JOIN IN VIGOROUS PROTEST.

Speakers Urge Against Concessions to Northern Pacific.

MASS MEETING IN THE ARMORY.

Resolutions Against Proposed Vacation of Streets Adopted and Petition to the Council Circulated and Extensively Signed—Question of Vacation Made a Political Issue in Speeches—Much Applause.

Nearly all the seats were occupied at the Armory last evening at the mass meeting of citizens called to protest against the vacation by the city council of certain streets on the water front to the Northern Pacific Railway Company for depot and other purposes. Standing room was at a premium over by the incompetent stove, which was doing its best to furnish some warmth for the occasion. But what the feeble fire box failed to supply was made up by warmth of applause, which became quite enthusiastic and prolonged at times. There were also quite a number of people in the balconies. Here and there hats with a mass of millinery upon them indicated the presence of ladies. Stenographers, supposed to represent the railroads interested in the controversy were present taking down the speeches word by word.

Robert Abrams was chairman. Those on the platform, in addition to the speakers, were Dexter Horton and George Kinnear. In the course of his opening remarks Chairman Abrams invited the members of the city council present to take seats on the platform, the council having adjourned its regular session for the special purpose of attending the mass meeting. There was no response to the invitation. The chairman stated that the meeting was not a political one in any sense of the word, notwithstanding an impression existed that it was to be such. "It is a meeting," said he, "'for the people, by the people and of the people.' We have been very busy making inquiries about the Northern Pacific, and at the proper time decided to call a meeting. The time has arrived, and now the meeting is yours. You must not expect three old men like Mr. Kinnear, Dexter Horton and myself to fight a corporation like the Northern Pacific Railway Company, but if you will back us up we will do our part."

Chairman Abrams stated that resolutions had been prepared and E. C. Kinnear, ascending the platform, read them as follows:

Reading of Resolutions.

"Whereas, The Northern Pacific Railway Company has recently acquired the ownership and control of all that part of the water front of the city of Seattle extending from a point 120 feet north of Washington street to University street, with the exception of about one block, and has also acquired the ownership and control of the property between Western avenue and Railroad avenue from Yesler avenue to University street; and,

"Whereas, In addition to what is known as the 'mosquito fleet,' consisting of about thirty-five vessels, which makes its home mostly on this part of the water front, there is accommodated within this same space annually about 728 other steam and sailing vessels that bring to and take from this port every year an aggregate of not less than 1,500,000 tons of freight, as well as a large number of passengers; and,

"Whereas, The Northern Pacific Railway Company is proposing to devote this entire space to the purpose of passenger and freight depots, with a multiplicity of additional tracks, switches, freight sheds, freight yards, coal bunkers, etc.; and,

"Whereas, The Northern Pacific Railway Company, in order to carry out this purpose, has caused to be introduced in the city council several ordinances (now pending) granting to said company certain new and additional trackage franchises on and over the public streets of the city, as well as for the vacation of Western avenue and Marion, Spring and Seneca streets, for the use of said railway company; and,

"Whereas, The passage and approval of said ordinances, or any of them, would be a great outrage upon the people of the city of Seattle, enabling the Northern Pacific Railway Company to monopolize or destroy at will the best part of our harbor for general use, obstructing our sea-going commerce and making our water front, as a place of business, dangerous to life and property; and,

"Whereas, No surface crossings by one railway or another railway, wagonway or footway should ever be permitted when the same can possibly be avoided; now, therefore, be it

"Resolved by the people of Seattle in mass convention assembled, that said ordinances, and each and all of them, should be promptly and forever defeated, and we hereby pledge ourselves to the use of all honorable means to accomplish that result.

"Resolved, further, That we recognize in the Northern Pacific Railway Company an old, bitter, malignant and uncompromising enemy whose most strenuous efforts for the past twenty-six years have been put forth to cripple and destroy our city and build up a rival city of its own, almost the entire water front of which rival it still owns and controls; that the hostile move of the Northern Pacific Railway Company in the past has been so full of danger to the welfare of this city as this bold and bare-faced attempt to get the city itself to turn over to the Northern Pacific Railway Company the absolute control of the chief and central gateway of the city's sea-going commerce, namely, the wharves and the streets leading to the wharves, in the commercial heart of the city; and be it further

"Resolved, That the chairman of this meeting be and he hereby is directed to present a copy of these resolutions to the city council."

