

Sick Headache

Is the cause of untold suffering to many women; of neglected families and unhappy homes. Pleasure is banished from the life that is subject to these attacks, and yet it is possible to be free forever from such trying ordeals.



Dr. Williams' Pink Pills for Pale People

Mr. Fannie B. Stoffe, of Martinsville, Mo., says: "I used to have terrible sick headaches, which I had as far back as I can remember. In recent years they were getting worse. A few years ago I took treatment of a specialist in Kansas City, but it only relieved me for a while. When I came here two years ago my health was miserable. My husband, who had great faith in Dr. Williams' Pink Pills for Pale People, insisted that I commence using them. After taking a few doses I could see an improvement, and my headache spells were not so severe. I used four boxes, and since that time I have not had any of those attacks, and I never feel so well in my life."

No discovery of modern times has proved such a blessing to mankind as Dr. Williams' Pink Pills for Pale People. Acting directly on the blood and nerves, invigorating the body, regulating the functions, they restore the strength and health in the exhausted patient when every effort of the physician proves unavailing.

These pills are sold in boxes at 50 cents a box, or six boxes for \$2.50, and may be had of all druggists, or direct from Dr. Williams Medicine Co., Schenectady, N. Y.

FOR A SEATTLE MINT.

One to Be Sent for Introduction in Congress.

ENFORCED BY IMPORTANT DATA.

Secretary Prosch Prepares an Elaborate Letter Setting Forth Some of the Reasons Why a Mint Should Be Located in Seattle and Showing Its Expanding Importance as a Financial Center of the Coast.

A bill providing for the moving here of the Carson mint or the construction of a new one, will this week be sent to members of the Washington House of Representatives in congress by Secretary Prosch of the Chamber of Commerce. Accompanying this will be a letter descriptive of the advantages of Seattle as a commercial center, which is considered one of the best drafted by Mr. Prosch, is given in full as follows: "I am directed by the Chamber of Commerce to inform you that in the event of the location of a new United States branch mint on the Pacific coast, Seattle wishes to be the place selected therefore. It is believed that there is a strong reason for establishing it here. The government has mints now at Philadelphia, New Orleans, Denver, and San Francisco, California. The latter in the latter place being unused. Two of the mints are on the Atlantic coast, one in the interior, and the fifth, at Carson, Nevada, situated on the Pacific coast. Geographically, the mints then will be well distributed throughout the country.

There are commercial reasons why there should be a mint at Seattle. These will here be briefly referred to. Seattle is now the location for one of the important offices in the mint service. It was so referred to by the mint director in 1888, and by the secretary of the treasury in 1891, and in his annual reports, and recommended the erection of a suitable building for its proper housing. The office is now in the new building of its kind in the country. Established by law of congress May 21, 1888, it was opened for business July 15, 1888. During the five and a half months ensuing it received deposits of gold and silver bullion amounting to \$3,550,002, and the twelve months ending December 31, 1899, deposits aggregating \$12,223,625. During the first seven months of this year it received deposits amounting to \$1,750,000.

Official Recommendations. "In view of this enormous business, it is not astonishing that the director said in his report for 1898 that 'the Seattle office promises to be a very valuable asset to the treasury, and that the expectations of the bureau,' and that 'ground should be procured and a proper building erected by the United States government, and the office moved to the new building.' The importance of the Seattle office as a mint is indicated in the foregoing in connection with the United States assay office. Others are in connection with banking and clearing houses. Though Seattle is not a financial center of Washington in population, it is just about one-half in money matters. This is evinced by the latest official report of the treasury department, showing that on December 31, 1899, the Seattle office had deposits amounting to \$1,750,000, while the Carson and New Orleans offices had deposits amounting to \$1,712,700, and the San Francisco office had deposits amounting to \$1,712,700. During the twelve months ending December 31, 1899, these two reports the Seattle banks enjoyed increased deposits of \$3,238,670; all other national banks in the state of \$47,000,000. In the report of the comptroller of the currency for the year ending December 31, 1899, it is shown that the Seattle institutions had deposits amounting to \$4,154,100, while the Carson and New Orleans offices had deposits amounting to \$3,550,000. The only Pacific coast cities having clearing houses are two in California, two in Oregon, three in Washington and two in British Columbia. These, according to the secretary of the treasury, transacted business as follows in 1899: San Francisco, \$20,715,730; Seattle, \$1,750,000; Portland, \$1,750,000; Los Angeles, \$1,750,000; Spokane, \$1,750,000; Vancouver, B. C., \$1,750,000; Victoria, \$1,750,000.

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XII. Text of the Bill. Following is the text of the bill sent to Washington by Mr. Prosch for introduction in congress:

Section 1. For the purpose of establishing the mint at Seattle the sum of \$500,000 be and is hereby appropriated out of any moneys in the treasury not otherwise appropriated, the money to be expended by the secretary of the treasury in his discretion in the purchase of site, erection of a building, procurement and installation of machinery and furniture, and operation of the mint during the first fiscal year following completion of the building and its equipment.

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Carpenter's Letter From Japan

DO NOT MISS

BEHAVES BOULEVARDS.

Superintendent Little Wants Fine Driveways in Seattle. WOULD FOSTER NOBLE SPORT.

Annual Report of the Street and Park Commissioner Contains Important Recommendations-Reviews the Progress of His Department for the Year-Payments in Need of Attention.

