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## THE PUGET SOUND MAIL.

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JAMES POWER, Proprietor.

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give entire satisfaction. I shall keep a full and complete assortment of  
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### CURRENT EVENTS.

The cholera has appeared in Sumatra.

Destructive fires are occurring in London.

The President and party are catching fish

and hunting in the Wind River Mountains.

Advice from Frohndorf say that the

Court de Chambord is on his way to San

Francisco on a trip around the world.

The Count de Chambord is reported to be

in the agonies of death.

A Conductor Archbishop of Dublin is to

be executed.

Sherwood, Postmaster of the Forty-

seventh Congress, has resigned.

It is reported a case of cholera has been

discovered at Flushing, Holland.

Judge Black is now thought to be out of

danger.

The San Francisco Pueblo case has again

been suspended by order of the President.

The Vienna Electrical Exposition has been

opened.

A free-flowing oil well has been opened at

Canyon City, Col.

The Vatican is about to ask for another

explanation from the pope.

The Hotel Devon, in Pennsylvania, on the

line of the Pennsylvania Railroad, is burned.

The Mayor of Moscow has been ordered

to resign, having resigned yesterday by a

special act of the Emperor of the Czar.

It is proposed to utilize the gas which is

evolved from the Pennsylvania oil regions.

W. H. Vanderbilt left \$5,000,000 at the

time of his death, for the college

student waters.

The American Association for the Ad-

vancement of Science meets to-day at Min-

neapolis.

Lord Chief Justice Coleridge left Liver-

pool, on the 15th, on his way to the United

States.

Judge Jere S. Black is seriously ill and

suffering intense pain. His condition is

considered critical.

At Liverpool, James Melburn was

beaten up for not paying a fine of 40s.

Confirmation of sentence.

The Sanitary Commission has decided to

remove the cholera around Alexandria.

Deaths in Egypt on the 12th, 407.

Seven hundred men have been sent to Ad-

miral Courbet, commander of the French

squadron in Tonquin.

Rear Admiral Gaillet has been appointed

commander of the French in Madagascar.

The elections for Council-General in

France are greatly in favor of the Republi-

cans.

There has been a marked increase in the

collection of opium duties at the Port of

San Francisco during the past fiscal year.

The Iron and Steel Workers' Convention,

in session for several days at Philadelphia,

has adjourned.

At the Republican primaries at Cincinnati

a colored man was killed by one of his own

party.

The accession of John W. Mackay to the

Postal Telegraph Company is causing quite a

stir in New York financial circles.

As a Bonapartist student at Paris

preference was expressed for Victor, the son

of Jerome.

In the House of Commons Parnell de-

posed the independent member in which the

act was applied.

The San Francisco Fire Department is

favorably mentioned by Fire Commissioner

Gorman of New York.

The Emperor of Austria and King of

Serbia will have an interview in Hungary,

next month.

The wife of Senator Allison of Iowa

committed suicide a few days since, by

drowning.

A man named Rhodes proposes to try the

task of swimming the Niagara whirlpool.

Spain affords every indication of an ex-

pectedly successful political condition, and

another and more serious insurrection is ex-

pected.

The sub-committee of the Senate Com-

mittee on Education and Labor have con-

cluded to investigate the telegraph strike.

In Cleveland, Ohio, some street loafers

quarrelled, when one of them threw another

through a plate-glass window.

The longshoremen of Woodruff & Mc-

Intosh, Brooklyn, are on a strike

against the reduction of pay from 25 cents

to 20 cents per hour.

A Spanish regiment has revolted in Cata-

lunya, and conscripts have taken place be-

tween the insurgents and royal troops at

Urge, under Figueras.

The demolition of the old Capitol building at

Washington, D. C., is progressing rapidly.

Two hundred and fifty strikers belonging to

the cigar makers' union have left Mon-

terey for the United States, the manufac-

turers there refusing to increase their wages.

The sub-committee of the United States

Senate on Labor and Education is hearing

testimony in relation to the telegraph

strike.

The Secretary of the United States Mil-

itary Commission, General William E. Foster,

will leave for his annual reunion, to

take place at Chicago.

Individual members of the Indiana Bank-

ing Company, of Indianapolis, will make

an assignment of their property for the

benefit of depositors.

The New York Executive Council of Build-

ing Trades has ordered the men to strike in

number of buildings where non-Union

men are employed.

