H. W. CORBETT IN LINE

PORTLAND BANKER MAY BE APPOINTED TO THE SENATE.

Gov. Lord Has Decided to Name a Successor to Mitchell, Although There Is Some Doubt as to Confirmation — No Appropriations to Conduct the Government in Oregon.

PORTLAND, March 5.—There is a well-defined rumor tonight that Gov. Lord will appoint ex-Senator H. W. Corbett to the vacancy in the United States senate from this state, caused by the failure of the legislature to elect at the recent session. Mr. Corbett represented Oregon in the United States senate from 1866 to 1872. He is vice president of the First National bank, of this city, and a man of large wealth.

SALEM, Or., March 5.—Gov. Lord today said he would appoint a senator.

"Whether he will be seated I cannot say," said Mr. Lord. "The decisions are conflicting, and the result would depend somewhat on the temper of the senate. I do not know at what time, or if at any time, I shall convene a special session of the legislature. The fact that I shall appoint a senator indicates that I have no present intention of calling the legislature together, at least for some time. Recent occurrences indicate too many cross purposes to hope for co-operation among the members to secure needed legislation."

Today the temporary organization of the house, which has been meeting every day, including Sundays, since January 11, dissolved, and the members returned home. The senate adjourned February 24. The lower branch of the legislature was never organized, and consequently no legislation was enacted. The secretary of state has given out that he will issue no warrants or certificates of indebtedness, so if the state's government is to be carried on the governor must call an extra session of the legislature to pass appropriation bills.

T. A. C. vs. S. A. C. Bowlers Tonight.

The Tacoma Athletic club will send a team of six men here this evening to bowl against a team of the S. A. C. The players of both clubs have been picked from the best available bowlers, the men taking part in last winter's tournament being disqualified. This action was taken with a view to encouraging bowlers to raise their general average, and to increase the general interest in bowling. Play will begin at 8:15 p. m., and some interesting work on both sides is expected.

WILL CLOSE MONDAY.

Entries for the Y. M. C. A. Indoor Meet at the Armory March 12—The Events.

Entries for the Y. M. C. A. indoor meet at the Armory on the evening of March 12 will close next Monday evening. The gentlemen to send all entries to is W. H. Lewis, chairman of the games committee, postoffice box 52, Seattle. If these directions are not followed to the letter some athletes will be weeping and wailing when they find themselves out of the sport.

Invitations have been sent to the Tacoma Athletic Club, S. A. C., Townsend Athletic Association, Ballard Athletic Club and the Seattle Y. M. C. A. It will be to the advantage of all contestants if they state on their entry blanks whether the records given were made in outdoor or indoor games.

Mr. Lewis announced yesterday afternoon that an effort would be made to arrange a relay race between teams representing the Tacoma and Seattle high schools. Such an event would undoubtedly add considerable interest to the meet. Gold and silver medals will be given to the first and second men, respectively, in each handicap event; silver medals to the members of the winning relay team, and a gold medal to the winner of the wrestling match. By special consent of President Bean, of the P. N. A., the rule requiring registration of athletes prior to their competition in any games will not take effect until after this meet.

Events—30-yard dash, handicap; 440-yard run, handicap; 880-yard run, handicap; running high jump, handicap; running broad jump, handicap; pole vault for height, handicap; relay race (by teams of four men each, each man to run 440 yards); each team allowed to enter six men, from which the four to run must be selected; return wrestling match, catch-as-catch-can, between F. D. Le Gate, S. Y. M. C. A., and J. P. Worden, T. A. C., at 135 pounds, best two out of three falls.

First Medal Shoot Tomorrow.

The Seattle Rod and Gun club will hold its first medal shoot of the season at West Seattle tomorrow. Shooters and all who take interest in wing shooting are invited. No admission is charged. The crowd will go over on the 11:30 o'clock ferry.

Under the handicap system, all entries are in one class, and poor shots are given enough birds to put them on an equal footing with such men as Capt. Miner, E. E. Ellis, J. N. Hardy and others. Two handsome gold medals have been purchased, one to be known as the handicap medal, and the other as the high average medal.

TO MEET MONDAY.

A Large Turnout of Enthusiastic Wheelmen Assured.

There has never been half the interest taken in the subject of good roads in this city that there is at the present time. The meeting which has been called for Monday night in the municipal court room, is attracting a great deal of attention, and there is no question that it will be by far the largest gathering of wheel enthusiasts ever assembled in this city.

