HIS OPINION VALUED.

EASTERN PRESS SOLICITS MAYOR WOOD FOR CONTRIBUTIONS.

New York World Telegraphs for His Ideas on the Arbitration Treaty—An Article on "The Ideal Mayor" Appears in Several Eastern papers Over the Signature of Seattle's Head Executive—Opinion on the Municipal Ownership of Light and Water Plants Widely Published.

Among the duties, not provided for in the city charter, which attach to the office of Mayor W. D. Wood is that of satisfying the demands of the public press. Locally, the mayor is interviewed on many live topics of public import, and is always found with some ideas worthy of publication. Among Eastern papers Mayor Wood is beginning to be recognized as one whose contributions are desirable, and Seattle's executive is frequently called upon for an expression of opinion, not only upon municipal but upon national affairs. He received yesterday the following telegram from the New York World:

"Inasmuch as the arbitration treaty seems to hang in the crisis of its fate, even in its amended condition, in the senate, the World begs you to join in a petition urging its passage on grounds of peace, true Americanism and national honor, which is particularly involved, as the treaty is the direct result of the initiative of our own congress by joint resolution. The World will esteem it a favor if you will wire your opinion."

Following is the reply:

"The World, New York City:

"The arbitration treaty is of transcendent importance. No other diplomatic event of the century has approached its possibilities. The English and American peoples are the natural peacemakers, and should henceforth stand together as world-wide guardians of international equity. The treaty is a sublime step in humane and Christian civilization. It should not be lost by delay or captious amendment. It was safe as submitted."

"The Ideal Mayor."

Mayor Wood is disposed to be reticent as to the prominence being accorded his utterances in the Eastern press, and only by chance was it discovered that he had been asked for and had contributed an article on "The Ideal Mayor," which appeared in the Cincinnati Post of February 15, and subsequently in several other papers, together with a life-like cut of the writer. Mayor Wood's ideal mayor is expressed at some length in the article, which follows:

"The ideal mayor will always be an ideal in the thought and hope of the citizen, and never a complete reality in the executive chair. In order that a mayor should attain as nearly as possible to the true ideal, he should, in my judgment, possess the following attributes, among others:

"1. He should be a man with a strong appreciation for the obligations which an organized community owes to its citizens, both individually and collectively. His should have an enthusiastic love for and interest in public service and public welfare. If he does not have sufficient taste for public affairs and enough appreciation of their importance to call forth his best efforts as a cheerful service he should not accept the great opportunities and consequent responsibilities of the mayor's office.

"2. He should be a man sound and high in his ethical principles.

"3. He should be a man of as much mental ability as can be found in combination with other requisite qualities.

"4. He should be a man of physical strength and activity, because there is practically no limit to the opportunities for public service that will come to him.

"5. It cannot be safely said that he should be either a business man, a professional man or a politician. He should be as broad in sympathy and as versatile in experience as possible. Specialized experience in one line alone would tend to disqualify him for the diversified and practical knowledge that his duties will require. He should, if possible, be a man who has had some experience in public life.

"6. He should not be selected on account of party affiliation, if the citizens have risen to the point of taking municipal business out of politics. If they have not done this, they must select a man as best they can according to partisan methods. The citizen who feels most interest in the ultimate public welfare is usually the last one to wake up in a campaign, and when he does so, under the party regime, he usually finds that the politicians in each party have fixed his ticket for him, and, as a partisan, he must be content with Hobson's choice.

"7. It is not at all essential that he should be a large taxpayer. This would be a desirable circumstance, if he were qualified in other particulars, but people of large holdings are a minority class. Any attempt to give them special representation is unfair to the much larger number who are equally interested in and more dependent upon wise municipal administration. To make wealth one of the qualifications would in effect eliminate from consideration the greater number of men who would be really the best qualified for the office.

"8. The ideal mayor is not necessarily a leader in public life. His qualities will have given him some prominence, but he should have what might be termed the judicial or executive quality, rather than radical or partisan tendencies.

"9. He should, if possible, devote all his time to the duties of his office, unless imperative duties or inadequacy of compensation make it necessary that he give some of his time to private affairs.

