific railroad; with the numerous American railways now running and yet to run to Puget sound; with the great commonwealths of Washington, Oregon and California, bordering her American shore, and with the Nicaragua canal sure



MASAYOSHI KATO, 1896, VICE PRESIDENT OF NIPPON YUSEN KAISHA.

On board the Snoqualmie there was a crowd of men representing the city government, the Chamber of Commerce and the business interests of Seattle. Probably no group expressed a greater interest than did the Japanese contingent, at the head of which was Mr. Mike Saito, Japanese consul at Tacoma. With him were his private secretary, Shizuko Someno; Taketoku Sasaki, a merchant of Osaka, and Shonoske Kiba, Kuratsushiki Komatsu and Jinta Yamaguchi, merchants of this city.

a moment only, to hide again and then come out in bold relief as the Mike Maru pushed her nose through the fog and returned the salute of the screaming whistles of the Snoqualmie, while the band played the "Star Spangled Banner" and everybody cheered and waved flags and hats. From the jacket of the fireboat the ensign of the Japanese army and navy floated, while the stars and stripes waved from the staff where the colors are flown. As the levantine came on, spitting the waters across her bows, the colors were dipped in salute while the whistles added their noisy welcome to the din.

The Great Northern railroad was represented by Messrs. R. Harding, assistant general superintendent; Hon. Thomas Burke, attorney for the road; R. C. Stevens, general Western passenger agent; W. L. Benham, Western freight manager; and L. H. Gray, general agent of the freight department.

The Mike Maru presented a beautiful appearance as she steamed majestically up the bay, with a brave showing of bunting and the yards manned. Over the rail hung a crowd of interested lookers-on, their swarthy complexions bespeaking the fact that a part of the welcome was intended for them. On the bridge of the steamer were Capt. Young, master; Capt. Gilmore, pilot; Capt. James Griffiths, the American manager of the line, and Oscar Klockner, British vice consul at Port Townsend, who joined the ship at that point. As the return of the Snoqualmie, bearing the reception committee, was taken up, the metamorphosis that the bay had undergone in the half hour became conspicuous. Every kind of craft, from the whizzing biplane to the graceful yachts of the Elliott Bay Club, was in evidence, while the heavier and more cumbersome passenger steamers, lying along the wharves, blew their whistles in extending welcome and congratulations. Up and down the bay from Ballard, along the

"We are gathered here today to welcome to our port the pioneer vessel of the Nippon Yusen Kaisha, the great Japanese steamship company which has opened up the globe, with this city as their meeting place, we are justified in believing that the metropolitan of the Pacific Northwest is assured. Let us hope that the happy event which we celebrate today, and which together with closer ties of friendship and commercial interest the young giants of the Orient and the Occident and the bridge of the world, will be a permanent reality for the Queen City of the West."

At the close of his remarks Mr. Graves stated that it had been the desire of the city to have with them on that auspicious occasion the chief executive of the state, as it had also been the wish of the governor himself. The disappointment was keen, but it had been impossible for Gov. McGraw to be present, as was shown in the telegram which was his privilege to read and which was as follows: "Thomas W. Prosch, Seattle: I regret that the condition of public business here will not permit me to be in Seattle tomorrow to participate in the celebration of the inauguration of our city's direct trade with Japan, which is of so great importance to the commerce of the state, and in congratulating Seattle. J. H. MCGRAW."

Mr. Graves then introduced Hon. E. C. Hughes, who delivered a brief address of welcome. Mr. Hughes commenced by inviting the vast concourse to join with him in bidding welcome to this representative of the Japanese government and the representative of the Japanese private enterprise in the person of Capt. Young. Mr. Hughes stated that when he was invited to deliver the address of welcome it was for the whole state, "America," said the speaker, "with her 70,000,000 people, with her 3,000,000 people, with her 40,000,000 people, in the greeting sent by the setting to the rising sun." He then traced the progress of the earliest civilization in Asia Minor across the continent through Europe to America, the land of the greatest and best people, because the land of all of the people of the world, until now that civilization stands on the very threshold of the West to receive the greetings sent back to it. He reviewed what has been done in 200 years in America and took up briefly the new birth of Japan. Her wonderful people have assumed the world in their display of self-government, their discipline, courage and organization, by which the country with 40,000,000 people overcame a nation of 60,000,000 and placed herself beside the greatest nations of the world, giving promise of a still greater civilization. He referred to the coming of the steamer as a new enterprise that marks an epoch in the world's history, and said that this

fleet running between Japan and the Sound will, we are told, consist for a while of cargo vessels alone; and this, it seems to me, is a well-chosen determination on the part of the projectors of this undertaking, since freight is acknowledged to be the foundation of the steamship business.