"We have practically no roads for wheeling," said a prominent bicyclist yesterday, "without building them. An excellent start was made last year, and there is no reason why a great deal more should not be accomplished this season. When the first call was made last June, for a meeting of wheelmen, just six responded to the call. From this beginning over $1,200 was collected and put into wheel paths during the season. With the start that wheeling has taken since then it is only fair to assume that two or three times that amount will be expended this season. I predict that before the Fourth of July the present path will have been extended to Madison street, if not to Leschi park."

San Francisco Races.

SAN FRANCISCO, March 5.—Weather stormy at Ingleside; track sloppy. Results:

Six furlongs—Lizzie H. won; time, 1:17½.
Seven furlongs—San Marco won; time, 1:32½.
Six furlongs—Cashday won; time, 1:16½.
One and one-half miles—Argentina won; time, 2:41½.
Seven furlongs—Gutta Percha won; time, 1:32.
One mile—Stentor won; time, 1:45½.

DEATHS.

Asa A. Fisk.

SAN FRANCISCO, March 5.—Asa A. Fisk, a noted character of this city, died today aged 90. Fisk came here thirty years ago from Boston and engaged in business as a money lender. He charged high rates of interest and frequently, when sued to recover money on rates, the interest was found to greatly exceed the principal. He leaves a fortune valued at $1,000,000.

Fouts, the Pitcher.

BALTIMORE, March 5.—David L. Fouts, the great pitcher and right fielder, died here today of asthma.

A CREMATORY FOR SEATTLE.

The Necessity for One Here to Destroy Garbage and Refuse.

Seattle, March 5, 1897.

To the Editor: In order that the taxpayers and citizens of Seattle may get a correct idea of the crematory, and as the matter is now "being agitated in the council," being of so much merit and importance that the "sanitary committee" has seen fit to refer it to the "committee of the whole," or the city council proper, I desire to give a few important points on the subject.

First, the present method of disposing of all garbage and refuse matter is very detrimental to the health of the city, as it is gathered up from residences, restaurants, butcher shops, etc., hauled by open wagons through the streets, then dumped on scows, which are towed out in the bay in front of the city and there thrown into the water, where with the ebb and flow of the tide it remains until sunken or evaporated. At present this method is an expense of upwards of $100 per month to the taxpayers of the city, as well as an additional expense of keeping up repairs on the scows. The process of cremating this garbage has been thoroughly investigated by such cities as Detroit, Milwaukee, New York, Philadelphia, San Francisco, etc., and it has been proven by careful investigation that it is the only method of disposing of a city's garbage and refuse and improving its sanitary conditions.

The building of a crematory in Seattle such as I have proposed to the city council will carry out the plans adopted in the above cities and be a source of revenue to the city where it is now an expense, and compel cleanliness and purify the health of the city. The method of cremating this garbage and refuse is done so effectively by the improved Dixon crematory that no offensive odor or gas is emitted, and it is completely consumed.

The proposition to build this crematory will be accepted if the city will grant a franchise as asked from other cities, and while the city is far below the size of other cities in population where the source of revenue is greater, here in Seattle it will be many years before any source of revenue will pay for the outlay. Yet, if the city is so fortunate as to secure it now with its present population, it will place Seattle to the front with such cities as San Francisco, Detroit and Milwaukee. The crematory company asks for no subsidy of any kind, not even a location—simply the franchise—and will pay cash for its ground, employ all the labor and material procurable in Seattle as far as possible, and expend at least $30,000 in buildings, etc., exclusive of ground. My object in going into the matter so fully is to inform the citizens that it is a public necessity, and, as a sanitary measure, absolutely the most vital towards better health and cleanliness.

The article in yesterday's Post-Intelligencer was published without any authority of the council, and the method therein described was not the "Dixon method," but a back number and one not now in use, and tended to throw a disparaging light on the matter. The council will do well to give this matter careful thought and throw no obstacles in the way towards securing this crematory for Seattle.

H. C. COLVER.

University Notes.

The regular monthly athletic meet, which was to have been held Thursday, has been postponed a week, owing to the examinations which were held on that day.

Work in the military department will commence Monday under Capt. C. H. McCowen, who has been acting as commandant during Lieut. Wholley's absence in San Francisco.

