

ALLIANCE OF ROADS.

HOW WILL IT AFFECT GROWTH OF SOUND CITIES?

No Actual Joint Operation of Great Northern and Northern Pacific to Be Expected—Joint Representation Through Commercial Agencies Looked For—Seattle's Trade With the Orient Will Be Developed—Lower Rates on Coal From Roslyn to Points in Washington, Oregon, Montana and Idaho—Railroad and Industrial News.

How will the approaching alliance of the Northern Pacific and the Great Northern affect the state of Washington and the Puget sound country?

This is a question over which many observing business men and railroaders have been worrying ever since the resignation of President Winter, of the Northern Pacific, settled beyond question that President James J. Hill, of the Great Northern, has acquired such an interest in the Northern Pacific as will make him the dominant power in its affairs.

In none of the Eastern papers, which have printed columns about the alliance of bondholders and sympathetic management which is to follow, has there been a suggestion as to the effect the arrangement will have on the far West, and particularly upon the cities of Seattle and Tacoma and the entire sound country. It should be willingly conceded that the future of the state, and especially of the sound cities, is closely allied with the management and operation of both lines. The consensus of opinion among well-informed railroad men is that there will be no immediate change in the physical management at the terminal of the two roads on Puget sound. Tacoma people who imagine that the Great Northern trains will soon be running through the Stampede tunnel, and that the Nippon Yusen Kaisha steamers will take their Oriental cargoes to be dumped on the wharves of the City of Destiny, will be greatly disappointed. Said a well-known railroad man yesterday: "Conceding that Mr. Hill is today the dominant power in the Northern Pacific, nothing approaching a joint operation of the two roads, such as some people imagine, is to be expected. No, the Great Northern will continue to build up Seattle and its Oriental traffic, and the Northern Pacific will not abandon its expensive terminal improvements at Tacoma to move over to Seattle."

To Tacoma, both towns are too important to risk offending either by slighting it. Seattle has everything to gain and nothing to lose by the amalgamation of interest between the security holders of the two roads. At the same time, the Northern Pacific has spent too much money in Tacoma to justify a radical change in its methods of handling the through business that comes to that city.

The average railroad man meets believes that the effect of President Hill's interest in the Northern Pacific will be seen soon after June 1st, when the first year under the voting trust expires. It is believed that one commercial agency will be organized where two exist now, and that the operating expenses of the Northern Pacific will be placed on an equality with the Great Northern. Freight, east and west bound, will be so routed as will be the best advantage to both properties, while an absence of severe competition at terminal points is to be expected. Wherever possible, joint offices will be established, and by some authorities it is believed that union depots will be established at important points.

Among railroad men in the west great weight is given to the positive assertion made by President Winter that influences, other than those which controlled when he assumed the head of the Northern Pacific, now dominate that company. Mr. Winter's character, conservatism and reticence, to the mind of many railroad men, make his utterances, even in the face of the denials from President Hill that he has purchased an interest in the Northern Pacific, entitled to credence.

DEAD HORSE MARKET.

The Scheme to Supply Foreigners With Horse Meat Falters.

The Northern Pacific scheme for disposing of surplus horses in the West by shipping them to Europe for canning purposes has not panned out well, and the "perpendicular" nature of the market of a problem to railroads and pest to the ranchmen as ever. According to the plan proposed by General Freight Agent Moore, the bronchos would be sold for prices ranging from 10 cents a piece, but the freight rates proved too high. Besides, broncho flesh has proved to be too tough in fibre for the epicurean continental. Another difficulty is the broncho's turbulent disposition which makes it dangerous and expensive to load him on cars. So cheap have these animals become that in Washington, Idaho and Northern Oregon the ranchmen in many cases no longer take the trouble to brand them and they dash about like wild beasts wherever they choose to go. A New York dealer has decided to sell 15,000 of the best native horses on the continent this season, but he fears that he will lose money on them. He has just returned to New York from a tour abroad, and states that the demand for such animals is not so great as he had expected. For a period of six days official records show the lake and rail lines to have secured over twice as many cars as the all-rail lines an excessively large proportion. Realizing this, all-rail lines attributed the disparity to irregular rates. Thus have the troubles of lake and rail lines and those of all-rail lines become complicated. In the case of many an important scale a little more pressure would produce a cleft.

