THE DAILY INTELLIGENCER.

Thursday, January 18.

NEARING COMPLETION.—The incline and approach across the S. and W. W. R. R. Company's wharf are now completed and planked over. A force of carpenters are at work constructing the coal shoots, and expect to have them completed in three days. This afternoon the track-layers will commence laying the track across the incline, and will have it all down by to-morrow. It is now expected that the transportation of coal over the road will commence in less than two weeks at the furthest. Besides the finishing up of the work just mentioned, all that remains to be done, preparatory to commencing the coal transportation, is the formation of the junction at Steel's place. This will be made as soon as possible. The track is now laid up to this point, but the grade of the new road is about seven feet lower than the old track, and the work of making the connection will occupy several days time, during wich the transportation of Renton coal must necessarily be interrupted. Just at present the Renton Company cannot afford to lose any time as they are daily expecting the ship Western Shore for a cargo; of which, they have now 850 tons in the bunkers, and the remaining part of the cargo will have to be brought down in the barges as fast as it can be taken on the ship. They will hurry this up, however, as fast as possible, and as soon as the Western Shore is off, Mr. Colman will commence the connection and soon thereafter have the coal cars running.

JUST IN TIME.—A young man who is employed in driving Craig & Marshall's delivery wagon, was over in the vicinity of the gas works yesterday, and not being acquainted with the character of the flats there, thought it would be an excellent idea to give the horses and the wagon a washing off. Accordingly he drove down into the salt water; but had proceeded only a short distance from the high water mark when the team began to sink rapidly. He saw immediately that quick sand was "at the bottom of the trouble," and seizing his pocket knife commenced cutting the horses loose. It is doubtful, however, whether he would have succeeded in saving the team, had it not been for Mr. Webster, who came to the rescue just in the nick of time. One of the horses had sunk down into the mire nearly out of sight, and upon cutting them loose from the wagon Mr. Webster gave the less mired animal a vigorous starting up with his whip, and in his efforts to get ashore he hauled out the other with him.

SEATTLE COAL.—The Seattle Coal Company will make a very handsome showing for the month of January, if their coal shipment for the remainder of the month is proportionate to that of the past two weeks. Up to day before yesterday, including fourteen working days, from the first of the month, on one of which operations at the mines and on the transportation was suspended on account of the funeral of Mr. Leabo, leaving only thirteen days of operation, the company shipped 6,060 tons of coal, equal to 469 tons a day. It is now probable that the actual shipments from this mine for the month of January will reach nearly 13,000 tons. This will leave the shipments of all former months in the shade.

THE WEATHER.—Judging from indications we are likely to be favored with fine weather for some time. Yesterday was one of the most beautiful days of the season, and last night was clear, starlight and delightful. For the benefit of our eastern readers we may add that the grass is still green; that vegetables are growing in our gardens, and so far the farmers have not found it necessary to feed their stock but little. Who would not gladly exchange a climate where all nature is buried in an arctic winter for four months in the year for a land like this.

ANOTHER WALL.—On Monday Mr. Keenen will commence the construction of a wall along Mr. Denny's property on Front street. It will commence at the corner of University street and extend the whole length of the block to Union. The face of the wall will be made of handsome boluder granite, and the "filling" will consist of White-river sand stone. It is to be six feet high, surmounted with a handsome, blue sandstone coping. The portion of the bank projecting above the wall, which at the highest point will be six feet, will be terraced, and sodded over. The wall will cost about $2,000.

TAKING COAL.—The steamship Dakota came down last evening from the up Sound ports and is now taking on 400 tons of Talbot coal. At Tacoma she took on for San Francisco fifteen tons of cedar bolts, and three tons of buckwheat. From Port Townsend she has on ten tons of hides and skins, 100 sacks of grain and 20 tons of oil. She will take on quite a list of freight from Seattle besides her coal, and leave on Friday morning for Victoria.

☞ The gale of last week, which was felt in this locality to some extent, seems to have been quite severe further north. At Nanaimo it appears to have done a deal of mischief. Trees and fences were prostated; the roads blockaded; the bark Halcomb, lying at anchor in the harbor was blown from her moorings and came near being wrecked; and the steamer Maude had her pilot house windows blown in while crossing the Bay.

☞ The steamer Messenger came in about 2:30 o'clock yesterday afternoon from Olympia with twenty-three passengers and a good freight. She made the run down, including the time she stopped at the different ports on the Sound, in the exceedingly good time of 7 hours and 10 minutes.

☞ The little schooner being built near the Seattle bankers will soon be ready for launching.