And here I must take the opportunity of complimenting the railroad company on their choice of a local manager and of complimenting that courteous and genial officer on the happy result which is, to so large an extent, the outcome of his well-directed and untiring efforts. With such an officer in charge of its interests, it would be surprising indeed if the company's fullest expectations were not realized.

"I have said that freight alone will occupy the company's attention for the present, but in order to remove any misconception I will add that all these steamers are amply equipped with excellent cabins and passenger accommodations. By this time next year, when the fleet will have been reinforced by the addition of a number of new vessels, we may anticipate seeing everything in satisfactory shape for an unexcelled passenger service.

"In conclusion I may say that, so far as I myself am concerned, it will ever be my endeavor to do all in my power to advance any enterprise which has the good of Puget sound in view, and I am sure I am but voicing the sentiments of all present today when I express the hope that this undertaking, the inception of which we have today so happily celebrated, may but be the beginning of a commerce with

come her deeply-laden messenger, now resting before us in the calm of the harbor. All honor to this new nation, old in permanence and consciousness of national destiny, but young in her modern triumphs. We congratulate her people upon their intellectual aptitude, upon their valor and devotion to country, upon their capacity for constitutional and popular government, and upon their industry and enterprise. We congratulate Japan upon the international recognition recently earned and won by her from other civilized nations.

"Americans look forward to an international and political millennium, not when the dugs shall float over every land, but when every land shall have attained to a standard of government and of national life as beneficent and as jealous of popular welfare as the one toward which we are striving.

"A great line of commercial intercourse is being cultivated under unusual circumstances. It involves such realities as may well arrest the attention of our entire country. This new neighbor of ours, whose doors we imagined were but slowly opening, now surprises us with a proffer of commercial facilities and friendly relations more real and extensive than ever tendered by us to her. Within a few years Japan has made herself a naval and commercial power on the Pacific. The same resourcefulness that has enabled her to carry on a modern war without a foreign loan, is sending out her merchant ships to ply upon every sea. May this ob-

ject lesson not remind our country that she is under some obligation to the commerce and civilization of the world in the spirit of a merchant marine. Without any spirit of rivalry or aim at supremacy, we must feel that our national honor and our national obligation to mankind call for earnest consideration of our ocean policy and an earnest effort for the re-establishment of our flag upon the seas.

