Lynden Pioneer Press.

VOLUME II. NO. 19. LYNDEN, WHATCOM COUNTY, WASHINGTON, FEBRUARY 20, 1890. WHOLE NO. 71.

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Church Directory.

FIRST M. E. CHURCH—Services at 11:00 a. m., and 7:30 p. m., every Sunday.
SUNDAY SCHOOL 10:00, a. m.
JOHN A. TENNANT, Pastor.

Y. M. C. A.

Meets every Sunday afternoon at 3 o'clock in the M. E. Church. All are cordially invited.

ADVENTIST—Hold services Each Saturday at 2 o'clock p. m., at the old school house.

LYNDEN BAPTIST CHURCH: In Judson's New Hall. Sunday Services—Preaching at 11 A. M.; Sunday School at 12:15.

PRESBYTERIAN; Services in Judson's Hall every Sunday evening at the usual hour of services. All will be welcome. J. A. STAYT, Pastor.

Societies.

LYNCH POST G. A. R.—Regular meeting every alternate Saturday evening in Judson's hall. Visiting Comrades invited to attend.
W. I. BAKER, Com.
CHAS. RUNYON, Adj

LYNDEN LODGE, No. 56, F. & A. M.—Meets in regular communication on the second and fourth Thursdays of each month. Visiting brethren in good standing cordially invited to meet with us.
N. L. WEIBERG, W. M.
DR. F. S. WRIGHT, Sec.

LYNDEN LODGE NO 71, I. O. O. F. Meets Tuesday evening of each week at their Hall in the Bartlett house. Visiting brethren are cordially invited.
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Cole, A. S., C street
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Harris, W. H., (Probate Judge.)
Scott, W. M., (Abstractor) Cor. 13th and Walnut.
Williams, H. B., Prospect St.
Weisenburger, J. J., 13th St,

Physicians.

Brengle, W. B., Union block.
Biggs, D. E., Bank block, 13th St.
Bragg, R. S., Bank block, 13th St.

Dentists.

Campbell, W. H., 14th St.
Hiatt & Fowler, Bank block, 13th St.
Werden, William, C St.

Real Estate, Insurance and Abstracter.

Miller, W. L., Real estate, Union block.
McKinley, Staight & Butler, Real estate, Union block.
Barney & Marcy, Real estate and Insurance, 13th St.
Bacon & Ellis, Loan brokers, C St.
Scott, M. W., Abstractor, 13th St.
Conner & Purdy, Real estate and Insurance, 13th St.
De Tiere, John, Real estate, 13th St.
Fritz, J. G., Real estate, Union block.
Knox, Robert, Real estate, 13th St.
O'Neil, Thos., Real estate, 19th & D Sts.
Pettibone, F. C. & Co., Real estate and Abstractors, 13th St.
Collins & Powell, Real estate, 13th St.
Butler & McCarty, Abstractors and Conveyancers.

Merchants.

Bronson Bros., Druggists, C St.
Burrows, J. E. & Co., Propr's Boston Shoe Store, 13th St.
Brunner & Stenger, Harness, 14th St.
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Fauts, W. H., Dry goods, 14th and D Sts,
Hayes & Merriam. Dry goods, E St near 14th. (Prop's. Far West saloon C St.)
Hutchinson & Hill, Hardware, 13th St.
Ireland & Pencost, Groceries, 13th St.
Pratt, J. W., Hardware, C St.
Reynolds & Batterby Bros., General merchants.
Likins & Stenger, Groceries, C St.
Cole, C. G., Furniture and Carpets, C St.
Pacific Clothing Co., 13th and E Sts.
Stull, W. C., Jeweler, two doors south Postoffice, 13th St.
Swenson, L., Jeweler, 13th St near F.
Barlo, F. J. & Co., Harness and saddles, D St bet. 13th and 14th.
White, H. A., City Drug store, 14th St.

Miscellaneous.

Utter, W. A., Whatcom Iron Works, cor. G and 12th Sts.
Whatcom News Co., Mason & Rathbone, 13th St.
First National Bank of Whatcom, C. M. Atkins, President, P. E. Dickinson, vice President.
Bellingham Bay Reveille, Adams & Evans proprietors and publishers.
Daily Bulletin, Austin & Williams, publishers and proprietors.
Spears & Anderson, Job printers.
Pioneer livery stable, Halstead & Isensee, F St.
The Bodega, Chris Semon, Choice liquors.

SEHOME.

Attorneys & Counselors at Law..

Dorr & Finch, Elk St.
Gallaher, Phil. (Justice of the Peace.)
Morrison. H. A., Elk St.
Meade, A. E., Elk St.

Real Estate Dealers.

Rodgers & Simonds, Holly St., near Elk.

Dentists.

Daniel, W. W., over Globe clothing store.

Merchants.

Wickman, A. G., "The Tailor" Holly St.
Gilson's Raquet, Millinery, Holly St.
Johnson & Son, Boots & shoes, Elk St.
San Francisco Store, (dry goods) C. Greenberg, prop.
Sanford, J. C., agricultural implements, Holly St.
Stocklein Bros., Dry goods, Elk St.
Nedry, E. G., Jeweler, Elk St.
Pacific Harness Co.
Wooks, I. N., Bellingham Furniture Co., Holly St.
Working Men's Store (Greenburg & Nader.)
The Red Front, Hatters & furnishers.
Babcock, H. H., Furniture, Elk St.
Underwood & Minturn, Hardware & cutlery, Elk and Chestnut Sts.
Morse, R. I.. Hardware.
Higginson, R. C., Druggist, Elk and Holly Sts., and 11th St., Fairhaven.
Mason's Fair, Holly St.

Miscellaneous.

The Thistle Saloon, McDonald & Mckaskill, proprietors, Holly St.
Hofercamp, French barber, Elk St.

GENERAL NEWS.

The president signed the proclamation opening the Sioux reservation in South Dakota, Feb. 10.

In the Canadian parliament the Hon. Wilfred Laurier, leader of the opposition, introdnced a measure in favor of the abolition of the duty on American corn imported into Canada for use by distilleries. The government, after a vigorous debate, was defeated by a majority of 35.

A fasionably dressed young woman, who was accompanied by her husband, startled the audience of the Grand opera house in New York by rising in her seat and screaming. It was at the conclusion of the duel scene in "Mr. Barnes of New York." The young woman fainted, and several ushers helped her husband carry her out to the lobby. The performance was stopped and the curtain lowered while the woman was removed, and before an ambulance arrived a bouncing baby boy was born.

An agent of the syndicate of American capitalists who furnished the money to bring Buffalo Bill's "Wild West" show to Europe has been in London on his way home with a copy book of their receipts in Paris during the exposition. He says the show took in 3,000,000 francs, or about $720,000. According to the contract between Buffalo Bill and the syndicate the latter is entitled to 30 per cent of the gross receipts, which would make their share exceed $200,000. Senator John P. Jones is a member of the syndicate.

Sunday morning Feb. 9, the British Benevolent society of San Francisco chartered two tugs to carry visitors from the wharf to H. M. S. Swiftsure, lying in the harbor. The society charged 50 cents a head for the passage. The crowd was larger than they could accomodate. An American boatman named John Engels saw this and chartered two tugs to run opposition. The society objected and raised a British flag at the landing, with the notice that no other vessels were authorized to take passengers to the Swiftsure. Engels and his friends charged the society men and almost a riot ensued, during which the British flag was torn down and trampled upon. There were no arrests.

The Duc d'Orleans was again arraigned before the tribune of the Seine a few days ago, and adjudged guilty. He was sentenced to two years imprisonment. The court room was crowded with spectators. When the prisoner was arraigned the crowd broke out with loud cries for the army, the Duke of Orleans and the republic. They became so demonstrative that the gendarmes were compelled to clear the room. Before judgment was announced the duke addressed the court in his own behalf. He said: "I came to France to serve as a common soldier. I have nothing to do with politics, which only concerns my father whose obedient and faithful servant I am. I know by entering France I surrendered myself to the law, but that knowledge did not stop me. I love my country and wish to serve her. I am guilty of no crime." The duke will be allowed to remain in the concierge prison a few weeks before being removed to jail. The government grants him this privilege to give him an opportunity to appeal from the sentence of the court. During the hearing Orleans asked his counsel not to defend him. He said he learned in exile to honor the magistracy and respect its decision. If condemned by the court he was sure of acquittal at the hands of 300,000 conscripts of his class more fortunate than he who were able to serve their country. After sentence was pronounced a thousand persons invaded the advocates' robing room. Many of them were mouchards, who shouted: "Long live the Duke of Orleans!" The shouts were met with counter cries: "Down with the Duke of Orleans!" "Long live the Republic!" The guards were powerless to restore order. After venting their feelings for a time, the crowd shouted: "To the statue let us crown Henry IV!" They rushed to the site of the statue, whence were the cries of "Long live the king!" from the duke's sympathizers, and counter cries of "Long live the republic!" from the opponents. The police made 25 arrests.