LOWER RATES ON COAL.

The Northern Pacific railway, in connection with the O. R. & N., Central Washington and Washington & Columbia River railway, has issued a new tariff on coal in car loads, by which a reduction of from 25 to 40 cents per ton is made from Roslyn and Cle Elum to points on the O. R. & N. in Washington and Oregon, and to points on the Northern Pacific and Central Washington in Washington, Montana and Idaho.

SOME NEW X. P. ENGINES.

The new ton-wheel locomotive, built at Schenectady for the Northern Pacific, and to be used in the mountains, have reached St. Paul. They will be used as commoners.

WE WISH TO REMIND YOU THAT WE ARE SELLING LUXURY PACKAGE COFFEE.

At 13c per lb. The Best and Cheapest Package Coffee on the Market.

The Seattle Trading & Grocers 111 Occidental Ave.

RUGS AT NEW PRICES.

We add to our immense Carpet stock this week 250 new Rugs, which we will offer at the following special prices: Smyrna Rugs, single door size, at 65c each. Smyrna Rugs, 20x54 inches, at \$1.20 each. Smyrna Rugs, 30x56 inches, at \$1.45 each. Smyrna Rugs, 30x72 inches, at \$2.30 each.

\$2.00—GOAT FUR RUGS, 30x60 inches, lined.

FREDERICK, NELSON & MUNRO. Rialto Block.

STEAMSHIP WAR?

The Much Discussed Cleveland Due to Arrive at Seattle Today or Tomorrow.

The much talked of iron steamer Cleveland, of the Kruse & Madison line, is due to arrive from San Francisco tonight or tomorrow. Her coming is awaited with much curiosity on the water front, which is interested to know the many things, good, bad and indifferent, which have been said concerning the vessel.

BOYCOTT PRIVATE CARS.

The Southern Pacific is the first large railroad system to boycott the private freight car. It declares in circulars that after June 1 it will discontinue the handling of all private freight cars "having sufficient equipment to enable us to carry all freight with dispatch and safety." The circular says, "except in some cases, live poultry, live stock, perishables, bulk fluids or freight of extraordinary weight or character we will on and after June 1, 1897, decline to handle equipment of individual or private car ownership unless necessary for loads of the nature indicated. This circular is signed by C. W. Smith, general manager of the Southern Pacific Western division; A. G. Wells, general superintendent of the same road; W. G. Nevis, general manager of the Southern California railway; and J. A. Fillmore, manager of the Southern Pacific Pacific system. This is a body blow to the private car, and the Southern Pacific is being patted on the shoulder for its spunk by other large railroads all over the country.

RAILROAD AND INDUSTRIAL NOTES.

R. C. Stevens, general Western passenger agent of the Great Northern, visited Tacoma yesterday.

C. J. Eddy, general agent of the Chicago, Milwaukee & St. Paul at Portland, was in the city yesterday.

A. C. Eckenberger, of Portland, traveling freight agent of the Michigan Central, was a visitor in Seattle yesterday.

General Passenger Agent Allen of the Seattle & International yesterday issued a circular announcing a special rate of one and one-fifth fare for the meeting in this city of the State Pioneer Association May 13.

The new Western Associations are less successful than expected. Many lines want the new freight bureau adjusted and made more effective, while several lines insist in remaining out of the Western Passenger Association. The transcontinental lines have not made up their minds as to what to do.

A party of railroad men from San Francisco were looking around the city yesterday. The visitors included W. J. Howell, general agent of the Denver & Rio Grande; W. H. Spindler, general agent of the Rio Grande Western; and L. M. Fisher, general Pacific coast freight and passenger agent of the Missouri Pacific.

The following roads have joined in extending the territory to which car load rates on lumber and shingles apply, to Oregon, Oswego, Iowa Falls, Alden and Eldorado, Lincoln, Ia., Northern Pacific, Seattle & International, Everett & Monte Cristo, Minneapolis & St. Louis, Iowa Central, Minneapolis & Dakota, and Seattle & Northern.