Then while the resolutions were before the house the speeches were made.

City Councilmen Present.

Judge J. J. McGilvra spoke first. He said he felt, along with the citizens of Seattle, very much gratified that the city council had adjourned to come to the meeting. Continuing he said in part:

"A foreign corporation never distinguished for its friendliness to Seattle has acquired nearly 1,500 feet of the water front, with the exception of a single block, in all ten blocks, or about fifteen acres in area. This property has been surreptitiously purchased. Very few of the business men knew that such purchases were being made. Now the Northern Pacific has come before the council with five different ordinances in which they ask the vacation of Western avenue for depot purposes, the vacation of Union, Spring and Seneca streets and for the privilege of laying five other tracks.

"We think there are strong and cogent objections to these ordinances and that not one of them should pass. This property comprises almost all the available passage ways to and from our harbor, and is in the heart of the city.

"We have in Seattle a mosquito fleet which make its home in this water front, and though called the mosquito fleet, some of the boats are very large, including the City of Topeka, Cottage City and North Pacific, etc. We have 728 vessels running into this port in this mosquito fleet, 600 steamers and 168 sailing vessels, which handle annually 3,067,864 tons of freight, to say nothing of the passengers. The number of engines that pass Columbia street daily is sixty; passenger coaches, fifty-two; freight cars, 146; vehicles, 431, and in one year over 1,000,000 foot passengers."

Traffic Across Certain Streets.

Judge McGilvra gave similar estimates for Marion and Madison streets which were, as a whole, considerable in excess of the traffic and travel on Columbia.

"What would this traffic be," he asked, "with five additional tracks on these vacated streets—vacated, not for the benefit of the people of Seattle but for the Northern Pacific Railway Company. Another thing that has been paraded before the people is the amount of money that is to be spent on these depots—about $400,000, I believe—as increasing the taxable property of the city. I propose to show that the city will be greatly damaged."

The judge then went into figures and the future, in which he stated that this property proposed to be vacated would be occupied with manufactories, just as certain portions of the water front now are, and these values would appreciate and be much greater than if occupied for depot purposes. He said the loss to the city would be in this particular over $2,500,000, and that such improvements as coal bunkers, etc., would depreciate the value of surrounding property. There should in all be charged up against the railroad company a loss to the city of more than $3,000,000.

"These are facts that cannot be disputed and which you can all understand. Another thing is the death traps that would be created by this proposition—that is, surface crossing. One thing must come in the future, the railroad tracks must be elevated, or the tracks should be brought in as far as Post street so that the streets can be carried over them. The time has come when Seattle is not subject to the dictation of any corporation. (Applause.)

Northern Pacific Shipping.

"Has the Northern Pacific any shipping that is required to come here? Their shipping goes and comes twenty-four miles from here—from Tacoma—and is not permitted to make Seattle even a way station. (Laughter and applause.) Why, then, do they want this water front? It is for one of two reasons: It is either to throttle the commerce of the city of Seattle or to lay it under tribute! In a city of thirty-five square miles it is very strange that there is only one place to erect a depot, and that in the very heart of the city. The place for the depots is on the tide flats south of King street, and the first railroad in Seattle, the Seattle & Walla Walla railroad, had its depot there, and the Northern Pacific itself, after it absorbed the Seattle & Walla Walla railroad, had its depot there for many years.

Where Great Northern Comes In.

"Now, the Great Northern railroad has very little, if anything, to do with this meeting, and I am not pitting one road against another. The Northern Pacific has not erected anything in this city. The Great Northern has platted the tide flats for terminal facilities. Its purpose is to erect depots on the tide flats south of King street, and the Great Northern has offered to divide its holdings there with the Northern Pacific at cost if it would put its depots there. (Applause.) With the present plans carried out, the Northern Pacific would have a monopoly of the water front. On the other hand, J. J. Hill, a man who has spent millions of dollars in Seattle, brought here an Oriental steamship line and built a railroad across the continent without a subsidy (applause), is entitled to some credit for honesty of purpose. (Applause.) It would be a very sensible thing for the council to do to submit this question to the people at the coming biennial election to be held just seventy days from today."

Critical Period Faces Seattle.

