A NEW TRAFFIC ALLIANCE.

Important Deal Between Great Northern and Oregon Lines.

OPENS UP A NEW TERRITORY.

Kansas, Nebraska and Colorado to Be Brought Into Close Commercial Relations With Seattle and the Northwest—Commodities to Be Routed Via Spokane and the Ogden Gateway—Will Help Seattle

The traffic departments of the Oregon Short Line and the Oregon Railroad & Navigation Companies, working with the Great Northern railway and the Rio Grande systems, have just completed a traffic arrangement which will open up to the Great Northern and the Oregon lines a large and thickly populated section of the country heretofore closed to the Great Northern. The deal was made possible by the opening of that important commercial portal, known among railroad men and shippers as the Ogden gateway.

To the shippers of Seattle and to the shingle and lumber mills of Washington on the line of the Great Northern and its connections a new route to the states of Kansas, Nebraska and Colorado is opened up by the arrangement between the roads named in the foregoing. The lumber and shingles from the Washington mills destined to the territory named have been routed heretofore exclusively over the Northern Pacific and its Burlington connection at Billings.

The alliance entered into by the roads named will add greatly to the prestige enjoyed by Seattle as the commercial and shipping center of the Pacific Northwest. East bound business, in the carrying of lumber, shingles and other products of Washington, may be expected to become a matter over which there will be the liveliest competition between the roads comprising the two routes.

Lumber Products Enlarged.

All of the agencies of the roads interested, particularly the Oregon Short Line and the Oregon Railroad & Navigation Company, together with the connections of these roads, may be expected to strive for a share of the business that has gone heretofore by way of the Burlington from Billings. New areas will be opened up and the market for Washington's lumber products will be enlarged.

West bound, one of the effects of the deal will be an increase of shipments via the lines interested, of coal products from Colorado, and of corn from Kansas and Nebraska. The corn grown in Nebraska and Kansas, adjacent to the Missouri river, commands such a price as to make unprofitable its shipment west by way of St. Paul. Naturally the Burlington maintained an advantage in being established in Western Nebraska, where the remoteness from the Omaha market made it possible to ship corn to the Northwest at a profit. In this business the Rio Grande system, the Oregon lines and the Great Northern will henceforth play a conspicuous part.

Notice of the application of rates to the territory named, via the roads interested in the deal, has been sent out from Chicago by the Transcontinental association. The tariff sheets have not yet been distributed. No change in rates is announced.

The steps that led to the opening of the Ogden gateway form a distinct portion of the railroad history of the country. The Post-Intelligencer has heretofore pointed out the advantages that will accrue to Seattle and the entire Pacific Northwest by the entrance of the railroads of the east through Ogden into this section. Formerly the Union Pacific, controlling the Oregon Railroad & Navigation Company and the Oregon Short Line, prevented an interchange of traffic from the Burlington, Rock Island and Missouri Pacific at Ogden, forcing the delivery of commodities to it at the Missouri river.

The Deal Closed.

For some months the traffic departments of the Oregon Short Line, the Oregon Railroad & Navigation Company and the Great Northern have been figuring on a traffic arrangement, resulting in the consummation of the present alliance. Ben Campbell, the traffic manager of the O. R. & N., and Mr. Eccles, traffic manager of the Short Line, took the initiative steps in the matter. At the last meeting of the transcontinental association at St. Paul, which was attended by General Western Freight Manager W. L. Benham, of the Great Northern, the representatives of the roads interested closed the final details of the arrangement.

Under the new routing, lumber products will be delivered to the O. R. & N. at Spokane by the Great Northern. The Short Line will take them from the O. R. & N. at Huntington, delivering the shipments to the Rio Grande system at Provo, Utah.

Mr. Benham was asked yesterday what effect the alliance would have on the business of the Great Northern. He said: "The new arrangement between the Great Northern and the Oregon lines and connections will open a new route to Kansas, Nebraska and Colorado for the shingle mills on the line of the Great Northern and its connections in Washington. It will mean more business for this road and a wider market for the products of the state. It will prove a distinct advantage to Seattle and Washington."

