

Reflect Growth & Progress of the U. W.



Dexter Horton & Co.

Bankers
SEATTLE, WASHINGTON
ESTABLISHED 1870

Statement of Condition Nov. 16, 1909.

RESOURCES

Loans and discounts	\$ 8,269,483.17
Overdrafts	1,928.33
Bonds, stocks and warrants	1,114,387.76
Furniture and fixtures	132,880.00
Real estate	103,563.68
Due from banks	\$1,770,653.15
Cash on hand	2,009,615.63
	3,780,268.78
	\$13,402,511.72

LIABILITIES

Capital stock	\$ 1,000,000.00
Surplus	150,000.00
Undivided profits	243,305.95
Deposits	12,009,205.77
	\$13,402,511.72

OFFICERS

W. M. LADD, President.
R. H. DENNY, Vice President.
N. H. LATIMER, Manager.
M. W. PETERSON, Cashier.
G. F. CLARK, Assistant Cashier.
H. L. MERRITT, Assistant Cashier.
C. E. BURNSIDE, Assistant Cashier.
OLDEST BANK IN STATE OF WASHINGTON

HAVE BIG DEALS ON THE WAY, SAY THESE BROKERS

Few Deals Made, But the Realty Men Are Still Very Optimistic About the Future.

A few of the real estate dealers report a prosperous week, but most of them have few big transactions to report, although several big deals are said to be about consummated.

The greatest activity seems to have been in the University district, where a vast amount of building is still being done, despite unfavorable weather conditions. Jackson st. property and lots on adjacent streets have been moving fairly well.

Acres and ranches are moving much faster than city property right now. A good index to the rate home-seekers have started for the Northwest is furnished by the records of the two North Coast railroad towns of Granger and Grandview, in the Yakima valley. Calhoun, Denny & Ewing, owners, report that in the last sixty days new settlers have increased fully 100 per cent.

Are Very Optimistic.
Calhoun, Denny & Ewing say: "We believe the tide is rising. There is every evidence that conditions are headed this way. The buoyancy displayed by general business locally and over the country is about all the reassurance one needs."

"We are on the eve of a great era of immigration and building, and nothing short of a miracle can stem the tide. It cannot be kept back. It now seems likely that Seattle and the Sound country will

see one of the largest land movements in history before another year rolls around. "We believe that city property will soon feel the same impulse that has already begun to stir in general acreage."

A new realty office has been opened for the convenience of north-end customers at the corner of 71st and Green Lake boulevard by Calhoun, Denny & Ewing. Maps and plats will be available for the good of the public. S. R. Gilmore is in charge.

Ole Hanson & Co. claim to have done an enormous business in the past week. Such a business, in fact, that they have arranged to enlarge their offices and to put twenty more salesmen in the field.

DIRECT BOAT TO IRONDALE.

Irondale realty has been an exceedingly brisk proposition for the past four days, according to Realty Manager Frank B. Poor, of the Moore Investment company, for the reason that on Wednesday the Western Steel corporation put on the Hyak as the first direct boat from this city that Irondale has ever enjoyed. The result has been a very heavy travel to the steel city, in its permanent inhabitants and the moving off of large blocks of lots in the southern portion of the city, near the school house and public buildings.

INSIDE STORY OF BIG RACE

CARELESSNESS OF SCORERS MADE VANDERBILT CUP RACE A JOKE.

Exactly how it was discovered that the scorer of the Vanderbilt cup race had failed to tally the eleventh lap for Grant, and the steps taken leading to the correction of the error, has not as yet been told, although the thousands in the stands at the finish line clamored for the information, and the story in detail of what happened, as told by Arthur Jervis, advertising manager of the American Locomotive Co., who made the fight for the correction of the error, is highly interesting and throws some light on the conduct of the race.

Jervis' Version.
"We were keeping our own score in the pit, of course, and at the end of each lap were holding up a blackboard for Grant to see, on which was written the number of the lap he was then completing and the time, in minutes, that he was behind the leader. In the adjoining pit, occupied by the representatives of the American car which did not start were Willie Haupt and his brother, E. W. Haupt. They were keeping an entirely independent score, and timing each car by the watch of E. W. Haupt, who has done this at all the big road races of the season, and is expert at it. His time was invariably within a few seconds of the official time, and I was taking his figures and using them in giving the signals to Grant. The fact that the official score board did not have Grant's score advanced as far as Knipper's and Parker's did not raise any immediate suspicion in my mind, because these score boards were notoriously in confusion throughout the race."