STATE NEWS.

W. H. Snell has withdrawn from the superior judgeship race, leaving the field to Judson, Applegate and Prosecuting Attorney Fremont Campbell. Mr. Snell may become a candidate next fall under the bill authorizing two more superior judges each for King and Pierce couties.

From the official figures of the Northen Pacific Railroad company the output of the Roslyn coal mines for the month of January is shown to have been 36,908 tons. Over 900 men are regularly employed at the mines, and the regular daily output is from 750 to 900 tons.

On Monday, January 13, a newly married couple, Mr. and Mrs. Thos. Rolls, left Enumclaw for Tacoma, leaving behind them a 5-year-old boy, the lady's son. When about to leave the mother promised to write soon to certain friends with whom the child was left. Nothing has been heard from her since, and anxiety is begining to be felt regarding the lady's whereabouts and possible misfortune.

The body found off Brown's Point is believed to be that of Nathan B. Inman, a well-to-do hop growner of Stuck Junction, who mysteriously disappeared last October and has not been seen since. His son, Nathaniel Inman, of Enumclaw arrived in Tacoma, and with the police will investigate. This is the corpse concerning which there has long been a dispute between the King and Pierce county authorities as to which should bury it. Meantime the corpse lies rotting in the sun. Inman had $500 in his possession when he disappeared.

The Morning Oregonian publishes a column and a half of matter under the head "Fire has helped Seattle." The author, who writes over the initials "E. G. J.," after complimenting the city upon its remarkable recuperative powers, says the fire nerved every citizen of Seattle to renewed exertion. This exertion was in a direction that benefitted Seattle alone. The holocaust was the means of advertising the city in a manner that no ligitimate expenditure, no matter how liberal, could have done. It has resulted in the upbuilding of a city that, in architectural beauty and appearance of solidity, has no equal on the coast.

L. Wyckoff, a nice young man and smooth talker, presented at the Washington Savings bank of Seattle, a check for $100 on the Washington National bank of Tacoma and it was cashed. The Seattle clearing house returned the check from the Tacoma National to the Washington, where the check was pronounced a forgery. The Seattle bank is out the amount. Wyckoff called at the Washington National bank and presented for deposit $20 in gold and a check for $130 of E. R. Grant & Co., Portland. The check was refused, and the Washington National bank is ahead $20, as Wyckoff has not since appeared to claim the deposit.

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LYNDEN, W. T.

We would advise our Friends to go to the

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SEHOME, WASH.

FOR GOOD CHEAP CLGTHING,

As they sell the best on Bellingham Bay.

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PUBLISHED EVERY THURSDAY.

LYNDEN - - - - WASHINGTON.

An Independent, local paper, devoted to the interests of Lynden, the Nooksack Valley and Whatcom County generally.

Subscription, $1.50 per year, in advance.

Advertising Rates made known upon application to the Business Manager at this office.
W. H. DOBBS, Business Manger.

Communications intended for publication must be accompanied by the writer's name, not for publication, but as a guarantee of good faith.

Correspondence from all parts of the county containing the local happenings is urgently requested to be sent in for publication.

Address all communications intended for publication to H. S. BRAUCHT, Editor.

SPECIAL NOTICE.

We send the PIONEER PRESS to subscribers until an order is received for its discontinuance, and all payments for subscription due made as required by law.

Notify us at once, if you change your place of residence.

Pay all dues if you wish your paper stopped, and do not direct the Postmaster to write to us hat the paper is "refused" before doing so.

Correspondents most see that their communications reach us not later than Tuesday evening in order to have the same appear that week.

We do not hold ourselves responsible for any views or opinions expressed by Corresponents in their communications.

Communications must, in every case, be accompanied by the name of the writer.

LYNDEN, WASH., FEB. 20, 1890.

INCORPORATION LAW INVALID.

Last Thursday the Supreme court of Washington handed down a verv important decision upon the validity of the law for the incorporation of cities and towns, approved in February 1888. The case came up from Puyallup and did not properly raise the question of the constitutionality of the law, but the court saw fit to pass upon that point "owing to the importance of the case," and says: "We hold that judicial bodies can not exercise legislative functions, and that the legislature can not impose such power upon it." The act in question being the only law under which cities and towns could incorporate, it is probable that the legislature will pass a law with an emergency clause, and that in a month or so the people of Lynden will have their wishes gratified by becoming incorporated under the new law.

The Board of County Commissioners are encouraging the establishment of a free hospital on Bellingham Bay, and have authorized Dr. A. W. Thornton to receive subscriptions to set the project in operation. Dr. Thornton is throughly interested in the work and expects to raise $50,000 within two years. As soon as sufficient funds can be raised to commence a building, a company will be incorporated to govern and conduct the hospital. The collector gives the county a bond for the faithful performance of his duties. The design is to make this a free hospital, and the work will be one of charity, and without profit. If any of our wealthy land owners desire to build themselves a monument in the hearts of the people they have a fine chance now. A few lots donated now will put the project on its feet. It is not determined yet where the hospital will be built, and a little generous rivalry between Whatcom, Sehome and Fairhaven is in order. As the railroads reach all of these towns there is no advantage to either one because of a railroad.—Reveille.

NO SUFFERING IN SOUTH DAKOTA.

Sioux Falls, South Dakota,
February 10, 1890.

H. S. BRAUCHT,
Editor LYNDEN PIONEER PRESS,

Dear Sir:—In your issue of January 30, I find a half-column article describing the "suffering and destitution in nineteen counties of South Dakota." The article says the news was gathered from persons who had "been eye-witnesses," and mentions the name of T. E. Baxter (or Paxton) as one of those who had been in the afflicted districts. It quotes Mr. Baxter as saying that most of the stock had been levied upon and sold under the sheriff's hammer, and that ridiculously low prices were obtained, horses going for $8 and $10, and cattle $5. Also that provisions, especially flour, were greatly needed. Finally it ends with the statement that Mrs. O. C. Cleveland of Edwards, South Dakota, confirms Mr. Baxter's story.

These statments of Baxter's are outrageous falsehoods about our fair new state, and so are all other similiar statements circulated everywhere in the east and west. It is a fact that in certain sections of South Dakota there are some families which were needy but they have all been provided for and this was done weeks before the advent of the present year, and at present we know of no family that is suffering in South Dakota, for want of provisions or clothing.

The writer was through Miner, Beadler and Kingsbury counties only last week, and everywhere he saw indications that all the stories told of destitution as existing in South Dakota were falsehoods of the grossest kind, and were circulated by irresponsible persons who have never set their feet on Dakota soil, and whose imagination was easily incited to such a pitch as to cause them to "manufacture" the greatest lies about this state. In this class may be included some persons who may have lived in South Dakota, but have never been in the 'afflicted districts,' or if they have, they did not note both classes of people, poor and well-to-do but visited the few families where appearances showed that the drought of 1889 was hard on them, but where there was really no destitution.

Besides making the trip through the three counties where it is said the drought was the most severe, the writer inquired of persons reputed to know, as to the reality of the reports sent out saying that there was destitution in South Dakota, and not in one case did he find that the men confirmed the reports.

Chicago papers have had a good deal to say in regard to destitution and suffering here in South Dakota; but these papers were unfriendly to our state, and gave out these base falshoods in order to injure and disgrace her. The Dakota papers, and some of Iowa and Minnesota, are doing all they can to refute the statements of the Chicago papers. Individuals also are doing good work in the same line.

When the news spread that there were families in some sections suffering in consequence of the drought, or rather dry season of '89, a cheerfull response was had and such a large amount of provisions and clothing was obtained that nearly all, if not all, were relieved, and according to reports from time to time, they were faring well, notwithstanding the reports to the contrary.

In conclusion, allow me to state that there is no destitution in South Dakota, although some are in tight circumstances on account of the drought, and horses and other livestock are not being sold by the sheriff, but the farmers are preparing for next season's wrok.

Yours Truly,
PHILIP AXLING.

Chief of police of Oregon and Washington are holding a convention at Seattle.

Five hundred dollars in wheat and flour have been subscribed in Walla Walla for the Dokota sufferers.

Seattle through her co uncil has asked chief of police Mitchel to suppress gambling, or resign. That official seems to think that as he has collected about $17,000 in fines from gamblers that that is a sufficient answer but the council don't agree with him that all that is desired by the city is to make all the money out of the business possible.

COMMISSIONERS' PROCEEDINGS.

QUARTERLY MEETING.

The board of county commissioners met at the court house in Whatcom on Monday February 3d, 1890. Present: C. F. Keesling, E. C. Potter and E. M. Cudworth, commissioners, and Hugh Eldridge clerk of the board in attendance. The following business was considered and disposed of:

The reports, plats and surveys of the following roads were aprove and said roads declared public highways, to-wit:

Road petittoned for by E. L. Benton and others, beginning at the corner of section 27, tp 40 n, r, 2 e.; running thence south to the se corner of section 27 thence west on section lines as near as practical to a junction with tre Snider and Ferndale road.