Mr. E. E. Ellis, general agent of the O. R. & N., said: "The importance of the traffic arrangement between the Great Northern and the O. R. & N. and the Short Line is not easily overestimated. A new route to a large section of the country is opened to the shippers of Seattle. The allied interests are placed on an equal footing in regard to this business with the Northern Pacific and its Burlington connections."

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FREDERICK, NELSON & MUNRO

Furniture, Carpets, Stoves and Household Goods.

RIALTO BLOCK. SECOND AVENUE.

COMING TO SEATTLE.

Klondikers Routed This Way by Eastern Connections of Oregon Railway Lines.

W. E. Coman, general agent of the Oregon Short Line, is in the city from Portland, and told a representative of the Post-Intelligencer yesterday that reports from the Eastern agencies of his road and its connections, the O. R. & N., the Rock Island, Missouri Pacific and Rio Grande systems, indicated that a very large percentage of the Klondike travelers booked over those lines would come to Seattle to make the start for the gold fields. "The Santa Fe, Rock Island, Rio Grande system and the Missouri Pacific are working with the Short Line to bring people to the North Pacific coast," he said. "The Rock Island and Missouri Pacific are advertising Seattle extensively as the chief Alaska outfitting point, and there is no question in my mind that a very large proportion of the travel West over these lines will be routed to Seattle. This city's advantages are thoroughly understood in the country tributary to the lines I have named.

"Portland is making great efforts to secure some of this business, and doubtless will do a very large amount."

E. E. Ellis, general agent of the O. R. & N., who heard the conversation, interrupted at this point to assert his opinion that 90 per cent. of the Klondikers coming West over the Rio Grande, the O. R. & N. and the Short Line would come to Seattle to outfit. Both agreed that the Santa Fe, instead of sending people to San Francisco, would route the bulk of the Klondike travel to the Northwest. The present relations between the Santa Fe and the Southern Pacific are such as to prevent any harmony of effort between the two roads.

Dining Car Changes.

Rumors around the Great Northern offices are to the effect that George L. Bonney, at present superintendent of the dining and sleeping car department, is to be promoted, though the particular place to which he is to be transferred has not yet been announced. His assistant, George H. Campbell, is expecting to take charge of a dining car on the road. E. V. Holcombe, manager of the recently burned Lafayette hotel at Lake Minnetonka, will, it is understood, succeed Mr. Bonney, while Thomas H. Forbes, clerk last summer at the Lafayette, and formerly of the Ryan and Windsor hotels, respectively, will succeed Mr. Campbell.

The Railroads Jubilant.

A Chicago dispatch says that the volume of west-bound traffic freight that is passing over the Western roads is so great as to astonish the traffic officials. There is usually little traffic at this time of the year, but now the roads are having all the trade they are able to handle. The amount of business will cause an increase of earnings on nearly every Western road, notwithstanding the demoralized condition of the freight rates, both east and west of Chicago.

MAIL CONTRACTS AWARDED.

Successful Bidders for Sound Routes Announced.

Awards of mail contracts were recently made by the postoffice department to Sound parties on the following routes:

Edward N. Robinson and Richard S. Robinson, of Seattle—Seattle, by Port Blakeley, Port Orchard, Charleston, Bremerton, Traceytown and Chico, to Silverdale, $1,435.

John R. Thompson, of Seattle—Seattle, by Port Madison, Kingston, Point-no-Point, Port Gamble and Port Ludlow, $8,000.

L. B. Hastings, of Port Townsend—Port Townsend, by Ironside, to Hadlock, $561.

John R. Thompson, of Seattle—Port Townsend, by Smith Island light station, Richardson, Argyle, Lopez, Friday Harbor, Shaws Island, East Sound, Newhall, Olga and Fairhaven, to New Whatcom, $5,900; and Port Townsend, by Port William, Dungeness, Port Angeles, Port Crescent, Pysht, East Clallam and Clallam, to Neah Bay, $6,000.

L. B. Hastings, of Port Townsend—Port Townsend to Coupeville, $567.

Arthur Benhara, of Aberdeen—Hoquiam to Damon, $1,000.

Frederic G. Deming—Olympia to New Kamilchie, $900.

