TO REORGANIZE IT.

THE PLAN TO PUT THE O. I. COMPANY ON ITS FEET.

General Manager C. J. Smith Now in New York—Under the Proposed Reorganization Money Would Be Provided for Needed Improvements, Including the Much-Talked-Of Palmer Cut-off, the Purchase of New Steamships and, Perhaps, the Completion of the Port Townsend Southern.

General Manager C. J. Smith, of the Oregon Improvement Company, is in New York city on a more than usually important railroad mission, his visit being in connection with the proposed reorganization scheme of the system of railroads, docks and steamships and other vast property interests of the big corporation.

The subject of reorganization has been presented before to the holders of Oregon Improvement securities, but has met with sufficient opposition to block any effective operation in that direction until now. The present scheme of reorganization, which, from a financial point of view, is entirely practical, has been presented by a committee authorized to perfect a plan, of which R. G. Ralston, president of the Farmers' Loan and Trust Company, is chairman, and Henry Amy, a banker of 44 Wall street, and Henry K. McHarg, of 40 Wall street, are members, with Michael H. Cardozo as counsel.

This plan provides for the issues of the following new securities, viz.:

1. First mortgage 5 per cent. fifty-year gold bonds $5,000,000
2. Second mortgage 5 per cent. fifty-year gold bonds, interest for first eighteen months, payable only if earned 1,050,000
3. Four per cent. non-cumulative preferred stock, no additional mortgage to be created without the previous consent of three-fourths of such preferred stock. 5,000,000
4. Common stock 5,500,000

By the terms of the plan first mortgage bondholders receive cash for all coupons which mature up to and including June 1, 1897, and 110 per cent. of the principal of such bonds in new 5 per cent. first mortgage gold bonds, bearing interest from June 1, 1897.

The new first mortgage bonds not used for the present firsts are to be issued at no greater rate than at the rate of $100,000, par value of bonds, per annum, and only for the purchase of new steamships and other needed property, which is to be added to the security for such bonds.

Holders of consolidated mortgage bonds who pay 10 per cent. of the principal thereof, to wit: One hundred dollars on each $1,000 bond, in four equal instalments, the first payable as soon as this committee shall declare the plan operative, and subsequent instalments at intervals of not less than ninety days upon the call of the committee, receive for each $1,000 bond $100 in new 5 per cent. second mortgage gold bonds, 70 per cent. in new preferred stock and 20 per cent. in new common stock.

Holders of preferred stock who pay 10 per cent. of the principal thereof, to wit: Ten dollars per share, in like instalments, receive for each ten shares of preferred stock $100 in new 5 per cent. second mortgage gold bonds, 70 per cent. in new preferred stock and 20 per cent. in new common stock.

Holders of common stock, who pay 5 per cent. of the principal thereof, to wit: Five dollars per share in like instalments, receive for each ten shares of common stock $50 in new 5 per cent. second mortgage gold bonds and 50 per cent. of par in new common stock.

Holders of said bonds and stocks are requested to immediately deposit the same with the Farmers' Loan and Trust Company, No. 22 William street, New York city, and receipts will be issued by said company therefor, which may be exchanged for negotiable reorganization certificates as soon as they are prepared.

The Farmers' Loan and Trust Company will also receive on deposit certificates of the Manhattan Trust Company, of New York, and of the Old Colony Trust Company, of Boston, for bonds and stock heretofore deposited with them.

All surplus cash and securities are to be owned by the new company.

The compensation of the committee is to be determined by the presidents of two trust companies carrying on business in the city of New York.

The reorganization scheme, as outlined, means the giving up of securities that, while non-assessable, are also non-productive. There would be little sacrifice in the exchange of the old stocks and bonds for those of a new issue that would be interest bearing from the first, and eventually dividend paying, a feature of the present issue that the most optimistic cannot hope for. The present stocks and bonds of the company that have been floated aggregate possibly $25,000,000, and while the anticipated issue of redemption bonds is but $16,550,000, it is desired that the present holdings of securities shall be turned in at a figure that will allow a balance, after the issue of new bonds has been made, to carry out projected improvements as anticipated in the reorganization plan, in which it is stated that the new first morgage bonds not used for the present firsts are to be issued at no greater rate than at the rate of $100,000, par value of bonds, per annum, and only for the purchase of new steamships and other needed property which is to be added to the security for such bonds.

The feature of the paragraph which admits of improvements and a possible extension of service is covered by the statement about the purchase of steamships and "other needed property." There has been a deal on between the Oregon Improvement Company and the Northern Pacific which will probably enter into the calculations of the Northern Pacific reorganization (of the Northern Pacific Railway Company) for the betterment of the service of the transcontinental road that will shorten its western division distance about thirty-seven miles and its time nearly one hour and a half in reaching Seattle.