"10. The ideal mayor should always try to advance the general welfare by original as well as usual methods, and should not hesitate to take the initiative when opportunity offers. It should not be understood, however that by election to office he becomes a special promoter of public welfare and that other citizens are relieved of that duty. His duty in this line is greater than that of other citizens only by virtue of greater influence or opportunity brought to him by his office.

"11. In the matter of his appointments, the ideal mayor should give primary consideration to fidelity and qualification. If his constituents have become sufficiently enlightened to place their municipal affairs upon a civil service or non-partisan basis, he should consider such questions only; but if he is serving a partisan community, he must give at least a secondary consideration to political relations, otherwise he will be too good to last, and will inevitably give place to the less ideal mayor who gives primary consideration to politics, leaving qualification to take second place."

On Another Subject.

The question of municipal ownership of lighting and water systems is another subject on which Mayor Wood has been afforded an opportunity of public expression. In the magazine, City Government, of a recent issue, he was quoted on this subject, as were the mayors of Louisville, Ky.; Providence, R. I., and Birmingham, N. Y. He wrote:

"I am heartily in favor of the municipal ownership and management of lighting plants in all cases where financial and other conditions justify the undertaking. Our city has had several years of most satisfactory experience with a municipal water plant. We have been investigating the light question for a long time, and will arrange for a municipal plant in connection with the addition of a gravity supply for our water system. At a recent charter election our people adopted an article authorizing the construction or purchase and operation of street railways by the municipality, after a submission of each proposition to a vote of the people. Municipal ownership of public utilities is the coming reform. By the application of business principles in municipal management, through civil service, municipal ownership will be not

SEATTLE'S MAYOR.

only practicable, but will give better service, lighter charges and purer politics."

These interviews appeared later in two or three daily papers of the East and have probably established the fact in many minds that such a place as Seattle is.

Baby Carriages.

The Famous Whitney Line.

1897 STYLES.

Rubber tires, worth $1.50; patent hubs, worth $1, and the best brake in the world, worth $3, without extra charge on buggies that cost $9 and up.

FREDERICK, NELSON & MUNRO. Rialto Block.

A PARTIAL CONFESSION.

Ben Franklin Tells His Story of the Helena Safe Robbery.

Ben Franklin, alias Scott, who was arrested by the police in North Seattle day before yesterday on information that he was wanted in Helena for robbing a safe of $500, a full report of which appeared in yesterday's Post-Intelligencer, has made a partial confession to Chief Reed.

Franklin admits his identity and states that the night the hotel was robbed he had an altercation with a "tin-horn" sport in the hotel office. The sport, whose name was not given, hit Franklin on the nose, which caused it to bleed copiously all over his clothing. Franklin went up to his room to change his bloody garments, leaving the safe open and the gambler in possession. When he returned, he found that the money was missing. He gives as his reason for taking French leave and assuming another name the fact that suspicion would naturally point toward him as the thief, and hoping to escape the odium of an arrest, he fled. He stated also that this is the first time he has ever been under arrest, to which Chief Reed replied that there must be a first time to everything. The story is regarded at headquarters as "fishy."

Three telegrams were received by Chief Reed from Chief W. H. McCann, of Helena, regarding Franklin's case. The first stated that Franklin was wanted for the robbery and to hold him. The next telegram asked if Franklin would return to Montana without a requisition, and the third stated that Chief McCann would leave Helena for Seattle Tuesday morning. When Franklin was asked if he would go back to Helena without a requisition, he asked what advantage there would be in a requisition for him. When told that it would only delay matters, he said that he would go back without any other formality than that of accompanying an officer. He appears anxious to have the robbery sifted to the bottom, stoutly protesting his own innocence and charging the robbery of the safe to the "tin-horn."

Spring Shoe Styles.

Simison Bros., 707 Second avenue, have a well-earned reputation for showing the new, correct styles in footwear early each season. This firm is now showing the new spring shoes, and the styles are such that they will command the attention of shoe buyers. In both men's and women's shoes there are a number of new styles which are extremely neat and attractive. The very reasonable prices quoted by Simison Bros., together with the qualities and new styles of their shoes, makes this a very popular store.

Miller Post Open Meeting.

An open meeting of Miller post No. 31, G. A. R., will be held at the post room on Tuesday evening, March 30, at 8 o'clock. Veterans are asked to attend and bring their wives and children. A musical and literary entertainment will be given.