Arda K. Hunt, of Cook Inlet—Tacoma, by Adelaide, Buenna, Maury, Des Moines, Chautauqua, Vashon and Aquarium, to Seattle, $1,248; and Tacoma, by Gig Harbor, Wallochet, Avondale, Orletta, Sylvan, Rosedale, Springfield, Elgin, Glencove and Lake Bay, to Tacoma, $1,080.

THE ORPHANS' HOME.

Friends of the Institution Care for the Little Children.

Among the eleemosynary institutions of Seattle perhaps none is doing better work than the Orphans' Home. Its records for the year just closed give very gratifying results. At the close of December there were twenty-two children in the home. One boy and one girl have recently been taken by excellent people, who will act as their guardians until the proper time comes for their adoption.

Owing to the kind remembrance of friends throughout the city the children in the home had a very happy Christmas holiday. Among those who contributed in a substantial manner were the following:

Mrs. E. J. Davis, of Brighton Beach, salt pork; Mrs. F. Bausman, sack of flour, corn meal, crackers; Frye & Bruhn, turkey and cranberries; Mrs. M. R. Maddock, six bottles of fruit and pickles; Mrs. Stacy, 1 sack of potatoes, 1 ham, 1 box of crackers; Mr. Gepford, 3 jars of fruit, cookies and apples; Columbia Sunday school class, jars of fruit, apples and jelly; Miss Ethel Filkins, 2 large dolls and a drum; Mrs. Meyers, 8 dozen handkerchiefs; Florence and Francis Roole, fruit and dolls; Parlor grocery, turkey; Mrs. Dr. Kloeber, 1 box of apples; Mrs. Frauenthal, 20 yards of outing flannel; Mrs. Standish, candy and nuts; Mrs. William Wagenen, cash; University school, books, fruit, vegetables, clothing, toys; room No. 2 Pacific school, apples, books, toys; Spelger & Hurlbut, dolls and toys; E. W. Newhall & Co., 5 dozen pairs of stockings; Mrs. Cain, toys, books and clothing; Mrs. Sutter, turkey; Mrs. F. H. Osgood, box of apples; Miss Burnell's Sunday school class, several gifts; the Orillia Sunday school, a large donation of vegetables.

In addition to these Mrs. Fred Stimson contributed a handsome Christmas tree already trimmed, with a present for each child. For all these presents the children and the managers of the home were duly and heartily grateful.

BREVITIES.

Roy Eldridge, a trimmer in the employ of the Union Electric Light Company, fell from a pole to the ground, a distance of fifteen feet, yesterday afternoon, in North Seattle, and broke his leg. Eldridge was coming down the steps on the pole when the accident happened. There was a hole in his glove. Owing to this hole the glove caught on one of the steps and before he could catch another step he lost his hold and went straight down to the ground, striking on his feet. He was taken to his home at Pike street and Sixth avenue.

Battleship Oregon.

Excursion on the Perley to United States navy yard to see the battleship. Leave Galbraith dock Saturday and Sunday at 1 p. m. Fare, 50 cents round trip.

CASTORIA.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

FATAL FALL FROM A BRIDGE.

Peter Simons, a Bridge Carpenter, Killed While at Work.

THE ACCIDENT A MYSTERY.

Simons Was Assisting in the Repair of the County Bridge Near Kent—Missed by Two Fellow Workmen, Who Were Near By, They Searched for Him, Only to Find Him Dying on the Ground Thirty Feet Below.

Peter Simons, a carpenter, who is well known all over the Sound country, fell from a bridge near Kent yesterday afternoon at 4:30 o'clock and was killed. His remains were brought to Seattle last evening over the Northern Pacific railroad and taken to Bonney & Stewart's undertaking rooms.

Simons was working for Bailey & Cross, who have a contract with the county to lower the bridge across White river about a mile from Kent. The planking had been removed from the bridge, leaving only the stringers, which are three feet apart. On top of the stringers, near one end of the bridge, was the pile driver. Simons was standing at the south side of the driver, with Cross opposite him on the north side, and a man named Shay between them, "jacking" up the driver so that a timber could be placed under it. To the ground below it was fully thirty feet.

Suddenly Cross heard a sound as if something had struck the ground. He looked around the driver and saw that Simons had disappeared. Cross immediately ran down below and found Simons stretched out at the side of a timber, face down, blood running from his mouth and nose and a wound on his head.