The scheme contemplates first a standardizing of the Columbia & Puget Sound road and then extending it beyond Franklin to Palmer on the line of the Northern Pacific. The extension and right-of-way to the Northern Pacific mean a matter of an hour and a half in overland westbound business that now goes around by Puyallup.

Another of the improvements that the Oregon Improvement Company has long had in view, that would undoubtedly come in under the head of purchases and improvements, is the extension of the Ocean dock to the outer harbor line and the building of additional warehouses.

One of the railroad properties now listed among the Oregon Improvement Company's possessions is the Port Townsend Southern railroad, which, according to the statements of the officers of the company, "commences at nowhere and ends at nowhere." The road was completed from Port Townsend as far as Quilcene, on Hood canal, a distance of about thirty miles, six years ago, and was at that time undoubtedly intended to be a part of the Union Pacific system, that octopus not having been brought up with the round turn that is about to result in its dismemberment. The Port Townsend Southern was intended to go as far as Olympia, where transcontinental connections could be made. It was expected to prove of value to any road desiring tidewater connections, and from the position of the Key City its inhabitants expected great things. Elevators were projected and many other things were hoped for that the road might bring. The southern end of the line was partly built out from Olympia, but the intervening space between Quilcene and the southern section was never built and the work was abandoned. One wheezy train a day is run over the road and back to Port Townsend, in order to maintain the right-of-way and franchise. The Oregon Improvement Company has about $2,000,000 tied up in the Port Townsend Southern, and it would require an equal amount to complete the construction of the road through to Olympia. As it is, the Port Townsend Southern railroad is not self-supporting, but eats into the profits of other parts of the Oregon Improvement system, reducing the average profits and exhibiting itself as a losing proposition. It is not unlikely that the Jefferson county railroad may come in for a share of the money to be expended in improvements, as in its present shape it is valueless.

At present the property of the Oregon Improvement Company is paying expenses, but its interest payments have gone by default. It is to effect a general wiping out of old scores and a re-establishing of the business on a paying basis that the re-organization plan is submitted. The proposed refunding is attracting a great deal of attention in financial circles in the East, and if a majority of the security-holders can be brought to think with the committee there is no doubt that the coming year will witness a rattling-up of old bones in railroad and steamboat matters in the Pacific Northwest.

SOLD FOR $121,000.

The Seattle Consolidated Under the Auctioneer's Hammer—Property Valued at $500,000.

After five previous attempts to sell the Seattle Consolidated Street railway property, Judge Eben Smith, master in chancery, knocked down the road and its property, valued at nearly a half million dollars, to the bondholders, represented by Judge Thomas Burke, for $121,000. There was one other bid, made by Attorney Will H. Thompson, representing H. D. Vincent, of Spokane. In each case a certified check for $20,000 accompanied the bid. Mr. Thompson first offered $120,000, and Judge Burke raised it $1,000, at which figure it was knocked down.

When seen by a representative of the Post-Intelligencer last evening, Judge Smith said that he was preparing his report of the sale to the court, which will be filed today, when an order of confirmation will be entered. Judge Smith said that "the sale was in all respects, strictly and fairly, a competitive sale," as was evidenced by the accompanying checks. Mr. Vincent is said to be in a position to raise the $120,000, and would not have objected to having his bid accepted. Inasmuch, however, as he bid as low as could have been considered, according to the rulings of Judge Hanford when the road was ordered sold, and as it was a sure thing that the bondholders would not allow it to go for anything like that figure, there is some reason to believe that there was a "nigger in the fence." If any one on the outside, plugged up the arrangement to bring the sale to a head, Mr. Vincent's bluff was a good one.

Judge Burke represented Norman W. Harris, Henry S. Boutelle and Albert L. Chester, of Chicago. There was a large crowd of interested people present, among whom, besides the bidders, were Receiver Backus and Mrs. Annie M. Sears, who held a judgment against the road for nearly $20,000, including interest and costs of her suit.

The subsidies of the road advertised under separate heads as for sale were also bid in by Judge Burke, as follows: Certain specifically described acreage in King county went for $12.50 per acre.

Other property in Seattle, under mortgage of $1,000, was bid in for that sum. Land in Kinnear's addition, listed as fourth in order, went for $5,000; Phinney's addition property, $1,500; other Phinney's addition property, $600, and Denny's addition property, $10,000. The residue went in an omnibus bid for $1. Total for subsidies, $18,600.

A BRILLIANT RECORD.

W. J. Jennings, the Deceased Railroad Official, and His Work.

By the death of W. J. Jennings, the railroad firmament has been robbed of one of its bright stars. For over ten years he was prominently identified with one road or another and always enjoyed the honor of being an intelligent, efficient official. Mr. Jennings first arrived in Seattle in 1885, having been sent from New York to assume the duties of auditor of the Puget Sound Construction Company, which organization built the Seattle, Lake Shore & Eastern. He remained in this position until the completion of the road, when he was appointed general freight and passenger agent of the new road.