Hon. W. H. White, being called upon, said in part:

"I have lived in Seattle twenty-nine years. In that time there have been two critical periods in the history of the city, and we are facing the third one now. It is proper for us to look into the Northern Pacific's treatment of the people of this state. It has changed its skin several times, and to me it's the same old rattlesnake it has always been. It is understood that the men at the head of that corporation are now the old defunct Tacoma Land Company, and hope to enrich themselves.

"At North Yakima the railroad company refused to put the depot where the people, the pioneers, had built their homes, and destroyed the value of the property of the original town. Northern Pacific people bought up the land on Commencement bay at a nominal price, deflected the railroad there, and made Tacoma the terminus, when Elliott bay had been first selected. The people of this community went to them and offered them half the water front to come here. But no! The heart of this people was nearly broken. What did this people do? They began to build a road for themselves to the wheat fields of Eastern Washington. Now this railroad company comes here and asks for vacation of streets right in the heart of the city. It practically vacates the distance from Yesler avenue to University street. If Seattle had at first been made the terminus of the Northern Pacific railroad, she would today be a city of 300,000 people, instead of 80,000 and Tacoma 40,000. The road between this city and Tacoma was actually built and allowed to rust and remain idle for years before a car was run over it, through fear of building up this city."

The Orphan Railroad.

Voice in the audience: "It was the old 'orphan road!'"

"Yes," said Mr. White, "it was called the 'orphan' road: It was so lonesome. You see we old-timers remember these things. The Northern Pacific actually also tried to side track us entirely by surveying a line on the other side of Lake Washington. Property on the water front will depreciate in value if these plans of the Northern Pacific are carried out. And where are the C., B. & Q. and other railroads that are coming this way going to go if this water front is given to the Northern Pacific.

"This matter can't help becoming a political question," he said. "The Republican party controls the city of Seattle, and if this thing goes through the Republican party will be responsible for it, and I am not afraid of Republican voters on this question either."

Mr. White's speech was frequently punctured with loud applause and frequent laughter.

Who Will Be Oom Paul?

R. H. Lindsay said:

"The affairs of the city should be handled for the interests of the city and not for individuals or corporations. (Applause.) It requires no stretch to the imagination to see that the Northern Pacific is an enemy of Seattle and has been for many years—this corporation which has insidiously bought up valuable property and interjected itself upon this city. It is for the purpose of benefiting itself and injuring us. Is there a citizen in Seattle today who does not wish that some Oom Paul should rise in the midst of a liberty-loving people and say, 'remove your troops or we shall take it as a declaration of war.' (Long applause.) Which one of you, gentlemen of the city council, who may be here will be Oom Paul? (Applause.) I say build your depot, gentlemen, but do not take up any of the streets." (Applause.)

Judge Jacobs said in part:

"Would it be politic or expedient to grant the vacation of these streets to the Northern Pacific on the water front? I for one believe not. Why should not the Great Northern and other roads have the same privilege? By this grant we would have the water front hermetically sealed. When the ram's horn was asked by a certain railroad company, and when at a great mass meeting I got up to state my opposition, I heard cat-calls and hisses, and that was one speech, Mr. Chairman, that dried up within me. I never got a chance to deliver it. The council made the grant and the people of Seattle sold their birthright for a mess of pottage—not potash, Brother White. (Laughter.) But the supreme court subsequently, when the grant was contested, and I had gone on record as against it, said I was the only sober man in the city of Seattle. You seal up the water front and you present a commercial absurdity to a city of 250,000 people, as this city will be in a few years." (Applause.)

Judge Epler said:

"Seattle and her possibilities of trade have attracted the attention of the entire civilized world in the last two or three years.

