IN FROM ALASKA.

STEAMER CITY OF TOPEKA REACHES PORT LAST NIGHT.

She Brings Down a Mixed Cargo of Freight, Including Oil, Fish and Furs—Rainy Weather the Order of Things at Juneau, Causing Snow to Disappear From Foothills and Placing Hindrances in the Way of Miners Yukon-Bound—Capt. Carroll's Story of an Elopement and Marriage.

"Ease up on that bow line."

"All right, sir."

"Haul in that stern line. Make fast the bow line."

"All fast there?"

"All fast, sir."

Thus the Alaska steamer City of Topeka landed in port at 9 o'clock last night after an uneventful voyage from the El Dorado of the North. She had aboard about thirty passengers and about 100 tons of freight, including 400 barrels of oil and forty tons of halibut. There was, besides this, some ore and a quantity of skins and furs. The oil is consigned to the Alaska Oil and Guano Company, of San Francisco, and comes from Killisnoo. The fish is also consigned to San Francisco.

Among the arrivals on the steamer was Capt. James Carroll, one of the most widely known men in Alaska, and also one of the most largely interested. To a Post-Intelligencer reporter Capt. Carroll said:

"There is nothing of a startling nature to tell you of Juneau and Alaska in general. The spring is an unusually early one, not a particle of snow being visible in Juneau or vicinity. The rain has fallen in great quantities, coming without cessation for as much as ten days at a time. The reports from the Yukon are most gratifying, and point a successful season. The properties about Juneau are looking up well, and will also be in active operation within a very short time. In a few weeks, or as soon as the rain ceases its steady downfall, the properties in Silver Bow basin will be started up full blast, and building in Juneau will also begin.

"From all I can hear the miners going into the Yukon from Dyea have had a hard time of it, for the reason that the early spring weather has melted the snow in the canyons leading from Dyea to the Summit, a distance of about nine miles, leaving a number of large boulders to be clamored over and causing other impediments. Farther up they have had trouble in getting over the soft snow. Altogether, probably between 1,200 and 1,300 people have gone into the Yukon so far this year.

"Say, what is this I hear about the Post-Intelligencer publishing a story stating that I am interested in some new motive power—something about harnessing denizens of the deep. I am going up to the office with a gun and clean out the whole place. By the way, I do know a little romance that might interest you. On my last trip to Juneau on the Al-Ki, about a month ago, I got a couple of young people from this city married. It was a runaway affair, and I guess a love match. The girl was a pretty little thing and said her parents lived in Tacoma. I think, though, that she lived in Seattle. One day, as we were nearing Wrangel, she told me her troubles, and I advised her to think over the proposition, and when she arrived in Juneau and desired it, I would buy her a ticket and send her to her people in charge of a ship's officer. She said she would think it over.

"Soon after this I retired to my stateroom for a nap, but was not in there long before some one rapped on the door. 'Come in,' I said. It was the girl again. She said she had made up her mind to get married to her lover, who I afterward found out was a cheap actor. I told her to go into the cabin and wait until I dressed myself, which she did. I went out and ran into the actor the first thing and talked to him pretty plain. I just didn't exactly like his looks, but he was bent on marrying the girl, so when we landed at Wrangel I took them before Judge Jackson and had them hitched up in true legal form, with witnesses and all that sort of thing. They went back aboard ship and continued on to Juneau.

"What are the names of the parties? Well, I can't remember. What's that? McGrath? Yes, that's the fellow's name, but the little one's I forget."

Inquiry about town developed the fact that the parties are James McGrath, who did a burlesque turn on the strong man at a variety theater south of Yesler way, and the girl Leila Shaw, a pretty little brunette whose parents live in Tacoma.

Charles Esplin was a passenger on the steamer, also Mr. and Mrs. F. D. Nowell and daughter. Mr. Nowell is the big mine owner of Berner's bay.