Mr. Jennings made a success in passenger and freight business and remained in charge of that department until the fire. In 1889 he resigned this position and identified himself with the Pacific Cooling and Freezing Company until 1893, when he was appointed auditor of the Seattle, Lake Shore & Eastern. This was after the road went into the hands of a receiver. Mr. Jennings filled this important position with great credit until March, 1895, at which time he accepted a position with the Central Washington & Spokane, remaining with that road until accepting the position with the Columbia & Western, with headquarters at Trail, which place he occupied at the time of his death.

From the close of the war, through which he fought with the One Hundred and First Ohio volunteers, Mr. Jennings has held responsible positions with a number of the big Eastern roads. He was at one time connected with the N. Y., W. S. & B. road, and from 1870 to 1871 was terminal agent for the Missouri, Kansas & Texas railway, during its construction through Indian territory.

A widow and one son are left to mourn the loss of this most estimable citizen. J. T. Jennings, a conductor on the Western Avenue & Ballard line, is a brother to deceased, and I. H. Jennings, chief clerk in the local freight and passenger office of the Seattle & International, a nephew.

Railroad and Industrial Notes.

R. C. Stevens, Western passenger agent of the Great Northern, was up the coast line yesterday.

J. Y. Sedgwick, tax agent of the Northern Pacific railroad, was over from Tacoma yesterday afternoon.

B. F. Bush, general manager of the Northern Pacific Coal Company, returned to Roslyn Monday night.

Thomas A. Graham, general agent of the Southern Pacific; M. P. Benton, general agent of the Burlington, and A. Tinling, agent of the Northern Pacific at Tacoma, are making a tour of the Sound, and left for Victoria on the Kingston yesterday morning.

E. E. Ellis, local agent of the Union Pacific, returned yesterday morning from a business trip to Portland. Mr. Ellis says that in conversation with prominent railroad people in the Webfoot town he is led to the belief that the Union Pacific dismemberment will take place about February 1. Concerning short line affairs the impression prevails that the Union Pacific will control it. A new feature of the projected changes will be the opening up of Utah business via Ogden to the north, and the opening of other territory of the Eastern part of the system for Western business.

Croup Quickly Cured.

MOUNTAIN GLEN, Ark.—Our children were suffering with croup when we received a bottle of Chamberlain's Cough Remedy. It afforded almost instant relief.—F. A. THORNTON. For sale by Druggists.

MATCH THIS ----

Vulcan

(Swedish)

Matches.

Per Gross.....50c
Per Package, 12 Boxes,..... 5c

SEATTLE TRADING CO.

GROCERS,

NO. 111 OCCIDENTAL AVENUE.

WILL MOVE TO RIALTO BLOCK ABOUT JANUARY 1st.

ENTIRE STOCK AT REDUCED PRICES.

FREDERICK, NELSON, & MUNRO,

Furniture, Carpets, Stoves, Crockery and Household Goods,

1213, 1215, 1217, 1219, 1221, 1223 SECOND AVENUE.

CAME IN THE STORM.

A BABY BORN ON THE BARK RECORD IN A GALE OFF FLATTERY.

Capt. Oleson Withdraws From Command of the Ship in Favor of the Little Stranger, and the Health Officer Was Deeply Puzzled to Account for the Discrepancy in the Crew List—An Incident of the Sea.

Something was wrong with the papers of the Norwegian bark Record, which arrived Sunday at Port Townsend from Talcahuano, Guatemala. Dr. Kuhn, of the Puget Sound health board, could not understand it. He boarded the Record on her arrival and began examining the ship's papers. The crew list did not tally with the men known to be aboard. After puzzling over it for some time Dr. Kuhn spoke to one of the crew.

"Where's the captain?" he asked.

"The captain," was the response of the mate addressed; "which captain?"

"Which captain? Why, Capt. Oleson, to be sure."

"Yes, I know, but which Capt. Oleson?"

Dr. Kuhn was mystified. "Bring me the man who navigated the ship from Talcahuano," se said impatiently.

The mate laughed and went away. Soon he returned with Capt. Oleson. The face of the man who navigated the Record from Talcahuano was wreathed in smiles. There was evidently some mystery. The doctor was resolved that no attempted pleasantries should turn him from a thorough investigation.

"Are you master of this vessel?" he asked impressively.

"I was until we got to Cape Flattery last Friday," said the captain, winking surreptitiously at the mate.

"What happened then?" Dr. Kuhn spoke with enforced calmness.

"Well," another surreptitious wink, "when we got off Flattery a gale came up, and while the wind was howling in the rigging and the waves were climbing over the rail and trying to steal a ride, a stranger came aboard. He came right in the midst of it. He wasn't hurt a bit. From the first minute he showed up I was out of it. He was boss then, he's boss now, and for all I can tell he'll be boss for a long time."