Two new classes have been organized for the ensuing term, descriptive astronomy, which was published during February, under Prof. Taylor, and American history, under Prof. Bechdolt.

Although college opened last Tuesday, work was not commenced in the gymnasium until Thursday, when Prof. Vander Veer began work with those men who will compete in the Y. M. C. A. meet to be held in the Armory next Friday evening.

Yesterday evening the Aletheuonian Literary Society rendered a splendid musical programme in Denny hall. Each number was well received. The following made up the programme: Piano solo, Miss Hansee; vocal solo, Mr. Giles; piano solo, Miss Dunlap; violin solo, Mr. Parker; piano solo, Mr. Densmore; vocal solo, Mr. Richardson; cornet solo, Mr. F. E. Smith; vocal solo, Miss Whistler; piano solo, Mr. Singerman; university quartette.

The local offices of the Great Northern yesterday received copies of the new Kootenay folder that the road has recently issued. Besides the map, which includes a great deal of territory on each side of the international boundary, reaching as far south as part of Idaho and including a part of Montana, the folder contains valuable information on the subjects of wages and the mining laws of both British Columbia and the United States. The folder is a valuable contribution to the mining literature of the state and the districts to the north.

In Italy there are more theaters, in proportion to the population, than in any other country.

"A crick in the back," a pain under the shoulder-blades, water brash, biliousness, and constipation, are symptoms of disordered stomach, kidneys, liver, and bowels. For all ailments originating in a derangement of these organs, take Ayer's Pills.

ONE DAY'S DISASTERS

TWENTY-FOUR HOURS OF FIRE, FLOOD AND ACCIDENT.

Big Fire in Worcester—Heavy Rains Flooding the Ohio and Mississippi Valleys—Hurricane Sweeps From West Virginia to Arkansas—Two Fatal Railroad Wrecks—Mail Agent Cremated in His Car.

WORCESTER, Mass., March 5.—One of the most destructive fires that ever visited this city broke out early today, assuming such alarming proportions that it was deemed advisable to summon assistance from Boston, Fitchburg and other places. The Day block, one of the largest in the city, was among the buildings destroyed. Falling walls injured eight members of the fire department, but none were fatally hurt. Following is the list of injured:

F. W. Hall, shoulder hurt, injured internally; Edward Brady, badly cut, injured internally; George W. Clem, left leg broken, badly cut and injured internally; J. H. Waite, cut and severe contusions on body; F. K. Barrett, leg hurt, injured internally; Capt. Maher, back injured; Lieut. Boules, injured about shoulder and back; Hoseman Cavanaugh, seriously injured.

The property loss is between $350,000 and $400,000.

Five-Inch Rainfall at Cincinnati.

CINCINNATI, March 5.—From 6 p. m. to 11 a. m. the rainfall here was 4.89 inches. All suburbs along Mill creek are under water, and hundreds of families homeless. Telegraph wires are down all around the city, owing to landslides. The flood extends up the Miami valley, Dayton, Springfield, Hamilton and other points suffering. The Ohio river here is rising ten inches an hour. The rain stopped at noon.

Eighty-Mile Wind at Cairo.

CAIRO, Ill., March 5.—A heavy thunder storm, with rain and wind, struck this section at 5 a. m. today. Roofs were torn off, plate glass windows smashed, a frame church under construction destroyed, one house blown down, and the wreckage burned. Eight persons were injured and one burned in the ruins. The wind had a velocity of fifty-six to eighty miles an hour.

Greatest Flood in Thirty Years.

ST. LOUIS, March 5.—The storm extended throughout the state and into Southern and Central Illinois. Mail from the East, West and South is delayed five to twelve hours. The Western suburbs are partly inundated by the most severe flood experienced in thirty years. Acres of land were covered, houses undermined and property destroyed. From north to south across the city limits the water covered the low lands, and many families are hemmed in.

Hurricane Hits Huntington.

HUNTINGTON, W. Va., March 5.—A hurricane lasting four minutes visited this section of the state at 2 o'clock this afternoon, leaving destruction in its path. Dozens of industries here suffered enormous losses, while churches, school and other buildings were badly wrecked. Adjacent Ohio towns suffered heavily.

Sweeping Through Arkansas.

HOPE, Ark., March 5.—A disastrous tornado struck this place at 4 o'clock this morning and, while no lives were lost, the damage to property was considerable. The Cumberland Presbyterian and the colored Baptist churches are a mass of debris. The smokestacks at the water works and the Hope Lumber Company were blown down. The electric light and telephone wires were blown down and fences laid flat.