Sunday at the Y. M. C. A.

Rev. H. W. Gilchrist will give the fourth address on the "Prodigal Son" today at 4 o'clock at the Y. M. C. A. Retreat at 3:35. E. E. Green's gymnasium Bible study club will meet at 5 o'clock.

PERSONAL.

Sheriff A. U. Mills, of Pierce county, is a guest of the Stevens.

Capt. H. H. Morrison, of the tug Magic, is a guest of the Northern.

Customs Inspector Clifford Davis, of Port Townsend, is at the Northern.

Capt. James Carroll, of the Pacific Coast Steamship Company, is at the Butler.

Charles S. Allman, a mining broker of Roesland, is registered at the Northern.

M. Earles, of the Seattle Logging Company, Port Crescent, is registered at the Northern.

H. Ellis, an Olympia logger, is a guest of the Northern. Mr. Ellis is accompanied by his wife.

Frank Wright, the Point Roberts canneryman, was among the arrivals at the Stevens yesterday.

State Senator John McReavy, of Mason county, was in Seattle Friday and left yesterday for Olympia.

William H. Hanson, of the Tacoma Mill Company, arrived in the city last evening. Mr. Hanson came to attend the concatenation of the Hoo-Hoo.

A. S. Wadleigh, a San Francisco mining man, with heavy interests in Alaska, is in the city en route north. Mr. Wadleigh is stopping at the Stevens.

H. P. Meserve, who since the failure of the Merchants' National bank has been assisting Receiver Charles H. Baker in the liquidation, has resigned his position and will soon leave for Japan, to represent the Oriental Trading Company, of this city. Mr. Baker has appointed Joseph B. Hill to succeed Mr. Meserve.

Loan Association Assigns.

PHILADELPHIA, March 26.—The Surety Building and Loan Association assigned today for the benefit of its creditors. The liabilities are about $65,000, and the assets are at least $10,000 short of that amount.

"Success is the reward of merit" not of assumption. Popular appreciation is what tells in the long run. For fifty years people have been using Ayer's Sarsaparilla, and today it is the blood-purifier most in favor with the public. Ayer's Sarsaparilla cures.

It is universally acknowledged that the Waterloo and Acme 5-cent cigars are the best in the market. M. LEVY, & CO., Sole Agents.

Elegant offices for rent low. Sullivan building.

Dow rides a "Cleveland" from choice.

It Will Be Worth Your While

To call on us before you buy your

Alaska Outfit.

Perhaps you are not going to Alaska. We take as much pains with a CASCADE MOUNTAIN

Grub Stake

As any other.

The Seattle Trading Co. GROCERS 111 OCCIDENTAL AVE

NIPPON YUSEN KAISHA

SUBSIDY MAY BE ASKED FROM THE GOVERNMENT.

An Application Has Already Been Presented to the Government, and a Bill Is Probably Now Before the Imperial Diet—The Company Has Had to Hurry Its Transportation With the Best Ships It Could Secure—Damages to Cargoes Have Been Promptly Paid.

TACOMA, March 27.—The Northern Pacific steamer Braemar arrived tonight, bringing Oriental advices to March 9. Yokohama papers state that the Nippon Yusen Kaisha, or Japan Mail Steamship Company, in opening lines to London and Seattle, has been prepared to sustain more or less loss, but the losses have been heavier than expected.

Two of the chief stockholders, on hearing the company had been losing 100,000 yen on each voyage, recently interviewed Mr. Kondo, president of the company, to learn the actual state of affairs. They then demanded that an extraordinary meeting of the shareholders be called to decide whether it is advisable to continue the lines or abolish them altogether, because, although they might be considered a sort of national enterprise, they do not think it right for the company to continue running steamers abroad at a heavy loss.

President Kondo replied that an application had been sent to the government asking that the deficit be made up, and although it has not been taken up by the cabinet it will be laid before the diet during the present session. The stockholders accordingly agreed to wait a little before convening an extraordinary meeting. Some of the high government officials favor granting an annual subsidy of yen 2,400,000 to the Nippon Yusen Kaisha, and a bill to that effect will soon be introduced.