The health officer looked from captain to mate and from mate to captain. "What's this fellow's name?" His voice was soft. If these men were crazy he wished to soothe them by every means in his power. When the answer came from both sailors simultaneously, "Oleson," the doctor felt more than ever the need of gentle speech. "So," he said, "this man's name is Oleson. He came aboard in a storm. He's master of the ship. Can you take me to this man? I am the health officer, you know, and must see him.'

The mate nudged the captain, and the captain nudged the mate. Then both laughed and said, "Come on." They led the doctor down to the cabin. At the entrance both paused and looked back. The physician was a brave man, but such an extraordinary proceeding was beginning to tell on his nerve. He recalled the stories he had read of pirate crews; murders in cabins such as the one he was about to enter; of trap doors through which one plunged headlong into a filthy hold, there to be murdered by waiting cutthroats. Then he followed the captain and mate into the cabin and looked about cautiously.

A door opened off the cabin into the captain's room. On the captain's bunk lay a woman, and on the woman's breast was a tiny bit of animated flesh, a baby. "Here we are, doctor," cried the captain, striding to the bunk and tenderly turning aside a portion of the covering that the little face, with the bright, laughing eyes, might be seen. "Here's Capt. Oleson. Here's the fellow that came aboard in the storm. Here's the fellow that runs the ship—God grant that he ever may. And here's his mother, my wife." Dr. Kuhn bowed feebly. Then the baby began to crow gleefully and the little group in the cabin laughed with the diminutive captain of the Norwegian bark Record.

He had been born at sea on Friday, November 27, while the vessel was laboring off Cape Flattery in one of the most furious storms of the year.

NOT BUILDING SHIPS.

A Ridiculous Story From San Francisco About the Great Northern.

There is an old adage that says that one must go away from home to learn the news. This evidently is so as applied to general railroad and transportation business, as evidenced in a recent edition of the San Francisco Examiner, in which was published, under a scare head, the statement that the Great Northern railway had let a contract to the Cramps, of Philadelphia, for two steel steamers of 3,500 tons, to run between Tacoma, Seattle and San Francisco in connection with the Great Northern railway. The particularly flossy statement that accompanies the information of the building of the steamers is that the vessels are to have a guaranteed speed of twenty miles per hour. Steamship men, when shown the article, simply laughed and asked where the freight and passenger accommodations were to be found in a 3,500-ton vessel that would run twenty miles an hour. If such wild reports had not been set at rest by the statements of President James J. Hill, and last week by Sam Hill, the absurdity of the tonnage and speed quoted would have made the statement remarkable as coming from the Examiner's water front man. To obtain such a speed the vessel would have to have a much finer model than would be a paying one as a freight carrier in the Pacific coastwise business. However, the entire yarn is denied by Great Northern people, who are not reaching out at present for business south of the Columbia river, via their own steamship line.

The Examiner should also be reminded that the Great Northern does not touch Tacoma. The only steamship business that the Great Northern system is tangled up in is its fine line of lake vessels and its connection with the Nippon Yusen Kaisha in this city. Both President Hill and Sam Hill deny any shipbuilding by their line, and say that reports to that effect are either garbled or mistaken statements concerning the ten ships now building on the Clyde for the Nippon Yusen Kaisha, four of which are intended for the trans-Pacific route between Yokohama and Seattle.

To Inspect the Inca.

Capt. E. Biondi, surveyor for Bureau Veritas, is in the city for the purpose of inspecting the new schooner Inca. This vessel will be the first of a fleet of eighty-four vessels built by the Hall Bros., to receive an extension of twenty-five years or fourteen years' class.

Bureau Veritas is an association of experts established in Paris, France, in the year 1828 for the survey and registry of all vessels built according to its rules. This association publishes every year a book containing the most approved rules for building steel, iron and wooden vessels. Owners of vessels wishing their ships classed by this association furnish a set of specifications. If it receives the approval of the technical committee, a surveyor of the association is detailed to supervise the construction of the vessel, and when completed he grants her a character or rate. This rate is published, so that all interested in shipping will know of the vessel's standing.

A TEACHERS' TIME.

PREPARATIONS FOR THE COMING KING COUNTY INSTITUTE.

The Eighteenth Annual Session to Be Held in the High School Building Beginning December 21, for Four Days—The Programme for Work During the Days, and Entertainment and Social in the Evening.

The eighteenth annual session of the King County Teachers' Institute will convene at the high school building in this city on December 21 for a four days' session. Prof. J. M. Layhue, superintendent of county schools, has taken great pains with the arrangements for the gathering and it promises to be a marked success.

During the forenoon the institute will be divided into three sections, primary, grammar and ungraded, and during the afternoon the entire institute will convene in the high school hall, and the work will consist principally of talks and discussions.