FORT SMITH, Ark., March 5.—A tornado visited this city last night doing considerable damage. The heavy timber trusses of the new building of the electric and power company were weakened by the wind and rain, and at 11:30 today it collapsed. Five men were in the debris, two of them, R. A. Brown and Harry Cruch, being probably fatally injured.

Fatal Wreck Near St. Louis.

ST. LOUIS, March 5.—One man was killed and his body cremated, another fatally burned and a third badly injured in a wreck which occurred at Bennette's mills, 100 miles west of St. Louis, on the Missouri Pacific railroad, at 7 o'clock tonight. The dead man is W. W. Rosenberger, mail clerk, Bloomington, Ill., single, body consumed. The injured: Edward Lusman, aged 28, fireman, St. Louis, pinned under the tender, body crushed and cooked from the waist down, will die; Frank Lauber, engineer, St. Louis, ribs broken and head hurt, will recover.

Near Bennette's mill the train was running forty miles an hour on a downgrade, when the engineer saw, apparently, the whole hillside, 200 yards ahead, slide onto the track. He threw on the air and reversed the engine and attempted to jump. The engine, tender and mail and baggage cars telescoped. Fireman Lusman was caught beneath the tender, but the engineer was thrown high in the air and broke his ribs by falling on the wrecked cars. The rest of the train was jarred off the track, but not a passenger was hurt or even badly shaken up. Almost before the passengers were out of the coaches the mail car was on fire. The body of the mail clerk could be seen, but all attempts to save it failed. All but a few pieces of the mail were burned.

Sleeping Car Smashed.

CINCINNATI, March 5.—Early today during the rain and a thick fog passenger train No. 105, west-bound on the Midland branch of the Baltimore & Ohio Southwestern railroad, was stopped by a landslide near Hill's station, five miles west of Loveland. A heavy freight train came thundering along in the fog and crashed into the sleeper, throwing the occupants out of their beds and pinioned them in agony in the debris of seats, broken glass and splinters. The fatally injured are: R. H. Warder, superintendent of parks, Cincinnati; P. D. Dobbins, Wheeling, W. Va., scalded, right leg crushed. The seriously injured are: G. H. Rispe, Richmond, Ind., scalded and injured internally; L. Myers, St. Louis, legs and head bruised.

Port Blakeley Notes.

Mrs. Masters left this week with her mother for Vancouver, B. C., where she will keep house for her brothers.

Mrs. Smart, of Seattle, who has been visiting for a short time with Mrs. Joe Quash, returned home this week.

The entertainment given by the apprentice boys in the hall last week Friday, for the benefit of Blakeley library, was a decided success. A great many pronounced it the best ever given in Blakeley.

The funeral of Mr. Meigs, which will be held in Port Madison on Sunday, will be attended by a great many of his Blakeley friends. The steamer Renton will likely make the trip, taking around those who care to go.

Rev. George Buzzelle, of St. Clement's church, Seattle, preached a sermon in Blakeley Thursday evening on the characteristic teachings of the Episcopal church. Each Thursday evening during Lent he will continue the series.

Last Monday evening the apprentice boys who took part in the entertainment for the benefit of the library were given a reception in the public hall. The stage was turned into a dining room, where the boys spent the evening between lunching and singing. At 11:30, before breaking up for the evening, the boys serenaded the manager of the mill, Mr. Campbell. They were all invited in and again they were allowed to indulge in the luxuries of home life.

Industrial and Railroad Notes.

J. L. De Bevoise, general agent of the passenger department of the Rock Island route, returned to Portland yesterday.

Superintendent L. E. Smith, of the Oregon Improvement Company, is in Portland and will return tonight.

J. W. Casey, traveling freight and passenger agent of the Chicago, Milwaukee & St. Paul, arrived in the city yesterday from Portland.

George McL. Brown, district passenger agent of the Canadian Pacific railway, arrived in town yesterday from a business trip to Portland. He leaves this morning for Vancouver.

A THOUGHT THAT KILLED A MAN!

He thought that he could trifle with disease. He was run down in health, felt tired and worn out, complained of dizziness, biliousness, backaches and headaches. His liver and kidneys were out of order. He thought to get well by dosing himself with cheap remedies. And then came the ending. He fell a victim to Bright's disease! The money he ought to have invested in a safe, reliable remedy went for a tombstone.