When raised up the stricken man simply gasped. He could not speak. Cross started out on the run for Kent and on the way told several people to hurry to the bridge as Simons had fallen. A physician hastened to the scene of the accident as soon as possible, but Simons was dead. His remains were placed on the first train and brought to Seattle. In speaking of the accident last night Cross said: "It is one of the strangest things I have ever met in bridge building. There was absolutely no reason why he should have fallen unless he was taken with a fit of dizziness. He was not doing anything, as we were waiting for Shay to raise the driver up so that we could put a timber under it. Simons was an old hand at bridge carpentering and has done considerable contract work, so he was certainly capable of caring for himself. I was on the opposite side of the driver and had my back turned to him when he fell. Therefore it is impossible for me to tell how he happened to fall. Shay was also in such a position that he did not see the accident. It is my opinion that his death was due to a wound on his head where he probably struck the timber that lay on the ground."

Mr. Simons' death will occasion great surprise, because he was well known in almost every town on Puget sound, where he has lived for the past twelve years. He was a single man and came from some town in Wisconsin.

SMUGGLING NOT PROFITABLE.

Congress Killed the Traffic by Keeping Down the Duty.

The recent importation of opium at San Francisco, the first in many months, aroused considerable interest in that city and on Puget sound, and revived talk among the initiated regarding the operations of the old smuggling ring that formerly operated on the Pacific coast from San Francisco to Victoria. The ring had an Alaska annex, it is said by a man supposed to be conversant with the facts. This party is authority for the statement that the ring had an agent skilled in the ways of the lobby in Washington, and with the assistance of an ex-employe of the department, succeeded in persuading the senate committee having the matter in charge, that an addition of $2 per pound duty to the rate then agreed upon ($6) could easily be collected.

It so happened, it is stated, that ex-Collector Max Pracht, of Alaska, was in Washington at the time and he, it is said, went before the committee with evidence that at once caused a reduction of the duty to the figure first named, $6 per pound, and legislation is possible making it $4 per pound, at which rate Mr. Pracht assured the committee it would be unprofitable to smuggle the stuff.

The fact that only three of the seven opium refineries in Victoria, Vancouver and New Westminster are in operation is taken as evidence that the business is no longer profitable, and it is believed by persons familiar with the business that a further reduction of the duty will close the last of the refineries save such as are needed to fill the British Columbia demand.

Mr. Pracht believes that a low rate of duty will bring in more revenue to the government than a high one, as the "dope" will then pass through the customs houses instead of through the hands of a band of smugglers. It is claimed that a small amount of opium is being smuggled between British Columbia points and Puget sound cities at present.

AMUSEMENTS.

Third Avenue Theater.

The Third Avenue theater will next week be given over to comedy and drama, with high-class vaudeville in the auditorium. The always popular Broadway Theater Company will appear in the theater with the following repertoire: Sunday, Monday and Tuesday, "All the Comforts of Home;" Wednesday and Thursday, "Friends;" Friday and Saturday, "A Celestial Maiden."

La Mascotte and Omene.

The Tivoli opera company is deserving of much praise for the fine performances given at the Jefferson, which is bound to be the most popular theater in the city. Omene appears in her original Turkish dances.

Pike Street Theater.

A big audience listened to "A Western Politician" at the Pike street theater last night and warmly applauded the work of the company.

Wagner's Sunday Band Concert.

1. March—"Nibelungen" .....R. Wagner
2. Overture—"William Tell" .....Rossini
3. Largo .....Handel
4. Cavatina and finale from "Anna Bolena" (first time) .....Donizetti
   With clarinet obligato by Mr. A. C. McLeod.
5. Idylle—"The Tyrolean and His Love" (by request) .....Zikoff
6. Soprano solo—"Ave Maria" (with violin obligato) .....Mascheroni
   Mrs. G. A. C. Rochester.
   Violin obligato, Mr. Samuel Driscoll.
7. Grand selection from "Attila" (first time) .....Verdi
8. Hungarian mazurka—"La Trigane" .....Louis Ganne
9. Medley of Sweet Old Songs .....Dalbey

TO DREDGE ALASKA RIVERS.