Following are the teachers who will open the sessions with ten-minute talks:

On Monday O. S. Jones and W. D. Gerard will discuss the question, "Should teachers and parents urge children to emulate the example of great men, such as statesmen, warriors, etc?"

On Tuesday E. H. Stafford and Edwin Twitmyer will discuss the question "Should we adopt a compulsory school law similar to that of the Germans?"

On Wednesday Charles Fagan and C. A. Taylor will discuss the question, "Should the 'Barefoot school boy law be repealed?' If repealed, what enactment should replace it?"

The work in the grammar grade section on Wednesday forenoon will be entirely on the lines of what should be required for entrance to the high school, and all eighth grade and high school teachers should be prepared to take part in the discussions. These discussions will be opened as follows: "Requirements in Arithmetic," J. D. Curtis and Mrs. E. A. Stephenson; "Requirements in Grammar," W. J. Meredith and Esther Hyde; "Requirements in History," Emma A. Shumway and Lillie P. White.

An attractive array of evening entertainments has been arranged. They will be given in the assembly room of Wilson's Modern Business College. On Monday evening Hon. Edmond S. Meany, registrar of the University of Washington and lecturer on local history, will lecture on the subject of the "History of Washington."

On Tuesday evening Rev. Edwin M. Randall, jr., pastor of the First M. E. church of this city, will lecture on the "Laborer and the Product."

On Wednesday evening an entertainment and social will be given under the management of the social committee. It is the intention to make a special effort to make this social a great success.

Such a corps of instructors as has been gathered together on this occasion it would be hard to beat. Their names and titles are as follows: Prof. P. A. Getch, principal of the state normal school at Ellensburg; Dr. Mark W. Harrington, president of the state university; Prof. A. C. Jones, president of Vashon College, Burton, Wash.; Miss R. E. Mauney, instructor in public schools in this city; Prof. W. J. Meredith, superintendent-elect of the schools of King county; Miss Annie Klingensmith, principal of the training department of the Ellensburg schools; Prof. H. S. Sharpe, late musical instructor in the Seattle public schools.

Following are the committees who will have charge of the details of the institute: Enrolling secretaries, W. T. Hartranft, W. G. Long, W. G. Jackson and W. H. Lung; recording secretaries, M. E. Durham, Lucy H. Startup, Mary Cameron and A. S. Burrows; committee on resolutions, T. A. Yowell, Elizabeth A. Howarth, Mrs. F. E. Nickels, George W. DeBolt and G. R. Wetherby; committee on graduation, David Thomas, W. N. Boggs, C. F. Allen, C. W. Latham and J. C. Moss; finance committee, E. E. Teachnor, Mrs. H. L. Waughop, Emma C. Hart, Henrietta Eisenbeis and A. M. Lingenfelter; social committee, F. J. Barnard, Alice U. Miller, Marie Lyon, Myrtle Maynard and W. F. Babcock; committee on legislation, D. G. Fenton, E. P. Young, H. S. Bond, T. P. Storey and Charles Tilton; time clerks, W. G. McCarthy, A. M. Ross, H. E. Turner and J. M. Widmer.

County Superintendent Layhue in speaking of the teachers' institute yesterday said that he earnestly hoped that every teacher in the county will be present when the teachers' institute opens on Monday morning at 9 o'clock. The law, he said, required that every teacher holding a certificate of any grade should be present during the whole time of the institute. It was his belief, however, that the teachers would attend for the many benefits to be derived, rather than from a fear of the law. It gives a teacher a great many new ideas to attend an institute of this kind. He further stated that no enrollment fee would be charged on this occasion, and that all the entertainments are to be free, except the one on Wednesday evening. An honest effort, he said, had been made to provide an institute that will be both profitable and entertaining, and he therefore hoped that every teacher who takes a heartfelt interest in his work will be present with a determination to do all in his or her power to make the institute one that will be long remembered as a great success.

"NEW NOMS DE PLUME."

Additional Entries for the P.-I. New Year's Edition Special Prizes.

The competition on city of Seattle and state of Washington articles closed yesterday with a large number of articles submitted for each prize. Committees have been selected and will today commence their comparison of the various articles sent in for these two competitions. Each article will be handed to the committee exactly as sent in by the author, the envelope containing real name of author being withheld from the committee. When a decision is reached the sealed envelope will then be opened for the first time and the name of the successful author in each competition will be announced.

During yesterday another large list of new noms de plume made their appearance, accompanying entries to the various competitions. The articles and designs received yesterday were signed as follows:

"Jona."
"Firmere."
"Psyche."
"State."
"Sdchabrch."
"I believe."
"Queen City."
"Strack."
"Genesee."
"Progress."
"Seattle."
"Marie."
"Excelsior."
"Buckram."
"L'Incounnie."
"Jane Munro."
"Decatur."
"Springbrook."
"S. Boy."
"Industrial."
"Zar."
"Robinson Crusoe."
"Dirego."
"Launcelot."
"Pro Bono Publico."