ACCIDENT AT VICTORIA.—The Victoria *Colonist* of the 16th inst. says: "As two ladies were in the act of going aboard the steamer Maude, last evening, for Nanaimo, one of them walked off the end of the foot gangplank and fell between the wharf and the steamer into the water. The mate of the Maude seized a boathook and succeeded in hooking the lady's dress as she was sinking for the third time. He sustained her above the surface until Mr. Scott, the steward, came, when the two succeeded in rescuing the lady in a half drowned state." We consider this nearly fatal accident a direct result of the miserable condition of the gangplanks used on nearly all of the Puget Sound and Victoria steamers; and the only wonder is that serious accidents of this character have not occurred before hereabouts. Nearly everywhere else but on this Sound these planks are supplied with gang ropes and stanchions, and heretofore we have suggested the importance of their use here. The proprietors of the boats in question could procure a set of iron stanchions, and through a perforated passage in the tops of these gang ropes could be extended along either side of the plank. These can be readily shipped and unshipped as occasion may require. We hope some of our steamboat men will set a precedent in this matter, and they will find the improvement heartily appreciated by the public. As they are at present they are not only very inconvenient, and especially so during the night time, but dangerous.

DYKES.—The Victoria *Colonist* states that "Smith & Robson, have at present under contract on their farm on Lulu Island, dykes which when finished, will protect from overflow some 600 acres of land, which cannot be surpassed for fertility. The work will cost, we believe, about $1,500. Messrs. McCleary Bros., of the same settlement, have also invested a considerable amount of money in dyking this year." These dyked lands are for all farming purposes the most valuable lands in use; and the experiment of reclaiming them has everywhere proved successful from the great reclaimed marshes of Nova Scotia to the limited dyked lands of this Territory. We have hundreds of acres of these tide lands; now comparatively valueless, but which when reclaimed, will be worth hundreds of dollars per acre, and make comparative fortunes for those who invest in them now.

EXPORT TRADE OF BRITISH COLUMBIA.—The exports from British Columbia for the last year amounted to $2,617,887, $155,780 less than for 1875. The figures for the closing six months, compare as follows: Gold, $879,120; coal, (50,920 tons,) $260,550; fish, (fish oil, &c.,) 86,568; lumber, 165,397; furs and hides, 117,564; agricultural products, 2,235; manufactures, 1,500; cranberries, 848. A decided increase over 1875 is noted in the articles of coal, lumber, fish and manufactures, and a decline in gold, furs and hides.

REAL ESTATE.—Since our last report the following real estate transfers have been recorded at the office of the County recorder:

Geo. W. Traver to N. N. Hall—8 acres in section 14, township 24; $150.

A. A. Denny to McNaught & Leary—lot 8, block B, Denny's addition; $100.

August Harms to Ephraim Champaix—east half of lot 8, block 15, Maynard's plat $650.

☞ The Nanaimo *Free Press* states that a man working in the mines at Newcastle, on Wednesday last, had both bones of his left leg broken just above the ankle. It says: "He had put in a shot, which failing to go off as soon as expected, he went into the 'face' to ascertain the cause; on arriving there the blast exploded, and a large piece of coal struck him on the leg, with the above result."

REPAIRED.—The *B. B. Mail* states that the ship Germania, 13 days out from San Francisco, arrived at Schome on Sunday last. It says: "During her stay in the city the Germania was put through a thorough course of repair, involving an expense of some $13,000, making her one of the staunchest and thorough-going vessels enterung the port of San Francisco. She now presents a splendid appearance."

☞ The officers of the Utah Northern Railroad have presented a proposition to the Idaho Legislature to build a railroad from Franklin, Oneida county, thence across Eastern Idaho and into Montana, and proposes that the Territory grant a subsidy in bonds to the amount of $1,500,000, to be issued in instalments as each twenty miles of the road is completed.—*Ree.*

☞ Messrs. Maddox and Stewart have got their section of the Front street wharf out to a depth of 20 feet of water at low tide, and are now forming the last 60 foot square. In a day or two this first section of the extensive Front street wharf will be completed and planked over. Then the construction of two new warehouses will be commenced.

C. R. R.—The latest order instituted in Seattle is an encampment of Champions of the Red Cross. It was organized on Tuesday evening at the Good Templars Hall, and starts out with twenty-five charter members, under the name of the Western Star Encampment. Its meetings are to be held on each Monday evening.

CASE DISMISSED.—Francisco Watrigant, on a charge of taking from the postoffice and opening a letter not belonging to him, was arraigned yesterday before Justice D. W. Scolye. The charge was found frivolous and the case was accordingly dismissed.