Following is a full list of cabin passengers:

Miss Eva Shearer, Miss Annie Harincut, Mrs. S. L. McConnell, Miss M. Villard, L. Remez, Maggie Montgomery, Flora Montgomery, H. T. Miller, F. E. Maltby, C. D. McGinnis, C. E. Davis, A. Monteith, T. Moore, C. S. Esplin, J. P. O'Gorman, H. McRay, H. V. Burner and wife, Mrs. S. Woodridge, W. H. McHair, N. Knudson, Louis L. Williams, Capt. James Carroll, Miss Fannie Louise Parker, Mrs. James Dufel, T. M. Shinn, E. Valentine, F. D. Nowell and wife, Miss Ethel Nowell, and ten steerage.

Piling for the Flour Mill.

The contract for piling the site of the Centennial flour mills on the tide flats has been let to Tom Jones. He will be unable to start the work for at least two weeks as other contracts are filling in his entire time. The mill people apparently have received good assurances that the railroad franchise will be accepted by one or more companies, or else they feel confidence in the intention of the city to build the tracks should the franchise be refused.

Last Saturday several corner piles were driven in the mill site, and the foundation was found to be excellent. The piles could only be driven from one to two inches at each fall of a 2,000-pound hammer. With a depth of twenty-five feet these piles are capable of withstanding a pressure of ninety-six tons.

This Is the Stuff

That will save your young chicks and make your old hens healthy.

26-oz. Package, 25c.

Free

With Each Package.

The book, "Poultry Pointers," 140 pages, illustrated, or the Official Chart, showing the different breeds of fowls in their exact colorings.

The Seattle Trading Co. GROCERS 311 OCCIDENTAL AVE

A GOOD START.

Subscriptions to the Y. M. C. A. $2,500 Fund Roll In—Full Amount Will Soon be Raised.

The announcement in Sunday's Post-Intelligencer of the $2,500 fund to be started by this paper for the benefit of the Young Men's Christian Association created a stir in the Y. M. C. A. ranks yesterday, and though only a few subscriptions were definitely handed in at this office, a number of prominent business men were discussing the matter, and promised subscriptions to come in during the next few days. Those already received show that the Y. M. C. A. has made its influence felt to such an extent as to enlist the support of the best and strongest business men of the city, and it can be confidently expected that the required fund of $2,500 will surely be raised within the time limit set for the canvass. This will only be possible, however, by every friend of the Y. M. C. A. getting in and rustling, and by every man who desires that the organization shall continue its good work in this city going down into his pocket and paying his share toward the fund for lifting the pressing debt now hanging over the association.

The subscriptions handed in to the Post-Intelligencer up to last evening amount to $206, and are as follows:

Post-Intelligencer	$100 00
W. M. Calhoun	20 00
A. S. Kerry	50 00
B. D. Smalley	25 00
Total subscribed	$206 00

RECEIVER BAKER'S ACTION.

A U. S. Marshal in Charge at the Third Avenue Theater.

The Third Avenue theater muddle assumed another phase along toward midnight last night, when Receiver Charles H. Baker, of the Merchants' National bank, which holds a claim against the equipment of the theater, succeeded in having a writ of replevin issue from the Federal court for the chairs, scenery and fixtures of the house, and placed a deputy United States marshal in charge of the property. The actions of Manager Wm. Russell for accounts due were brought in the superior court, and the retaliation of Mr. Baker, "in the dead waste and middle of the night," is as theatrical an event as ever occurred amid the surroundings that are the lively bone of contention between the contending factions. It is Manager Russell's move next.

Railroad and Industrial Notes.

V. A. Riton, division superintendent of the Great Northern, went East yesterday afternoon.

George McL. Brown, district passenger agent of the Canadian Pacific railroad, is in Montreal.

Superintendent Newman Kline, of the Seattle & International, went over the road yesterday on a tour of inspection.

R. C. Stevens, general Western passenger agent of the Great Northern, returned Sunday from a business trip to Portland.

Capt. James Griffiths, manager of the Nippon Yusen Kaisha, will go to Port Townsend tonight to meet the incoming Matsuyama Maru, due to arrive tomorrow.

The Northern Pacific railway has issued a new map of the mining districts of Washington and British Columbia, showing the Fort Steele belt and the recently opened Colville reservation that is subject to mining operations.