"The first intimation I had that Grant had been overlooked on one round was when I heard Peter Prunty, the announcer, giving the time for Knipper's fourteenth lap and simultaneously Grant's time for the thirteenth lap. I at once called to Prunty asking for Grant's time on the fourteenth lap. Prunty shook his head negatively, indicating that he could not give it to me. I then asked him on what lap Grant then was. He replied the fourteenth lap. We knew that he was on the fifteenth lap. I asked Prunty to find out from the scorers on what lap Grant was. He asked them and told me again the fourteenth. I called to some of the men in the press stand and asked them on what lap Grant was running. Most of them replied the fourteenth, but one man called out that the official score said he was on the fourteenth while he was really on the fifteenth. With this I, of course, agreed. I then had one of the officials escort me across the track to Mr. Pardington and told him that the scorers had missed a lap of Grant's. He went up to the stand where the scorers and timers were at work and investigated."

Time Flying.
"Meantime the cars were speeding on toward the finish. They completed the sixteenth, seventeenth, then eighteenth lap, and all the while we felt that we were unintentionally robbed. Finally, Mr. Pardington completed his investigations and came to me and said that he was sorry but all the official scorers had the same tally, and that their figures were checked and cross-checked, and he did not see what he could do. I then appealed to Mr. Vanderbilt and told him that we would file a formal protest and asked him what formalities were necessary and the amount of the fee required. I also mentioned the

fact that an error of this sort would be as unfortunate a thing for the reputation of the Vanderbilt Cup race as for the American Locomotive Co. He was as polite and as silent as usual.

"I began trying to find persons who had kept an independent score, but for a time without success, and meanwhile the cars kept racing past with Grant scored as being a lap behind where he actually was. I next discovered the absurd time of 21 minutes 58 seconds accredited to Grant's twelfth lap, on which he made no stop, while his tenth lap was made in 10:56 and the thirteenth in 11:01. This manifestly revealed where the error was and I called the attention of Mr. Pardington and Mr. Vanderbilt to it and also to the independent score of E. W. Haupt, but they made no effort to investigate this.

Vanderbilt Appealed To.

"Next I asked Mr. Vanderbilt if he would authorize an announcement to the press stand that we claimed an extra lap for Grant and would enter a formal protest. Mr. Vanderbilt refused to give consent. If he had done so an endless amount of confusion and considerable injustice would have been saved. I called attention to our method of giving Grant signals, trying to show how almost impossible it would be for five men to fail to count from one to fifteen, when each time a new number was put up the old number had to be first rubbed from the board. The twenty-first lap was being run and Grant was more than a minute in the lead by our score but still a lap behind, according to the official score, when C. S. Ricker, a student of Cornell university and an automobile enthusiast, came to our pit at the suggestion of the Chalmers-Detroit team, and said that his score agreed with ours. I then called Mr. Vanderbilt and told him this. Then, for the first time, he looked thoughtful and began to give my claim some consideration. He went and got Mr. Pardington and together they crossed the track and interviewed the Chalmers-Detroit people. They had quite a consultation that lasted until Grant was on his twenty-second lap. Still no announcement had been made, although Mr. Pardington, seeing in my hand a written protest with the \$10 necessary to accompany it, had called to me saying that this for- feiture would not be necessary. Thus I was given to understand at least five minutes before the race finished that Grant would be allowed his full score and that he was then coming around the victor, although no announcement of this was made to the grand stand or the press stand. Mr. Pardington told me afterward that he had telephoned to each of the five corners of the course and had obtained from the telephone men there their scores, which in four cases out of five corroborated my score. This is really what settled it in the minds of the officials, I understand. Grant and the Alco car was in sight down the home stretch before Starter Wagner received his instructions to signal them with a checked flag indicating the finish. It surely was a fight to the finish for justice."

BIG SALE OF CADILLAC CARS

The M. S. Brigham Motor Car company received 21 new 1910 Cadillac Thirties during the month of October, and thus far in November have received almost an equal number. The shipments for this whole month will far and away exceed those of last month, Mr. Brigham says.

W. A. Hardy & Co. of Aberdeen contracted with the M. S. Brigham Motor Car company this week for ten Cadillacs, with the expectation of duplicating this contract. A demonstrator was delivered to the Aberdeen firm this week from the new shipment of Cadillacs which came to Seattle on Monday.