☞ The steamer Fanny Lake came in from the Skagit yesterday afternoon with twelve passengers and 160 sacks of oats. Captain Hill has worked up a remunerative business on that route, and at the same time his boat is a great accommodation to the people of that section.

FROM SAN JUAN.

SAN JUAN ISLAND,
January 16, 1877.

ED. INTELLIGENCER:— The farmers are making rapid progress on this Island since they have procured titles to their land. They now take more interest in clearing up and fencing new grounds, largely augmenting the old cultivatible farms. Plowing commenced over two months ago, and preparations are progressing so lively that a larger crop will be put in this year than has ever been since the Island became the property of Uncle Sam.

Other improvements are going on: all the young ladies are getting married, and the old ones too. Three marriages have occurred within five weeks, and yet there is plenty room for more of the fair sex here.

If the steamer on the route would make two, instead of one trip a week, a good paying business could be had among the settlers here, and especially the lime kilns.

Quite a number of immigrants located last fall on Lopez and Orcas Islands and many good farms are yet to be taken up. "Shaffer has got back."

T.

☞ Four tons of chair stock was brought down from Tumwater *via* Olympia yesterday on the steamer Messenger, to be shipped on the Dakota to Stockton, Cal. It is rather poor economy on our part to ship material to Stockton, and often it is manufactured in chairs and shipped back again. Why can't we manufacture such things here?

☞ The Aureola went to sea yesterday morning in tow of the Tacoma, loaded with Seattle coal, and the ship Washington Libby will go out this morning, loaded with 1,100 tons of Seattle coal and 400 tons of Renton. The bark Samoset came in last evening in tow of the Tacoma, and is now taking on coal at the Seattle bunkers.

A NEW TUG.—The Freeport Mill Company are going to introduce a new tug boat here in a few months. They have purchased the steamer Donald of Goodall, Nelson & Perkins, of San Francisco, for this purpose and will have her in service here early in the spring.

☞ There will be to-day, after the Washington Libby has gone, only three vessels in port, viz: The barks J. B. Bell and Samoset and the schooner Frithiof—The two former loading with Seattle coal, and the latter with lumber, at Colman's mill.

☞ Mr. Pumphrey yesterday received a complete set of new books for which he received an order some time ago for the Probate court of this county. They are of first-class quality and fill the bill exactly.

☞ Ducks are reported very plenty at the mouth of the Duwamish, and some of our local sportsmen are playing sad havoc among them. This locality is easily reached over the railroad.

OVER DUE.—The following vessels may be expected to arrive here any hour for coal: The ship Western Shore, the brig North Star and the bark Atlanta.

☞ The Renton and Talbot coal bunkers are to be abandoned in about two or three weeks more, and it is reported that Mr. Yesler contemplates converting them into warehouses.

☞ Captain Hill, of the steamer Fanny Lake, reports quite a fall of snow down the Sound in the vicinity of La Conner and the Skagit.

☞ R. M. Wilbur has been re-appointed Indian Agent at the Yakima reservation.

☞ A very pleasant dance and party was given by the Young Ladies Club last evening at Yesler's Hall.

☞ The bark Cambridge sailed from Port Blakely for San Pedro on Tuesday.

HOTEL ARRIVALS.

NEW ENGLAND.

Mrs. Good, New Westminster; Geo. Green, John W. Collins, Mukilteo; John Burns, Duwamish; F A Hoffman, San Francisco; Mrs. M E Cook, Mr. Campbell, N M Webb, city; John F. Keller, T W Yates, White River; R H Putman, Skagit; Henry Scott Miss G. Scott, Coupeville.

AMERICAN HOUSE.

William Morris, Thomas Thornton, Olympia; Wm Whithouse, City; A Julian, Tacoma; Martin Judy, New Tacoma; Charles Anderson, White River; L P McFarlan, Seattle; O Todd, Newcastle; P C Metzler, Portland; John F Hayes, Tacoma; W B Southard, Bay City; Thos Bachausen, California; Wm Barker, H Y Barker, Whatcom; R N Simons, Edward Dumens, Port Blakely; John Frost, Centreville.

EUROPEAN DRAFTS.—Drafts issued at lowest rates on Great Britian, Ireland, Germany, Russia, France, Norway and Sweden. Tickets to and from Europe sold at lowest rates by Andrew Chilberg, Seattle, W. T.

PIANO TUNING.—There will be a first-class piano tuner in Seattle about the 10th inst. All who wish their pianos or organs repaired can have it done by leaving orders with W. H. Pumphrey.

LOOK AT THIS.—To those that are suffering with the Piles. They can be cured by the Wightman Process, by C. B. Farleman, at the Occidental Hotel.