More Than Double the Circulation of Any Other Daily Paper in the State.

THE SEATTLE POST-INTELLIGENCER.

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SEATTLE, WASHINGTON, WEDNESDAY, DECEMBER 23, 1896.—PAGES 9 TO 12.

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Useless Presents, But Buy
Something Nobody Can Do Without

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—OF—

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For the Xmas week we are offering our entire stock of Laird, Schober & Co.'s Ladies' Fancy Slippers, worth $4 and $5, in French kid, Suede kid and bronze, for **$1.50**

We carry the largest stock of Gentlemen's Slippers in the city from 70c up. Hanan & Sons' Alligator and Seal Slippers, reduced from $4 to **$2.00**

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Is loaded with $5 and $6 Shoes and Oxfords, in lace and button, plain toe and patent tips, sizes 1 1-2 to 4, widths AA to C, reduced from $6 and $5.

Our 50c Bargain Counter

Is the talk of all the lady patrons of our store. Laird, Schober & Co.'s Plain Toe Shoes and Oxfords, worth $6 and $4, for 50c, small sizes and narrow widths.

CHAS. G. SCOTT, Receiver.

THE AFRICAN MARKET

TRAVELER FROM BULUWAYO FURNISHES SOME LUMBER FIGURES.

Mr. Theo. Haddon Talks Interestingly of Affairs in the Dark Continent—He Reviews the Rhodes-Jameson Affairs and Recites the Injustice Done Foreigners Living in the Transvaal—He Has Traveled Around the World, and Is Now on His Way Home.

A very interesting gentleman in the person of Mr. Theo. Haddon is at present visiting Seattle for no other purpose than that of pleasure. Mr. Haddon is very much traveled, albeit this is the first time that he has ever been any considerable distance from home, but the thousands of miles that he has covered by sea and land before reaching this city justifies the title of a much traveled gentleman. He is a native African, but that statement should be accompanied by another to the effect that he is of light complexion, tall and athletic and an Englishman by descent. Mr. Haddon was born in Durban, Natal, South Africa, and all of his life has been spent in that particular part of the world, toward which, within the past few years, the attention of the world has been drawn in a greater measure by the gold discoveries, the native uprisings and the performances of Jameson and Cecil Rhodes, than ever attached to the diamond mines at Kimberly. Mr. Haddon's interests in Africa are those of gold mining, to which he expects to return in a couple of months or sooner, should the native uprising, in Rhodesia, be put down before that time. He left Capt Town, Cape colony, in August last, after having taken an active part in the native war that is at present going on in Rhodesia, and sailed for England. A couple of months visiting friends and relatives and Mr. Haddon found himself with plenty of time, plenty of money and an opportunity to visit the United States, which had always been his ambition. From Liverpool he took passage for New York. From New York he went to Chicago, Denver, Salt Lake City, San Francisco, Portland and arrived in Seattle Friday. He will spend several days in this city and then visit Victoria and Vancouver, after which he has no definite plans.

To a Post-Intelligencer reporter who called last evening, Mr. Haddon talked interestingly of his trip, and gave some particularly valuable information as to that most interesting country that he calls home. One feature that is of value to this end of the world and upon which he enlarged was lumber and prices, and the manner the product is taken to the various markets of the South African colonies. Every year the shipments of timber to Delagoa bay and Cape Town cut an important figure in the business of Puget sound mills, and those of British Columbia. What has been considered the principal market for the Puget sound output is Delagoa bay, but in fact that important shipping point is only incidental to the ultimate arrival of the cargoes in Johanesburg, in the Transvaal. The contracts of the millionaire, Lingham, across the Portuguese possession and the Transvaal have given him a monopoly of the only railroad facilities from Delagoa bay to Johannesburg. This monopoly has contributed to his almost absolute control of the lumber market in the Transvaal metropolis. The Cape Town market, which finds an output to the oNrth, gets its lumber from the United States, Canada and the Baltic. The standard of measurement in South African markets is lineal measurement, on a basis of 3 by 9 inches, while in this country it is 1 by 12 inches. An average price for rough lumber is 4 to 6 pence, and the standard being two and one-quarter times what it is in the United States, makes the price by the thousand feet from $180 to $280, according to demand and conditions of the market. Lumber is also shipped to the Transvaal from all sea ports of Natal and Cape Colony, as well as from Delagoa bay.