Milwaukee Capitalists Backing a Gigantic Scheme.

WILL OPERATE AT DAWSON.

With Dogs and Horses a Representative Is Ready to Undertake the Long Winter Trip Into the Interior to Investigate and Report—Scheme Will Cost Its Backers Many Thousand—May Net Millions

A syndicate of rich Milwaukee capitalists has decided to see through an Alaska dredging scheme the first cost of which will not be less than $50,000, but which if successful gives promise of returns almost beyond relief. It is announced that the promoters of this latest concern have sufficient money to make it a success and therefore no stock will be issued.

They do not intend to invest their thousands without first making a careful investigation of the conditions they will have to meet in the northern country and that they may thoroughly post themselves a representative is to be sent to Dawson at once to make an investigation.

T. J. McGrade, of this city, will go North for the company. With three old Yukoners, he will leave soon for Alaska and push on to Dawson over the ice as fast as the best dog team that can be procured will take him. Mr. McGrade has been engaged in mining on the coast for a long time and spent years in the Cook inlet country. Several months ago the Milwaukee men who are back of the present scheme sent for him to go to Bannock, Mont., and spend several weeks on board a placer mining dredger, which has been working there for a number of months. He investigated the workings of the machine, which was then clearing about $5,000 a month while working in very poor gravel. His report was so satisfactory that the Milwaukee men at once began to negotiate with a Milwaukee concern for a combination steel steamer and dredger for use on the tributaries of the Yukon river. It was found that it would cost $50,000 to secure the outfit, and get it to St. Michael.

McGrade's Winter Trip.

The money is ready and as soon as Mc

The money is ready and as soon as Mc-commenced on the dredger unless he finds something in the condition of the gravel which makes the plan impracticable. Mr. McGrade said to a Post-Intelligencer reporter:

"For the past two weeks I have been in Seattle getting an outfit together for a midwinter trip to Dawson over the ice. It is absolutely necessary that the men I represent get a report of the conditions in the North as early as possible. There are two things to be determined, the depth of gravel and condition of bedrock, and the size and extent of the boulders in the gravel. My first stop will be at the Stewart river, where in all probability our dredger will first be operated. I am already acquainted with the condition of the Stewart river bars, of which there are a great many that can only be worked with a deep water dredger. There are no large boulders in the Stewart river gravel and we will be able to work there without trouble.

"From the Stewart river I will push on to Dawson and investigate the bed of the Klondike river. This river is to a certain extent taken up already, but if we decide to work our dredger on the Klondike we will have no trouble in securing 'lays' from the miners, as they can only work during the winter and then very slowly. By offering to clean up their part of the creek with our dredger without expense to them, we will be able to work on a satisfactory percentage.

"Our boat and dredger will cost $25,000. It will take $15,000 to transport the outfit in sections from Milwaukee to St. Michael. At the latter point the outfit will be put together at a cost of at least $8,000 more. We will then be ready to proceed up the Klondike or Stewart rivers. The company expects to be at work on the bars by the latter part of July.

Will Be Shipped Via Seattle.

"The boat will be constructed entirely of steel, 20x90 feet. It will be self-propelling and living rooms for the crew and six men employed in operating the dredging and sluicing machinery will be on the upper deck. At Milwaukee the boat will be built, sections and machinery properly numbered, shipped to Seattle, thence to St. Michael on a chartered steamer.

"The dredge is of the elevator of chain bucket type, which has worked so successfully in Montana for several years and is extensively used in Australia and New Zealand. It has one advantage over the dipper and hydraulic dredges in that it does not disturb the gravel in the act of digging. The action of the endless chain of buckets is slow and quiet. The material is picked up from the bottom with the smallest amount of agitation and in a manner best calculated to retain the gold.

"When I first began to consider this trip to Dawson the question of transportation bothered me a great deal. Some one proposed goats for hauling my sleds. I looked into the matter and found that they would be all right if they could stand the cold. I even went so far as to arrange for several fine goat teams. I told my plans to an old Yukoner and he brought up a fact that I had not considered before. How was I to keep the hungry dogs that are so numerous in the north from making a meal off my goats? With the exception of their short horns they look almost like sheep and a team of Yukon dogs would tear them to pieces in no time. The Yukoner told me I would have to keep them in my tent at night and watch them carefully during the day. So I gave up the goat idea. I will use horses and Alaskan dogs. When I get the horses down as far as they will go I will kill them and use the flesh for dog food."