Road petitioned for by Peter Martin, and others, beginning at the northwest corner of the northeast one quarter of section 13, tp. 39 north range 2 east; running thence east one half mile on section line.

Road petitioned for by John N. Lewis and others, commencing at the county road northeast of the small lake near the center of section 8, tp. 37 n, r. 4 east; running thence in a westerly direction through sections 7 and 8 to section line between sections 6 and 7; thence west to half section corner; thence northwest through section 6; thence through section 1, tp. 37 n, r. 3 east to Sehome road; thence northwest to intersect said county road in section 36 tp. 38 n, r. 3 east.

After taking proof and hearing testimony the following petitions were accepted and viewers and surveyors ordered on the proposed road:

Road petitioned for by Sidney Smith and others, commencing at the quarter post between sections 25 and 26, tp. 39 n, r. 1 east and connect with road petitioned for by J. Fox and others. Robert Hodgson and B. A. Ferguson viewers, and F. L. Whitney viewer and surveyor, to meet on the 17th day of February, 1890.

Also road petitioned for by I. A. Newkirk and others, commencing at the center of the Semiahmoo and Ferndale road where the section line between sections 7 and 18, tp. 39 n, r. 1 east. Robert Hodgson and B. A. Ferguson, viewers, and F. L. Whitney viewer and surveyor, to meet on the 15th day of February, 1890.

Also road petitioned for by John D. Rogers and others, commencing at the south line of the southwest quarter of sec 33 tp. 39 n, r. 2 e; running thence east to the southeast corner of said quarter section, and that part of the county road running diagonally from a point on the south line above described of sw¼ of section 23, tp. 39 n, r. 5 east to a point on the east side of said quarter section 80 rods north of the southeast corner of said quarter section be vacated. William Shell and John W. Lewis, viewers, and H. M. Wellman viewer and surveyor, to meet on the 17th day of February, 1890.

Also road petitioned for by A. A. Galbraith and others, beginning at a point near the center of section 31, tp. 37 n, r. 5 e; running thence in a southerly directions to connect with the Skagit county road at the county line; Julian Ulrich, and Joseph Dobman, viewers, and I. M. Galbraith, viewer and surveyor, to meet on the 14th day of February, 1890.

Also road petitioned for by G. R. Rogers and others, commencing at the center of the south line of section 32 tp. 37 n, r. 4 e; running thence north to that portion of section 29, same tp., reserved for railroad purposes; thence in a northeasterly direction to Lake Whatcom; thence following the shore of Lake Whatcom in a northeasterly direction to nw corner of section 28, tp 37n, r 4 e; thence due east one mile, thence south one half mile; thence east three-fourths of a mile; thence in a northeasterly direction to the shore of Lake Whatcom at the nw. corner of section 26, tp 37n, r 4 e. William Shell and John W. Lewis viewers, and H. M. Wellman viewer and surveyor, to meet on the 27th day of February, 1890.

Also road petitioned for by Peter Saar and others, commencing at the bridge near the residence of Manly Kogers in sec. 1, tp. 40 n, r 4 e; running thence in a northwesterly direction across a portion Manley Rogers' and E. B. Hopkins' land to intersect the old Telegraph in section 2, tp 40 n, r 4 e. Robert Johnson and M. J. Steele viewers, and O. E. Nobles viewer and surveyor, to meet on the 17th day of February, 1890.

The board haying considered all the court house plans and specifications it was ordered that ihe plans furnished by W. A. Ritchie be accepted, with some necessary changes and alterations, and further ordered that the bid of John Rigby be accepted for constructing the same.

Ordered that the report of Thomas Clark as supervisor of road district No. 1 during the year 1889, be approved.

Ordered that the application of Paulson Brothers for a liquor license at Fairhaven be rejected.

Ordered that the application of Chas. Bartlett for a liquor license in Harrison precinct be rejected, said Bartlett not having the consent of the owner of the premises, on which said saloon was to be conducted, on file.

Ordered that the petition of Edward L. Benton praying that W. C. Booth be appointed supervisor for road district No. 43 for the year 1890, be rejected.

Ordered that the petition of the voters of Lake precinct to have said precinct divided, be laid over for further information.

Ordered that the bond of Holden A. Judson as justice of the peace in Lynden precinct, be approved.

Ordered that Henry Graham be appointed road supervisor of road district No. 4 for the year 1890.

Ordered that Allen Taylor be appointed supervisor of road district No. 18 for the year 1890.

Ordered that John McCaskill be granted a license to keep and maintain a ferry on and across the Nooksack river at a point where the road known as the old Telegraph road crosses said river, for a period of two years, on condition that said McCaskill pay the sum of ten dollars per year and furnish a $1,000 bond.

In the matter of the petition of Synder Reed and others praying for the establishment of a new voting precinct and road district, with the following boundaries, to-wit: Commencing at a point on the west line of tp 30n, r 5 east, one and one-half miles south of the southwest corner of township; running thence east twelve miles; thence north eight miles to the Boundary line of British Columbia; thence along said boundary line twelve miles; thence eight miles to the place of beginning, it was ordered that said petition be granted, and that the said voting precinct be known as Kendall precinct, with the polling place at the Kendall school house, and that said road district be known as road district No. 44, and further ordered that O. A. Sprague be appointed supervisior of said road district.

The petition of Walsen Beal and others to organize a road district out of a portion of road district No. 40 be rejected, as there was a greater number of remonstrators than there were names on the petition.

On the petition of M. L. Jameson, it is ordered that the west one half of Jameson's Bay View addition to Sehome, executed by petitioner and wife on the 1st day of November, 1888, and recorded in the auditor's office on the 2nd day of November, 1888, in volume 1 of plats, page 60, be and the same is hereby vacated, and the lots, blocks, streets and alleys revert to the petitioner.

On the petition of Hugh Eldridge, showing that he is the exclusive owner of Nob Hill addition to Sehome, and praying for the same to be vacated, which plat was executed the 2nd day of April, 1889 and recorded the same day in the auditor's office of Whatcom county in volume 1 of plats, page 60, it is ordered that said addition be and the same is hereby vacated, and that all the lots, blocks, streets and alleys revert to the petitioner.

It is hereby ordered that the petition of the Fairhaven and Southern Railroad Company for a right of way through certain streets in York addition to the city of New Whatcom, and through the streets on the lands of the Bellingham Bay and British Columbia R. R. Co., and in the city of Blaine, be and the same is hereby granted absolutely as to the streets in Blaine named in said petition, and as to all other streets named therein upon this express condition: That as to all streets named in said petition, except those in said town of Blaine, this order shall not take effect or be in force until the determination of certain condemnation proceeding this day instituted by said county, the York syndicate and the B. B. & B. C. R. R. Co., and the payment of any and all awards of damages and costs resulting from said condemnation proceedings, and in said proceedings the county of Whatcom shall not lose or compromise any of its rights by this order, and shall have the same right to appear and participate in said proceedings as though this order had not been made.

A large number of bills were ordered paid.

CONTINUED NEXT WEEK.

Custer Clothing House.

HOLLEY STREET, SEHOME.

We carry a complete lihe of

Clothing Gents' Furnishing Goods, Hats, etc.

Which we are selling at Eastern prices. We are not going to use one side of a newspaper in making a big bluster. You all know us, and we will do just as we say. Come and see us and be convinced as to our Quality Style and Prices of goods.

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A. W. CUSTER.

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O. P. STEVENS, Proprietor.

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I would most respectfully announce to the people of Lynden and vicinity that I have jus opened a new and full line of

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Carpenters' tools and Loggers' Supplies, Come and I think you will agree that your need can be supplied. Most Truly

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EAST FAIRHAVEN,

Which has been recently placed on the market by the

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UNION BLOCK, WHATCOM, AND
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Money Loaned

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NO DELAY.

Money paid same day application is taken

Business with non-residents given prompt and and careful attention.

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"CASH GROCERY STORE"

In The Kildall Building!

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A MOST COMPLETE STOCK OF

Staple and Fancy Groceries,

CONFECTIONERY,

CIGARS AND TOBACCO.

Call and Inspect Stock and Get Prices.

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HAYES, MERRIAM & CO.

Have now received their fall and winter stock of

Dry Goods and Notions.

A full line of

DRESS GOODS, TRIMINSG,

HATS, CAPS, BOOTS and SHOES. You will do well to inspect toeir stock and prices before purchasing elsewhere.

COR. E. AND 13 STREETS; - - WHATCOM, WASH.

FRED C. PETTIBONE,

REAL ESTATE AGENT,

Searcher of Titles, Abstracter and Conveyancer.