A TEACHERS OUTING.

THE POST-INTELLIGENCER STARTS A VOTING CONTEST.

Whoever the Most Popular Pedagogue May Be, as Decided by the Coupon Vote, He or She Will Be Given a Free Trip to California by This Paper—An Opportunity for the Teachers and Their Friends—Conditions of the Contest.

The Post-Intelligencer's contribution to the interest and excitement attendant upon the holiday week and the days preceding that most imposing Christian event, will find expression in a voting contest that will appeal to the old and young alike, in the respect that the successful candidate will be given a ten days' trip to San Francisco free of any item of cost as far as traveling expenses are concerned.

The contest for popularity is limited to the school teachers of King county, and coupons for voting will be published in the Post-Intelligencer. There is not a teacher in the public schools who is not deserving of a vacation, but as it is impossible for this paper to give more than one, the public and the friends of the teachers must decide who the fortunate one shall be.

After the months of hard work that every follower in the footsteps of Ichabod Crane has passed through since the fall term commenced, a trip to golden, sunny California, with its Italian skies and bloom and fragrance, must appeal alluringly to the tired, half-worn out and self-sacrificing teachers, whose rest means renewed zeal and interest in behalf of their charges.

The Post-Intelligencer will in its spirit of enterprise, contribute a tour of ten days, all expenses paid, either by steamer or rail, to San Francisco, to the teacher who on the night of December 24 has the largest number of votes, these votes to be counted by a committee of disinterested citizens. The votes, as stated above, will be according to the form of coupon published daily, which appears for the first time in this morning's issue of the Post-Intelligencer. From December 21 to 24, the attendance of all of the teachers of the county is demanded at the institute, but the following day all restrictions are withdrawn, and until the beginning of the next term the pedagogues are care and fancy free as far as school affairs are concerned, and may do as they please.

The general popularity of these voting contests was demonstrated in the Post-Intelligencer bicycle vote of last spring, when the great show windows of the M. Seller Company were filled with bushel upon bushel of the coupons, running up into the hundreds of thousands, that had been counted as fast as they came into the Post-Intelligencer.

An equal amount of interest must attach to the present contest, as it will represent in intrinsic worth far more than the cost of a wheel, and at this particular part of the year, with its snow banks or pools of dirty water under a dripping sky, the thought of such a tour must inspire an effort to win the prize. It is well worth the time and the slight expense for every teacher in the county and his or her friends to enter a name in the lists for the Post-Intelligencer's mid-winter outing.

The form of coupon and the conditions are published elsewhere.

CHURCH FAIR SEASON.

Plymouth Church Opens Its Christmas Sale With Great Success—Excitement Caused by a Blaze.

The fifth annual Christmas sale under the auspices of the Ladies' Aid Society of Plymouth church began yesterday afternoon in the church parlors, and it gives promise of being as successful in every way as were its predecessors. The parlors are prettily decorated, the booths being arranged around the sides, while the class room on the north is used as a dining room. Here, under the direction of Mrs. A. O. Waterhouse, substantial repasts are served, consisting of business men's luncheon at 11:30 a. m., and a turkey dinner at 5:30.

A conspicuous feature of the room is the doll booth, which occupies the platform at the east, and is in charge of Mrs. W. T. Wickware. Draped in yellow and white, it forms an effective setting for the many handsome and well-dressed dolls. Next to the dolls one finds Mrs. Clarence Smith, presiding over the art booth and dispensing daintily painted photograph frames and other ornaments of a similar nature. On the south side are the linen, china, fancy and utility booths. The first contains a wonderful amount of linen, embroidered in the latest and prettiest patterns and stitches beyond the description of any one, save an expert in needle work, though not beyond the admiration of any one with half an eye for beauty. Mrs. L. S. Willard has charge of the display, which reflects great credit upon the needlewomen of the church.

The China booth, in charge of Mrs. P. B. M. Miller, contains a fine display of hand-painted china ranging from dainty pin trays to elaborate and handsome plaques. Tea is served in connection with this booth.

The booth of fancy articles under the supervision of Mrs. Eben Smith contains ornamental odds and ends, baskets, pin cushions and the like. The domestic booth, presided over by Mrs. M. S. Drew, is an important one, containing aprons, pillows, mending bags and other articles of general utility and especial value to the housewife.

On the west side of the room is the candy booth, which is a great attraction to every person with a "sweet tooth." It is in charge of the Young Women's League, of which Mrs. C. L. Denny is chairman.

Next to this is the ice cream, which last evening caused a deal of excitement. The tissue paper drapings of one of the pillars caught fire from the candelabra, and in a moment the entire booth was ablaze. One young woman ran for the fire department, the mothers ran for their young ones, and a panic was threatened, but the blaze was speedily extinguished and the ice cream removed to the dining room, where a fire sale was held. The booth will be rebuilt today as prettily as ever, but some safer means of lighting it will probably be employed tonight. The sale will continue until tomorrow evening.