Officials of the Santa Fe railroad say that at a late meeting of directors of the road it was agreed to build immediately from Panhandle, Tex., to Albuquerque, N. M. Surveyors will be put to work by May 1.

W. L. Benham, Western freight manager of the Great Northern, and W. J. Footner, manager of the Great Northern Express Company, went to Spokane yesterday afternoon, intending to stop at Wenatchee en route. Mr. Benham expects to return to the city Friday.

The Northern Pacific has issued a special tariff, effective today, on stone or granite, not polished or lettered, in car load lots, minimum 30,000 pounds, from St. Cloud, Minn., to Portland, Tacoma, Seattle and Olympia, 50 cents per cwt. Same rate to apply on similar shipments of like commodity from intermediate stations.

While no notice has yet been received in this city Northern Pacific officials admit the cut in wages published in Sunday's Post-Intelligencer in a telegram from Ellensburg. Announcements of a similar cut are expected on all divisions of the road, the retrenchment, it is stated, being on the schedule of wages paid on other transcontinental lines.

The new commodity west-bound joint freight tariff entered into between the Canadian Pacific, Northern Pacific, Great Northern, Oregon Railway & Navigation Company, Union Pacific, Burlington & Missouri River in Nebraska, Minneapolis, St. Paul & Sault Ste. Marie, Duluth, South Shore & Atlantic roads in connection with lines of the old western association, were received in Seattle yesterday. The rates on miscellaneous articles are given from Atlantic seaboard points to Pacific coast terminals. Officials of the various roads concur in the rates separately.

Effective yesterday the Great Northern, Northern Pacific, Central Pacific and Union Pacific, connecting lines and lines of the old Western Association, have issued a joint freight that is governed by the Western classification, between St. Paul and common points; Missouri river and common points, St. Louis and common points and Chicago and common points, to specified points in British Columbia and Washington mining districts. The tariff contained individual rates, rules and regulations of each company respectively, subject to change without consent of any named company. The tariff bears the earmarks of the dissolved associations in the endeavor to hold rates.

Notices were received in this city yesterday, stating that a meeting would be held in Portland April 29, of the North Pacific Coast Local Passenger Association. The meeting will be held at the Portland hotel and is for the purpose of winding up the affairs of the association, which goes out of existence April 30 at midnight, at the same time the Western and Transcontinental associations become defunct. The new organization of roads that will become effective as soon as the Chicago meeting has announced the acceptance of the new terms, will bring about a subordinate organization in many Western cities, including Seattle, that will include the representatives of both the Western and Transcontinental systems. The new organization will be much more powerful than that which was made inoperative by the recent supreme court rulings, characterizing them as trusts.

BREVITIES.

The Yesler way cable stranded last night between 8 and 9 o'clock. Repairers were put to work immediately.

M. A. Bingham, of 1421 Sixth avenue, was taken to Providence hospital yesterday afternoon to be operated upon for an abscess.

William Burke, a bartender, who is employed at the Diamond saloon, corner of Washington street and First avenue south, was arrested yesterday for violating the 1 o'clock ordinance.

John Murphy, a marine fireman, died at Port Townsend April 24. His remains were brought to Seattle and are at Bonney & Stewart's undertaking rooms, awaiting instructions from the secretary of the Marine Firemen's Union, of San Francisco. Murphy died of rheumatism.

The Ladies' Aid Society of the First Spiritual church will meet with the president, Mrs. M. E. Spaulding, corner Blanchard and Fourth avenue, this afternoon at 1:30 sharp. Beside the sewing which is to be done the arrangements for the entertainment are to be made, and the ladies are particularly urged to attend, as the time for preparation is short.

There was a heavy white frost along the water front at 1:30 o'clock this morning. Such a frost as made the wiseacres shake their heads and say that it boded no good to the fruit.

Commencing May 1 the Daily and Sunday Post-Intelligencer will be delivered to any part of the city at 75c. per month.

Maj. Parker Goes to Chicago.

Maj. J. N. Parker, who has been in charge of the North Pacific division of the Salvation Army for the past eight months, left yesterday for Chicago, to take charge of the social work. He will be succeeded here by Maj. Bell, from Denver, who will arrive in a few days.