As stated by Herbert L. Bruce, the Post-Intelligencer special correspondent, in a letter written from Japan, the general officers of the Nippon Yusen Kaisha spoke freely to him about the losses sustained on the first voyages of their steamers to Seattle. Both General Manager Iwanaga and President Kondo discussed the situation frankly. They ascribed the losses to the fact that the company, through stress of circumstances, had been compelled to put on steamers unsuitable for such voyages, and to trans-ship freight at Yokohama which should have gone straight through to China. As Mr. Iwanaga expressed it: "Please say to our American friends that we are just now somewhat in the predicament of a man who has invited a large number of guests and finds at the last moment that his kitchen is too small. Our American cargoes have been larger than we expected, and we have lost on them because we couldn't handle them. This time next year, when we get our new steamers on, matters will be different.

It is probable that the figures in the foregoing dispatch should read 10,000 yen instead of 100,000. The loss on the flour cargo of the Yamaguchi Maru amounted to 10,000 yen.

These losses were cheerfully and promptly paid by the company, and in every instance shippers have been given to understand that if their wares were damaged the damage would be made good. These compensation claims have fallen heavily on the new line, and it is to them rather than to the ordinary course of traffic or lack of freight or lowness of rates that the loss of the company was ascribed by President Kondo and Mr. Iwanaga. As Mr. Bruce stated in his account of the semi-annual meeting of the Nippon Yusen Kaisha stockholders last November, President Kondo then announced his intention of appealing if necessary to the government, or, as he put it, "to the patriotism of the Japanese people." The influence of the Nippon Yusen Kaisha people with the government is so powerful as to make it almost certain that such an appeal would not be in vain.

STEAMBOAT RATES.

New Association Committee Considering a Proposed Advance.

G. F. Thorndyke, agent of the Yesler wharf, went to Tacoma yesterday to confer with C. S. Barlow, of the Tacoma and Port Orchard route, and Fred H. Marvin, of the Willey Navigation Company, as to changes to be made in the present freight and passenger tariff on steamers between Seattle and Tacoma.

These three constitute the committee appointed last Tuesday by the Puget Sound Steamboat Association, and their report will be acted upon at the next meeting to be held March 29. If there is no disagreement on rates the new tariff will go into effect April 1. It is understood that the committee will recommend an advance of 50 per cent. over the existing rate.

Smallest in the World.

The German bark John Wesley, now loading general merchandise in San Francisco for the Marshall islands, is said to be the smallest craft of that rig in the world. Her tonnage is only 228, but she manages to hold up three masts as well as a vessel many times her size. The bark was orginally a missionary vessel in the South seas, but was sold to Norwegians trading about the islands, and afterward came into the hands of the Jaluit Trading Company, which put her under the German flag.

Ladies of the Maccabees.

The local hive of the Ladies of the Maccabees will receive a visit today and tomorrow from Lillian M. Hollister, of Port Huron, Mich., supreme commander of the order. The ladies are making it a gala event, and have spared no pains to make the reception and entertainment given in her honor at Ranke's hall tomorrow evening, something long to be remembered.

Mrs. Hollister, who is a very entertaining talker, will speak on the objects and merits of the order of the Maccabees.

Besides being the head of the largest female beneficiary organization on the continent, Mrs. Hollister is also affiliated with the Woman's Christian Temperance Union and the Century Club, in each of which she occupies an honored position. The membership of the local branches of these organizations are especially invited to attend the reception. Those who attend are promised a treat, in the musical and literary programme which will be composed of the best local talent. Those who desire to "trip the light fantastic" will be pleased to know that a social dance will follow the entertainment. A cordial invitation is extended to all.

Bear It in Mind.

Do not fail to ask your dealer for a Footlights, the leading Havana-filled nickel cigar. Jos. Rosenberg, 119 Yesler way.

Get Alaska Tickets.

Pacific Coast Steamship Company office, 606 First.

Noiseless, lightest running, fastest sewing machines are Wheeler & Wilson's improved. Gepfert, 215 Columbia.

Buy a "Cleveland" and make sure you ride the best.

Guard Your Sight. Consultation free. Miss F. Wilzinski, Graduate Optician. 706 Second ave. (Jos. Mayer Bros.' store.)

LOOKING FOR A BOAT.

STEAMER WANTED TO TAKE THE PLACE OF WRECKED WILLAPA.