Mr. Haddon's business is in connection with a heavily capitalized company that controls lands in Rhodesia that in square miles is almost equal in extent to that of the state of Washington. He exhibited a photograph of the company's offices in Buluwayo, which is the principal business town of Rhodesia. The building is a one-story brick of modern design, with a frontage of 50 feet. The land on which the building is erected cost £5,000, and the building itself an equal amount. In the United States, almost anywhere the same building could be built for $2,500, a tenth of the sum required in Africa. One reason that contributed to what would seem an inordinate expense, as explained by Mr. Haddon, was the long distance inland from the port of discharge of lumber cargoes, and the heavy cost of transportation, a part of which is by rail from Cape Town by way of Kimberly and Mafeking, and by wagons, drawn by bullocks, the remainder of the way to Buluwayo, 1,500 miles into the interior. While Rhodesia lies on an average only 150 miles from the coast and in some places only 75 miles, it is across a "fever belt" that makes ingress to Rhodesia from the south necessary. The wagons which complete the trip will carry probably five tons, and are drawn by sixteen bullocks to the team. The price of the rough lumber that entered into the construction of the company's office at Buluwayo was from 36 to 48 cents per running foot of the standard 3x9 measurement.

In discussing the affairs of Cecil Rhodes and Dr. Jameson, Mr. Haddon declared that the situation was not understood, in the United States, that furnished provocation for the uprising that was led by the latter.

"In the Transvaal," said Mr. Haddon, "there are probably 40,000 burghers or Boers, 30,000 of whom are enfranchised. In the same territory there are 200,000 Uitlanders. That name is generally pronounced as though spelled 'Weetlanders,' but properly is as though spelled 'Ate-landers.' In England is is pronounced 'Outlanders,' which, while wrong, conveys its meaning thoroughly. It means those born outside the land, and, in the case of the Transvaal, those who have nothing to do with the government or the making of the laws. Consequently the 30,000 enfranchised Boers are making the laws for everybody within the district. We circulated a petition securing 33,000 names which was addressed to the volksraad, asking certain privileges, which was received with laughter, and the burghers asked, 'What do these people mean?' and laughed again. Those who are entitled to franchise are enfranchised at the age of 16 years. What operates against the Uitlanders is that they are always Uitlanders. The successive generations of residents are entitled to no more privileges than were their fathers before them. I have friends in the Transvaal who have lived there twenty years, and who have no more privileges than if they had gone in yesterday.

"One of the laws that is rigidly enforced is in respect to editorials, which must be signed by the author's name, while a general press censorship is exercised.

"In the Transvaal wages are good, if compared with some other places, and the cost of living is not allowed to intrude itself. Mechanics get on an average $30 per week, while first-class laborers, overseers and gangers get from $75 to $125 per month. Mining mill hands get $125 per month. The market for help is overstocked. The blacks there do the same work that the Chinese and Japanese do here, and earn about $15 per month and everything found. Their work is supervised by white men. Living for white men is expensive, board being from $30 to $50 per month.

"The Englishmen and foreigners out there go in for athletics and cricket, football and cycling are very popular. In Buluwayo bicycles cost $175 each, and their use is confined to those who can afford such luxuries. We have three lady riders in Buluwayo, one of whom wears bloomers.

"The uprising among the natives, which interfered with business to such an extent that it gave me a chance to travel, started last March and is not yet suppressed. When it is I will get a cablegram to that effect and will return at once to Rhodesia. The organized bodies, or armies, have been defeated, but straggling bands, carrying on a sort of guerrilla warfare, are still creating mischief.

"I will remain in Seattle a day or so and then go over to Vancouver. Tomorrow I am going over to Tacoma for a few hours."

COTTON FOR THE ORIENT.

Large Cargoes From the Pacific Coast for Foreign Mills.

SAN FRANCISCO, Dec. 19.—The Pacific Mail steamship China, which sails for the Orient today, will carry an enormous quantity of cotton for the mills in China and Japan. In fact, she has room for nothing else in her hold. The company refused a large consignment of flour yesterday, and it was given out that no further freights would be received. The steamship Belgic, the next to sail from here, is also engaged to carry cotton. The Southern Pacific Company has entered into a special arrangement with the steamship company for these cargoes. Formerly all cotton for the Orient went by way of New Orleans, but when the mills in China and Japan grew and multiplied, the demand became very great, and all the steamship lines, from the Nippon Yusen Kaisha, at Seattle, to the Pacific Mail, in this city, have made bids for the business.