Mrs. Rison Buried.

The funeral services were held in Trinity church yesterday afternoon at 2 o'clock over the remains of Mrs. Jennie S. V. Rison, wife of Judge W. R. Rison, of this city. Mrs. Meldrum, the eldest daughter of Judge and Mrs. Rison and wife of the Rev. A. B. Meldrum, pastor of the Central Presbyterian church of St. Paul, arrived yesterday morning. Mrs. May Harrington, the youngest daughter, and Miss Lillian Dhu Rison reside in Seattle, the latter lying sick at the General hospital. Mrs. Richard Mercer, the only surviving sister of the deceased, is also sick at her home in Los Angeles, Cal. The pallbearers were: J. T. Ronald, J. H. Denning, H. E. Shields, A. Downing, J. K. Brown and J. M. Wiestling.

FAY READY TO FIGHT.

Judge Jacobs Will Hear the University Muddle on Monday.

On next Monday Judge Jacobs will hear arguments in the case of Fay vs. Easterday, the case coming up on Easterday's demurrer to the complaint. This is the case in which ex-Regent Fay, of the university of Washington, is trying to compel Gov. Rogers to reinstate him. His complaint, which was filed some time ago, sets forth that the governor, without notice, hearing or notice of charges pending, removed him and that the removal was fraudulent. The complaint further states that Gov. Rogers removed Fay because he would not remove Prof. Meany, a political opponent of the governor, from the university faculty. The demurrer simply states that the complaint does not state facts sufficient to constitute a cause of action. Attorney Fay will appear in his own behalf and claims to have discovered legal points that will win his case. Easterday will be represented by Assistant Attorney General Thomas M. Vance, Judge Winsor and Attorney Morris.

VOTERS REGISTERING.

New Quarters Fitted Up in the City Hall Basement.

Already the work of registration is in full progress at the city hall. Under the law the books have been open since January 1, but as no special provision had been made for the work in the comptroller's office, voters were not urged to come forward, inasmuch as any large number of them would have simply smothered the routine work of the office, which has been very heavy during the first days of the new year, and all the heavier because the council holds three special sessions this week.

Yesterday, however, all this was changed, and voters cannot come in too fast for the new arrangements. The west end of the old municipal court room has been cut off by a neat partition and fitted up with a substantial desk, behind which George K. Coryell temporarily presides, assisted by Registration Clerks Frederick G. Simpson and D. K. Sickles. About forty-five voters availed themselves of the new facilities by registering yesterday.

City Comptroller Parry has issued the following instructions to the registration clerks. They will be read with interest by the general public, as they show not only the hours during which the registration books will be kept open, but also the conditions and the general spirit under which the work of registration will be done:

"To Clerks of Registration: Your attention is respectfully directed to the following instructions:

"The discussion of political subjects by registration clerks during their hours of employment is strictly prohibited. No inquiry shall be made concerning the political belief of any person offering himself for registration.

"All applicants for registration must appear in person.

"First satisfy yourself that the applicant for registration is duly qualified; then administer the oath; then register in poll book and duplicate poll book, requiring signature to both poll books and to the oath.

"If any one applies for registration who shall not be capable of writing his name, he shall, on the left-hand margin of the column headed 'Signature,' make his mark by a cross, or such other mark as is used in indicating his signature, and some person known to the registering officer, and who is capable of writing his name, shall sign in said column immediately opposite said mark as an identifying witness thereto. Laws of 1893, page 73.

"If an applicant for registration is challenged, or you doubt his right to register, administer the following oath: 'You do solemnly swear that you will true answer make to such questions as may be put to you touching your right to be registered as a voter, so help you God.'

"If you examine a witness as to the right of an applicant for registration, administer the following oath: 'You do solemnly swear that you will true answer make to such questions as may be put to you touching the right of ——— to be registered as a voter, so help you God.'

"Do not accept the statement of any one concerning the precinct in which he lives. Ask his address and locate it on the map.

"Return the books to the rack immediately after each registration.