The Alaska Steamship Company Will Receive $20,000 Insurance—Several Vessels Considered Eligible for the Route—Puget Sound Steamboat Association May Raise Tariff Between Seattle and Tacoma 50 Per Cent.—Sakura Maru Due From Japan—Al-Ki and City of Topeka Expected From Alaska.

The wrecked steamship Willapa was insured for $20,000, and the Alaska Steamship Company, which has operated her since 1895, will take immediate steps to secure a vessel to go on the Alaska route in her place. This company is composed of the following men: President and treasurer, Walter Oakes; general manager, Charles E. Peabody; secretary, George H. Lent; master, George Roberts. The loss of the vessel is felt the more keenly, coming as it does when the Alaska rush is but well under way.

The Willapa was a wooden vessel of 333 gross tonnage, and was originally built for service as a tug boat on the bar of the Columbia river. She was launched at Astoria, June 12, 1885, by the Ilwaco Navigation Company, and was christened the Gen. Miles. Her dimensions as first built were as follows: Length, 100 feet; breadth, 22 feet; depth, 10 feet; engines, 16 and 32 by 32 inches. When she was sold in 1889 to the Portland & Coast Steamship Company she was rechristened the Willapa and was lengthened thirty-six feet. Until 1894 she was operated in the Gray's harbor trade. In 1894 she was leased by the Hastings Steamboat Company, and in 1895 passed into the hands of the Alaska Steamship Company. Her value was estimated at about $35,000.

Already negotiations have begun for the securing of a vessel to take the Willapa's place, but have not proceeded to any definite conclusion. An attempt was made to get the steamer Utopia, owned by C. H. Black, to take the run temporarily.

There was a rumor on the water front that an effort would be made to charter the steamship Portland, now at San Francisco. The Portland would undoubtedly be as good for the route as any vessel now available, but is already chartered by the North American Transportation & Trading Company to make two voyages to St. Michael's, leaving here June 5 and August 10. Charles Hamilton, manager of the North American Transportation & Trading Company, will come here during April from Chicago, and if no other boat is secured meanwhile, the officials of the Alaska Steamship Company will no doubt open negotiations with him.

It was also rumored that among the steamers considered eligible for the route is the City of Seattle, now lying out of commission at Tacoma.

The Pacific Coast Steamship Company yesterday stopped the sale of tickets on the steamship Al-Ki, which has been advertised to run through to Dyea April 4. The object of this move could not be ascertained. The local officers are awaiting instructions from San Francisco. Both the Al-Ki and the City of Topeka were due to arrive last night from Alaska, but up to a late hour had not been reported.

A party of forty-one people from Buffalo, N. Y., will arrive here shortly over the Great Northern en route for Alaska.

SAKURA MARU DUE.

N. Y. K. Steamship Thought to Have Had a Rough Passage.

Steamship Sakura Maru, Capt. Brady, of the Nippon Yusen Kaisha, will probably arrive here from the Orient today or tomorrow. Pilot David Gilmore left two days ago for the straits, where he will meet the vessel and pilot her in. It is probable that the Sakura Maru has had a rough trip as the Northern Pacific liner Braemar, which arrived on the Sound yesterday from the Orient, reported bad weather.

The cargo of the Sakura Maru for this port is reported by Great Northern officials to be about 1,300 tons. Stevedore W. M. Davis arrived from the East last Wednesday, and is getting tackle ready for unloading the Sakura.

WEATHER AND TIDES.

FORECAST FOR SUNDAY.

Portland, March 27, 1897.

Generally fair; colder.

U. S. DEPARTMENT OF AGRICULTURE, WEATHER BUREAU.

DAILY BULLETIN.

Seattle, March 27, 1897.

PLACE.	Barometer.	Temperature.	Max. Temperature.	Wind. Direction.	Wind. Velocity.	Precipitation.	Weather.
Seattle	29.58	46	50	S	8	.04	Cloudy
Portland	29.58	46	48	SE	14	.10	Cloudy
Spokane	29.68	44	44	SE	18	.04	Cloudy
Roseburg	29.56	44	54	SE	6	.20	Rain
Eureka	29.66	52	54	SE	10	.48	Rain
Walla W	29.66	50	54	S	6	T	Cloudy
Red Bluff	29.80	48	50	SE	24	.62	Rain
San Fran	29.96	52	56	S	14	.10	Rain
Astoria	29.50	46	52	SW	Lt	.08	Rain

G. N. SALISBURY, Observer.

Tides at Seattle Harbor Today.