Warner's Safe Cure

is the only standard remedy in the world for kidney and liver complaints. It is the only remedy which physicians universally prescribe. It is the only remedy that is backed by the testimony of thousands whom it has relieved and cured.

THERE IS NOTHING ELSE THAT CAN TAKE ITS PLACE

MINES AND MINING.

LOST OPPORTUNITY TO BUY TRAIL PROPERTIES AT A LOW FIGURE.

Capt. S. L. Burbridge Tells How He Secured a Bond on the War Eagle, Iron Mask and Virginia for $17,500 for a Company Which Afterward Threw It Up—Could Have Bought Half the Townsite of Rossland for $250.

There are certain men in this country, formerly associated under the name of the Pyritic Smelting Company, who may be reasonably imagined as dividing their time between speculation on what might have been and heavy backward kicks against what is. These men had three years ago an opportunity to acquire at a nominal figure the best mines of the Trail creek district. They could have bought half the townsite of Rossland for $250. They had chances which, made the most of, would have placed their wealth in the millions.

The Pyritic Smelting Company was a rich man's concern. It was incorporated in Saginaw, Mich., with the principal business office in San Francisco. It was officered as follows: President, Arthur Hill; vice president, W. L. Austin; treasurer, Mr. Tainter, a capitalist of Saginaw; secretary, S. Chapman; superintendent and general manager, A. Pugh. William Rust, a big lumberman of Michigan, was also interested. In the spring of 1892, Capt. S. L. Burbridge, a mining and metallurgical engineer, now making his headquarters in this city, was commissioned to travel over Washington, Idaho, Oregon and Montana seeking locations for pyritic smelters. The story of his first visit to Trail creek, and the subsequent developments is best told in Capt. Burbridge's words:

"I struck Trail creek in July, 1892," he said, "after having been in the Slocan. I formed a favorable impression of the district which was strengthened by further investigation. After careful study I formulated a theory which has since been demonstrated to be correct, that the veins there were eruptive or injected veins, and that the metal was crystalized from a molten, rather than an aqueous, solution. I made a thorough examination of the mines, and became satisfied of their value.

"In Spokane I met I. N. Peyton, of the Le Roi mine. He was very much discouraged, and had just discharged the four men he had at that time working the mine. He asked me what I thought of the property, and I told him I thought it a good proposition, and on his request made a written report. He went back East later with the report, and sold in Danville, Illinois, a large amount of Le Roi treasury stock at 25 cents a share. It would not have brought 3 cents in Spokane.

"When I returned to the head office of the Pyritic Smelting Company in San Francisco, I reported the favorable impression I had formed of the Trail creek camp, and was later sent back to the district. I recommended a smelter at Northport, which could easily get 200,000 tons of ore to smelt. I secured for the company a bond on the War Eagle, Iron Mask and Virginia mines for $17,500, and wanted them to buy the Josie for $4,000 and the Jumbo for $500. I also located for the company the California mine. While there the second time I had an opportunity to purchase a half interest in the townsite of Rossland for $250. Of this I notified the company, but they did not take advantage of the proposition.

"The first payment was made on the War Eagle mine, and some development work was done, but before the second payment came due, six months later, the panic of 1893 swept over the country. At this time the company sent a mining expert named McMillan to examine into their interests at Trail. He reported unfavorably—condemned the whole thing, and on the strength of his report the Pyritic Smelting Company drew out. Clark, Finch and others got the property which is now rated so high. I met Chapman last winter. He was a very sick man."

Capt. Burbridge is inclined to look favorably on the mines this side of the mountains. He is heavily interested on Grouse mountain, being one of a party of four which made the first locations there.

ACTIVE WORK ON CLAIMS.

Mining Operations Progressing on Lake Cushman.

LAKE CUSHMAN, March 4.—Special.—The mining camp here opened last week, and a crew of men is at work doing the assessment work on the group of claims owned by the San Francisco Mining Company. The prospects are copper, with a heavy iron capping. It is impossible to get any definite information in regard to the value of the claims, but the fact that the owners have kept a crew of men pretty constantly at work since 1890 seems to indicate that the owners think their property a good one.