NO EFFICIENCY TEST.

FIRE DEPARTMENT EXAMINATIONS ON A NEW BASIS.

The Civil Service Commission Decides That, as Chief Gardner Kellogg Has No Fixed Record of His Men's Efficiency, No Rating Will Be Allowed on That Score.

The fire department and its management is causing the civil service commission some worry. There is very apparent a clash between Chief Gardner Kellogg and the men under his control. At a meeting of the civil service commission held last night the situation was thoroughly canvassed, the matter being brought before the commission by a protest from T. E. Nunan, lieutenant of engine company No. 3, against the ratings as to his efficiency filed by Chief Kellogg. The commission was in a predicament. In the examinations held in the fire department it had been decided that a man's efficiency during past service in the department was to be considered equally with the results of his intellectual test. The rating of this efficiency was left to the chief of the department. This method, judging by the protests that have been entered, was far from satisfactory to the members of the fire department. In the case of T. E. Nunan, the percentage obtained in the intellectual test was high enough to pass him, but on the efficiency rating he fell below the required standard. Nunan claimed that it was unjust to allow his failure on examination simply on the say-so of the chief, and he cited instances where, in the efficiency examination, Chief Kellogg was asked what effect promotion would have on the applicant, and the answer was: "It would swell his head a little."

No disposition was felt by the civil service commissioners to disregard the personal opinion of Chief Kellogg, but it was felt that for purposes of examination the efficiency of individual members should be rated according to some fixed record kept in the department. It was finally decided that in the absence of such record the commission would base its markings on the intellectual test alone.

Another case which came up was that of William Cubitt, suspended for tending bar and fighting during special leave of absence. In the charge originally preferred against him it was stated that on being granted special leave of absence for thirty days Cubitt had taken a position as bartender in the Mug saloon, and on April 9 had become involved in a quarrel which resulted in his arrest. The commission found by an examination of the police record that Cubitt had been discharged in the police court without punishment. After filing the first charge against Cubitt, the chief filed supplemental charges that Cubitt had left the city while on duty without leave, to attend a cock fight. The commissioners decided that Chief Kellogg would have to prepare new charges, as those filed were not in such shape as could be acted upon. He will also be asked to furnish a copy of the rules under which he asks for Cubitt's suspension or removal.

Chief Kellogg wrote a letter to the commission relative to the application of William Gilliam for reinstatement in the fire department. He recommended Gilliam in view of his past efficiency, stating that when he attended to business he was a valuable man. The chief's letter was filed, together with Gilliam's application.

J. B. Brooks, for some time past bailiff of the municipal court, a man 69 years of age, applied for the right to stand civil service examination for a position on the regular police force. The commission instructed the secretary to inform Brooks that under a charter provision his age rendered his appointment impossible. Brooks has always understood that the position of bailiff did not come under civil service regulations.

W. C. Guyer, a cartman injured April 2 by the overturning of his cart, will receive no pension from the city, as his injury was regarded as due to carelessness.

The commission adjourned until 4:30 this afternoon.

Civil Service Examinations.

W. J. Colkett, W. J. McClellan and H. D. Temple, as a board of civil service examiners, began examinations for the classified service in the Federal court room yesterday morning. The applicants for places on the list included one assistant examiner of the patent office, three junior civil engineers, two farmers, Indian service; three matrons, Indian service; four teachers, Indian service; two industrial teachers, Indian service; one examining surgeon, pension service; one assistant topographer.

Of the seventeen who presented themselves Seattle sent five, Tacoma two, Mount Vernon two and one each from Whatcom, Auburn, Neah Bay, La Conner, Renton, Harts, Fernhill and Pearson. The examinations were for time as follows: Assistant examiner patent office, eight hours; junior civil engineers, two days of eight hours each; farmers, five hours; matrons, five hours; teachers, two days of six hours each; industrial teacher, five hours; examining surgeon, seven hours; assistant topographer, two days of eight hours each. The examinations for junior engineer, industrial teacher and assistant topographer will be continued today, commencing at 9 o'clock.

Reduced to 75c. per month. The Daily and Sunday "P.-I."