"The books must be returned to the comptroller's vault each night.

"Each clerk must check his own work each day at the close of business.

"The office will open at 8 o'clock a. m. and close at 6 o'clock p. m. until further notice."

CONTRACT AWARDED.

Second Avenue South Will Soon Be in Fine Condition.

The board of public works yesterday let the contract for replanking Second avenue south from Yesler way to a point 120 feet south of Jackson street to M. Dow & Co.

When the bids were opened three competitors appeared, as follows: M. Dow & Co., $4,569; Stirrat & Goetz, $4,879; E. T. Smart, $5,120. The successful bidders were required to file an approved bond to the city in the sum of $7,000 and to the state in the sum of $4,600.

Joseph Gavin was granted leave to erect a sign lamp post at the corner of Marion and Post streets, provided he complies with the requirements of the board.

A New Order.

The board of public works yesterday promulgated the following order:

At a meeting held by the board of public works on the 4th day of January, the said board having under consideration the matter of purchases of material and supplies for the different departments, upon motion made the following order, to wit: That on and after January 1, 1898, each and every department must present its requisition for material and supplies on Monday for the ensuing week and that no requisition will be honored on any other day in the week. No materials or supplies must be purchased except through the board of public works and requisition must be obtained beforehand. Merchants and dealers will be notified to honor no order for material or supplies for the city except on requisition from the board of public works. This rule must be strictly adhered to.

Alaska News.

To the "prospective 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 news is to be had—but the Post-Intelligencer gets it. The Weekly Post-Intelligencer contains all the principal news of the week, 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.

Petit Jurors Drawn.

The following petit jurors have been impaneled in the United States court: Syd King, C. T. Tyler, F. F. Hickox, Andrew Prentice, William Whitfield, L. H. Pontius, S. C. Harris, S. S. Gardner, R. S. Gardner, U. R. Neisz, I. D. O'Neil, R. W. Grover, S. Ellicott and J. J. Post.

FOR Alaska—The steam schooner "Augusta" will sail for Dyea on or about January 10, carrying freight only. For particulars inquire of A. Maxwell, Agent, Colman dock.

THE best assortment of Klondike fur outfits for ladies and gentlemen at Windmiller, the furrier, 520 Second avenue.

DR. J. B. LOUGHARY, Bailey building. Special attention given diseases of brain and nervous system.

ELEGANT offices for rent low. Sullivan building.

J. P. Morgan & Co. have purchased the majority of the stock of the Susquehanna & Western railroad.

Royal makes the food pure, wholesome and delicious.

ROYAL BAKING POWDER
Absolutely Pure

ROYAL BAKING POWDER CO., NEW YORK.

Kline & Rosenberg.

The K. & R.
Sleeping Bag . . .

Greatest Warmth With Lightest Weight, Right for

80 Degrees Below Zero to 80 Degrees Above.

We are showing the best grades in

MACKINAWS AND DUCK CLOTHING,
ARCTIC AND SCOTCH WOOL UNDERWEAR.

Mackinaw Blankets Made for K. & R.

Overshirts, Mitts, Tents, Caps.

KLINE & ROSENBERG,
First Ave., Foot of Cherry.

ROYAL RESTAURANT

YOU CAN GET THE BEST MEALS IN THE CITY. TRY IT.

ROYAL RESTAURANT
No. 818 First Av.

Leather Cases For All Instruments.

We have now in stock a magnificent line of leather cases at prices ranging from $4 upwards.

We have seal and alligator-covered violin cases, in black and maroon colors. Sole leather guitar and mandolin cases in black and orange colors. Leather cases for banjos, cornets, clarinets, all of the best make, and with nickel-plated trimmings and patent clasps. We also carry a nice assortment of canvas cases for guitars, mandolins, banjos and violins.

Winter & Harper,
903 Second Ave., Seattle, Wash.

Fine Residence
—ON—
YESLER WAY,
FIRST HILL,
All Modern Improvements,
$2,700.
Daniel Jones & Co.,
Established 1887.
ROOM C, BAILEY BUILDING.

Six Klondike Claims

For sale—Hunker and Lombard creeks. The only claims on market with absolute title. Papers in escrow. Can be sold separately, if necessary.

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