While but little prospecting has been done in these mountains, owing to the difficulty of getting about, still, now that many trails have been built into the interior, it is to be hoped that prospecting may receive a much needed impetus. The trail which begins here runs through to the coast and many side trails branch off on the summit of the divide in all directions, making this one of the best points to enter the mountains. The prospects for an early spring are very good. Plowing is now going on, and grain is being seeded as the time allows.

CONDENSED DISPATCHES.

SAN FRANCISCO, March 5.—F. C. Rook, who raced across the continent on a fast mail train, arrived here today in time to catch the steamer for Australia.

ROME, N. Y., March 5.—A conflagration which originated in Bingham's block caused a damage of probably $200,000. The Utica fire department had to be called on for help.

PEORIA, Ill., March 5.—Union elevator No. 2, owned by the Burlington railroad, was destroyed by fire last night, with 90,000 bushels of grain. The loss is estimated at $350,000.

MADRID, March 4.—The French steamer Blanch and another vessel have been wrecked near Pasages. Both crews, numbering twenty-seven men in all, were drowned.

SAN FRANCISCO, March 5.—The will of Thomas M. Quackenbush was filed for probate. It bequeaths to his daughter, Mrs. Esther Swortfinger, an estate valued at $1,000,000.

TERRE HAUTE, Ind., March 5.—The Fleming horse sale has closed. The average price for the entire sale was $195. Julius Caesar (2:29¼), by Graystone, was bought for $825.

MILWAUKEE, March 4.—After being out eight weeks the 400 miners of the Aragon mine, who struck for an advance in wages, have agreed to return to work at the old scale.

SAN FRANCISCO, March 5.—A ship load of flour, potatoes and other provisions for Vladivostok, the terminus of the great Trans-Siberian railway, will soon be under way from this port.

WASHINGTON, March 5.—William L. Chambers, of Alabama, has been chosen by the three powers party to the Samoan agreement as chief justice of Samoa, to succeed Mr. Ide of Vermont.

BERKELEY, Cal., March 4.—Claude Marks, the 12-year-old son of George Marks, tobacconist, died tonight from the effects of a blow on the head received today while watching a pee-wee game at the Lorin school.

NEW YORK, March 5.—The government of Peru absolutely refuses to allow the claim of Victor H. McCord, an American citizen, for false arrest and imprisonment. The claim is for $200,000. Secretary Olney in July made a peremptory demand upon Peru for the settlement of the claim.

Serviceable And Stylish

GLOVES

Quality and style go hand and hand in this great glove stock of ours. Add to those essential features incomparable low prices and you'll have the best opportunity seen in many days.

Four Lots at Prices Almost as Cheap as Finding Them.

LOT 1.—Comprises twenty-five dozen Two-Clasp Gloves in reds, browns and tans, special price $1 pair.

LOT 2.—Contains fifteen dozen pairs, all staple shades, heavy stitched backs, excellent kid, $1.15 pair.

LOT 3.—Is made up of all the new shades in the well known brand VICTORIA, price $1.50 pair.

LOT 4.—This is the famous La Fayette Three-Clasp Gloves, in black, reds, browns and tans, $1.75 pair.

Experienced fitters in attendance in this department.

W. P. BOYD & CO.

621 and 623 First Av.

TODAY

—IS—

The Last Day Before Carpenters Begin Work.

This will be our big day of the Alteration Sale. Every article in the store has suffered a special cut in price in anticipation of the demand for high-grade goods at bottom figures. The people won't be fooled. We have the clothing and the prices are DOWN, DOWN, DOWN.

Monday Alterations Begin....

UNTIL THEN HERE ARE THE PRICES.

MEN'S ALL WOOL BLACK CHEVIOTS AT	$5 00
MEN'S VICUNA SACK SUITS	6 00
CLAY WORSTED SACKS AND FROCKS	7 50
IMP. FANCY CASSIMERE SUITS	10 00
ELEGANT BUSINESS SUITS (In any cut or pattern)	12 50
MEN'S OVERCOATS	3 50
MEN'S DRAB OVERCOATS	6 50
MEN'S CHEVIOT OVERCOATS	8 50
BLACK KERSEY OVERCOATS	10 00
BLUE MELTON OVERCOATS	12 50
PANTS, ALL WOOL	$1.75, $2.50 and 3 00

J. REDELSHEIMER & CO.

Successors to Hyams, Pauson & Co.

Cor. First Ave. and Columbia St.

THE POWER OF MANHOOD.

