

PUT A UNION DEPOT ON THE TIDE FLATS

And Leave the Water Front Free of All Obstructions.

SENTIMENT OF MANY CITIZENS

Interviewed Today by Reporters of The Star—Their Views Presented to the Public in Crisp Form.

A number of prominent citizens were interviewed today by Star reporters, in order to ascertain their views regarding the proper location for a depot in this city. It will be noticed that the sentiment seems to be strongly in favor of the site proposed by President James J. Hill, of the Great Northern.

Messrs. Spelger & Hurlbut, in a joint interview, said: "We do not believe in antagonizing Mr. Hill. Whatever interests of his own he may have been looking after, his work has been good for Seattle. We hardly think the Great Northern will leave here, but at the same time we think Mr. Hill is right. Marion street is not the place for a union depot; we favor the tide land site. The waterfront from Yester up should be left to the local steamers. That is the most convenient place."

A. M. Brookes, of the Post in National Bank preferred to mind his own affairs; "I have not studied the situation, but I believe Mr. Hill is a man of his word. I have never known him to be a 'bluffer.' It seems to me that any business man should see at a glance that Railroad avenue is not the place for a depot. As to what should be done I have formed no opinion. I think, however, we would be safe in non-interference, and the railroads will undoubtedly make some equitable adjustment of the difficulty."

Julius Reidelshelmer has studied the matter for some time; "My opinion is that the affairs of the two railroads are none of our business. Seattle is just the stage where it needs a union depot, anyway. All metropolitan cities have several depots, and I favor the establishment of two in Seattle. As far as Mr. Hill goes, when it no longer pays him to stay in Seattle, he will go anyway; but he is too wise a man to leave as long as his best interests are here. Seattle is old enough to stand on its own legs, and we should act for the interests of the city, without regard to threats from any source."

Labor Commissioner Grout: "I do not like the idea of a union depot at the foot of Marion street. The side streets would have to be vacated, which would be a detriment to travel. I think Mr. Hill is right."

Judge Cann: "I believe the citizens of Seattle should listen to Mr. Hill's argument, and that the union depot should be erected upon the tide flats, and not at the foot of Marion street."

E. O. Graves: "Mr. Hill, in striving to keep that part of the waterfront between King street and North Seattle free from railroad yards, and to put all terminals south of King street, acts for the benefit of local commerce. His idea is correct."

Jacob Furth: "Mr. Hill is right in his idea of keeping the waterfront clear for the benefit of the 'mosquito fleet.' The terminals should go south of King street."

R. B. Bullock: "If Hill allows himself to be tied up like he intimates, he is not as bright a man as he is thought. I think if we persist in the present attitude, we will drive the Great Northern to Bellingham bay, where it already owns seven miles of waterfront. We must not forget what Whatcom county means as an agricultural district, nor the harbor facilities of Bellingham bay."

R. Merchant: "If we permit the present attitude of the Northern Pacific and Great Northern, we ought to get the worse of it. Hill is a man that means just what he says, and he will do it. We should by all means keep open the streets near the waterfront, and should keep the local steamers where they are handy to commerce."

Frank Jobst: "The Great Northern will never go, but I believe its attitude is right. The proposed site is no location for a depot, and I believe Hill will be supported by the merchants."

E. C. Cheasty: "Mr. Hill's argument as to the preservation of the waterfront is a good one. Seattle needs the 'mosquito fleet.' The terminals should go south of King street."

E. W. Andrews: "I agree entirely with President Hill. The policy of the Northern Pacific in building a union depot near the present depot and putting yards there, would block the waterfront."

O. M. Moore, of the Information bureau, had well-defined ideas; "I see no reason why we should find a dissimulating voice. The proposed site is altogether out of the question from every standpoint. It would cost the Northern Pacific as much for a foundation as it would for a depot. The interference with local traffic is of itself a sufficient reason why the depot should not be built at the foot of Marion street."

Thos. W. Prosch, who was one of the members of the board that supervised the plan of the railroad tide lands, said: "At the time when we hired Mr. Boge for \$1,500 to plat the tide lands, every aspect of the situation was thoroughly canvassed. As far as congesting traffic on Railroad avenue goes, it would be easy enough to keep a couple of tracks open, and Mr. Hill could mass his cars on the tide flats as he desires. It would be better for the Northern Pacific to have its depot at the foot of Madison street, but it would not be best for Seattle. The only proper place would be in North Seattle, or the tide lands, and the matter of grade makes the tide lands most desirable."