The annual report of the Southern Pacific for 1896, just issued, shows a record for the year to have been. Gross, \$4,686,666; decrease \$1,790,557; operating expenses, \$3,228,333; decrease \$1,200,000; earnings, \$1,458,333; decrease \$588,557; surplus after charges, \$1,785,557; decrease \$328,666. The sum of \$59,819 was expended for betterments of proprietary lines, of which \$99,611 was charged to capital account.

The Northern Pacific, Seattle & International, Seattle & Northern and Everett & Monte Cristo in connection with eastern connections to Iowa territory, have issued a special joint tariff on lumber, shingles and other products from Portland, Tacoma, Seattle and Pacific coast northwestern terminals having the same tariff rates to specified points in Iowa. Straight car loads 50 and 50 cents. Rates not to be exceeded between intermediate stations.

The Great Northern, Seattle & Montana, Fairhaven & Southern, New Westminster Southern, Puget Sound Steamship, Company and Oregon Railway & Navigation Company, in connection with the Georgia Railway Company, Louisville & Nashville, Chicago, Burlington & Quincy and Chicago, Burlington & Northern, have issued a joint freight tariff on lumber, shingles and other products from factory products from Athens, Augusta, Covington, Macon, Mayfield, Moxey and Sparta, Georgia, to north Pacific coast terminals, except Victoria and Vancouver. Less than car load lots, \$1; car loads, 50 cents per car; Victoria and Vancouver, \$1.00 and 50 cents per cwt.

Relations between all-rail and lake-and-rail lines are strained more than usual at this time of the year. Navigation competition has crowded the rail carriers uncomfortably in many corners, and serious breaks in rates are imminent. For a period of six days official records show the lake and rail lines to have secured over twice as many cars as the all-rail lines an excessively large proportion. Realizing this, all-rail lines attributed the disparity to irregular rates. Thus have the troubles of lake and rail lines and those of all-rail lines become complicated. In the case of many an important scale a little more pressure would produce a cleft.

HIS SEATTLE DEPUTY.

State Dairy Commissioner McDonald Selects A. J. McIntosh.

State Dairy Commissioner McDonald has appointed as his deputy in Seattle A. J. McIntosh, the well-known veterinary surgeon. McIntosh, who was in the city yesterday, said that he has been in consultation with the local board of health, and largely upon their recommendation has selected Mr. McIntosh.

The commissioner said that he had found dairy matters in King county good and healthy. This being the dry season, with the cows in the pastures, they would naturally be in better condition than during the wet winter months.

The dairy regulations in the city were pronounced to be excellent, the care and vigilance exercised in inspection and regulation being superior to that of any other city in the state. The good results from this are noticeable in the general good health of the city, especially among children, where sickness first shows itself when impure milk is being offered for sale.

Ayer's Pills are recommended by leading physicians and druggists, as the most prompt and efficient remedy for biliousness, nausea, costiveness, indigestion, sluggishness of the liver, jaundice and fevers, neuralgia and rheumatism.

In Honor of a Hero. Mrs. Robert J. Stevens, of this city, yesterday received the following copy of the general order that named the new fortifications at San Francisco for her father, the late Col. Baker.

"War Department, Washington, April 29, 1897. By direction of the president the fortification at Loma Point on the north side of the entrance to the Golden Gate, San Francisco harbor, California, will henceforth be known and designated as 'Fort Baker' in honor of the late Col. Edward Dickinson Baker, United States volunteer."

R. A. ALGER, Secretary of War.

The Great Northern is the banner line to all points East. Have you seen their library observation car on all overland trains?

Wagner's Band, Madison Park, Sunday.

PIERSON HAS A KICK.

THE EX-REPRESENTATIVE DELIVERS A ROAST ON GOV. ROGERS.

The Executive Assumption of Autocratic Power Does Not Meet With Approval of Populists—Regular Party Organization Turned Down for the Benefit of Disturbers and Raw Recruits—A Defense of the Course Pursued by the Deposed Browne, Cheetham and Young.

