

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

# THE SEATTLE POST-INTELLIGENCER.

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SEATTLE, WASHINGTON, WEDNESDAY DECEMBER 29, 1897. - PAGES 9 TO 12.

## TO ALASKA

Quickly, Safely, Comfortably.

THE YUKON COMPANY, with the finest fleet of steamships on the Pacific coast, and its own river steamers on the Yukon, is prepared to deliver passengers and freight through from Seattle to Dawson City, in the heart of the Klondike region, in less than twenty days. Vessels, meals and accommodations equal to the best. Weekly sailings from Seattle after May 1. No danger, no delays, no transfers.

## THE YUKON COMPANY,

OF SEATTLE, WASHINGTON.

OFFICE—228 Burke Building.  
Philadelphia, Pittsburg, New York, Chicago.  
REFERENCES—Any bank in Seattle. German National Bank, Pittsburg. Quaker City National Bank, Philadelphia. Roach's Shipyard, Chester, Pa. Moran Bros. Ship Builders, Seattle, Wash.



"I want to thank you, old man, for putting me on to Piper Heidsieck Plug Tobacco. It's the only thing I know of that is really cheap and good at the same time."

## PIPER HEIDSIECK PLUG TOBACCO

is no longer limited to the rich. Since the 40 per cent. increase in the price of tobacco, Piper Heidsieck Plug is really the cheapest tobacco on the market. Ask your tobacconist for the price and get the biggest plug of finely flavored tobacco you ever got for 5 cents.



GRACE. Did I tell you about Martin's wife? You know she has periodical attacks of something very like colic. I tried to have her take Ripans Tabules, but she never would. She writes me that owing to my recommendation she took up the Tabules after she went home, and has had no trouble since, though a great deal more time has passed than has been usual between the attacks.

ALICE. Does she still live in Troy?

GRACE. Oh, yes.

## SAPOLIO

Don't miss seeing our new goods for Christmas. A present with each sale.  
M. FURUYA & CO.  
303 Yesler way and 802 Second Av.

### PENSION AND CLAIM CASES.

LIST OF AWARDS MADE TO MAIL CARRIERS FOR OVERTIME.

Present Status of Pension Cases of Washington People Which Are Pending and Unadjudicated Before the Department—Postal Changes.

Special Dispatch to the Post-Intelligencer. WASHINGTON, Dec. 28.—A letter from Secretary Gage regarding the sealing of cars of ore and merchandise at Northport, concerning which a ruling was recently made, says:

"The sealing of cars by consular officers has been done at the request of the owner of the merchandise or the agent, to obviate delay at the frontier of the United States. It is desired to make entry for consumption, or for transportation in bond, of the contents of the cars at the port of first arrival, there is no necessity for attaching the consular seal to the cars. Consular invoices will, however, be required for each importation, and one invoice will be sufficient for each shipment, without reference to the number of cars."

Congress will not be called upon at this session to pay two claims, aggregating in the neighborhood of \$4,000, which were made by Samuel Howard and W. F. Fitzgerald, for services as associate justices of the supreme court of Alaska. These claims, with others, were heard by the court of claims, and promptly dismissed.

The following judgments have been rendered in letter carrier cases for overtime work, by the court of claims, during the last year:

James L. Barrie	\$ 7.32
Henry Brooks	13.74
William G. Cole	134.88
Frank M. Combs	91.12
John C. DeHaven	102.02
Everett A. Hartley	102.02
Rufus W. Hartley	131.49
William A. Ingalls	87.88
Jesse A. James	107.97
Harry H. Jones	150.82
Albert Olsen	150.82
John Paul Jones	150.82
Albert I. Parkhurst	150.82
Richard H. Ring	150.82
Charles J. Beardon	204.24
William A. Riordan	183.44
James W. Scott	244.47
Charles W. Tucker	244.47
Fredrick L. Albright	34.44
Thomas E. Lantry	34.44
Joseph A. Scott	185.16
Austin W. Withers	151.12
Charles Wald	151.12
Tacoma:	
John E. Fyfe	\$124.41
Charles H. Jennings	61.95
Thomas Murphy	61.95
David A. Roberts	59.41
Charles M. Sherman	59.41
Fred M. Sweet	59.41
Andrew Foster	59.41
Charles W. Babcock	206.39
Junius C. Clemmons	179.69
Abraham L. De Haven	179.69
Peter N. Elmore	227.79
Arthur Locke	69.45
Sidney H. Potter	69.45
William J. Stratton	122.19
Charles E. Wilkinson	36.45
Jillius W. Parker	36.45
Walla Walla:	
Edwin A. McKenzie	\$2.82
Burton H. Stevens	46.56
Robert L. Stewart	46.56
Lewis C. Goodwin	46.56

Pensions have been allowed to residents of the state of Washington as follows: Naomi I. Bicknell, Kirkland, \$12; Maxwell P. G. Maine, Spokane, \$8; Abram W. Green, Medford Lake, \$8; Sarah E. Cline, Lewisville, \$8; Samuel S. Sumner, Spokane, additional, from \$8 to \$12.