High Tide.				Low Tide.			
a.m.	ft.	p.m.	ft.	a.m.	ft.	p.m.	ft.
0.47	11.0	*8.47	10.7	4.31	10.0	5.17	1.9
AT PORT TOWNSEND.							
0.20	7.7	*8.20	7.5	3.50	7.0	4.36	1.3

*a. m.

MARINE NEWS.

PORT GAMBLE, March 27.—Arrived—British ship Glenericht, Capt. Davies, to load for Japan.

HOQUIAM, March 26.—Arrived—Schr Jennie Thelin, San Francisco, for Hoquiam.

SAN FRANCISCO, March 27.—Arrived March 26, str Coquille River, from Coquille river. Cleared March 27, str State of California, for Astoria.

NEW YORK, March 27.—Arrived—New York, Southampton.

GLASGOW, March 27.—Arrived—Prussian, Boston.

LIVERPOOL, March 27.—Roman, Boston.

QUEENSTOWN, March 27.—Canada, from Boston for Liverpool.

Cosmopolis Marine News.

COSMOPOLIS, March 27.—The schooner Annie Gee, Capt. Peterson, from San Francisco, is loading lumber at the Gray's Harbor Commercial Company's mill wharf and will take away a cargo of about 230,000 feet.

The Sunol, Capt. Dettmess, from San Francisco, is due here today.

Umatilla's Passenger List.

SAN FRANCISCO, March 27.—The following passengers left on the steamer Umatilla:

For Victoria—E. Harrison, E. Lindler, N. Snyder, Lillie White, Mrs. Neldvan, W. Donald and wife, Mrs. Mallette and two children, Miss Morrison, H. Voss, James Lockhard, R. Hule.

For Seattle—George Kittinger, R. Lewis, A. Grant, A. E. Grant, M. Hosteller and wife, H. Beckman, J. Esterday, A. Miller, J. Mullen, H. Lundin, A. Johnson, L. Arler, Mrs. Swift, A. Homer and wife, M. George, J. King, H. Armstrong, G. Reynolds, Walter Ogden and wife, O. Weiscopff, H. Riffero, Mrs. Sloomer, H. Soelig and wife, A. Luckey.

For Port Townsend—Mrs. Carlson, Mrs. Heron, Mrs. Brown, Mrs. French, Mrs. Levy, John Grave.

For Tacoma—Miss Markeley, Mrs. Sutton, Mrs. Aspe.

WATER FRONT NOTES.

Steamer Greyhound will run to Tacoma today in place of the Flyer.

Steamship Braemar, bound in for Tacoma, from China and Japan, was passed yesterday by the steamer City of Kingston.

Steam schooner Lakme sailed from San Francisco last Friday for Seattle.

Ship Columbia has been chartered by R. D. Chandler to load coal at Departure bay for San Francisco.

Capt. J. A. Samm, U. S. R. C. S., has been detached from the cutter Grant and placed on waiting orders.

The tender Ella Rohlffs, belonging to the Alaska Packers' Association, is fitting out for a trip to Alaska.

Signals were set out yesterday above the local weather bureau office announcing a severe storm from the southwest. A telegram from Portland told of severe gales yesterday and last night over the straits and Sound, with a prediction of a decrease on Sunday. The storm was not felt here.

Another Yukon Strike.

Everything in the way of information from the Yukon river is being eagerly sought for. The reports of another great strike, which takes in nearly the entire district, have just reached Seattle. While the details are lacking, the rumor is to the effect that the miners are striking because they have been unable to secure a sufficient supply of the celebrated Rainier Beer. This beer is recognized in all parts of the Northwest as being the best beverage of the kind that can be purchased. It is a local product which has gained a widespread reputation for excellence and purity.

A Rare Offer.

Owing to the breaking of a skylight over our warerooms during the storm of Thursday, the cases of several of our pianos and organs were somewhat marred. These instruments will be offered during the next few days at a very low price. Avail yourself of this offer if you are looking for a piano or organ. Sherman, Clay & Co., 715 Second avenue.