Report of the Condition OF THE

First National Bank Of Seattle, Washington

NOVEMBER 16, 1909

RESOURCES

Loans and discounts	\$2,497,134.22
U. S. bonds and premiums	102,400.00
Other bonds, warrants and stocks	207,213.04
Real estate, furniture and fixtures	44,220.00
Cash and exchange	1,290,325.50
	\$4,141,292.76

LIABILITIES

Capital stock	\$ 150,000.00
Surplus	200,000.00
Undivided profits	49,857.72
Circulation	99,550.00
Deposits	3,641,885.04
	\$4,141,292.76

DIRECTORS

M. A. ARNOLD, President.
THOMAS BORDEAUX, President Mason County Logging Co.
JOHN H. MCGRAW, McGraw, Kittinger & Case, Real Estate.
MAURICE McMICKEN, Hughes, McMicken, Dovell & Ramsey, Attorneys.
W. D. HOFIUS, President Hofius Steel and Equipment Co.
O. D. FISHER, Manager Grandin Coast Lumber Co.
J. A. HALL, Vice President and Cashier.
PATRICK MCCOY, Lumberman.
H. W. ROWLEY, Capitalist.
D. H. MOSS, Vice President.

CONDENSED STATEMENT of Condition

—OF—
The State Bank Of Seattle

Seattle, Washington, as Rendered to the State Examiner at the close of business, November 16, 1909.

RESOURCES

Loans and discounts	\$ 703,415.09
Banking house, furniture and fixtures	10,000.00
Expenses and taxes paid	13,614.76
Interest accrued	6,086.60
Other resources	5,552.17
U. S. and other high grade bonds	\$101,627.61
County warrants	18,814.60
Cash on hand and due from other banks	318,356.41
	438,798.62
	\$1,177,467.24

LIABILITIES

Capital stock paid in	\$ 100,000.00
Surplus and undivided profits	26,041.15
Dividends unpaid	45.00
Individual deposits	\$604,165.34
Bank deposits	38,975.16
Savings deposits and time certificates	408,240.59
	1,051,381.09
	\$1,177,467.24
Deposits, call of November 27, 1908	\$ 685,897.16
Deposits, call of November 16, 1909	1,051,381.09
	\$ 1,737,278.25
Increase in one year	\$ 365,483.93

Report of the Financial Condition OF THE

Scandinavian-American Bank

located at Seattle, State of Washington, at the Close of Business, November 16, 1909.

RESOURCES

Loans and discounts	\$ 6,722,543.06
Overdrafts	11,057.16
Bonds, warrants and other securities	813,655.94
Banking house, furniture and fixtures	945,000.00
Other real estate owned	66,974.81
Due from banks	\$1,172,848.71
Checks on other banks and other cash items	16,522.32
Exchange for clearing house	107,840.51
Cash on hand	1,234,998.80
Other resources	7,000.00
	\$11,098,441.31

LIABILITIES

Capital stock	\$ 500,000.00
Surplus fund	350,000.00
Undivided profits	229,841.17
Due to banks, deposits	\$ 746,183.61
Deposits unpaid	220.00
Unpaid checks	29,401.66
Banker's checks	89,533.01
Deposits	4,038,810.06
Time and savings deposits	5,114,451.80
	10,018,600.14
	\$11,098,441.31

OFFICERS

A. CHILBERG, President.
E. CHILBERG, Vice Pres.
T. LANE, Cashier.
W. V. BEAN, Asst. Cashier.
R. SEARLE, Manager Ballard Office.
THOS. B. MINAHAN, 2nd Vice Pres.
C. A. NELSON, Asst. Cashier.
L. H. WOOLFOLK, Asst. Cashier.
OTTO S. J. PEDERSEN, Cashier Ballard Office.

DIRECTORS

A. CHILBERG, President.
ALFRED BATTLE, Battle, Hulbert & Tennant, Attorneys.
W. H. METSON, Campbell, Metson & Campbell, Attorneys at Law, San Francisco, Cal.
THOS. B. MINAHAN, Vice President.
J. E. CHILBERG, Vice President.
PERRY POLSON, President Polson Implement Co.
H. C. EWING, Of Calhoun, Denny & Ewing.
JAFET LINDBERG, President Pioneer Mining Co.

On the basis of real banking service, we are pleased to invite additional accounts from individuals and banks, firms, corporations and individuals, to each of whom will be accorded the same treatment and every accommodation that is consistent with conservative bank-