An unusual number of pension claims of veterans and their widows residing in Washington state have been called up by the Washington senators and members during the first two weeks of the session. Following is the list, with the present status of each case:

George Storrs, Port Gamble—Claim now being considered with a view to its early settlement.  
Peter Dagan, Ballard—Ordered for examination at Seattle.  
Joseph W. Anderson, Granite Falls—Ordered for examination at Everett.  
W. H. Jordan, Cheney—Ordered for examination at Spokane.

Ross Phillips, Spokane; Mrs. Martha A. Miles, Tacoma; Mrs. Mary Downs, Aberdeen; Patrick Murphy, Seattle; George W. Coons, Aberdeen; H. C. Patrick, Tacoma; and Mrs. Anna E. Cummings, Seattle, have all been notified that they must furnish additional evidence, already called for by the department, before their claims will be further considered.

W. W. Cheadle, of South Bend, who was reduced during the Cleveland administration from \$10 to \$6, has been informed that his present medical examination, upon his application for restoration, shows that he is suffering from catarrh, and he is asked to furnish evidence regarding the origin and continuance of this trouble.

William P. Rhodes, Auburn—Claim awaits replies to letters of inquiry addressed to persons supposed to be cognizant of his case.  
J. E. Yokoy, of Ellensburg, must furnish evidence showing that his locomotor ataxia was not due to vicious habits.

Jenkin Morgan, of Seattle, must show that his present disabilities originated in the service. To enable him to do this the pension commissioner has furnished him with a list of the present addresses of his old comrades who are still living, so far as they are known.

Evidence regarding the amount of property owned by Mrs. Fernelia A. Moe, of Skamokawa, is required.  
In the case of John F. Oviatt, of Winlock, the testimony of another witness is required as to the origin of his disability in the service and its continuance.

William Grealy, of South Bend, has been called upon to explain under oath a discrepancy in two former affidavits made by him, in which a different date is given as the time his disability originated.

It is a poor congressman that does not either the pension commissioner with two or three cases a day, and from that up to a dozen, and the pension commissioners and representatives are no exception to the general rule.

The commission of William H. Johnson as postmaster at Dixie, Wash., has been signed.  
On January 1 the mail service between Fairhaven and Chasman will be reduced to once a week.

The following changes in mail schedules are announced:  
Clifton to Port Orchard—Leave Port Orchard daily, except Sunday, at 8 a. m., arriving at Clifton at noon, returning leave Clifton at 1 p. m., arriving at Port Orchard at 5 p. m.  
Madison to Port Blakely—Leave Madison daily, except Sunday, at 7 a. m., making the trip in one hour, and returning from Port Blakely at 10 o'clock.

### WOMAN AND THE NEWSPAPER

NO LONGER AN EXPERIMENT IN THE JOURNALISM OF TODAY.

Three Instances of Successful Work—High Grade Contributions From the Pens of Miss Madeline S. Bridges, Miss Murphy, Mrs. Lane.

Woman is no longer an experiment nor a novice in modern journalism. She is almost a necessity. She has evinced her aptitude for certain work in such a thorough and emphatic manner that one wonders in some instances how the paper ever got along without her.

Most of these women one never hears of. Others have pushed themselves to the front in such a decided manner as to force themselves to the notice of the public.

One of the many women whose work is well known, but whose personality is as unknown to the public as it is to many of the editors who have accepted her contributions and corresponded with her for years without coming in contact with her, is Miss Madeline S. Bridges.

Her writings have all been done in the seclusion of her own home. She frequents no newspaper or other offices, is a member of no literary societies or clubs, no church or sect. This elusiveness, notwithstanding her rank as an artist and her many personal attractions, makes her unique among women, especially literary women.

Miss Bridges is one of a large family.



and was born in Brooklyn of Irish parentage, her father being the well-known Thomas Aling De Vere, editor and proprietor of the first Williamsburg daily paper, the Morning Post, and later associate editor of the Irish World. Mr. De Vere was a man of no ordinary ability, possessed of a marked individuality. He was interested in all questions pertaining to land reform and for many years one of the best known agitators of the Irish question. His associations were with men of literary, philanthropic and humanitarian tendencies, and from him, perhaps no less than from her mother, a woman of true Irish wit, keen intelligence and broad grasp of social problems, she received an early impulse toward the beautiful, the poetic—a deep sympathy with the sorrowful, the oppressed, the unfortunate.