The prudent purchaser of Real Estate wants an Abstract of title. We have a complete set of Abstracts to all lots and lands in Whatcom County. We guarantee our work to be first-class, and our charges are reasonable. **Call On Or addre**

FRED C. PETTIBONE,
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DEALER IN

Men's Furnishing Goods,

Flour, Feed, Groceries and Hardware

Cheaper than any other dealer in Whatcom County.

CROCKERY AND GLASS WARE.

The Bellingham Bay National Bank,

OF SEHOME, WASHINGTON TERRITORY.

CAPITAL STOCK, 60,000.

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Exchange bought and sold on New York, Chicago, San Francisco, Portland, and the Sound Cities. Depositis of individuals or firms will receive careful attention. Money loaned on approved securities.

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PIONEER LIVERY AND FEED STABLE.

(13th and F. Streers, Whatcom.)

Horses Buggies and Wagons on Short Notice. A Full line of Fe d for Sale, Horses boarded by the week or month. Terms Reasonable.

Great Bargains in

Blankets! Comfortables! Quilts!

—Ladies' and Gents'—

UNDERWEAR, HOSIERY,
GLOVES, HANKERCHIEFS &c.,

At The New Store.

ROBERTS, FISHER & CO.

Knox Block, Whatcom, Wash.

One door from Post Office.

PACIFIC CLOTHING COMPANY'S

:-: CLEARANCE SALE Continues 10 Days Longer :-:

On Fall and Winter Clothing, Gent's Furnishings, Hats, Caps etc. PRICES TELL WHEN THEY ARE LOW. We must have the ROOM. We are not going to carry any fall clothing over this season where low prices will carry them off.

Hence we offer fine silk faced all wool overcoats at $10, $12, worth $15 and $18. Imported Chinchillas and Worsteds at $15, $18 and $20, worth $20 $25 and $30 Chinchilla coats and vests $8, $10 and $15 worth $12, $15 and $40

Children's overcoats from 25 to 40 per cent off. In our heavyweight department we have marked all goods at prices that will give us more room. Our spring stock is now on the road and will be coming in by the end of the month. We know that this immense Spring Stock of goods is one which in point of richness, elegance and selection has never been equaled on Bellingham Bay

N. B.—Remember after ten days the above offerings will be discontinued.

PACIFIC CLOTHING COMPANY, Leading Clothiers, Hatters and Gents Furnishers,

SEHOME, WHATCOM AND FAIRHAVEN.

Country Orders Receive Prompt Attention.

:-:GOOD NEWS BY:-:

H. A. JUDSON & CO.

ON the last boat we received a new invoice of Roasted Coffees. These goods all fresh and first class.

Our Telegraph Brand of uncolored tea is very fine. Try it!

Salem and Green Crown flour, Chop, Bran and Shorts.

Fresh Honey in the comb.

Try our fresh Crakers! Fresh butter and eggs.

A new barrel of New Orleans molasses. Now is the time for ginger Bread. Fresh Cranberries.

Ladies Jackets and Ulsters at cost. Now is the time to get a bargain as we must make room for our spring stock.

A new lot of Ladies' gum boots, all sizes.

Brockton $3 shoe we guarantee, also the Kangaroo and French Calf, these goods are fine. Also a very large stock of Ladie's, Misses' and Children's shoes, all Prices.

Don't forget the Oregon City Clothing, they out wear all others.

Coal Oil $1.75 a can.

Canada bills taken at their full face if in trade.

Our Goods are all Marked in Plain Figures.

H. A. JUDSON & CO.,
Lynden, Wash.

THE LYNDEN PIONEER PRESS.

LOCAL BREVITIES.

Farm Loans, Day & Ward, Sehome.

The Bellingham Bay Reveille is putting in steam power.

Make a loan from Day & Ward of Sehome and improve your ranch.

The river was frozen to the extent of preventing the ferry from crossing the stages Thursday morning.

The Whatcom correspondent of the P.-I. says that the report of a gold find at Lake Whatcom is all a hoax.

When you wish to go East, write J. W. Alton, Gen'l Agent Union Pacific Ry., Whatcom, for all information.

D. K. Stringfield, John Cullen and John Begler, all went to Blaine to see the developements of the International City.

There is no danger of pneumonia following an attack of La Grippe when Chamberlain's Cough Remedy is taken as directed for a severe cold and care is used to avoid exposure. Fifty cent bot-

Prof. Loisette's Memory System Is creating greater interest than ever in all parts of the country, and persons wishing to emprove their memory should send for his prospectus free as advertised in another column. f20-9m

Whatcom has had another incipient fire, this time in the store of Hayes & Merriam. A lamp exploded in the hands of Mrs. Merriam, in their appartments back of the store, and ignited her clothes. Mr. Merriam attempted to smother the flames by wrapping a blanket about her, and while so doing he became suffocated by the fumes and Mrs. Merriam ran toward the street and fell about 15 feet to the tide flat below. The fire was stopped but Mrs. Merriam died about 4 o'clock Monday morning—about 8 hours after the accident.

Young men in town have no place to spend their evenings pleasantly and profitably. Couldn't the library room be fitted up for a free reading room, and be open to the use of all? It would be much better to have it over on Front street than where it is, but it would be useful where it is. A society could be organized and one of the members appointed to take charge of the room a week at a time, and in this way there would be no expense except that of fuel which would be only slight. Nearly all the daily papers of the state could be secured without cost, and many valuable books would be donated from time to time. Who will undertake to open the reading room?

A very enthusiastic meeting was held in Judson's Hall last Monday evening which was well attended by the voters and property owners of the town. H. A. Judson was elected chairman of the meeting and W. H. Dobbs secretay. A very full expression was had upon the question of incorporating the town. No one opposed incorporation, but several brought forward the objections which occurred to them which might be urged against the step. However all stated that they were in favor of incorporating, although it were probable that the expense would be somewhat larger. A motion was made and carried that a committee be appointed to take the necessary steps toward incorporating, and the chair appointed H. S. Braucht, J. S. Austin and B. Loring. By a decision of the supreme court handed down last Thursday, the incorporation law is held to be invalid. See an article upon that subject in another place.

Rather a sensational case was tried last Monday and Tuesday. James D. Hayes on Saturday made complaint before squire Judson that James Smith had assaulted complainant's wife, Caroline Hayes, with intent to rape. The case was called and defendant demanded a jury trial, which high privilege was granted him upon condition that he would deposit $6. in the hands of the justice. At this point the defendant sought the services of a lawyer, who made objections to the calling of a jury to decide upon a charge of felony made in Justice court and cited the guaranty of the constitution that no person charged with crime shall be obliged to advance any fees to secure the rights guaranteed therein. But the justice held that he would follow the code of '82 rather than the constitution, and asserted that he thought that a charge of assault could be sustained, but not the charge of attempt to rape, therefore he would retain the jury (and the $6.) which he did without altering the complaint. Mrs. Hayes told her story through an interpreter, and Tuesday morning Smith told his. After the jurors had their dinners and had deliberated upon their verdict and called upon the justice for advice, they concluded to and did return a verdict of "guilty of an assault, and assess his fine at $1 and the cost of suit."

Sociability In Lynden.

Why can't something be done to improve the social condition of our town? People here are kind-hearted and well meaning but there is a lack of sociability which is remarked upon by strangers coming in. Several church organizations are maintained, but none of these seem to rearlize the powerful influence they might wield for good if they were thoroughly sociable. A good entertainment could be given by our young people at least every two weeks, and private parties might be given with great profit. Water is the most plentiful element upon the globe yet some people are afraid to use it. So it seems to be with sociability in this town. Strangers come to the town and are used to the ways of the east—pleasant parties and calls from ladies—and when they come here it is very hard to become reconciled to the ways in vogue here. Let us all try to be sociable.

PERSONAL.

—C. W. Worthen returned yesterday from a short trip to Oakland and San Jose, California.

—H. F. Murphey has been residing upon his homestead nearly seven years and will soon advertise to make proof.

—Robert Kackay, of Seattle, has purchased forty acres of land from Purica and will be edentified at Lynden in the future.

—Mrs. A. E. Waterbury, of Nooksack informs us that she will leave in a short time for a visit to her old home in Tiaga county Pennsylvania.

—Com. R. Harris, special agent for the Fireman's Fund Insurance company was in town the first of the week looking after the interests of the company.

—Mr. Ells, of the firm of Bacon & Ells, loan brokers of Whatcom, was in town this morning. He says Mr. Bacon has just returned from the East and they are now prepared to make farm loans of almost any kind that may be desired.

—M. R. Staight, now of Whatcom, made our town a visit Tuesday. He says when he came here three years ago in the coming April that there were but 76 people in Lynden and the neighborhood. As we now have 800 inhabitants we think this is a good showing. As soon as the place is incorporated it will take another boom and be the best town in the county.