"Wait till we get at him two years from now! We'll hit his hands, so that there will be no one to pick them up. I have never yet said anything against Gov. Rogers. I always voted steadily for things he wanted, and sometimes against my best judgment, but I think it's time to speak now."

It was V. R. Pierson, representative from the Thirty-eighth district in the late legislature, who thus delivered himself. As Mr. Pierson said he was never found among Gov. Rogers' most loyal supporters in the house—even when it came to creating a railroad commission at the dictation of the Turners, from Spokane—who essayed for a short time to manage the proceedings in the house to the exclusion of every one else. Mr. Pierson was not a warm advocate of the commission idea, the critical test which drove so many Populists from the governor, but he did not oppose it.

It was V. R. Pierson, representative from the Thirty-eighth district in the late legislature, who thus delivered himself. As Mr. Pierson said he was never found among Gov. Rogers' most loyal supporters in the house—even when it came to creating a railroad commission at the dictation of the Turners, from Spokane—who essayed for a short time to manage the proceedings in the house to the exclusion of every one else. Mr. Pierson was not a warm advocate of the commission idea, the critical test which drove so many Populists from the governor, but he did not oppose it.

The governor has not appreciated the pains the legislature took to avoid this one man power. This is the very thing that the Populists opposed. We could easily have appointed the members of the board, but we wanted to fix it so that all sides of the question would be represented. This is why the legislature created the board of control, to consist of five state officers without extra salary. We aimed to have the people represented in the administration of the state institutions. Now Gov. Rogers has rudely bounced the men he named on the board, simply because they did not follow all his orders as to the distribution of the places. This is the very thing the legislature tried to guard against—the assumption of autocratic power by the executive. But the next legislature will remedy matters, I promise you. We will tie his excellency's hands for a while."

Mr. Pierson declares that the governor has deliberately turned down the regular Populist organization in King county in order to gratify his personal wishes and the desires of his friends to fix themselves in office. "The governor has not recognized the regular organization here, but has bestowed his favors on men who have kicked and bolted when the party was not run to suit them. S. M. Allen, for instance. He belongs to a faction that we have always had to turn down—they constitute the disturbing element here. Andrews the same. Clark Davis? Oh, well, he may be all right; but we Populists never regarded him as one of us. He was recruited in the King county campaign, and Mr. Pierson laughed in a good-humored way.

Mr. Pierson repeated that Gov. Rogers' appointments in King county were given to men who had been disturbers and kickers in the party; that in one case, a personal place one of the men now holding a state office on the list of speakers aroused so much clamor among the Populists that the campaign that he had to be pulled off.

THE ROYAL.

Will Serve Strawberries and Cream or Sliced Bananas and Ice Cream With Our 25 cent Lunch.

From 11 a. m. to 2 p. m., and Dinner from 4 to 8 p. m.

For 25 cents. Try Our Ice Cream Only 10c Per Plate. Sandwich and Beer 15c.

For Short Orders We Serve the Best at Popular Prices.

TRY THE ROYAL, Under New Management. IKE ROSENTHAL, Manager.

Our French Dinners From 5 to 8 p. m. 50 cents. Are the Best in the City.

AMUSEMENTS.

Comic Opera Sunday. The Columbia Comic Opera Company, under the personal direction of Mr. Charles L. Young, will open an engagement at the Third Avenue theater on Sunday afternoon in "Said Pasha." The beautiful comic opera "The Pretty Persian" will be the bill for Sunday night.

The company's engagement is for one day only. "The Pretty Persian" is said to be one of the best of the comic operas written during the last twenty years. The management has spared no expense in securing beautiful stage settings and costumes for the production, and it is said that a revelation is in store for those who are fortunate enough to attend. The new regular house prices will prevail. Seats will be on sale at 9 o'clock Saturday morning.