Twenty-four hours saved by taking the Northern Pacific from Seattle to Rossland and all Kootenai points.

PHYSICIANS FIND

All People Not Alike.

A letter carrier said his wife liked coffee so well and seemed to really need it at breakfast, it was too bad for the doctor to order her to discontinue it. He told her that her bad complexion, dyspepsia, nervousness and occasional palpitation of the heart all came from one cause and that was coffee drinking.

The good man went on further to say: "My child, if you were as strong as your husband and had the miles of outdoor walking to do that he has daily, you could drink one cup of coffee, or perhaps two, at breakfast and dinner without any very bad effects, but the same poisonous alkaloids exist in coffee as are found in tobacco, whisky, strychnine and morphine. There is not so great a proportion of them in coffee as in the other drugs, but a sufficient amount exists to seriously injure anyone whose constitution is a little below par.

"All of these drugs can be used for a time by perfectly healthy people, but if their use is persisted in long enough, the human body finally gives evidence of the effect of the steady poison, and many people who do not know this fact die because of their unnatural habits.

"If you could use a hot drink in the morning made from the nourishing grains that nature has provided for the use of man, it would satisfy your appetite and fatten your body."

A wholesome, delicious hot drink of the kind that old doctor referred to is found in Postum Cereal Food Coffee, made from grains by the Postum Cereal Co. (Lim.), of Battle Creek, Mich.; it brews the rich color of Java or Mocha, has a grand fragrance and the pungent taste demanded by all coffee drinkers. No poisonous alkaloids are found here. Man is only safe when he sticks to nature's food furnished by the Creator, prepared in a number of different ways, to be sure. Ruddy health and red blood will follow the discontinuance of unnatural drinks and the substitution therefor of the Cereal food drink. Its use will tell the facts more plainly in the body than words can be made to express. Grocers furnish it and experience teaches that it goes about three times as far as coffee.

There is but one genuine original Postum Cereal Coffee, with a multitude of imitations offered as "just as good."

Kline & Rosenberg.

Every Parent

Who is interested in Boys' Clothing is invited to see the greatest

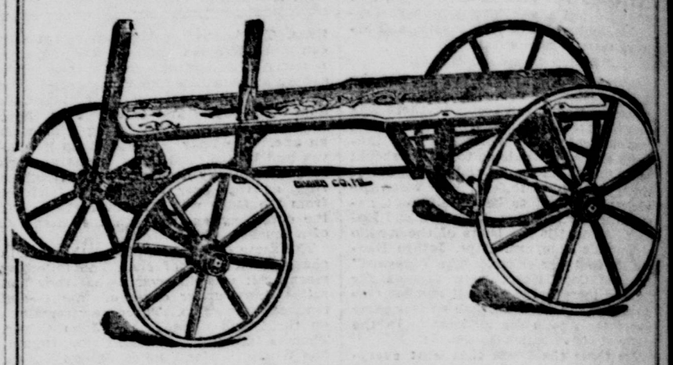
SPRING COLLECTION

Of Boys' and Children's Clothing ever exhibited in Seattle.

Whether You Want

To buy or not, this charming collection is here

FOR YOUR INSPECTION.



Boys, Attention.

To please the boys we will present a Coaster, like the above illustration, with every Boy's Suit from $5 upwards.

KLINE & ROSENBERG,

Your Boy Clothiers,

First Avenue, Foot of Cherry.

LATEST AND BEST.

Cream of Maize.

The best and most nutritious Breakfast Food.

For sale at wholesale and retail by

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

STEAMER WILLAPA

This represents the "Wreck of the Willapa," and what happened to the Willapa is apt to occur to any other boat.

If you buy your Alaska outfit from us, in addition to giving you the very best money can buy, **WE INSURE IT FOR YOU FREE OF CHARGE** and make you safe against loss from wreckage, if shipped on any regular line of steamers, until the end of this season.

Which is the best proposition for you? To take chances and lose all you have, **OR TO BE INSURED AND SUFFER NO LOSS?**

COOPER & LEVY, WHOLESALE AND RETAIL GROCERS,

104 and 106 First Av. South, One Door South of Yesler Way.