Active Work on War Vessels.

NEW YORK, Dec. 19.—While there is no great activity in the navy yards at Brooklyn, work is being pushed forward with haste. The cruiser New York, which left the drydock yesterday, went down to Tompkinsville. Men are kept working overtime on the Texas and repairs to the other ships at the yard are nearing completion.

Winston Takes Two From Carver.

CHICAGO, Dec. 19.—John Winston, of Washington, Ind., won the first two of a series of six match live bird races against Dr. Carver at Watson's Burnside park yesterday. The first was won by a score of 45 to 44, and the second more easily by 47 to 42.

Call for Wool Growers.

ROCHESTER, Dec. 19.—A call has been issued for a meeting of representatives of all wool and sheep breeders' associations, to be present at Washington at the hearing to be granted by the committee on ways and means.

A CHOICE HOLIDAY GIFT.

The Regina Music box is one of the most wonderful of musical inventions. You can not tire of it, because it plays thousands of tunes. We are selling them at greatly reduced prices during the holidays. It will make a most acceptable gift. Besides, we have a fine line of mandolins and guitars—in fact, everything in the music line. We sell all sheet music at half price. Sherman, Clay & Co., leading music dealers of the Pacific coast, 715 Second avenue.

If you contemplate a trip East during the coming holiday season, call at the Northern Pacific ticket offices for full information. Lowest rates, fastest time and excellent service assured.

ABOUT GOOD ROADS.

THE NATIONAL CONGRESS TO BE HELD IN FLORIDA NEXT FRIDAY.

Invitations to Governors and Mayors and Other Prominent Men All Over the United States—The State Dairymen's Action—Pierce County Commissioners Taking an Active Interest in the Movement.

Washington is to have a good roads convention in this city December 28. This fact makes the national good roads congress, to be held at Orlando, Fla., February 2, 1897, of particular interest.

The executive committee, composed of Messrs. O'Neal, Palmer, Pell-Clarke, Gore, Jackson and Cheney, are putting forth their best efforts to make the congress a success. They are sending invitations signed by Mahlon Gore, the mayor of Orlando, to the governors, mayors and other prominent persons all over the United States. The formal invitations extended to other state governments and to the national government will be issued from the office of the governor of Florida.

The programme for the congress, which has been prepared by the executive committee, consists, among other things, of the reading of papers on good roads, specially prepared for the occasion by able men, who are familiar with the subject. They will include a review of the good roads work that has been done, the work progressing and plans for the future.

An elaborate programme has also been devised for the entertainment of the delegates and visitors to the congress. It is understood that the national bicycle meet will be held in Orlando at the time the congress is in session, in which many of the famous circuit flyers will compete.

Orlando, with its magnificently clayed streets and roads to Winter park, and its splendid bicycle track, offers unusual attractions to the cyclist who is in search of comfortable outdoor winter riding, and the Southerners expect a great crowd to be present at the time of the congress. One day, or at least part of one, will be set aside for a grand bicycle parade.

The Washington Dairymen.

Following is the full text of the address issued to the people of the state by the Washington State Dairymen's Association, which started the movement to have a good roads convention held here:

"The Washington State Dairymen's Association, believing that no section of our common country will reap such rich rewards from the construction of a first-class system of permanent public highways as this state, emphatically indorses the good roads movement, now receiving so much consideration from the people.

"To some extent the people of this state have heretofore not exerted their energies judiciously; cities and towns have been built, marts of trade constructed, while the development of the productive resources has been neglected. We have consumed more than we produced; while rich fields have lain idle around us only waiting developments to bring permanent substantial prosperity to the people.

"Among the causes contributing to this condition, has been the extreme difficulty of reaching the centers of trade. The labor and expense of transportation to and from market has been so great that production has been discouraged, and the opening of farms almost prohibited.

"The country must be opened up.

"Encouragement must be given to immigrants who will come and produce, and to the producers already here. To this end it must be made possible, at all seasons of the year to reach rail communication and trade centers. Good roads are the only means whereby this end can be accomplished.