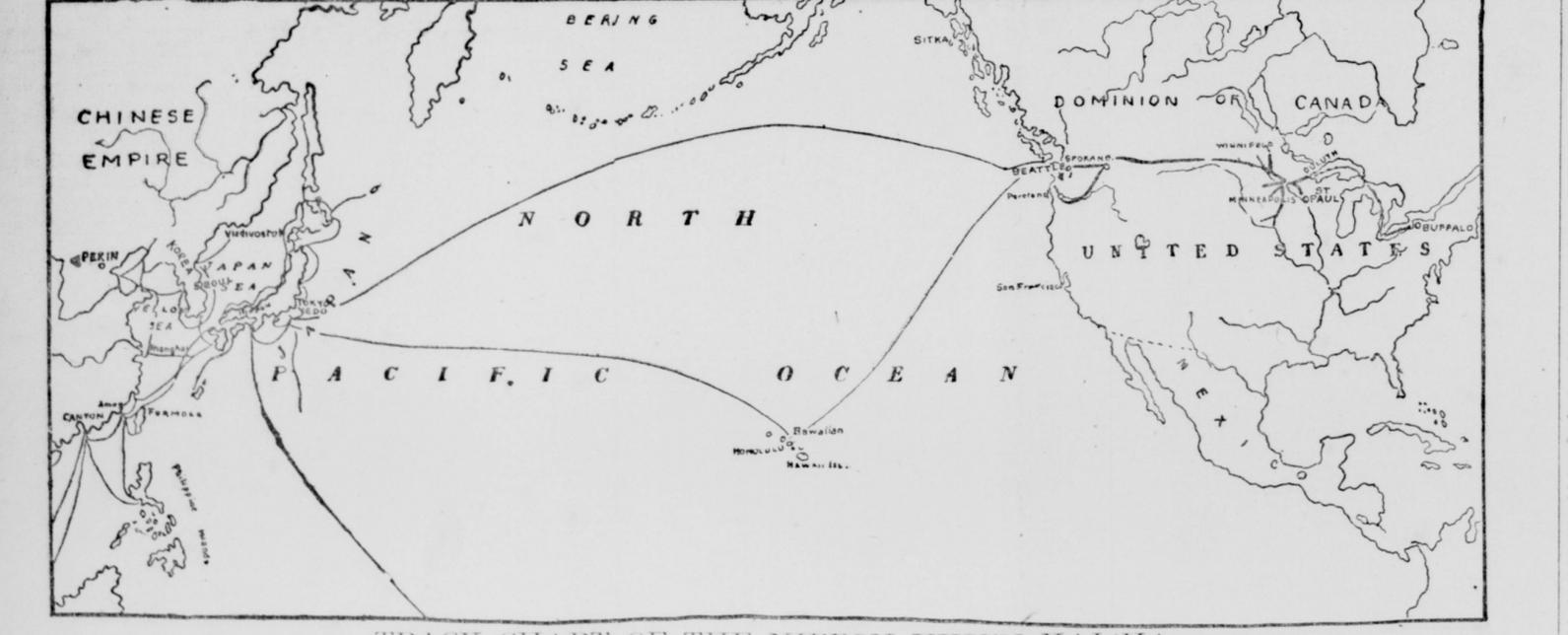
British chief officer, I. Campbell, Scotchman; second officer, G. S. Laprak, Scotchman; third officer, H. C. S. Laprak, Japanese; apprentice, Misutaru Yoshikawa, Japanese; chief engineer, H. A. Thompson, Scotchman; second engineer, J. E. P. Brooks, Bombay; third engineer, E. L. Brauer, German; fourth engineer, Fukujiro Kawan, Japanese; fourth engineer, Kikuchi Saburo, Japanese; bosun, Konevoshi Tomagiri, Japanese; purser, Kosuke Nakahara, Japanese; freight clerks, Kinosuke Inoue and Kiyoshi Aichi, Japanese; tally men, Kazaburo Hatatori and Tokio Takagahara, Japanese; quartermasters, Amami Nishimura, Fushimata Kira, Frigimura Fugita and Noh-kichi Sugimura, Japanese; boatswain, Torakichi Yemari, Japanese; carpenter, Kikuchi Saburo, Japanese; storekeeper, Tsunaguro Mas, Japanese. There is a pay list of seventy-six men, and the remainder of the crew not named is divided into firemen, stokers and the usual details of steamships.

After the speeches on shore had all been made and the crowd had in a measure thinned out the crew of the Mike Maru amused themselves by throwing away into the bay a number of small presents and sorts of souvenirs of the event, including fans, paper napkins and bright colored strips of paper. When there were all gone bananas were pulled from the stems and thrown out, and failure to catch them resulted in many a scramble. The Japs on board enjoyed it and probably imagined that the men, women and children who fought for the fruit were a lot of barbarians.

While the crowd were being pelted with bananas, the preparations for entering the bay at the customhouse were going on down the steamer, where Capt. Griffiths, Mike Saito, Japanese consul, the purser of the ship, Kosuke Nakahara; Col. McDonald and some customhouse deputies and inspectors were going over the clearance and bills of lading, which were issued in Kobe, and also in Honolulu, where



OFFICE BUILDING AT TOKYO.