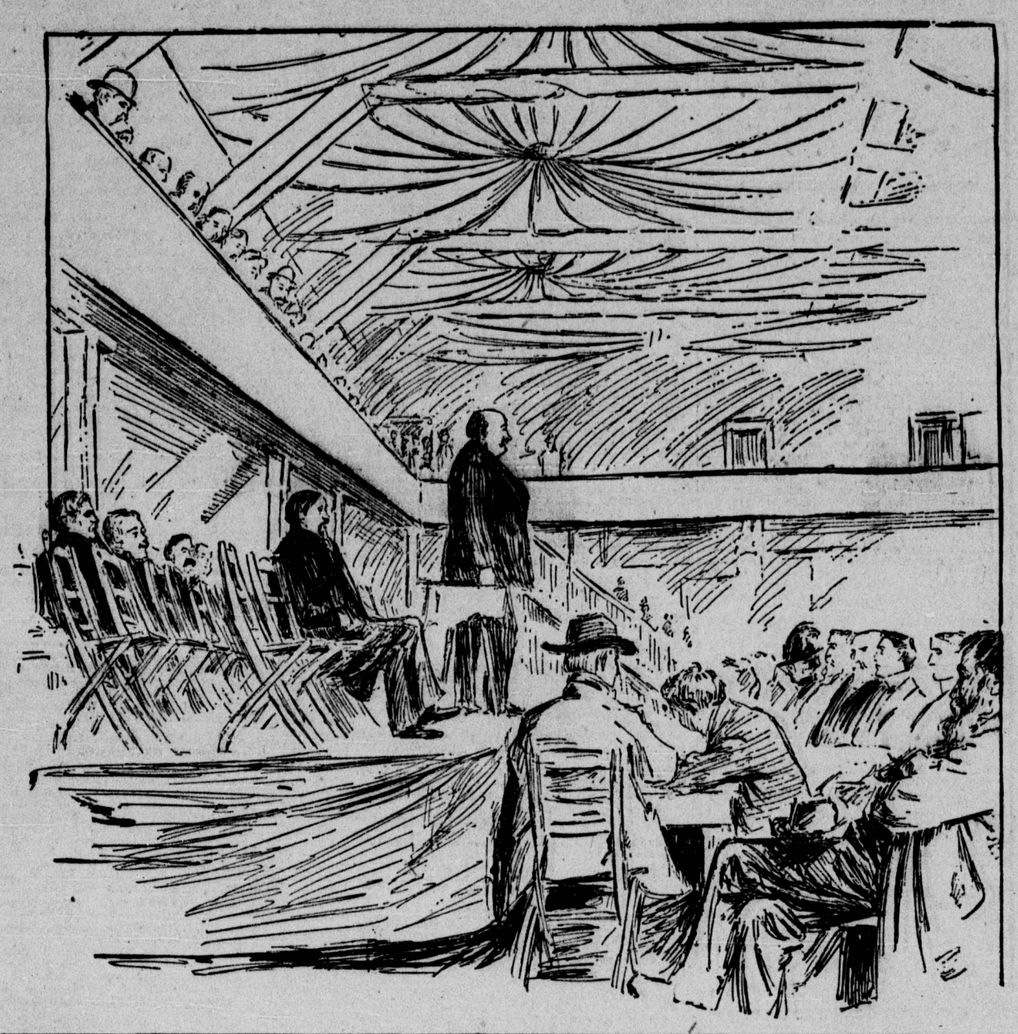
"The Northern Pacific was as quick to see this as anybody. She came here. But how did she come? I do not think. I do not suppose, that there is one member of this city council who would vote to place all the present and future commerce of Seattle and Elliott bay in the hands of the Northern Pacific, or any other single corporation. If a vote were taken here tonight, I do not think there would be two votes for the ordinances asked for by the Northern Pacific."

This finished the speechmaking. The resolutions were adopted by an almost unanimous rising vote.

The petition to the city council against the ordinances, which has been published by the Post-Intelligencer, was read and circulated among the audience. It received about 300 signatures. By unanimous standing vote, the audience agreed to continue the same committee and to stand by it, and then the meeting adjourned.

DANCE old year out and new one in. Ranke hall, Sunday eve, December 31.

A LARGE CROWD GATHERS AT THE ARMORY TO HEAR ANTI-NORTHERN PACIFIC ORATORS.



Face Humors

Pimples, blackheads, simple rashes, red, rough hands, falling hair, and baby blemishes prevented by CUTICURA SOAP, a sure preventive of inflammation and clogging of the Pores.

Sold throughout the world. POTTER DRUG AND CHEM. CORP., Props., Boston. How to Prevent Face Humors, free.

CITY COUNCIL MANDAMUSED

Must Submit Proposed Charter Amendment or Explain Why.

MATTER TAKEN INTO COURT.