W. M. Russell, who is perhaps one of the best posted men on transportation in the city, said: "It would be very handy to travelers to have the depot on Marion street, but I think that, on the whole, it would be better to have it on the flats. Mr. Hill's position seems perfectly just, and I think his ideas are very good."

J. T. Ronald: "I think some action should be taken at once, but only after mature deliberation. I am very much interested, and would not care to speak hastily. The matter should be very carefully considered, as it means much to Seattle."

Jno. Halsey: "I think J. J. Hill is right. The union depot and terminals should be south of King street. I believe the Northern Pacific is trying to absorb our waterfront as they did Tacoma's."

E. E. Egert: "It is Mr. Hill's business. I believe he is capable of attending to it. If I were as capable of doing my work as he is, I would be satisfied."

Judge W. H. Moore: "I have not thought sufficiently of this matter to give an opinion for publication. I think that Mr. Hill is quite right in his contention that the Northern Pacific should not attempt to monopolize the waterfront. We have never received any great favors at the hands of the Northern Pacific, and we don't expect too much from them. Should Mr. Hill carry out his implied threat to discriminate against Seattle, it would affect the city's prosperity immensely. His arguments, it seems to me, are very good in the matter of a terminal station, and I most assuredly support him."

George Woodhouse: "I agree in almost every respect with Mr. Hill. The Northern Pacific people are grasping far too much, and they should not be encouraged by the citizens of Seattle. If this city is to become a great seaport, we cannot afford to have business on the waterfront interfered with. Mr. Hill has come out with a plain statement, and we know just where he stands."

Denial by Draper.

MILFORD, Mass., Sept. 18.—Gen. William F. Draper, ambassador to Italy, will not be a candidate for the vice presidential nomination before the Republican national convention. A report that he aspired for Vice President, Hobart's place led Gen. Draper to emphatically deny tonight that he would enter the race.

ALTGELD MAY NOT GO TO KENTUCKY

CHICAGO, Sept. 18.—The Chronicle says, Ex-Gov. Altgeld may not go to Kentucky to make speeches against Senator William Goebel, the regular Democratic candidate for governor. He said today that while he had received invitations to visit the Blue Grass state in the interest of the anti-Goebel ticket, he had not yet made up his mind to accept them. "I am getting old," said the ex-governor, "and I do not like to make long trips into strange states; it is hard work and a great strain on the nervous system. I have received invitations to visit Iowa and Ohio, and have arranged partly to go to the former state. There is time enough to think about going to Kentucky, and I would not make up my mind on the subject for some time."

TOWN SWEPT AWAY BY FIRE

GRAND FORKS, N. D., Sept. 18.—The little town of Northwood, in Grand Forks county, was completely destroyed by fire this afternoon. The blaze started in the National hotel through carelessness of the part of a domestic, who was using gasoline to kill bedbugs. The volunteer fire department was helpless. The loss is estimated at \$200,000. Fifty business firms lost their entire belongings. Postmaster Ellington was the only person seriously injured. His face and legs were badly burned. Few of the losers carry any insurance.

THE FALL CAMPAIGN IN THE PHILIPPINES

NEW YORK, Sept. 18.—A special to the Herald from Washington says: Considerable progress has been made by Maj. Gen. Otis upon the plan of the campaign he will begin immediately on the beginning of the dry season. To prevent similar preparations being made by the insurgents, and perhaps as a forerunner to the comprehensive operations to occur when the campaign is permitted, an offensive movement by the commands of Major Generals MacArthur and Lawton will begin at once. It had been expected that this movement would have begun last week, but evidently either the preparations have not been completed or the elements have prevented, for up to this time so far as the department has been advised, nothing has been done. The officials are in hourly expectation, however, of advices showing that the campaign under command of the office, a have begun a real campaign against Aguinaldo's troops. Gen. Otis proposes to divide the army of 44,549 combatants and the mountain batteries and dynamite guns which he will have in December, into two divisions, commanded by MacArthur and Lawton. One of these will operate to the north of Manila and the other to the west and south. Each division will operate in two military provinces to be defined. It is expected that each commander will have six brigades under his command, the remainder of the troops being employed to garrison Manila and other seaport towns through which the insurgents are receiving supplies. Lawton will be required to make quick movements and it is proposed to place the cavalry brigade under his command.