MORE ABOUT ROADS.

Without doubt the greatest problem that will be presented to our law makers for solution, at least as far as Western Washington is concerned, is that of roads. Tide lands concerns but few, the convict labor question is agitated chiefly for political buncomb; while an educational plan will doubtless be settled this year.

But the matter of roads effects every one, great or small, directly or indirectly. It is not probable that people who are now agitating the question of roads have any edequate idea of the magnitude of the question or of the far-reaching results to be obtained through good roads.

Through the kindness of one of our subscribers we have come in possession of some facts that will throw additional light upon this subject. The following published in the Pittsburg Dispatch were gathered by a committee appointed to examine and report upon proposed road laws which were to come before the Pennsylvania legislature. Only such facts are quoted as will be of interest and are in some way applicable to our conditions:

"The committee is right when it states that the cry that Pennsylvania farmers cannot compete with those of Minnesota and Dakota is partly, at least based on an error. Notwithstanding the abuses of railway administration, the main trouble is that the Pennsylvania farmer's means of reaching the markets are inefficient. The loss of horse power in transporting farm products ten miles depreciates the value of land 66 per cent. and detracts that much from the comfort of the farmer and the education of his children. Good roads and good horses would keep farmer's boys at home, and they would not go braking on railroads, driving street cars, etc. They cannot be expected to stay at home in a district where the roads are so bad that a gallant runs the risk for several months in the year of being mired if he attempts to go and see his girl.

The second point to which legislation is requested is the construction of roads. The committee urges the improvements of the main roads first by draining, gravceling or macadamizing, the worst parts to be improved first, and boroughs and cities taxed with townships for the improvement as often as a poor township cannot stand the expense. The cities and boroughs would be reimbursed by getting food cheaper. Hence, county instead of township supervision is recommended for the main roads. The cross roads might be left for a time to township supervision, the committee having faith that when the ruralists test the advantages of good main roads they will soon see to it that the cross roads are also made good.

The third point is the maintenance of roads after completion. The committee is convinced that the maintenance of macadamized roads would be less than the annual expenditure at present, which does not repair. But this, the committee observes, is a narrow view, as the object of road improvement, is to get good roads and not to keep down taxes, but improvement brings with it new sources of revenue, which more than compensate for the increase in taxation.

The difference in cost of hauling over good roads and over bad and indifferent ones, which the public entercounters continuously without fully appreciating its magnitude, as given from Mirin's experiments, shows that on a grade of 5° 8.85 per hundred, the load on that grade would be, for one horse, 1,150 for street pavement in good condition, 1,090 for macadam and but 700 pounds for clay roads.

In 1879 total farm products of Pennsylvania, ommitting orchard and garden products, amounted to 6,500,000 tons, of which 3,250,000 tons were sent to markets, an average haul of not less than five miles. The cost between hauling on clay and on macadamized roads was $1,977,500, an excess sufficient to keep 30,000 miles of macadam in repair at an annual expenditure of $66 per mile. This is equal to a loss for a man and two horses on clay roads as against macadam of 831,000 days' labor. The loss on other tonage is estimated to swell the amount to the community at large to $4,000,000 a year.

Andrew Carnegie's description of English roads is quoted as also the estimate of W. H. Wheeler in the Sanitary Engineer, showing the saving to England by reason of the excellency of their roads alone to be $100,000,000 annually. This estimate not being based on a comparison of clay with macadamized roads, but between well kept and neglected turnpikes. three horses on the former being rated equal to four on the latter. Making the comparison between turnpikes and clay roads the saving would be $150,000,000 a year.

FRANCE'S BIG SAVING.

In 1835 France had 45,000 miles of bad roads, and the commerce of the country hauled over these roads cost $90,000,000 a year, $30,000,000 a year is now saved, the roads having been put in good condition. It is doubtless largely owing to the good condition of these roads that France was able to pay to Germany ten millions without bankruptcy.

Good roads also enable the farmer to market crops to better advantage. While the roads are good the markets are glutted, and when prices go up the granger may sit at home and growl at the result of his assininity. It is estimated that Pennsylvania farmers lose $1,560,000 a year in the price of hay alone on account of bad roads. The aggragate of loss from this, the market prices alone is over $6,000,000 a year.

Good roads enhance the value of land 25 to 50 per cent. Ohio has tested it in many sections, and farmers no longer hunger to go soldiering on the roads, but pay road tax in cash cheerfully. The road tax annually collected in Allegheny county, is $140,000, and in the entire state, $4,000,000, and what have we to show for it? The draft of an act to remedy this state of things is submitted by the committee. The most material parts of which are:

The courts of common pleas of the respective counties to appoint a board of four persons, who with the county engineer or surveyor, shall be constituted a commission to classify all thoroughfares in the county, not included within corporate lines, and divide the same into three classes, highways, roads and lanes. Highways shall include all those radiating from the county seat to populous points in the county, or to the boundary lines of the county, and those connecting with other populous points, etc. Roads include all thoroughfares now designated as township roads, lanes and private roads now used only for ingress or egress from roads to highways, or individual property.

A HIGHWAY TAX.

The county commissioners are to take cognizance of the classification and levy an annual highway tax not exceeding 7½ mills on the dollar on the valuation for county purposes. The county treasurer shall set aside 7½ mills of all taxes collected for state purposes, and this, added to the highway tax, shall constitute a highway fund to be applied to the permanent improvement and repair of highways so designated and bridges which form a part, the county commissioners and engineer to the constitute a board to determine amount and character of work, provided that net less than 40 per cent. of the highway fund shall be expended in macadamizing, or otherwise permanently inproving the same; proposals for work to be advertised, and all contracts let to the lowest responsible bidder."

In the same paper is a letter by H. Neidig, a mechanical engineer and expert, which presents some views which are higly interesting, if not practical, and are as follows:

There is not another problem awaiting solution in which weighty economic interests are involved as in this problem of better roads. Stone and gravel pikes can be made to answer a fair purpose, but when the material for the road is not in its immediate vicinity highways of this character are too costly. Figure as we may, when a good road of this kind is paid for its cost will seldom be under $3,000 per mile. Plank roads are a thing of the past. The present miscalled system of road making is an inheritance of barbarism, and is a slur on the intelligence of the age.

What is wanted is a road that may finally become universal, that may be built anywhere, under any conditions—a road that will answer for all sections, that may be national in its character and which, while it meets every utilitarian requirement, is still not too costly.

It must be demonstrated that the road of the future will pay a fair per cent on its investment. The old-time road gets its detriment when in a soft condition, and almost wholly from the continuous cutting action of the wheels. When a hard freeze takes place it is the track of the vehicle that is the hardest to contend with.

OVERCOMING RESISTANCE.

When the wheels cut below the surface of the roadway, from 60 to 90 per cent of the power of the team is expended in overcoming the resistance in front of the wheels. Under similiar condition a locomotive would be powerless.

It is evident that if the wheels be provided for, and such a condition be secured that they roll on a smooth, even and unyielding track, that the problem is mainly solved. It is a crude conception that suggests that this must be done by providing a solid track from 15 to 20 feet wide. This might be the conception of a rustic, but it ought not to be that of an engineer. How to meet and solve this problem, both from an engineering and an economic point of view, will be something as follows:

An iron track, somewhat analagous to a streetcar track, must be provided for the wheels. This may be an iron bar, six or eight inches, flat on the under and slightly concave on the upper surface. That is to say, the bar is passed through rolls, leaving the upper side thin to the center and heavier to the edges. The middle may be three-eighths and gradually to the edges five-eighths of an inch thick. The bar thus fashioned, is to rest on a plank laid lengthwise underneath and this, to rest on stone, short posts or cross-ties, and the track to be nearly even with the general surface.

GETTING OFF IS SIMPLE.

The writer has elaboroted every detail of this road in its various forms of construction, single or double track. The vehicle readily retains its position on the track, and getting off or on is a simple matter.

It is not necessary to do much grading; the team travels between the rails and this space may be cobbled, graveled or cindered, or left unimproved, as the main thing has been secured—a roadway for the wheels. Such a road is a tremendous factor in its own construction, as a good track is at once secured to transport material on, and as to cost, it is considerably less than either plank, stone or gravel.

This would open up a new field for iron, add largely to the value of farms along and near its lines, would be a powerful auxiliary to local transportation, would add immensely to the common wealth, while hauling and driving would be a pleasure to man and beast alike. On no other kind of road can loads be hauled so large or so rapidly, and it can be shown that as a toll road, at only a moderate charge, from 15 to 25 per cent per annum can be realized on cost, clear of the expense of wear and tear."