Petitioners Allege That 1,950 Qualified Voters of Seattle Have Been Aggrieved by the Action of the City Fathers—The Limited Time Creates an Emergency It Is Claimed—To Hear Case Tomorrow

A. J. Wells and J. W. Godwin, representing the committee of 100, yesterday commenced another mandamus suit against the city council to compel that body to submit a proposed charter amendment to the people. In this suit it is sought to compel the submission of the so-called "initiative and referendum" amendment. Action was brought Saturday to compel the council to submit the proposed municipal ownership amendment.

The second mandamus suit was brought before Judge Moore, who granted an alternative writ of mandamus, and made it returnable at 9:30 o'clock Thursday morning, at which time the municipal ownership mandamus case is also set for hearing.

It is stated in the complaint that the proposition for the amendment was given to the city clerk, who, in turn, presented it to Corporation Counsel Humphrey. The latter rendered an opinion, holding the proposed amendment illegal. He said in part:

"The clear intent of this proposed amendment is that if 15 or 20 per cent. of the qualified voters petition the city council any question, however important or trivial, shall be submitted to the people for their approval or rejection at a general or special election, and if approved by a majority, shall be, by the council, enacted into law.

"This amendment would abolish the legislative body of our city government, or at least deprive it of all discretion, and its acts would be ministerial alone. Such an amendment would be in direct conflict with the laws of our state. I do not believe changes in our system of government so radical and fundamental can be inaugurated by amendment to the city charter. I am of the opinion that this amendment is not legal."

The proposition with opinion attached was then circulated in the city for signatures and 1,950 supposedly qualified voters signed. The petition was placed before the council, and according to the complaint this body refused to consider it.

It is contended that unless this amendment is submitted at the election the will of 1,950 voters will be thwarted and that they will be irreparably injured.

Owing to the charter provision requiring the city council to submit the amendment at least sixty days prior to the next general election, and requiring it to be published, an emergency exists, according to the complaint, which made it impossible to give notice of the application for mandamus, and if notice is given the writ, in case one should be issued, would be of no avail. The alleged necessity for the immediate issuance of the writ was urged.

TO AMEND CITY CHARTER.

Proposed to Double Mayor's Salary and Increase Those of Comptroller and City Councilmen.

Resolutions contemplating the submission to the people of charter amendments increasing the salaries of the mayor, the city comptroller and the members of the city council were introduced at last night's meeting of the council. The resolutions were introduced by Councilman Castleman and referred to the committee on charter amendments.

Under the proposed amendments the salary of the mayor will be increased from $1,500 to $3,000 annually, payable monthly. It is also proposed to increase the salary of the comptroller from $2,000 to $2,500 annually, payable monthly.

The amendment provides that members of the city council shall be paid annual salary of $900, the same to be paid in monthly installments. It also provides that in case any councilman absents himself from any regular meeting of the council the sum of $10 shall be deducted from his salary. At present members of the council receive a salary of $300 per year.

The special committee on charter amendments will take the amendments up at a meeting of the committee to be held Friday afternoon.

Beyond the introduction of the resolutions referred to and a few ordinances, the council transacted no business last night, an adjournment being taken to give the councilmen an opportunity to attend the anti-Northern Pacific mass meeting at the Armory. The adjournment was taken until Friday night.

FINE IMPROVED CORNER ON SECOND AVENUE,

$15,000.

After January 1, This Price Will Be Advanced.

During the past 60 days two corners just one block from this property have sold for $100,000 each. Your last chance to get a snap on Second avenue.

F. M. JORDAN,

Second Floor, Colonial Block.

BARRACKS ARE FINISHED.

Contractors on the Magnolia Bluff Army Post Ready to Turn Over the Buildings to Department.

Unless some unexpected circumstance should prevent it, Nichols & Crothers, the contractors on the army post buildings at Magnolia bluff will turn over seven of the new buildings to Constructing Quartermaster Robinson. About ten days ago Capt. Robinson inspected the buildings that have been completed, and found that some small changes and alterations were necessary. These have been made by the contractors.

The original contract of Nichols & Crothers amounted to $82,000. This included the erection of officers' quarters, quartermaster and commissary storehouses and barracks. These buildings have been completed, but the contractors are now engaged in building a hospital building and several other structures for the post, on a later contract.

ATTACHMENT BRINGS TROUBLE.