A child of 8 years, her little mind began to find expression in rhyme. Like Pope in this regard, she "lapsed in numbers, for her mother, a woman of true Irish wit, had the pleasure, for the first time, of seeing some of her verses printed in a New York newspaper. From that time on occasional articles, during her last term at school, the day began to appear over her own euphonious name of Mary Aling De Vere.

At that time there was to her no thought of fame or pecuniary gain. Her father was well to do—one of the largest property holders in Brooklyn—and the title page of her first little book, "Love and Lyrics," expresses in full the motive of her song:

"I do but sing because I must,  
And pipe but as the linnets sing."  
And sing she did, so well that soon the pages of all the leading periodicals of the day, Century, Harper's and Frank Leslie's publications, Lippincott's Magazine, Little's Living Age, etc., were open to her.

As a translator, Miss Bridges has evinced no little ability, translating from the German, French and Spanish, particularly the poems of Ronsard and Racine, "Thou and I" and "Pater Dimitree Illis" and others, among the most admired of her translations.

Miss Bridges has never been bound by the fetters of office work and declares herself absolutely unable to write to order. There is nothing studied about her productions. Her writings of the muse must be according to her own sweet will.

One of the few ladies to enter upon journalism in the United States (not counting Italian natives) is Miss Agnes Murphy, who left her home in Kings county, Ireland, some nine years ago for the colony of Victoria. Miss Murphy is editor of the Melbourne Punch. She is also one of the most active members of the Australasian club, the first woman's club in Australia, which she, in combination with two other ladies, was the means of founding.

Miss Murphy, besides her journalistic work—in which, by the way, she is renowned for her accurate knowledge of Australasian society—takes a public spirited part in the advocacy that are made to promote the study of literature among our fellow subjects in the young colony. She is a member both of the Royal Society of Victoria and of the Shakespeare Society, and to both associations she frequently contributes papers. Outside of journalism Miss Murphy's most important piece of work has been the writing of some portions of the "Boys and Girls' Resources," which has just been published under the auspices of the Australasian government.

That this clever journalist has accomplished much in a short time is proved by the fact that she expresses the hope of being quite independent by the time she is 30, when she intends to take up literary work in London.

Mrs. Anne Morton Lane, who is a regular London correspondent for leading American journals, is not an English woman, as might be supposed from the indistinct knowledge of English social life evinced in her letters, but an American. She was born in Philadelphia, and resided in the Quaker City until 1860. In that

### PHILADELPHIA CONCERN GETS IMPORTANT CONTRACTS.

The A. & P. Roberts Company, which owns and operates the Pencoyd iron works, Philadelphia, received a cablegram from Utrecht stating that the company's bid of \$47,000 is the lowest in the competition for the contract for a large iron bridge over the River Yssel, near Westervoer, Netherlands.

The bridge is to be built for the government by Holland, and the Pencoyd Iron Company had to compete with a number of the leading iron manufacturers and bridge builders of England and Belgium. The next lowest bid was \$47,000.

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and especially as urgency calls occur more frequently between midnight and daybreak than at any other time.

Every new baby arrival becomes a source of exciting interest, as each one whether it be a "premature" or a "weakling" presents some exceptional features for the physician's consideration, and entails special instructions to the chief matron as to its proper treatment.

If the babe is found to be entirely free from contagion or infection, its name, age, length, weight, temperature and general condition, as well as the names, residence and calling of its parents, are duly recorded in the institute "life book," and then it is consigned to the care of the chief matron, who assigns it to an incubator, in front of which all these points and daily progress are registered for public information.

Some idea having been gathered of the aims, conveniences and installation of the institute, and of its practical workings, its interest further to elicit at its general scope, and methods adopted for introducing it here to the same degree of popularity it has achieved in Europe. Experience in Paris and other large cities of the old world has demonstrated that the annual death rate of baby "prematures" and "weaklings" for three years prior to the discovery and introduction of the Lion incubators averaged eight hundred in every thousand; and that during the three years of these incubators' employment the death rate from the causes named has fallen to one hundred and fifty per thousand in each year.

Parisians now send all such infants to the local Lion Institute, which is sustained financially by municipal and private contributions.

In both London and Paris, philanthropic women have formed "infant-saving associations," and the Americans are urged to be behind their European sisters in deeds of humanity.