Now while everybody is making suggestions upon the road question why not consider the above views. Perhaps the idea of rails could be put to a practical use in this country in a modified form. Here many places are found where no foundation could be gotten for ordinary gravel or clay road. In these places it might be that wooden beams eight or ten inches wide could be laid instead of the iron rails, and then filled in between with gravel. The length of the beams would distribute the weight over so large a surface that no blocks or spiles would be needed. If the beams were about six inches thick they would not break or wear out for many years: thus the objection made to plank roads, that the expense of keeping them in repairs is so great, would not apply to these. On many of our roads a good foundation can be found upon which to build a gravel or macadamized road. On these, if the timber were cut down so the sun could dry the ground, ditches dug, and the track graded up so the water would run off, and then thoroughly graveled, very good roads could be made at small expense and no great expense would be incurred from year to year in keeping them in repair.

After a pretty thorough study of the road question, we are of the opinion that neither plank nor macadamized roads are what is wanted in Whatcom county, but a judicious combination of the two. Some places a macadamized road would be the best and by far the cheapest, then for some roads, or possibly for a mile, plank road of some sort would be almost a necessity.

How to get the roads is another grave question for us. Voting bonds is the quickest, best and most equitable means in our opinion, but local jealousies may defeat that proposition. In lieu of that we favor a state road law similar to that proposed for Pennsylvania, quoted above, empowering the county commissioners to levy a tax for the purpose of constructing roads and for the maintenance thereof. Whether people can during this generation be made to see that there is a great need of roads and pursuaded to take active measures to secure them is a matter upon which it is not safe to prophesy.

The new $60,000 public school in Walla Walla has been opened with appropriate ceremonies.

Seattle Lodge No. 6, I. O. G. T., dedicated their new hall, corner of West and Battery streets, by a grand entertainment February 10.

J. J. Hill president of the Great Northern railroad issued a circular letter Feburary 1st announcing the consolidation of the Manitoba and other roads into the Great Northen system.

On Monday, Feb. 3, the wind blew almost a hurricane at Prosser, coming with such force as to blow down all the windmills and unroof several "shacks" in that thriving villiage. The shaft of the artesian well borer engaged in sinking a well in Horse Heaven was blown down, and for a while loss of life was seriously feared. Creason's blacksmith shop in Prosser was wrecked, and Col. W. F. Prosser, who was visiting his namesake down the river, met with what narrowly escaped being a very serious accident. He was sitting in Mr. Rich's store, and the wind blew so hard as to break one of the large show windows, throwing the glass in different directions with great force. A piece of the glass struck the Colonel on the left side of the nose and nearlly succeeded in amputating that member, and one of his fingers was painfully cut by another piece of the flying glass. People who experienced the "big blow" pronounced it Washington's first cyclone. The wind is also reported to have blown with terrific force 35 to 50 miles above North Yakima, but that city was not in any way molested by old Boreas.

The following related by an officer of the bank is too good to keep: A Teuton came into the First National, Saturday, and wished to draw some money out. As he received his roll he remarked solemnly: "I have pen down to Annecoretts." "Is that so," replied the cashier pleasantly, "and what did you see there." "A frient of mine said he would show me some good broperties, and he shows me some stumpage which he shargas a tousand dollars for der goners and eight hundret for his insides. Says I, mine frient, do you tinks a Dutchman vas a geeses. This vos too rich for mine blood. Show me somedings not quite so zentral. Then he walks up in der bush about dwo miles, and says I vat you sharge me for your inside now ant your goners. He says yust der same—a tousant tollars for der goners ant eight hundret tollars for my inside. Got in Himmel! Do you sharge as mooch for der unproken vilderness as for der lots within a quarter mile of der blacksmit shop? Yas, ge says, yust der same. Dis islant is all goot. Every foot of it vil be covered by brick blocks fife stories high." "Vel, says I, I bass, and I comes me up to Whateom to get me some broperties."—Reveille.

At 6 o'clock on the evening of Feb. 10th the chairman of the Gentile party claimed the election of the liberal ticket in Salt Lake City by 1400 majority. The chairman of the Mormon party said it was impossible to state the figures yet. He asserted that there had been such glaring frauds that the matter would have to be settled by the supreme court of the United States. Polls closed at 6 p.m. and the liberal leaders posted a bulletin claiming 1200 majority. The news spread japidly and the Gentiles became wild with joy. They literally took possession of the city, the Mormons retiring to their homes. Flags were run up in all directions, and lanterns and fireworks illuminated the streets and buildings; cannon boomed, bonfires were lighted at every corner and hundreds of men in line paraded the streets with drums and torches yelling like mad. No such scenes were ever before witnessed in Utah. The Mormons admit their defeat, but say that it was brought about by the most glaringly illegal methods, and that the result will be reversed by the courts.

Official returns from all points in Salt Lake show the election of the liberal ticket by an average majority of 875. Geo. M. Scott, Gentile, is elected mayor by a majority of probably 1200.

DR. WALTER WILBUR,

PHYSICIAN, SURGEON AND DENTIST. LYNDEN, W. T.

NOOKSACK DRUG STORE.
Dr. J. WALTER BELL.
Dealer in
Drugs. Medicines. Chemicals
Cutlery, Stationery, School Supplies, Fancy Articles, violin and guitar strings, spectacles, eye glasses, CIGARS, MEDICINAL WINES and BRANDIES.
Physicians prescriptions carefully compounded at all hours, and orders answered with care and dispatch. My stock of medicine is complete.

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PHYSICIAN AND SURGEON.
Diseases of women a specialty. Office, Rooms 16, 18 and 20, Union Block, Whatcom. All calls promptly answered, day or night. Residence, office.

R. I. MORSE.
LIME.

Fine Key West and domestic cigars at Williams'.

A good ranche for sale. For full particulars call on A. N. Cave, Lynden.

Don't forget the PRESS when you want to advertise anything for sale.

Bear in mind Kildalls have only one price to all, marked in plain figures.

Save money by purchasing cooking stoves and ranges of R. I. Morse at Sehome.

You can get the nicest lunch in Lynden for 15 cents at the restaurant next door to THE PRESS office.

You can buy Cigars by the 1000 at Geo. W. Boyd's Drug Store, Sehome, Wash., at San Francisco Prices.

Ladies go to Kildall's and inspect their stock of Dress Goods.

Kildall Brothers guarantee every pair Ladies' Shoes bought from $3.00 and upwards.

The finest assortment of fancy candy ever brought to the city at Williams.

Go to Williams' for your Green Crown Flour.

For Sale Cheap.

A heavy span of work horses for sale at reasonable figures. Call at the Whatcom stage office for information.

For Sale.

A four-year-old cow, will be fresh about the middle of January.
H. C. THYBERG, Delta.

DOCTOR SPROULE.
GRADUATE OF DUBLIN UNIVERSITY, IRELAND, FORMERLY SURGEON BRITISH NAVY.
Graduate in Midwifery and Diseases of women at Rotunda Hospital, Dublin. Special attention to male complaints and all chronic diseases. A consultation practice solicited.
Office: Over Morse's Hardware Store, ELK STREET, - - - - SEHOME.

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First-class plate work and fitguaranteed.
Aching teeth cured, filled and as good s ever.
The ailment of diseased teeth and gums specialty.

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A. E. MEAD,
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MEADOW BROOK STOCK FARM,
4 Miles South of Lynden on the Lynden-Ten Mile Road.

Breeders of Thoroughbred
JERSEY
and
POLLED ANGUS
CATTLE

Have for sale stock of these breeds of the best strains for breeding purposes.

Telephone connection with Lynden, Whatcom, Yager and Nooksack. Call and see my stock.

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AGRICULTURAL IMPLEMENTS

BUGGIES, WAGONS,

and a full line of Saw Mill machinery,

The best article at bottom prices SEHOME, W. T.

$100,000

To loan on improved land from ONE to FIVE years. Loans approved by **Ourselves**. No applications submitted. Deal with **First Parties.** We can close up desirable loans in **Two Hours,**

BACON & ELLS,
Whatcom, W. T,

With the Coming In of Railways.

As a rule, on the great through lines, in 1843, everything except passenger traffic was a very secondary affair. The Great Western was earning £13,000 a week from passengers and only £3,000 from goods. On the London and Birmingham the goods receipts were much the same, but the passengers returned some £15,000 On the latter line, for the first five months of its existence, the passenger receipts were about £130,000, while the total goods earnings were £2,225 9s. 3d. On the Southwestern the proportion was six to one, on the Brighton more than seven to one, on the Southeastern more than ten to one.

Even on the Midland Counties and North Midland, where nowadays passengers are far less important than goods and minerals, five-eighths of the whole receipts came from the coaching traffic.

Taking England as a whole, the goods traffic was only about a quarter of the total instead of three-fifths, as it is today. * * * The highways were unoccupied. The turnpike tolls from Swindon to Christian Malford, in Wilts, which had been let at £1,992 in 1841, only produced £654 in 1842. For the tolls on the road from Wakefield to Sheffield not a single tender was sent in, and the trustees were obliged to collect them themselves. The forty coaches which had run daily through Northampton were all dead within six months of the opening of the London and Birmingham. Almost every week came a notice that some famous line of coaches had ceased to run.