When you lose that power you have lost all the best of life. There is a charm gone from your existence, and you miss it more than anything else.

But when you regain it after years of incapacity your heart will leap with joy—then the bright spirit will shine forth in your eye, and the happy smile in your countenance will tell your acquaintances that you have found a new existence.

Then you meet your friends with the stronger clasp of the hand and the look of confidence which tells them that "here is the new-born man."

Your every action bespeaks new manhood. You are then a better man physically and mentally than if you had never known weakness.

"When I got your Belt I was, you might say, totally impotent. I wore the Belt seven weeks, and it restored my sexual power completely.—JOHN FLUETSCH, Deer Park, Wash."

"My muscles are now fully developed, and have their natural strength, and all weakness is gone.—GUST JOHNSON, Richmond, Wash."

Electricity is wonderful in its strengthening influence. Your vitality seems to grow stronger and more buoyant every day. There seems no limit to your energies. You can do twice the amount of work you formerly could and not feel weary.

Words cannot tell of the gratitude felt by the men who have been restored to manhood by Dr. Sanden's Electric Belt. Will you become one of its happy patients? You can learn how great has been its good work by reading the little book, "Three Classes of Men," which Dr. Sanden will send you free, closely sealed, on request. Call or address

SANDEN ELECTRIC CO.,

CORNER OF THIRD AND WASHINGTON STREETS, PORTLAND, ORE.

NORTHERN PACIFIC RUNS

PULLMAN SLEEPING CARS, ELEGANT DINING CARS, TOURIST SLEEPING CARS

—TO—

St. Paul, Minneapolis, Duluth, Fargo, Grand Forks, Crookston, Winnipeg, Helena, And Butte. Chicago, Philadelphia, Washington, New York, Boston and All Points East and South.

The Miners' Popular Route

—TO—

ROSSLAND AND ALL Kootenay Points.

TIME SCHEDULE, In Effect November 29th, 1896.

TRAINS LEAVE SEATTLE:

For Spokane, St. Paul and East, 6:00 p. m.
For Portland ..... 12:20 p. m.
*For Olympia ..... 8:20 a. m.
*For Gray's H. and S. Bend.... 12:20 p. m.
For Tacoma ..... 8:20 a. m.
For Tacoma ..... 12:20 p. m.
For Tacoma ..... 6:00 p. m.

TRAINS ARRIVE AT SEATTLE:

From Spokane, St. Paul & East 2:20 p. m.
From Portland ..... 8:20 p. m.
*From Olympia ..... 8:20 p. m.
*From Gray's H. and S. Bend.. 8:20 p. m.
From Tacoma ..... 10:00 a. m.
From Tacoma ..... 2:20 p. m.
From Tacoma ..... 8:20 p. m.

*Daily except Sunday. All others daily.

This card subject to change without notice.

Through tickets to Japan and China via Northern Pacific Steamship Company.

For rates, routes and other information call on or address

I. A. NADEAU, General Agent, Seattle.

City Ticket Office, corner Yesler way and First avenue.

Depot Ticket Office, corner Western avenue and Columbia street.

A. D. CHARLTON, Assistant General Passenger Agent, No. 255 Morrison street, corner Third, Portland, Or.

SEATTLE : : AND : : INTERNATIONAL RAILWAY.

SHORT LINE

—TO—

Vancouver, New Westminster, and All Points in British Columbia.

Trains leave and arrive depot, foot of Columbia street.

TIME CARD IN EFFECT MARCH 1, 1897

No. 3.	No. 1.	Lv.	Ar.	No. 2.	No. 4.
3:55pm	9:00am	Seattle		5:25pm	10:10am
5:08pm	10:11am	Woodinvi		4:17pm	8:57am
.....	10:51am	Snohom'h		2:39pm	.....
.....	11:43am	Arlington		2:49pm	.....
.....	12:46pm	Woolley		1:49pm	.....
.....	1:20pm	Wick'h'm		1:20pm	.....
.....	2:30pm	Sumas		12:10pm	.....
7:45pm	.....	Issaquah		.....	8:12am
7:00pm	.....	N. Bend		.....	7:00am

‡Daily. †Daily except Sunday. *Mon., Wed., Fri. **Tues., Thurs., Sat.

New time table will go into effect March 1st.

General Office, Colman block, Seattle, Wash.

F. A. ALLEN, General Freight and Passenger Agent.