Primrose and West's Minstrels. A test of excellence in minstrel companies is in their ability to survive a season on the road, closing with as good a performance at the close as in the start. Judged by this, the Primrose and West Company is well entitled to the name it boasts of being the greatest minstrel show in existence. This organization has traveled all over the United States, always playing return engagements to larger houses that greeted its first performance. The show is thoroughly up to date, and is a purely minstrel organization, without the addition of other classes of entertainment. Primrose and West's minstrels are billed to appear at the Seattle theater next Thursday night, May 20.

"The Brand of Cain." When Arnold Wolford wrote "The Brand of Cain" he contributed to the literature of the stage a play that is destined to live long after the majority of the melodramas of today have been buried in obscurity. It possesses all the characteristics that go to make up a successful play, and in the hands of the competent company that has interpreted it at the Third Avenue theater this week, surrounded by the new scenery that has been provided, it could not possibly fail to be a success. "The Brand of Cain" will hold the boards for the remainder of the week, including the regular Saturday matinee at 2:15 o'clock.

Died in Japan. George A. Matsumoto, well-known to the business men and citizens of Seattle as the general manager of M. Furuya & Company, died in Japan the latter part of April. The news of his death was received here Wednesday. Mr. Matsumoto was an energetic and progressive young business man, and had made his house a success in this city.

The Royal—White and Pure as the Driven Snow.

ROYAL BAKING POWDER Absolutely Pure.

Ayer's Cherry Pectoral advertisement. Text: Ayer's Cherry Pectoral. Costs more than other medicines. Most of the cheap cough medicines merely palliate; they afford local and temporary relief. Ayer's Cherry Pectoral does not patch up or palliate. It cures. Asthma, Bronchitis, Croup, Whooping Cough, and every other cough, will, when other remedies fail, yield to Ayer's Cherry Pectoral. It has a record of 50 years of cures. Send for the "Curebook" free. J. C. Ayer Co., Lowell, Mass.

THE ROYAL advertisement. Text: THE ROYAL Will Serve Strawberries and Cream or Sliced Bananas and Ice Cream With Our 25 cent Lunch. From 11 a. m. to 2 p. m., and Dinner from 4 to 8 p. m. For 25 cents. Try Our Ice Cream Only 10c Per Plate. Sandwich and Beer 15c. For Short Orders We Serve the Best at Popular Prices.

KLING & ROSENBERG advertisement. Text: KLING & ROSENBERG, First Avenue, Foot of Cherry. Are as good if not better than those other houses boast as bargains at \$3 more a suit. The suits are cut in the latest styles, nobby Scotch Plaids, and are the best garments ever offered at the price. Everything you buy here must be right or you can have your money back.

CITY OF PARIS advertisement. Text: CITY OF PARIS, 711 SECOND AVENUE. A MOST INTERESTING PLACE FOR LADIES ON FRIDAY. Our Special Sale Day. We will spare no effort to make today brisk with Dry Goods bargains. What we quote for today's sale will be sold today only at the prices advertised.

Ladies' Leather Belts advertisement. Text: Ladies' Leather Belts. A Fine Patent Leather Belt, in tan, brown and black, large harness buckle, worth 50c, Friday 15c. A Nicely Finished Leather Belt, with large harness buckle, in black and tan, worth 50c, Friday only, 15c each. A Full Stock Seal Leather Belt, large buckle, in black, brown, tan, worth 50c, Friday 15c.

Ladies' Shirts advertisement. Text: Ladies' Shirts. All-Silk Figured Foulard Waists, in dark colors, sizes 32 to 40, Friday only, \$2.50, they are worth \$4. A lot of Fine Percale Waists with attached and detachable collars, in all sizes, new designs, worth \$1, Friday only, 40c.

Table Linens advertisement. Text: Table Linens. Two numbers at very low prices for today only. An Oil-Covered Turkey Red Table Linen, 56 inches wide, worth 50c, Friday only, 20c a yard. A Bleached Linen, smooth-thread, 64 inches wide, worth 50c, Friday only, 30c a yard.

MAURICE L. GRUNBAUM advertisement. Text: MAURICE L. GRUNBAUM. TEL. BLACK 1023. 711 SECOND AVENUE.