Two Damage Suits Filed Against Leo Schwabacher.

Damage suits aggregating $4,000 were filed in the superior court yesterday afternoon against Leo Schwabacher. The trouble hinges on an attachment Schwabacher is alleged to have made on $200 worth of wire cable owned by Robb & Swan, contractors on the Cedar river water pipe line.

Robb & Swan say that they had a good reputation and stood well as a business firm, but that Schwabacher maliciously and without cause persuaded Justice Swingle, of Arthur precinct, to docket and issue process against them. Their wire was attached, with the result that their business was injured, and the report spread that they were insolvent. They ask for $2,500 damages, and $175 to requite them for expenses in connection with the suit.

Robb brings a separate action against Schwabacher for $1,500 damages.

HEAVY CEMENT CONSIGNMENT.

Ship Glendoon Arrives From Hamburg With 5,000 Barrels.

The British ship Glendoon from Hamburg, with a cargo of 5,000 barrels of cement consigned to Capt. E. E. Caine, arrived last night. She stopped some time at San Pedro, where she discharged 11,000 barrels, her original cargo being 16,000, for Los Angeles.

Immediately upon her arrival the Glendoon began discharging at Arlington dock.

Z. C. MILES CO.'S great fire sale.

It's a bad sign

When you have that obstinate lingering cough which will not be shaken off.

"I have used three bottles of Dr. Pierce's Golden Medical Discovery since my correspondence with you," writes Mr. A. F. Novotny, of New York, N. Y., (Box 1437). "I feel that I am in need of no more medical assistance. When I started to take your medicine I had a regular consumptive cough, of which I was afraid, and everybody cautioned and warned me concerning it. I was losing weight rapidly, was very pale and had no appetite whatever. Now my condition is changed entirely. I do not cough at all, have gained eight pounds in weight, have recovered my healthy color, and my appetite is enormous."

It's a good sign WHEN DR. PIERCE'S GOLDEN MEDICAL DISCOVERY IS USED. 98 PERSONS IN EVERY HUNDRED WHO USE IT GET WELL.

OUR OWN MAKE RAINIER RAZOR SPANGENBERG GRINDS EVERYTHING 618 Second Ave. Seattle

WE have yet a fine line of Watches, Diamonds, Jewelry, etc., for New Year's presents.
W. W. HOUGHTON, Jeweler, 704 First Ave.

FREDERICK, NELSON & MUNRO.

...A...

Complete Carpet Stock HERE.

ALMOST EVERY STYLE OF CARPET THAT THE CAREFUL HOME FURNISHER WANTS IS IN THIS STORE'S CARPET ROOMS AND IN LARGE ENOUGH VARIETY TO MAKE CHOOSING EASY. PRICES RANGE FROM A VERY SMALL AMOUNT UP TO THE VERY EXPENSIVE. QUALITY CONSIDERED THE PRICES ARE AS LOW HERE AS AT ANY STORE IN THE ENTIRE WEST. COME IN AND INSPECT THE STOCK.

Frederick, Nelson and Munro
FURNITURE · CARPETS · RANGES · ETC.
RIALTO BUILDING. + EVERYTHING TO FURNISH A HOME + SECOND AVE. BET. MADISON AND MARION.

M. SELLER & CO. M. SELLER & CO.

Clearance Sale of Odds and Ends.

The tremendous Christmas trade which the public so liberally gave to this store left a very large number of odds and ends. Stock-taking time is near and the less of these "ones and twos of a kind" there are the less work there will be. We have cut prices very deep to make the buying easy for you.

Note the way we have done our share—

Libbey's Cut Glass.

Libbey's Famous Cut Glass, for which we are sole Seattle agents, is reduced 20 per cent.

"Rookwood" 33⅓ OFF.

"Rookwood" is marked one-third less than regularly during this sale.

Bohemian Glassware

A very complete line of Bohemian Glassware at less than cost. See the window display for suggestions.

Dolls—SAMPLES AT COST.

The entire line of samples of Dolls must be cleared out before stock-taking. We have priced them so low that you'll be interested.

BARGAIN COUNTERS OF China.

There are several large tables given up to bargains in China, plain and decorated. Come in.

STERLING SILVER Novelties.