Here is one under date of Oct. 15, 1842: "A few years since ninety-four coaches used to pass through St. Albans daily. On Saturday last the Leeds express, formerly called the 'Sleepy Leeds,' which has been on the road upward of a hundred years, ceased running, it being no longer a profitable speculation and it is said another cut of the four remaining is likely soon to follow the example."

Six weeks later we read: "The mail from Worcester to Ludlow, after running for half a century, made its last journey on Tuesday, Nov. 29, thus leaving the public without official conveyance of letters from Worcester to Tenbury."

In March, 1842, a few weeks after the opening of the Edinburgh and Glasgow railway, The Glasgow Courier reports: "The whole of the stage coaches from Glasgow and Edinburgh are now off the road, with the exception of the 6 o'clock morning coach, which is kept running in consequence of its carrying the mail bags."—The Railways of England—Acworth.

Newspapers the Popular Reflector.

Newspapers, after all, only reflect the mind of the average man, who likes to read about things easily understood, and which demand no intellectual exertion on his part. Culture is equally absent from all other forms of popular literature. Look at the books which are the most read. "Called Back" and "Mr. Potter of Texas" are examples taken at random. To such stuff it is absurd to apply the name of literature. Then, again, if we are a cultured people, it is a remarkable fact to how small a class books that are really works of art and masterpieces of style appeal. When Shelley wrote his "Epipsychidion" there were in England at the time only about twelve men to whom he deemed it worth while sending that famous poem.

If another Shelley were to burst on the public as a poet to-morrow, he would be under a similar difficulty. It is fully time that we recognized the truth. Culture is not by any means universal. What is widespread and assumes its name is the modern spirit of superficiality. We read reviews of books in The Spectator, and not the books themselves. We get our opinions second hand from where will to save ourselves the trouble of thinking. We prefer the commonplace and trivial in literature and art to what is great and noble. We have no love for philosophy, although it is fashionable to pretend we have. In fact, the whole system of our national education must be reversed and the attitude of the public mind altered before we can truly describe ourselves as a cultured people. —London Spectator.

English Dog Laws.

The Society for the Prevention of Hydrophobia and the Reform of the Dog Laws of London wishes to promote an act of parliament to settle the dog question once and for all by the enforcement of the muzzle and by a system of registration and licensing. It stands pledged to the statement that rabies might be absolutely eradicated, and that it may easily be diminished by proper precautions. In Prussia, where these precautions are taken, there died of hydrophobia in a particular period but two persons. In Great Britain, where they are not, there died 89. The two countries have about the same population. Our worst misfortune in the matter is a tendency to hot and cold fits. When rabies is widely prevalent we take precautions; when it diminishes, in consequence of the precautions, we relax them, and it breaks out again. The society would keep us at one temperature of rational prevention. In 1885 twenty-seven persons died of hydrophobia in London alone. The muzzling edict of that winter reduced the number to nine in 1886. It seems clear that we have only to go on steadily, year by year, to reach the Prussian figure, or zero. At any rate, the experiment deserves a full and a fair trial.—London News.

Mild Flattery.

A New England woman, whose traditions make her feel that "praise to the face is open disgrace," reproved a young friend for her habit of excessive admiration. "You ought not to tell people that they look charming or handsome," objected the mentor. "It is flattery, and you don't wish to be called a flaterer."

"But when my friends do look perfectly lovely," persisted the enthusiast, "what shall I say? I must say something. Now, you look a dozen years younger than yourself in that becoming little black lace bonnet, and those strings are dears. What can I say, under such circumstances, if my honest opinion is to be called flattery?"

"Well," said the elder woman, relenting before an honest opinion of this sort, expressed about herself, "if you feel as though you must say something, why not say it as if you were speaking to yourself—sort of thinking aloud? That wouldn't seem as if you meant to flatter a person face to face."

"What could I say, for example?"

"Well, you might say, 'She sometimes looks a great deal worse than she does today, a very great deal worse.'"—Youth's Companion.

AN IRISH FAUST.

Harvey's Disclosures of Life in Other Worlds and His Prophecies.

Early in the last century there lived in Dublin a famous conjurer whose name was Harvey, and by no other name was he ever known to man. Nor did man ever know when or where he was born or died, and none of these facts or other of a social nature touching his life has yet been found on parish register. But Harvey's personal appearance was known to many. He was tall and round shouldered, pale faced and lynx eyed, and, as became a man who was given up to the studies of the black art, never laughed—except, one may presume, when he thought how easily the world was humbugged. Harvey knew all about the planets and their inhabitants, and through his disclosures we know that Mars, Mercury and Venus are peopled by courtiers, soldiers and the polite world, who have nothing to do and lots of time to do it in, as they live for several thousand years. Free from sorrows as well as from cares, they pass their days in feasting and vary the monotony of their existence by trips in aerial chariots between the three planets. In Saturn knaves only abound, and very common sort of folk are described on the directory of the moon. We shall know more about these things when the big Lick telescope is set at work.

Harvey, like all well regulated disciples of the black art, rejoiced when he heard of the birth of a monster and wept when informed that a promising babe had come into the world. He had a high respect for the sun, and uncovered at mention of the name of that valuable body. He was sound and solid in the classics, and liberally patronized the circulating libraries by hiring from them all books that had the stamp of learning. He was pious, moreover, though he went not to church. In politics his ideas were mixed, or rather, like the hero of John Phœnix's story, he had no politics.

When Harvey paced the streets he trudged slowly along, carrying a long black stick, and, bent nearly double, his eyes fastened to the ground, talking to himself in a low tones; went his way, heeding no one though heeded by all. And this was his picturesque attire: A long, hanging coat of good stuff, buttoned its entire length; a broad slouch hat, a wide neck band with tassels, broad toed shoes, the latchets tied with stout twine, no waistcoat, and no gloves.

His biographer has recorded some of the prophecies, among which are the following: In A. D. 6000 the tallest man will be but five feet high; in A. D. 7500 (these dates should be carefully noted in order that the verifications may be observed) he will be reduced another foot in height; through the remaining 500 years of the world's existence—for in A. D. 8000 Prospero's prediction will be fulfilled—he will be cut down to two feet six inches.

It is interesting to know, too, that the day is coming when Mahomet will be considered as The Prophet by a good part of the world beside Arabia and the east, and his standard will wave from China to Peru, and even float over New York city.

The biographer of this wonderful man promises a second volume, to contain accounts of the public exhibitions which Harvey gave of his skill in necromancy. But 162 years have fled since this promise was made and the book has not yet appeared, and it begins to look now as if the author would never accomplish his purpose. —Boston Transcript

Electrical Dangers.

A well known electrical engineer in discussing the relative dangers of the various currents says that as a result of his experiments he is satisfied that the continuous current, which flows steadily in one direction, is in itself perfectly safe, at least up to a pressure of 1,400 to 1,500 volts; and that by the use of certain devices it can be made reasonably safe in light and power systems up to 3,000 volts. As for the interrupted or pulsatory current, that is dangerous, while the alternating current is deadly at a very low pressure. These conclusions are verified by the death record, for out of eighty-five fatalities, the particulars of which have been obtained, not one was due to the low tension continuous current, fifty-four to the pulsating, and twenty-three to the alternating.—Boston Herald.

Of Course It Wasn't.

It was at the shop of the erudite bibliophile, Herr Spithover, in the Eternal City. A pretty American traveler wanted a copy of Max O'Rell's book on the United States, and said so. The Herr Bibliophile glowed through his spectacles a moment, and replied with noble scorn: "Gott in himmel, mees! Marcus Aurelius vos neffer in der Unided Shtates."—San Francisco Argonaut.

Old Time Navigation.

In accounting for the frequent collisions at sea nowadays, it is often remarked that there are so many more ships afloat. This is not altogether a satisfactory reason. It is true that the commerce of the world is greatly increased and extended. To offset this in a measure it may be shown that our modern ships have a carrying capacity ten times greater than the ships of the last century, to say nothing of what they were in earlier times.

Again, the improved methods of keeping the ship's reckoning ought to reduce the risks of collision. The real explanation of the disasters is rather to be found in the circumstance that now vessels sail independently of one another, while 100 years ago or so the merchantmen used to be dispatched in fleets, and these were under a convoy. An armed vessel was deemed necessary to protect them.

An old log recently printed throws much light on Eighteenth century sailing.

Commodore Anson sailed down the channel in 1740 with ten men-of-war, and in charge of 150 sail of merchantmen, all more or less in sight, with nothing but sail power to help them.

Hadley's quadrant was invented about 1731, so that there was almost time—ten years—for it to have been adopted by the navy.