The Acting Controller of the Currency has

authorized the First National Bank at

Vancouver, W. T., to commence business

with a capital of \$1,000,000.

James O. Parker, the senior member of

the law firm of Parker & Hentley, of Wil-

liamsport, Pa., is said to have embezzled

about \$20,000.

The Chinamen in New York complain of

the exactions imposed by the Chinese

Consul, who, they say, seems to fancy he is

still in the Flowery Kingdom.

It is stated the Porte intends to transfer

the negotiations in relation to a treaty of

commerce with America, and a license tax,

from Constantinople to Washington.

A letter from C. P. Huntington is pub-

lished addressed to McGraw when Secretary

of War, in which he (Huntington) contends

that the Texas-Pacific land grant has

been misappropriated.

It is believed that the prize fight between

Slade and Mitchell will come off at Vinita,

in the Indian Territory, on the 11th of Sep-

tember. Both men are hard at work train-

ing.

It is learned that the assassinated in-

former, James Carey, early in 1882 sent two

men to London to visit William E. Foster,

then Secretary for Ireland, but their coun-

sel failed them.

There has been a two-days battle between

the followers of Cateweyo and those of U-

biyu, with great slaughter on both sides.

The Ubiyu army is said to have been de-

feated and fled.

The Executive Committee of the Amalg-

amated Coal Miners' Association is in ses-

sion at Pittsburgh considering the best plan

for extending the organization throughout

the mining States.

At Indianapolis, Ind., August 16th, an im-

mense crowd was in attendance at the pa-

rade of the Grand Army of the Republic

between 5,000 and 7,000 being in line under

command of General George H. McInnes.

### THE BAD BOY.

Amateur Theatricals—His Pa as Rip

Van Winkle, The Minister as Hamlet,

and the Boy to Boss the Job, Their

Rehearsal.

"I am thy father's ghost," said a

THE PUGET SOUND MAIL.

La Conner, W. T.

JAMES POWER, PROPRIETOR.

SATURDAY, SEPTEMBER 15, 1888.

NORTHERN PACIFIC.

The Gold Spike Ceremonies.

SPEECHES OF VILLARD AND EVARTS.

The imposing dedicatory ceremonies in honor of the completion of the Northern Pacific Railroad from Lake Superior to Puget Sound took place on last Saturday (Sept. 8), with all the eclat, pomp and circumstance which one of the most powerful corporations of the globe could command. President Villard, with some three hundred invited guests, including members of the Cabinet, Governors of the various States and Territories, foreign ambassadors, and leading representatives of the monetary world, performing the ceremony. It was certainly a great national, if not indeed international fete, to which none looked forward with deeper interest and pride than our immediate community of Puget Sound, where the great transcontinental highway terminates. On their way out in special trains the distinguished party participated in laying the corner stone of the Capitol of Dakota. Two days later the gold spike was driven at a point near Helena, Montana, after which the party proceeded through to Portland, where a grand reception was tendered them, on last Thursday. From there they will come to Puget Sound, and the citizens of Seattle have prepared for a grand demonstration and banquet this Saturday evening. The magnificent steamship Queen of the Pacific will be on hand to take the party on a cruise around the Sound.

We append the ceremonial speeches of Henry Villard, President of the Company, and W. M. Evarts, orator of the occasion.

MR. VILLARD'S SPEECH.

It is my agreeable duty and very great pleasure to offer a hearty welcome to this distinguished assemblage on this memorable occasion and in these remarkable surroundings. To you, the representatives of foreign nations, the members of the executive, legislative and judicial branches of the United States Government, the governors of States and Territories, the representatives of the European and American press, and our guests from abroad and at home generally, to you, one and all, I beg to offer, in the name of the Northern Pacific Railroad Company, profound thanks for your kind presence and participation in this the most important event of our corporate existence. Our work means the conquest of new fields for general commerce and industry. It creates a new highway between Europe, America and Asia. The population of the States and Territories traversed by our road is largely made up from the European Nationalities represented here. We deem it fit and proper, therefore, to bid, so to speak, both the Old and the New Worlds to this celebration; or, in other words, to arrange a sort of international festival. Many of you have crossed the ocean, and all have traveled great distances in order to be with us to-day. Be pleased to accept my assurance that we gratefully appreciate your sacrifice of time and comfort. In return we earnestly wish to do our guests all possible pleasure, and we trust that this transcendent journey has been and will be an unalloyed joy to them. We hope, moreover, that as in this hour a new and indissoluble bond will be formed between the countries to the east and to the west of these Rocky Mountains, this gathering may also strengthen the ties of good will and friendship between the Republic of North America and the parent countries of Europe.