Every description of Sterling Silver Novelties is here in a variety, and the price is exceedingly attractive. The very beest grade of novelty is the kind sold here.

Jardinieres.

An extra large line of Jardinieres are here to select from now. Prices cut in two.

Lamp Prices CUT IN TWO.

A Beautiful, Richly Gold Trimmed Stand Lamp, center draft, onyx body, worth $15.00; clearance sale price, $7.50.

Rococo Finished Lamp, gold trimmed, very pretty, worth $12.00; clearance sale price, $6.00.

Handsome Stand Lamp, bronze body, with globe to match, bronze base, gold trimmed, worth $13.00; sale price, $8.00.

$3.00 Stand Lamp, splendid value, globe to match; sale price, $1.50.

$2.50 Stand Lamp, an extra good value at the regular price; sale price, $1.25.

French Briar Pipes.

To close out the entire line of French Briar Pipes—the $2.00 kind are marked $1.50; $3.50 kind, $2.50; $4.00 kind, $2.00, etc.

Ornaments, BRIC-A-BRAC, ETC.

Hundreds of little things in Art Goods, large and small, are included in the sweeping clearance sale. Come in and look around.

M. SELLER & CO. CORNER MADISON AND FIRST AVE.

Every Man in Washington

SHOULD READ THESE SYMPTOMS.

Loss of energy, loss of appetite, general debility, shortness of breath, trembling of the hands, palpitation of the heart, impaired sight and memory, pimples on the face, back and shoulders, lack of confidence, desire for solitude, listlessness, inability to fix the attention, excitability of temper, night sweats, blushing without cause, lowness of spirits, languidness, eruption on the skin, irritable and desponding, pains in the back, loins and kidneys, disturbed and unrefreshing sleep, indigestion, pains in the back of the head, dizziness, specks, floating before the eyes, wasting of the muscles, dislike to enter society, fear of insanity and many other nervous affections.

Any man, young, middle-aged or old, who has any of the above symptoms, needs the advice and professional services of a skilled specialist, a physician who has made a life study of the diseases and weaknesses of men.

For more than twenty years Dr. Lukens has been a success along this line. He has earned the reputation of being the most successful specialist in the West. Lost vigor and vitality of all organs of the body, which have been weakened through disease, overwork, mental strains, excesses or indiscretions, are all restored to perfect health and strength through his new and original system of treatment. His prices are reasonable, and patients need not pay until cured.

CONTRACTED AILMENTS, BLOOD POISONS, ETC.—Men who are troubled with any of these afflictions should consult Dr. Lukens, if the disease has been recently contracted or has become chronic, painful and dangerous from treatment or neglect. Dr. Lukens can cure it quickly and permanently. No injurious drugs ever used.

PATIENTS NEED NOT PAY UNTIL THEY ARE CURED.

Dr. Lukens has such confidence in his remedies and successful method of treatment that he will let the patient deposit the price of a cure in any bank with any business house or newspaper in Seattle, to be paid to him only when a cure is effected. If patients prefer they may pay for a cure in instalments. This is the fairest proposition ever made by any reputable specialist. The patient takes no chances or risk.

FREE CONSULTATION AND ADVICE at office or by mail. All consultations and correspondence with patients sacredly confidential. Thousands cured at home every year. No printing on envelopes or packages to show what they are for them. Write for question list if you cannot call.

DR. J. H. LUKENS,

New offices, Kline-Rosenberg building, No. 625 First avenue, foot of Cherry street. Hours, 9 a. m. to 8 p. m. Sunday, 10 a. m. to 1 p. m.

Mark Ten Suie & Co.

813 Second avenue. Oldest established bazaar in Seattle. Special notice to the public. We have received a great many Japanese and Chinese curiosities for holiday gifts. Manufacturers of ladies' underwear and eiderdowns.

Come early so you can send them East.

REMOVAL { **Readman's Warehouse**

Removed From 410 Occidental Av. to 801-3-5-7-9 First Av. South.

WANTED—Second-hand Pianos. Organs in exchange for new ones. Especially a good square Piano.

RAMAKER MUSIC CO. 1413 SECOND AVENUE.

See the Washington state souvenir spoon, "THE RHODODENDRON." For sale by all leading jewelers in the state of Washington. Manufactured by JOSEPH HAYES & SON, 116 Cherry st., Seattle.