But there were as yet no chronometers, and the ancient mariner was forced to depend for his longitude almost entirely upon dead reckoning; feeling his way into the chops of the channel by repeated casts of the deep sea lead, and making careful notes of such geology as came up on the tallow on the bottom of it. Thus, "Brought too, sounded thirty-five fathums, ouzy sands and broken shels." "Sounded thirty-eight fathums course grey sand with Hake's teeth."—Youth's Companion.

Mr. C. H. Farnsworth states that a 100-barrel roller mill will be built at Palouse City as soon as the weather will admit of work being commenced. An electric light plant for illuminating the city and business has been contracted for.

Judge Burke, on being interviewed by a Seattle Press reporter in regard to the intentions of the Great Northern Railway, said that he was unable to tell whether the Great Northern was going to buy the Seattle, Lake Shore & Eastern or not. "One thing, however, is certain," he added, "namely, that both roads are on very friendly terms, and if a sale should not take place a running arrangement will be concluded so that there is no doubt that the Great Northern will soon send its cars to Seattle."

At the Ferndale house in Seattle it is alleged that Herbert Smith, a widower, went there three weeks since with his two children, one girl of two years and the other a boy babe of nine months. Smith explained that his wife had just died. Mrs. Gilford, a young widow, took charge of the children and was to be paid a certain sum per week for her care of them. Payments, however, were few and far between, and now it is alleged that Smith had run away and abandoned his children. He disappeared simultaneously with a variety actress, and it is alleged that he is now with her. Unless something is done soon the children will be placed in charge of the county authorities.

How to Cure La Grippe.

From the Des Moines Mail and Times.

Mr. George Tennant, of this city, in conversation with a representative of the Mail and Times, one evening this week, said: "Yes, I took this prevailing influenza. I gave up work and went to bed. I had a dreadful cough and was very sick, but am all right now." We ventured to ask what remedy had proven successful in his case. "O, Chamberlain's Cough Remedy. I used a whole bottle, it brought me out all right; I feel first-rate now. We are never without Chamberlain's medicines in our family.

This testimony is only one of many that might be given to show the value of these prparations. Those who are afflicted with this malady would do well to use Chamberlain's Cough remedy. If used as directed it will be found effectual. Fifty cent bottles for sale by M. C. Hawley.

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NOTICES FOR PUBLICATION.

Land Office at Seattle, Wash., Dec. 19, 1889.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Judge, or in his absence the Clerk of the Superior Court at Whatcom, Wash., on Monday, March 3rd, 1890, viz: JOHN K. ROBINSON.

Pre-emption D. S. No. 138.7. for the sw¼, ne¼; se¼, nw¼, sec. 19, tp. 40, N. R. 3 East.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz: Holden A. Judson, Edward O'Neil, Henry Slade and William Leuckhart, all of Lynden, Wash.

T. M. REED, jr., Register.

Land Office at Seattle, Wash Dec. 26, 1889.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Judge, or in his absence the Clerk of the Superior Court, at Whatcom, Wash., on Saturday, March 8th, 1890, viz: PETER HANSEN,

Homestead entry No. 5234 for the ne¼ of sec 2 tp. 40 north, range 3 east.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz: H. D. Thomas and Henry Bardenhagen, of Lynden, wash., and Henry C. Ehlers and John Herman Jacobs, of Clear Brook, wash.

T. M. REED, Register.

Land Office at Seattle, Wash. Dec. 19, 1889,

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Judge or in his absence the Clerk of the Probate Court at Whatcom, Whatcom county Washington, on Monday, March 3rd, 1890, viz:

NELS LARSEN,

Hd App 5222 for the sw ¼ nw 1-4, nw 1-4 sw sec. 3 and ne 1-4 se 1-4 & se 1-4 ne 1-4 sec 4, tp 40 north, R 2 east.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land viz: John Kulp, Hans C. Thyberg, John Thomas and Michael Kulp, all of Delta, wash.

T. M. REED Jr,, Register.

Land Office at Seattle, Wash., Jan. 15, 1890.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Judge, or in his absence the Clerk of the Probate Court at Whatcom, Wash., on Wednesday, March 19, 1890 viz: WILLIAM A. SCOTT,

Homestead application, No. 10282, for the se¼, sec. 14, tp 40 n, r 2 e.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz: Robert O'Neil, Luther L. Ingalls, M. Kildall, and James O'Neil, all of Lynden, Wash.

T. M. REED, Jr., Register.

Land Office at Seattle, Wash., Jan. 17, 1890.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Judge or in his absence, the Clerk of the Probate Court at Whatcom, Washington, on Thursday, March 20, 1890, viz: JAMES PEARSON.

Homestead entry No. 7980, for the se¼, ne¼, sec 15, tp 39 north, of range 3 east, w.m.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: William Pieper, John Hash, John Kenoyer, John Ross, all of Yager, Wash.

T. M. REED jr., Register

Land Office at Seattle, Wash., Jan. 15, 1890.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Judge, or in his absence the Clerk of the Probate Court at Whatcom, Wash, on Thursday, March 20, 1890, viz: FRANKLIN ROBERTS,

Homestead application No. 5912, for the nw¼, sec 11, tp 40 n, r 3 e.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz: Henry Bardenhagen, Lynden. Wash.; M. Johnathan Morris, Lyman Babcock, of Clearbrook, Wash.; Millard Fillmore, of Lynden, Wash.

T. M. REED, Jr., Register.

Land Office at Seattle, Wash., Jan. 17, 1890.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Judge or in his absence the Clerk of the Superior court at Whatcom, Wash., on Thursday, March 20, 1890, viz: JOHN W. HARKNESS.

Homestead entry No. 5272 for the se¼ sec. 18, tp 40 north, of range 4 east, wm.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: Arthur Kirkman, Calvin Bishop, James Elder, W. H. Osterman, all of Nooksack, Wash,

T. M. REED, Jr., Register.

Land Office at Seattle, Wash., Jan. 20, 1890.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Judge, or in his absence, the Clerk, of the Probate Court at Whatcom, Wash., on Thursday, March 20, 1890, viz: E. MANNING CUDWORTH,

Homestead application, No. 6874, for the se¼, sec 6, and w½ ne¼ sec 7, tp 40 n, r 3 e.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz: M. A. McPherson, A. H. Wampler, Michael Dermody, of Lynden, and Charles L. Cudworth, of Whatcom.

T. M. REED, Jr., Register,

Land Office at Seattle Wash., Jan. 20, 1890.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Judge or in his absence, the Clerk of the Superior court at Whatcom, Wash., on Thursday, March 20, 1890, viz: GEORGE WOOD.

Homestead application, No. 10389, for the ne¼ sec 25 tp 40 n, r 2 e.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz: Christian M. Toblassen, Chris. Seemiller, William Fallis, William C. Booth, all of Lynden, Wash.

T. M. REED, JR., Register.

Land Office at Seattle, Wash., Jan. 22, 1890.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Judge or in his absence the Clerk of the Probate Court at Whatcom, Wash., on Friday, March 21st, 1890, viz: CHARLES G. SCHRIMSHER,

Homestead app, No. 7163, for the ne¼ sec 17, tp 39 north, r 3 e.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land viz: S. D. Reinhart, Henry Kenoyer, E. S. Prouty, John Shetler, all of Yager, Wash.

T. M. REED, JR., Register.

Land Office at Seattle, Wash., Feb. 4th 1890.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Judge, or in his absence, the Clerk of the Superior Court at whatcom, wash., on Saturday, April 5, 1890 viz: THEODORE M. ANDERSON,

hd app. 9050, for the s½ nw¼ sec 4, tp 40 n, r 3 e

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz: O. M. Stone, Frank O'Hara, Chas. Vinup, Stephen Hilton, all of Lynden, Wash.

T. M. REED, Jr., Register.

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Lv. Seattle, 10:45 a. m. | Lv. Townsend, 10 a. m.
Lv. Townsend, 3. p. m. | Lv. Seattle. 2:30 p. m.
Ar. Victoria, ‡6:30 p. m. | Ar. Tacoma ‡4:15 p. m.

TACOMA-SEATTLE ROUTE.

Lv. Tanoma ‡8:00 a m, ‡10:00 a m, ‡12:30 p m, ‡4:30 p m, *7:45 p m.
Lv. Seattle. *11 a m, ‡8 a m ‡2:00 p m * 4:30 p m.
Boats leaving Tacoma 12:30 p m and Seattle at 8:30 a m and 4:30 p m land at Des Moines.

SEATTLE-OLYMPIA ROUTE.

Lv, Seattle, ‡4:00 a. m. | Lv. Olympia, ‡2:30 p m
Lv. Tacoma, 7:00 a. m. | Lv Steilacoom, 2:30 pm
Lv Steilacoom 8:30 a. m. | Lv. Tacoma, 4:30 p. m.
Ar. Olympia, ‡10:30 a m. | Ar. Seattle, ‡6:45 p. m.

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