AMUSEMENTS.

"For Fair Virginia."

A dramatic offering of unusual value and interest will appeal to playgoers next Friday and Saturday, April 30 and May 1, at the Seattle theater, when Mr. and Mrs. Russ Whytal will be seen in the romantic drama "For Fair Virginia." It is a domestic story abounding in heart-interest and having a stirring background of the civil war. The two love stories which are distinctly interwoven are alternately retarded and carried forward by exciting episodes. The battle's roar is heard but not seen, and the suggestion proves amply sufficient. There is an abundance of novel and spontaneous comedy, in fact the lighter characters are so effective that it is in one of them that Mrs. Whytal appears. The more serious work is in the efficient hands of an excellent company, headed by such well known players as Mabel Bert, Frank Doane, George F. Farren, and that exceptionally clever and attractive child-actress, Lottie Briscoe. A complete and handsome scenic outfit is carried, and the play is presented under the direction of Mr. Julian Magnus.

To the Yukon.

The schooner Fred E. Sandler, 390 tons, has been chartered by the North American Trading and Transportation Company to carry merchandise to the Yukon river.

Spring is full of terrors to all whose constitution is not able to resist the sudden changes of temperature and other insalubrities of the season. To put the system in condition to overcome these evils, nothing is so effective as Ayer's Sarsaparilla. Take it now.

Bargains in Sporting Goods.

The stock of sporting goods of the Dingley-Hardwick Co. was bought at sheriff's sale by the First National bank, and will be offered the public in lots to suit purchaser. Sale will begin Thursday, April 29, and continue until stock is disposed of. This is a rare opportunity to buy goods of this class at sacrifice prices. 804 First avenue.

Change in Management.

I. Rosenthal yesterday assumed the management of the Royal restaurant, and is now in charge of this well known establishment. He proposes to entirely refit and renovate the place, and to make it the most popular place in the city.

NEW FURNITURE.

We have placed on our floors three car loads of New Furniture, including a mixed car of upholstered goods, Sideboards, Buffets, Ladies' Desks and Combination Cases. We will be pleased to have you call and inspect our stock. Prices always the lowest.

FREDERICK, NELSON & MUNRO. Rialto Block.

Dealers in Furniture, Carpets, Stoves and all kinds of Household Goods.

UNDER IRON CAPPING.

DAVID KELLOGG MAKES A STRIKE ON THE SKAGIT.

A Vein of Quartz Five Feet Eight Inches Across of Value—The Transportation Problem an Easy One—An Important Discovery for Seattle—A Prediction That the District Will Be One of the Most Prosperous in the Northwest—Other Mining News.

Some of the prettiest ore ever discovered this side of the Cascades has just been found under the iron capping on the Skagit river. It will be remembered that a few years ago there was great excitement over the Skagit iron mines. The iron mines did not materialize, but the gold and silver underneath has been found.

David Kellogg returned Sunday night with 150 pounds of ore from the claims owned by the Iron Falls Gold and Copper Mining Company, of which company he is president and manager and Eben Smith vice president. The company's properties are located a mile from the Skagit river, six miles above Hamilton, the terminus of the railroad.

Mr. Kellogg was enthusiastically joyful over the prospect of a fortune now within his grasp after months of hard labor. He said yesterday:

"After a good deal of work I penetrated the iron capping and found beneath a vein of quartz five feet eight inches across from wall to wall, standing vertically and running into a steep mountain side, gaining in lift about 150 feet underground to 100 feet of tunnel. The ledge has been traced over a mile, until it ran under the snow.

"There is a waterfall 150 feet high so close that the spray wets us as we work on the ledge. This waterfall would furnish power enough to run all the mills in Seattle.

"The side wall is talc, four inches, assaying $4 in silver; the other side is two streaks of iron rust. The ore readily falls away from the walls, making it easy to mine. We are now pushing in a tunnel six feet high and reaching from wall to wall, as it is easier to mine that way than to make a narrower tunnel. The ore the vein so far carries equally in white iron all the way across. The assay on the first blast runs $3.48 in gold, $1.12 in silver. The ore is a blue quartz, heavily mineralized with white iron.