PARIS, Sept. 18.—The senate, acting as a high court of justice, assembled in Luxembourg Palace today, to hear the charges preferred against Paul Desrouleau, Marcel Habert, Jules Guerin and other conspirators against the republic.

The gardens of the Luxembourg and neighboring streets were crowded with people, but the presence of a strong force of gendarmes and cuirassiers discouraged demonstrations. Immediately after the court had assembled the procurateur general read the act of accusation, which charges the accused with instigating the recent disturbances and with having invited the Duke of Orleans to approach the French frontier. The procurateur then endeavored to prove association between the Duke of Orleans and Desrouleau.

A STRIKE AT MOUNT BAKER

Word was received in this city today of another rich find being made in the Mount Baker mining district, Thomas Payne, Ed Thomas, and Sam Anderson, of Blaine, and F. P. Hay, of Sumas, while hunting for wild goats, struck a rich ledge of free mill ore six feet wide. It lies between a ledge of birdseye porphyry and granite, and is about 8 feet between walls. Six feet is solid quartz, and the remainder is soft porphyry. The cropping is exposed at an elevation of 6,500, and the lead has been traced for 7,500 feet.

GAS COMPANY'S MEN QUIT

Six gas-fitters and six jobbers, all non-union men in the employ of the gas company, quit work last Saturday, stating as a reason that one of their fellow shopmen had been discharged as an agitator. They also wanted an increase of wages from \$2.50 per day for gas-fitters to the union scale of \$4, with an increase for jobbers from \$1.25 per day to \$2. This morning the foreman, R. M. Seymour, also dropped out in sympathy with the dissatisfied men. It is announced that the twelve who quit Saturday will at once apply for admission to the trade union and will, in future, cast their lots with organized labor.

General Manager C. R. Collins, of the gas company, says that the men dropped out without giving notice, and that it was a plain case of quitting. Just how the difficulty will be adjusted is not yet apparent.

MME. DREYFUS ORDERED OUT

Told to Leave the Villa Where She Has Been Stopping.

RENNES, Sept. 18.—The guards who heretofore have accompanied Mme. Dreyfus to and from the military prison, have been removed. M. Godard, at whose house she has been stopping since the beginning of her husband's trial, today served a notice on her to leave the house. Mme. Dreyfus refused to do so on the grounds that the villa was engaged until the end of the case. The matter may be taken into the courts. It appears that the offering of an asylum to the Dreyfuses during the trial was purely a commercial arrangement.

GEN. ALGER WITHDRAWS

DETROIT, Sept. 18.—Gen. Alger today gave out a letter announcing his withdrawal from the senatorial race.

Alger's letter was addressed to William Judson, state oil inspector, and one of Pingree's warmest supporters. The letter reads: "After a careful consideration I have decided not to be a candidate for United States senator. My reasons for this determination are personal and of a business nature. I fully appreciate and thank you and my many other friends for offered support, and I hope I will be able in the future to show my gratitude for all that has been done for me by the people in our state."

In giving out the letter Alger refused to make any other statement.

PARIS, Sept. 18.—Intransigent, an anti-Semite, urges a Frenchman boycott on the English shops in Paris on account of the anti-French campaign in England.

INSPECTION TOUR.

Private car "A 2," of the Great Northern, left over the coast-line this morning for Fairhaven. On board were J. N. Hill, son of President J. J. Hill; Jno. F. Stevens, chief engineer; General Manager Ward, and Resident Engineer H. W. Edwards. These gentlemen are on a tour of inspection. They will look over the coast-line and the company's Bellingham bay property.

CITY NEWS.

Coral Corbaly, age one year, and daughter of Mr. and Mrs. Platt M. Corbaly, died yesterday at Providence hospital of brain trouble. The body will be shipped to Wenatchee, Wash., for interment.

The funeral services of John Fountain were held at 3:30 this afternoon from Butterworth's chapel.

The funeral services of Thomas Collins were held from Butterworth's chapel at 1:30 o'clock this afternoon.

The funeral of John C. Hoffman was held yesterday afternoon at 2 o'clock from Butterworth's chapel. Rev. R. F. Powell officiating. The interment was in the G. A. R. cemetery.

Patrolman George M. Riddle, of the local police force, has resigned. Mr. Riddle left for the East today.