Eben Smith, Gen. J. H. Bryant, James D. Hoge, Jr., Maj. W. S. Harlan, Judge R. S. Greene, W. J. Collett, Capt. E. C. Hughes, S. L. Crawford, Peter Burns, P. E. Walden, Young, E. C. Hughes, F. D. Scholter, Griffith, David, George Y. Ford, Charles E. Graves, Gilbert S. Meem, Lovett M. Wood, Maj. J. H. Hayden, E. O. Graves, David E. Durie, Capt. Harry Taylor, United States consular, ex-officio, Eugene Smith, County Clerk Thomas Gordon, John Leary, Ernest E. Ling, Charles Frosch, Thomas Frosch, Henry Palmer and George B. Alder.

shore, past the manufacturing districts and around to West Seattle, the noisy greeting was given with all the enthusiasm of which the city is capable. Out on the bay the Mike Maru's battery boomed and thundered, and the echoing hills and woods took up the deafening air and gave it back again and again. The Japanese of the city, who had arranged the gun salute, and the echoing hills and woods took up the deafening air and gave it back again and again. The Japanese of the city, who had arranged the gun salute, and the echoing hills and woods took up the deafening air and gave it back again and again.

great inland sea is destined not only to be filled with the ships of the Orient but also with the ships of the West. It is a well-chosen determination on the part of the projectors of this undertaking, since freight is acknowledged to be the foundation of the steamship business.

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Free... Clean lava tiles and new adjustable check burners will be supplied customers free of charge. These burners can be resupplied after we put them on.

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MIKE MARU Nippon Yusen Kaisha has thanked the citizens of Seattle for the cordial welcome extended and the encouragement given the enterprise. It is continued for a few moments in an easy manner, reviewing the labor of bringing about the new line, and

"When that statesmanlike and patriotic merchant, John Jacob Astor, made his plans for himself and his country in the Northwest, it was his care that his sailors and ships should be at the mouth of the Oregon to meet and co-operate with the

hardly landmarks were to cross the continent. For two decades vigorous commercialism have waited upon these shores for adequate facilities for ocean traffic. We are waiting for the merchant ships that shall carry to other ports the goods from our boundless fields, the lumber from our unequalled forests and the products that shall be wrought from our iron and timber.

When the dining room doors were flung open and the guests had entered and seated themselves at the table, good cheer prevailed on every side. Mingled with the elaborate courses of the Japanese was a delightful air of informality which made every guest feel thoroughly at ease. Senator and Mrs. Burke were seated on the console table, Mr. and Mrs. Wood on the right. In addition to the list of guests already printed in the Post-Intelligencer, the following ladies were present: Mrs. Watson Spence, Mrs. William D. Wood, Mrs. E. C. Hughes, Mrs. W. H. Beiker, Mrs. Thomas W. Prosch, Mrs. W. M. Chabon, Mrs. F. D. Scholter, Mrs. F. A. M. Wood, Mrs. M. C. Brown, Mrs. M. C. Tacoma, Mrs. Miss Whitson, of Tacoma.

Extraordinary Values in HOSIERY. 100 dozen Ladies' Fast Black Seamless Hose, double heels and toes, high spliced, a fine quality and splendid wearer. 12 1/2c a Pair. And 100 dozen Children's Fast Black Seamless Hose, double heels and toes, extra long, wear like iron, just the thing for school wear. 12 1/2c a Pair. New Dress Goods Matchless in Value and Variety. E. W. NEWHALL & CO. Cor. Second Av. and Madison St.

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Our Entire Line, \$30,000 Worth of Books and Stationery, -WILL BE- Closed Out at Cost. Dealers and others desiring to buy in quantity lots can secure bargains. THE CALVERT COMPANY NO. 716 FIRST AV.

GREAT REDUCTION In Prices on FISHING TACKLE, BICYCLE SUITS, SHOES AND HUNDRIES, TENNIS GOODS, Gymnasium and Athletic Supplies cheaper than ever. Call and be convinced. HARDY - HALL ARMS CO. No. 6 1/2 First Avenue. PROSECUTING ATTORNEY. Jay C. Allen. The undersigned hereby announces himself as a candidate for Prosecuting Attorney for King County, subject to the action of the Democratic County Convention. J. C. ALLEN.