A Tribute to Phil Armour. Leslie's Weekly. A disappointed speculator from St. Paul, is said recently to have threatened the life of Philip D. Armour, the Chicago pork and wheat magnate, why any one should want to kill "Phil" Armour surpasses comprehension. Of all the gentle, kindly disposed, good-hearted, generous men that this country has produced, he stands clearly at the head. The writer remembers well a visit to the Armour beehive of offices in Chicago. A motley crowd of women and men, in all stages of distress, was gathered about the door. Each person was received courteously by an attendant who heard the story of distress that was poured into his ear in a rushing stream. When Mr. Armour was asked what this all meant, he replied that his directions to his door-keepers were to listen to every request for aid that came to the office, and it was the understanding that, if upon investigation the claimant was worthy, he

receipt of this contract the company had furnished a large contract for bridge work for Japan, and had also been recently awarded a supply of material to Mexico.

Percival Roberts said that in competing for work and the supply of material in South and Central America are badly handicapped by the lack of transportation facilities. England and Germany, he said, had steamship lines to ports in South and Central America, which sailed weekly, and this gave them a great advantage over Americans, and in a great measure deterred Americans from entering into competition. The United States government, he said, should subsidize steamers so that regular sailings to South American ports could be looked for. Such Central American lines, he felt confident, would in a few years be self-supporting, and the assistance from the government could then cease. With equal transportation facilities, he said, American manufacturers could compete with the world.

The Lion Incubators in New York. Leslie's Weekly. What may be called an up-to-date baby show, on the continuous performance plan, has been added recently to the permanent popular attractions of New York city. It is the exhibition of Motz, Alexander and Prof. Rosen, who have recently been in charge of the Swedish nurse nearly garbed in gray, with white apron, collars, cuffs and cap. On the south side of the main hall, and directly facing the main entrance, is the infant nursery with its extensive glass front, where the chief matron and her corps of nurses, under the direction of an institute physician, may be seen feeding the babies. A special grade of baby is absolutely necessary to the human mites housed in Prof. Lion's incubators, the perfect wholesomeness of which is doubly assured by the pure air automatically furnished therein by the unique air regulator. In the rear of the nursery are the sleeping quarters of the chief matron and her assistants, who are detailed for duty in "watch-towers," the infants must be cared throughout the night, as well as by day,

### DAIRYMEN ARE IN SESSION.

THE STATE ASSOCIATION CONVENES IN THIS CITY.

Delegates Were Delayed Because of Irregular Trains, and the First Day's Programme Was Continued Until Today—Good Addresses.

The Washington State Dairymen's Association seems to be unfortunate in fixing the date for the commencement of its annual sessions. For several years the railroads have been out of order on the opening-day of the sessions, and this year was no exception. The fifth annual session was to have been opened at the Chamber of Commerce yesterday morning at 10 o'clock, but the fact that trains were very much delayed kept many of the members from reaching the city. At 2:30 in the afternoon about thirty-five members had arrived and the session was opened. The regular programme was postponed until today and the afternoon spent in listening to several addresses not previously arranged for.

The meeting was called to order by President A. H. Mead, of Auburn, who, after welcoming the visiting members on behalf of Seattle and the association, gave a very interesting address on the progress of dairying in this state. President Mead pointed out how very successful the past year had been for the dairymen of this state and how the success of the season, such success had been possible. He commented upon the fact that while there has been a great increase in the demand for dairy products there has been very little increase in the quantity, although the quality has been much improved. According to Mr. Mead this is due to people eating more of the dollar wheat and Klondike gold than the steady return that comes from a well-stocked dairy. The certainty of the return was put forward as one of the chief advantages of the dairy business.

State Dairy Commissioner E. A. McDonald, of Tacoma, was the next speaker. He reviewed some of the cases he had caused to be brought against dairymen for selling impure milk. Some of the most he cited, were so bad as to be almost beyond belief. Commissioner McDonald stated that he had no authority to keep oleomargarine out of Alaska when it was shipped from some other state through Washington. He said that his dealers here are having their Alaska orders shipped direct from the Eastern manufacturers. He insisted that an enormous quantity of adulterated food would be sent into Alaska this year.

A committee, with James Hart, of Clatsop, as chairman, was appointed to draft a resolution, indorsing the National Dairy Union in its fight for a national law to prohibit the coloring of oleomargarine in every state in the Union. James Hart was the last speaker of the afternoon. He presented an interesting paper on the obligations of farmers, in which he treated not only of those which must be paid, but those which should be paid. He showed that if some of these other obligations were paid at the right time it would be much easier to pay those which could not be avoided. Among the most important obligations mentioned by Mr. Hart and the ones that he considered the farmer should first pay were those owed to their wives in providing them with proper farm literature, and to their children in assisting in the election of proper men to the office of school directors, and in helping to put through agricultural college at Pullman up to its present standard.