Judge Joseph J. Egan, a justice of the supreme bench, who was formerly attorney general, passed through this city yesterday morning on his way to San Francisco. His trip is only a matter of pleasure.

Ex-Congressman Charles Stone, of Pennsylvania, is in the city, a guest at the Seattle hotel. He says he is on a vacation and does not care to talk politics.

M. J. Roche, traveling passenger agent for the Rio Grande & Western, is in Seattle today. Mr. Roche is best known by the sobriquet of "Mike" among the railroad and traveling fraternity.

Katharine E. Ross is being examined before Judge Moore this afternoon as to her sanity.

W. F. Horner, who has been in newspaper work in the state for a number of years, leaves this evening for San Francisco, where he joins the Fourteenth infantry to go to the Philippines.

George Williams, an Italian fisherman, swore to a complaint in Judge Cann's court this morning charging John Sheatle and John Christ with assault and battery.

John Garrety, accused of being implicated in the robbing of John Schwarz, a Klondiker, out of a check for \$2,000, was discharged by Judge Cann this morning.

The hearing of Robert Bevington, G. W. Angell and A. W. Waddell, accused of stealing a check for \$726 from John Jones, was continued from 10 o'clock this morning until tomorrow. Two new complaints were filed against the men Saturday afternoon. Bevington and A. B. Mason, one of the proprietors of the Tony Faust saloon, are charged with obtaining \$1,000 from Jones under false pretenses, by selling him a saloon, which, it is claimed, they had no right to dispose of. Bevington, Waddell and Angell were charged with forging Jones' indorsement on the back of the check, which, it is alleged, they stole. Mason has deposited \$1,000 cash bail for his appearance.

On Tuck, a Chinese gambler, was arrested by Detective Cuddehe this morning for selling lottery tickets.

There is a great stir in progress among the gamblers of Seattle. Threats are alleged to have been uttered by a certain councilman that if they do not conduct their business "thus and so," a resolution would be introduced in council ordering all games closed. The story obtained from police authorities is as follows: Several days ago Ed Pincus, a well known character of the tenderloin district, was discharged from his position as night watchman at the Standard gambling house.

Pincus has now leased rooms in the rear of Councilman William McArthur's saloon on Second avenue south, and is preparing to open a gambling house. It is said that if any complaints are made against Pincus' games by the proprietors of other houses, a resolution closing all public gambling houses will be pushed. It is also stated that Pincus has been furnished the necessary bank-roll, and preparations are now being made to open the games as soon as possible.

A cablegram was received at the Empire Transportation company this morning stating that the transport Pennsylvania, carrying the First Washington troops, left Yokohama today. This will make the vessel due at San Francisco about October 9.

An accident which nearly proved fatal before it was averted, occurred at Stetson & Post's mill. Patrick Dalton was working in one of the offices, when the bottom, without any warning, dropped into the bay, 12 feet below. Books and office furniture fell on top of Dalton, and he was nearly drowned before help arrived. His back was severely injured, and he is now at Providence hospital.

The steamer Cleveland sailed for St. Michael early this morning with a very large cargo of freight, which included a number of mules and cattle. The livestock was consigned by the Frye-Bruhn company, and the mules were shipped to Cook inlet and Valdez for the government expedition. Magnus Kilberg was one of the heaviest shippers. He sent up \$10,000 worth of cigars and liquor for an Anvil City saloon.

The steamer Dirigo sails tonight for Lynn canal with a full cargo of freight and 50 or 60 passengers. Her cargo includes several very heavy pieces of machinery, which is used in the Klondike.

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LONDON, Sept. 18.—The Times, in a second edition, prints a Johannesburg dispatch to the effect that an early coup, by the Boers is believed to be contemplated. There are quantities of compressed forage being sent to the Natal border, and the Boers are buying all the horses available.

LONDON, Sept. 18.—The acute situation continues to usurp attention here. The tone of the press is warlike, and even the jingo papers see small chance of a peaceful settlement. Despite the seriousness of the situation the stocks are holding well, which would indicate that the speculators do not expect a war. The text of the Boer's reply was published here this afternoon. It is practically the same as the official summary printed this morning.

WEATHER FORECAST.

For Seattle and Vicinity.—Tonight and Tuesday, fair; north to west winds.

The Argentine city of Buenos Ayres had a population of 662,524 in 1895, and present calculations favor the conclusion that the population today is not less than 776,000.