Boulevards is the main theme of the annual report of F. N. Little, superintendent of streets, which is published in Seattle. It is one of the most interesting documents of the year. He has just finished adding the totals for all of 1899 to his figures, and therefore presents a complete annual statement.

The report is largely a review of the work of his department for the year, but Mr. Little makes important recommendations and driveways for Seattle, and believes that with the co-operation of the council there could be some extension of this nature that would add greatly to the reputation of the city. "There is not a city in the United States that is so lamentably in need of places to drive," said Mr. Little, discussing his message yesterday. "We have natural sites here that would make ideal boulevards if they were properly attended to, and this instead of the liveries stables being empty they would be full, and the citizens would more generally own horses and fine turn-out."

Some interesting statistics are given, showing the cost of street work during the last year. The cost of repaving the streets was \$12, of planked streets, \$1,232, and of dirt streets, \$3,771, while \$1,232 was expended for cleaning planked streets, \$3,327 for cleaning dirt streets, and \$88 for cleaning dirt streets, making a total cost of repaving and cleaning all the streets for repaving sidewalks, and \$2,025 for sidewalk supplies, making a total expenditure for crosswalks and sidewalks of \$1,612.

The total cost of repaving sewers during the year was \$180, to clean them \$46, to clean the gutters \$28, to clean them \$300, to repair sand boxes \$16, and to clean them \$50, making a total expenditure in this department of \$2,654.

The general expense account shows the following outlays: Salaries, \$2,520; stable, \$1,650; blacksmiths, \$1,000; shop, \$673; supplies, \$384; total, \$6,627.

The streets improved prior to 1898 covered an extent of 100.78 miles; during 1898 and 1899 a mile was improved, making a total of 101.78 miles of improved streets in the city. In 1898 there were 3.33 miles of long and narrow streets, 2.15 miles of wide streets, and 1.28 miles of streets in Seattle.

Bad Condition of Streets. In reference to the "deplorable condition" of the planked streets, the report says: "In many instances this department and the board of public works have recommended their immediate improvement to the city council, but as yet no definite action has been taken. Especially in the case of the streets on the north side, from Madison to Pike street. The condition of this prominent thoroughfare renders it impossible for this department to be of any service whatsoever in cleaning the same, and as a result we are in receipt of complaints from every side.

"In my former report I have recommended the carrying out of the plan of parking our residence streets, which are not occupied by street cars, and which are not intended for boulevards, except on streets which from their very location are natural thoroughfares. A great number of our dirt streets have been cut up by the extension of water main, gas lines, and other utilities, and the result is a condition of the streets in an almost impassable condition.

"It will be necessary, in order to keep pace with the large increase of business, to have a plan of repaving or grading parts of our city, running in different directions, to accommodate the greater bulk of travel; then the remaining streets would not be cut up. Crossings could be kept clean far cheaper, and the dirt streets would be kept in better condition. The benefits to be derived from such improvements are incalculable. It is a great advantage to have a delivery to every household of fuel and other supplies, to say nothing of the decrease in the wear and tear of teams.

Boulevards Wanted. "I would be negligent in my duty did I not call your attention to the urgent necessity of some system of driveways or boulevards in Seattle. A system of good driveways was built on proper grades, say along the shore of Lake Washington, and the city would be benefited, which of itself, when its grounds are beautified, will be a great attraction to our beautiful park. Made a wide driveway and a view to extending it to Columbia and a return to the city by way of the valley of the Renton car line. This would encourage men of means who were lovers of horsemanship to invest in the city, and the increased taxes sufficiently to meet the whole cost of construction, and such a route would accommodate the city in its growth.

"If the city, out of its general fund, would expend enough to build such a system of boulevards, it would be a great benefit to the city. A narrow driveway could be built on an established grade, which could be widened from time to time. This route would run through the truest land on Lake Washington offered to the city for park purposes by the Puget Mill Company, and it would be a great advantage to have a driveway of this nature, and it would be a great benefit to the city.

Better Streets and Alleys. "The alleys in the business district are in a bad condition, and should be improved as soon as possible. This work has been delayed pending the placing of wires and conduits under ground. "In this connection I desire to call attention to the failure on the part of the police to enforce the ordinance relating to throwing garbage and waste material in the alleys, which, especially in the business portion of the city, renders it impossible to bring about better conditions without an expenditure of money that is unwarranted by this department, and unnecessary as well.

"Any one familiar with the system of hauling now in vogue in the city can see at a glance that in a great measure the short period required to wear out planked streets is caused by the great loads that are hauled on trucks and wagons with narrow tires. It would be a great saving to the city if all wagons and trucks that are hauled on streets were compelled by ordinance to have tires of a width to conform to the carrying capacity of the vehicle. "The following figures are given on sewer work:

Number of miles of sewers built prior to 1888, 36.63; built in 1888, 4.69; built in 1889, 19.13; total, 60.45. Catch basins—Prior to 1888, 22; constructed in 1888, 231; constructed in 1889, 188; total, 641. Sand boxes—Prior to 1888, 284; constructed in 1888, 7; constructed in 1889, 31; total, 322. Flushing tanks—Prior to 1888, 284; constructed in 1888, 1; constructed in 1889, 13; total, 298.

The number of permits issued to license contractors for private sewer construction, and which were inspected by this department, were: In 1888, 246; in December 12, 1899, 539.

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