Vice-President of the Association Adam Stevens, of Ellensburg, will address the audience owing to the recent death of his wife. Resolutions of a fitting nature were passed and a resolution indorsing the sympathy of the association in the great bereavement of the late Mrs. Stevens.

The exhibits of dairy products for which a number of valuable prizes have been offered, are arriving on every train and the exhibit will be the largest of the kind ever seen in this city. They come from all parts of the state and will be judged and awarded prizes at the convention. There are four classes, and two classes in which cheese may be entered. The trouble the railroads are having owing to high water has delayed the arrival of many of the exhibits.

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Among the prominent dairymen in attendance are: D. E. Sexton, Shoboham; A. H. Mead, Auburn; W. G. Izett, Oak Harbor; A. L. Davis, Dungeness; Dairy Commissioner McDonald, Tacoma; O. N. Johns, Sumner; H. L. Blanchard, Port Blakely; B. Smith, Auburn; Fred Reddig, Seattle; E. P. Smith, Quilley; H. Warkle, Avon; J. H. Stevens, Troop; E. Reed, Ellensburg; J. N. Burch, Ellensburg; W. F. Killmore, Troop; C. E. Hooper, Seattle; W. A. Stevens, Ellensburg; M. Freeman, Seattle; L. I. Bowie, Seattle; A. H. Kelloug, R. Main, O'Brien; James Hart, Clatsop; W. Hanson, Port Hadlock. A large number of members are expected today.

Something for the New Year. The world-renowned success of Hostetter's Stomach Bitters, and their continued popularity for nearly half a century as a stomachic, give good reason to believe that the welcome that greets the annual appearance of Hostetter's Almanac. This valuable medical treatise is published by Hostetter Company, Pittsburg, Pa., under their own immediate supervision, employing 60 hands in that department. They are running about 10 months in the year on the product of their own distilleries, yielding five hundred cases of the medicine, printed in English, German, French, Welsh, Norwegian, Swedish, Italian, Spanish and Spanish languages. Refer to a copy of it for valuable and interesting reading concerning Bitters' ailments, and numerous testimonials as to the efficacy of Hostetter's Stomach Bitters' ailments, varied information, astronomical calculations, and other items, etc., which can be depended on for their accuracy. No creaser medicine can be obtained, free of cost, from druggists and general country dealers in all parts of the country.

THROUGH NINE STATES. The North-Western line comes over 5,000 miles of perfectly equipped railway in Illinois, Iowa, Wisconsin, Michigan, Minnesota, North Dakota, South Dakota, Nebraska and Wyoming. It operates the finest trains in the world. The principal cities of the East and Southeast cannot be surpassed. Insist on having your ticket via "The North-Western." F. W. Parker, Commercial Agent, 66 First Avenue, Seattle.

You of course have had inquiries from friends about Alaska. Who hasn't? Why not send the Weekly Post-Intelligencer? Twenty-five cents will procure a subscription for three months. It contains just the news wanted.

WHATEVER surprises the future may have for us in the way of transportation facilities, whether via the balloon route or other, in the meantime we will have to be content with hurrying over terra firma in our travels, and you will find the Northern Pacific railway fits the bill in this respect.

ELEGANT offices for rent low. Sullivan Building.

ALASKA NEWS. To the "Alaska Klondiker" you can't send too much news of the gold fields, and the Post-Intelligencer takes pardonable pride in being able to obtain reliable and accurate information. No steamer from the north arrives in Seattle if new news is to be had—but the Post-Intelligencer gets it. The Weekly Post-Intelligencer contains all the principal news of the day, and is just the paper to send away to friends. Call at the business office today. Five cents will pay for a copy, mailed to any address in the United States or Canada.

CASTORA For Infants and Children

Castor Oil

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THROUGH NINE STATES. The North-Western line comes over 5,000 miles of perfectly equipped railway in Illinois, Iowa, Wisconsin, Michigan, Minnesota, North Dakota, South Dakota, Nebraska and Wyoming. It operates the finest trains in the world. The principal cities of the East and Southeast cannot be surpassed. Insist on having your ticket via "The North-Western." F. W. Parker, Commercial Agent, 66 First Avenue, Seattle.

You of course have had inquiries from friends about Alaska. Who hasn't? Why not send the Weekly Post-Intelligencer? Twenty-five cents will procure a subscription for three months. It contains just the news wanted.

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