"It is as promising a vein as can be found in the Cascade mountains, establishing the fact that the district running along the Skagit river is going to be one of the most prosperous mining sections on the west side of the Cascades. A great many camps are starting up, and I believe that before fall twenty camps will be in operation in that immediate vicinity.

"Our mines are 600 feet above the Skagit river. The transportation problem, which confronts all miners, is so favorable that we think there is nothing in the state that equals it. We are building a sluice-way, lined with iron, from the mine to the river, at very small cost. We can then turn in our water, and after that every piece of rock that is dumped into the sluice-way speedily finds its way to the bunkers on the banks of the river. From the bunkers steamboats or scows can take it to the smelter at nominal cost. It is entirely safe to say that $1 will cover all expenses from the mine to the smelter after the sluice is constructed.

"Another thing, there is not a day in the year that work need be suspended on account of bad weather. More perfect conditions for economical mining could not well be imagined.

"As we open up the property we find that the rock yields readily to the drill, and two miners can average two feet a day on the tunnel. The discovery of this quartz ledge under the iron capping establishes the fact that all these iron ledges, over which there was so great an excitement six or eight years ago, are simply iron coverings to quartz ledges. No more important discovery has been made in this state, and no district in the state will prove of greater importance to the trade of Seattle. Prospectors are now scouring the country, going up in the snow up to their waists, and the results of their work and discoveries will mean much."

Kootenay Ore Production.

The Nelson Miner furnishes the following returns of ore production in Kootenay this year, up to April 17:

Ore exported—	Tons.
From Slocan via Kaslo	9,128¾
From Slocan via Nakusp	2,642½
From Rossland via Northport	6,088½
From Rossland via Nelson	52
Total	17,911¾

Total value—	
Through Nelson custom house	$1,039,082 28
Through Revelstoke (Nakusp)	292,110 65
Total	$1,331,192 93

Average value per ton, $74.3136.

Produce of smelters (shipped)—	Tons.
Nelson (Hall mines) matte	561½
Trail smelter matte	2,279¾
Total	2,840¾

Total value	$1,227,869 67
Total value of ore and matte exported	2,559,062 60

Wild Catting.

Silverton Miner.

We do not know that there is anything which is entitled to the name of "wild cat" that is now being exploited from the Stillaguamish district. Doubtless there are plenty of them ready to be turned loose upon the unsuspecting public when the time is ripe, and the same treatment should be awarded to the wild cat stocks and their promoters as is given the beast which furnishes the name. Extermination is the treatment for them all. They injure the district, destroy the chance of legitimate propositions for disposing of their development stock, and rob innocent investors of the savings of their toil. A wildcat in mining phraseology is a proposition in which the promoters have no faith, and are only advancing it in order to dispose of their individual interests without any expectation that it will be at any time in its history a shipping mine, much less a producer of wealth.

Not so long ago, in a town not far from here, a prominent and wealthy man engaged in the manipulation of a mining company, claiming to have an extension of the Le Roi. Samples of fine ore were shown and reported as being from the property of the company. Stock went steadily up until it was quoted and sold at 20 cents. Then the true state of affairs was discovered and stock became a drug on the market at a cent per share. The people who got caught in that robbery cannot be persuaded to aid any proposition, however favorable or fair.

A Mining Fakir.

The Silverton Miner is informed that somebody is showing around Seattle pieces of free milling ore of very high value, in fact the ore is one glittering mass of free gold, and probably came from the Independence mine of Cripple creek, or some such free milling country. It is claimed that the ore is from the Silverton district, and upon the strength of it stock is being sold in a company organized in Seattle. All prospectors and mining men regard this man as a pure fraud. Some of them have told him that he was laying himself liable to arrest by his representations, and that they knew the ore did not come from the Stillaguamish district. There is no free milling ore of the kind described in the Silverton country. The ores are either copper or iron in character, and the little free milling ore is only due to the rusting of the iron and never visible to the naked eye.