AMUSEMENTS.

Mme. Bloomfield-Zeisler.

The most prominent exponent of the method of Leschetizki in America today is Mme. Fannie Bloomfield-Zeisler, who will give a recital at the Seattle theater on the night of December 9. Her appearance in this city on that date will mark the most conspicuous musical event of the present season. All musical San Francisco has gone wild over her recent performances in that city. Mrs. Bloomfield-Zeisler is a little woman, with a pleasing countenance, and a more modest demeanor than might be expected in one who has received the flattering attentions of the music-loving public of two continents. She was born in 1865 at Bielitz, in Austrian Silesia, but came to America with her parents when she was less than two years of age. As a child she was a musical prodigy, and in 1877 Mme. Essipoff, the great pianist, while touring this country, heard her play, and pronounced her a genius who should be educated in Europe. As a result of this advice, little Fannie Bloomfield was sent to Europe, and studied for five years under Leschetizki, the foremost piano teacher of the world, among whose pupils are Essipoff, Paderewski, Slivinski and other pianists of the first rank.

Nat Goodwin Coming.

At the Seattle theater on Friday evening Mr. N. C. Goodwin, supported by Miss Maxine Elliot and a superb comedy company, will appear for an engagement of two nights. This will be the first visit of the comedian to Seattle in several seasons, and his appearance here will be made doubly eventful by his production of an entirely new comedy, which, when lately produced for the first time in America at San Francisco, a few days since, proved as prominent a success, if not more so, than any play ever brought out by the successful comedian. In writing this play the author fully bore in mind the abilities of Mr. Goodwin, Miss Maxine Elliot and the various members of the supporting company, and wrote a play that fits the organization like a glove. The new play is in four acts. The first takes place in New York, and the other three are laid at Nice. It was written by Madeline Lucette Ryley, who is best remembered by her successful comedy work, "Christopher, Jr.," which was produced by John Drew. The new work is said to be superior in every regard.

"An American Citizen" is the bill for Friday, and "The Rivals" for Saturday. The sale of seats begins this morning at 8:45 o'clock.

Third Avenue Theater Auditorium.

The attendance at the auditorium of the Third Avenue theater so far this week has been much larger than was expected. The performance is a good variety performance in every sense of the word. Reed Bros.' diorama is excellent, and embraces many features never before seen here. Miss Mamie Holden, in her songs and dances, is a favorite. Zera Semons' minstrels will be seen for the last time this week. The auditorium will be open every evening this week, except Saturday. The performance commences at 7:30 o'clock and lasts for an hour and a half.

The Death of "Uncle Joe" Kennedy.

The Larned, Kan., Chonoscope, recently contained the following article, written by a friend, on the death of Joseph Kennedy, who died in this city November 14:

"The old settlers of Pawnee county will be grieved to learn of the death of Joseph Kennedy, better known as 'Uncle Joe.' He died at his home in Seattle, Wash., on the 14th inst. He had suffered for several years with a lingering disease, but retained his mental faculties to the end, and finally passed away as serenely as the morning dawn.

"For honesty of purpose and purity of character 'Uncle Joe' had no superior. To use a familiar quotation: 'None knew him but to love him.' He was an excellent historian, a splendid conversationalist and a natural orator. He was an Irishman by birth, and had he been favored with the same opportunities would have ranked alongside of Parnell, Emmett, Sheridan and Burke. His love for his family and friends was superb, and his sympathy for the oppressed or the unfortunate was unbounded. No tramp ever passed his door and found him unkind, and many a poor and unfortunate wretch can say of him: 'I was an hungered and ye gave me meat; I was naked and ye clothed me; I was sick and ye administered unto me, and I was a stranger and ye took me in.'

"In religion and politics he was extremely liberal, always according others the same rights as himself; but being a complete master of invective, his wit and sarcasm often caused him to be misconstrued. He was a debater by nature and when aroused could electrify an audience beyond the powers of description. The writer remembers of attending a Fourth of July celebration in 1876. Great preparation had been made and speakers were imported from Topeka to entertain the audience. By the time they got through most all the audience had disappeared, and all wanted to go, when at a given signal 'Uncle Joe' was called, and in less than five minutes the audience had returned and for more than an hour listened to one of the most soul-stirring, patriotic addresses ever delivered.

"The future is unknown and unfathomable, but one thing is certain: that if there is another and a better world in the great beyond 'Uncle Joe's' troubles are over."

PERSONAL.

E. C. Million, a lawyer of Mount Vernon, is at the Stevens.

John McMaster, a millman of Clear Lake, is at the Northern.

G. E. Hartson, editor of the Mount Vernon Post, is at the Butler.

Mrs. J. C. Saunders and son, of Port Townsend, are at the Butler.