"Reforms in the methods of our road construction and management are imperative; our energies in road construction have often been wasted and misdirected.

"To this end, it is deemd advisable that a good roads convention should be had at an early date, when all interested in the development of our state can be heard, methods discussed and recommendations made to our lawmakers, if the same should be found advisable.

"Such a convention is therefore called to meet at 10 a. m., December 28, in the city of Seattle, to consider the general subject of good roads and road laws. All farm, horticultural and dairy societies, wheelmen's organizations, chambers of commerce, boards of trade, boards of county commissioners of each county of this state are requested to send delegates to said convention.

"In the meantime the association has appointed a committee, consisting of James Hart, of Auburn, King county; W. P. Wood, of Sumner, Pierce county, and B. W. Coiner, of Tacoma, to communicate with all persons interested and receive suggestions from all persons relative to the road question. All such suggestions will be laid before the convention, even though the author is unable to attend."

Wide-Tired Wagon Wheels.

Pierce county's commissioners are taking an active interest in the good roads movement. They have sent out copies of the following circular to the commissioners of other counties:

"Whereas, It appears to this board that great benefit may be derived to the several counties in the state of Washington by the universal introduction and continued use of wide-tired road and farm wagon wheels, on the public highways therein; and,

"Whereas, This board believes the introduction and use of such wide-tired wagon wheels will materially lessen the cost and expense of the maintenance of such public highways, and that the proposal to introduce and maintain the same is of sufficient importance to warrant this board in calling the attention of the boards of county commissioners of the several counties in this state thereto; therefore be it

"Resolved by the board of county commissioners of Pierce county, Wash, That this board address a circular letter to the boards of county commissioners of the several counties in the state of Washington, requesting concerted action of said boards before the coming legislature to secure the enactment of such legislation as may be deemed wise and expedient to influence the introduction and continued use of such wide-tired wagon wheels.

"Gentlemen, in calling attention to the foregoing resolution, we cannot but believe it will commend itself to your judgment as a proposition worthy of your earnest action by petition to the coming legislature of this state, and by personal appeal to the members of such legislature representing your district.

"Investigation shows that, in those counties where the wide-tired wheels have been adopted, it has proved an actual assistance, not only in maintaining, but in the making of the roads.

"We believe that the use of wide-tired wagon wheels should commend itself to the best interest of all classes.

"If the proposition commends itself to your board, please assist in the promotion of the legislation required by application of your board and petition of the people of your county to the legislature, for the enactment of such legislation as may be deemed wise or expedient to influence the introduction and continued use of such wide-tired wagon wheels.

An Alaska Scandal.

The Alaska News of December 10 says that G. B. Swinehart, proprietor of the Alaska Mining Record, was given a beating on the street in Juneau recently by E. R. Jesson, owing to Jesson's belief that Swinehart had slandered his wife.

The News says that Mr. and Mrs. Jesson went to Sunrise City last summer and opened a hotel and restaurant. Swinehart, according to the News, was in the Cook inlet country and became a boarder. In very expressive language the News tells of what it asserts were Swinehart's intentions toward Mrs. Jesson. The story says that after Mrs. Jesson repulsed Swinehart he commenced talking about her. This brought on the encounter at Juneau, in which it is claimed that Jesson knocked Swinehart down and gave him a good beating. Outsiders stopped the fight.

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Every Article in Stock, Consisting of Fine Diamonds, Watches, Jewelry, Silverware, Gold and Silver Novelties,

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AT PRICES THAT ARE ASTOUNDING IN THEIR EXTREME LOWNESS. An inspection of our goods will convince you that our goods are the finest and our prices lower than the lowest. Every article fully guaranteed.

STERLING SILVER.

Embroidery Scissors	$ 1.00
Link Buttons	.25
Key Rings	.50
Pencil Tips	.50
Hat Pins	.35
Pocket Knives	.75
Pocket Nail Sets	.75
Glove Buttoners	.40
Nail Files	.40
Thimbles	.25
Umbrella Clasps	.15
Teaspoons, per set	4.00

SOLID GOLD.

Stick Pins	$ 1.00
Collar Buttons, "heavy"	1.00
Link Cuff Buttons	3.00
Thimbles	3.00
Ladies' 14-Karat Gold Watches	18.00

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