We suggest, says the Miner, that before buying stock in any company claiming to have a free milling gold property the purchaser should go to the mine and see the ore taken out himself. About Mount Rainier, in Pierce county, and on the other side of the Cascades free gold is common, but in this and adjacent districts the ore all requires smelting or bleaching.

Jumping of Claims.

The prospector who sleeps on his rights and neglects to do more than half assessment work on his claims this year, will wake up with a sad heart and find that his claim is occupied and being worked by one who knows a good thing when he sees it, says the Silverton Miner. While wholesale jumping of claims is to be deprecated, yet a little of that kind of business would be beneficial in any camp, and it will come if good, honest assessment work is not done in 1897.

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YOU CAN'T BUY Them anywhere else but at our Stores.

COLIMA Spices, Extracts, Baking Powder

We put them up ourselves fresh every week. That's why every one likes them so much better than what they get anywhere else. Try them next time.

Great American Importing Tea Co.'s Stores,

803 Second ave., One door from Columbia. | 309 Pike street, Between Third and Fourth.

Step into either store and let us show you the handsome presents we give away.

ROYAL BAKING POWDER

Absolutely Pure.

Celebrated for its great leavening strength and healthfulness. Assures the food against alum and all forms of adulteration common to the cheap brands. Royal Baking Powder Co., New York.

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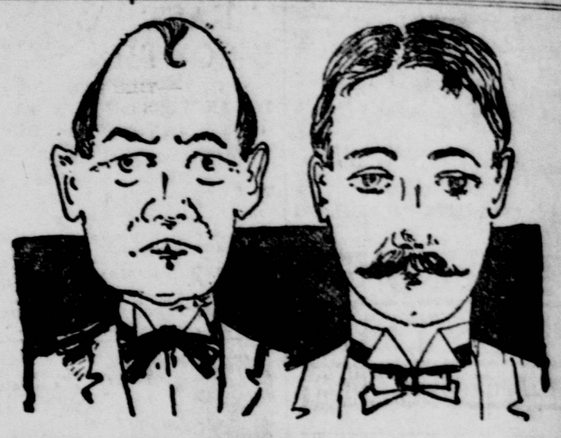

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Are not totally blinded by prejudice in favor of the tailor, we will convince you by one look and a try-on that our statements are absolutely truthful regarding our

MEN'S SUITS, ETC.

If you expect to pay your tailor $30 or $40 for

Your Spring Suit,

Come here and let us show you how easy you can save just one-half the purchase price.

Our Suits Are Equal in Every Respect to the Product of the Best Merchant Tailors.

KLINE & ROSENBERG,

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WA CHONG CO., Importers Tea, Rice and All Kinds Chinese Merchandise.

Exporters Flour and American Products.

Rice mill capacity 7 tons daily; large line all kinds of rice always on hand. Broken rice for breweries; rice bran for animal food. Fifty tons fireworks all kind just received.

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Most complete line of Japanese goods at reasonable prices.

THEY ARE MOVING.

Our Cotton Goods took a great start yesterday. We continue to push them at

Special Prices Today.

WASH GOODS.

20 Pieces Apron Checked Gingham, worth 5c, price today	2c a Yard
20 Pieces 27-inch Dimity (figured), worth 8 1-3c, price today	3c a Yard
50 Pieces New Percales, 32 inches wide, worth 12½c, price today	8c a Yard
75 Pieces New Percales, 36 inches wide, worth 15c, price today	7c a Yard
20 Pieces Fine Dimities, 28 inches wide, worth 12½c, price today	6c a Yard
10 Pieces New Opaline Moire, 28 inches wide, worth 12½c, price today	5c a Yard
10 Pieces Wool Challie, Satin striped, dark colors, worth 25c, price today	12½c a Yard
Fruit of the Loom and Lonsdale Best 36-inch Muslin, today	6¼c a Yard

LADIES' SHIRT WAISTS.

These Astounding Bargains for Today.

A Fine Percale Waist, in 18 varieties, with collars, worth $1.25 and $1.50, today	69c each
A Dimity Waist in 12 colorings, with detachable collars and cuffs, on sale today at	39c each

We have just opened fifty dozen New Leather Belts and can give you the style and price you want.

CITY OF PARIS

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