J. M. Morse and D. W. Zint, of Oak Harbor, are registered at the Diller.

Sheriff and Mrs. A. L. Dilley, of North Yakima, are guests of the Stevens.

Samuel Hadlock, the pioneer of Port Hadlock, arrived yesterday at the Butler.

D. W. Simmons, ex-sheriff of Yakima county, is among the arrivals at the Northern.

W. R. Macfarland, storekeeper for the Washington mill at Hadlock, is a guest of the Northern.

M. J. Carrigan, secretary of the Port Angeles Chamber of Commerce, is registered at the Northern.

W. J. Phillips, chief engineer of the United States revenue cutter Wolcott, is staying at the Northern.

Judge John C. Denney and Samuel H. Furber were at the Butler yesterday. They are on their way to Sydney to hold court.

W. S. Stone and G. Ford, connected with the Dominion Express Company, are registered at the Butler from Toronto and Winnipeg respectively.

James Morris, of Tacoma; John H. Hilton, of Everett; Ulmer Stinson, of Snohomish, and H. McKilligan, of Arlington, lumbermen, arrived at the Diller yesterday.

Special Sale of Clothing.

We are offering clothing today at a great sacrifice. It will pay all intending purchasers to call and examine goods and prices. Men's wool suits $3.50, men's Scotch wool suits $5, men's clay worsted suits $7.75, men's wool pants 95c. Boys' clothing at less than one-half their value. All the above figures given are actual half prices. Schofowitch Bros., 900 First avenue, corner Marion.

817—San Francisco—$17

From Seattle, including berth in tourist sleeper; $24 first class, including berth in Pullman palace sleeper for train leaving 12:20 p. m. December 3. Rates to points East through California same as via Northern lines. Southern Pacific ticket office, 619 First avenue.

Mrs. M. D. Pease offers her entire stock of millinery below cost this week, as she will move next week to the Pease block, 2,115 First avenue.

Beginning Tuesday, December 1, the hour of departure of steamer Garland, leaving Yesler dock for Neah Bay and intermediate ports, will be 11:30 p. m. Tuesday, Thursday and Sunday until further notice.

FOR RENT—The store now occupied by the M. D. Pease Millinery Co., 618 First avenue. Apply to M. K. Gottstein.

Basket ball Friday night at Turner hall.

An instrument has been invented by a Frenchman by means of which he can accurately determine the nutritive properties of vegetables, especially potatoes. The same apparatus may be used for determining the density of other farm products, such as beets and grain, a special scale being provided for each kind.

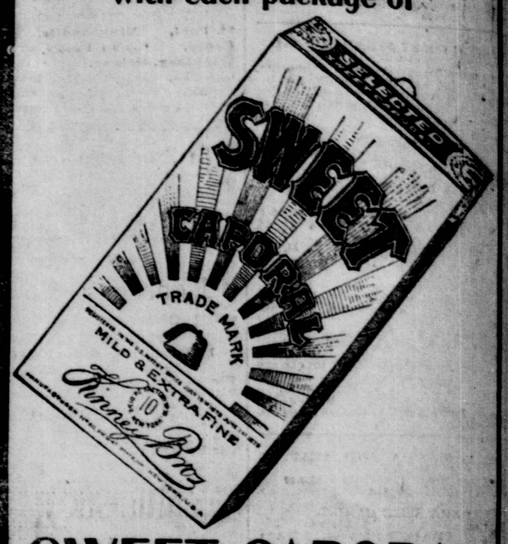
Highest of all in Leavening Strength.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE

FREE BUTTONS!

AN ELEGANT BUTTON FREE with each package of



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SEATTLE OUTFITTING Co.

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1121-1123 FIRST AVE.

Piso's Cure For Consumption

For the last 20 years we have kept Piso's Cure for Consumption in stock, and would sooner think a groceryman could get along without sugar in his store than we could without Piso's Cure. It is a sure seller.—RAVEN & CO., Druggists, Ceresco, Michigan, September 2, 1896.

COOKING LECTURES NO GOOD

Unless you buy good, pure materials. We make a specialty of handling the best available.

LOUCH, AUGUSTINE & CO., 815 and 817 First Av.

FLY ON THE FLYER!

SEATTLE-TACOMA ROUTE.

Four round trips daily, except Sunday. Time Card—Leave Seattle 7:00, 11:20 a. m., 2:45, 6:15 p. m. Leave Tacoma 8:30 a. m., 1:00, 4:30, 5:50 p. m. Single fare, 50 cents; round trip, 75 cents. Table service unsurpassed. Sundays—Flyer of State of Washington; leave Seattle 7:30 a. m., 12:00 m., 5:00 p. m.; leave Tacoma 9:30 a. m., 2:30, 7:30 p. m. U. Seely, jr., Agent. Seattle telephone Main 174. Tacoma telephone 211.

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