Thanks to the foresight of President Thomas Jefferson, wellnigh two centuries ago Lewis and Clark toiled through these mountains as the first explorers of Anglo-American origin, and lifted the veil that hid from civilized mankind the regions watered by the upper Missouri, the Yellowstone, the Columbia and their tributaries. The exploits of these gifted and fearless men were the rich germ, the full fruition of which we celebrate this day.

More eloquent lips than mine will describe to you the long and singular but interesting process of evolution by which our enterprise slowly grew out of the discoveries then made with so much intelligence and courage. They will tell you how the record of these discoveries first gave rise, as long as nearly half a century ago, to prophetic visions of a transcontinental railroad along Lewis and Clark's route, and how, within ten years after those visions were first embodied in print, they filled the enthusiasm of a man with such fire of faith, like another apostle, and spread the best years of his life and all he possessed in the propagation of his faith. You will learn how in the end he became a very martyr to his belief, but how the project of a railroad to the Pacific, despite the failure of its first prophet, made converts, spread widely and grew into popularity, until it finally attained

to the importance of a leading public question and object of national legislation.

You will be shown how the northern route, which at first was the only one thought of, gradually lost prestige and others took prominence. You will see the quaint figure of an honest visionary appear upon the scene, as the promoter of an old illusion, and next as the moving spirit in the formal birth and christening of our enterprise through the Congressional charter of 1854. You will hear that the charter failed to give real life to the corporation, owing to certain abnormal features engrafted upon it, and that it passed eventually to the control of wise, experienced and influential men, but who, however, also failed at first to attract the needed capital until those features were eradicated by Congressional amendment.

Then the brilliant episode in our history will pass before you in which an able, bold and resolute man was the central figure, to whom, most of all, the company owes its practical existence. You will be reminded how the hopeful brightness of that period was eclipsed by the black darkness of the cataclysm of 1873. Our fabric seemed then to be lost in a bottomless pit. Yet an entire resurrection followed, owing to the inherent vitality of the prostrate body and to the resolute application of the heroic remedies of foreclosure and reorganization.

There was no immediate restoration to very active life. Years of slow recuperation followed, until the advent of the extraordinary revival of commerce and industry generally, and of railroad undertakings especially, in the years of 1879 and 1880. The sagacious men who then directed the company's affairs saw their patience rewarded and the time ripe once more for the resumption of construction work on the road.

They began cautiously, seeking what was possible rather than what was desirable. All at once fortune smiled with intense reliance upon the company. A financial alliance with a great syndicate was formed. Its conclusion meant nothing less than the assurance of all the capital required to complete the road, and thereby the end of the uncertainty in the prospects of the company's leap, in short, into assured success.

With a flood tide in the company's treasury, there arose not only the possibility but the necessity of pushing the construction of our transcontinental line with the utmost energy. I hope I may be permitted to say that we have striven to do our full duty, and to obtain the greatest effort, of which human brain and muscles, stimulated by unlimited capital, are capable, in a given time and in a stated direction. Work on the main line was first resumed on the west bank of the Missouri River in the spring of 1879, and at the confluence of the Snake and Columbia Rivers in the fall of the same year. The distance between the two starting points was 1222 miles. The Yellowstone were completed in June, 1881; the 225 from the Columbia to Lake Pend d'Oreille in November, 1881. The completion of the 340 miles of road in the Yellowstone Valley took seventeen months. The 194 miles up the gorges of Clark's Fork to Missoula took 19 months; from the head of the Yellowstone Valley to Helena, and thence to this junction, nine months. Thus the first 442 miles of the total mileage to be completed—that is, the Missouri and Pend d'Oreille divisions—were finished in two years and eight months, while the other 780 miles were completed in less than two years. In this time the great structure of the Bismarck bridge was also erected. The continuation of the main line down the Columbia for a length of 210 more miles, by another company to Portland, and a thousand and additional miles of lines of branch and allied companies, were finished. Now, these figures are easily quoted, and apparently speak a very simple language. But their true meaning goes far beyond the mere space of time and mileage of completed road they indicate. They form a great sum of human patience and perseverance, energy and bravery, hardship and privation. They express long and hard tests of the power of human ingenuity and endurance in the mighty struggle of manual and mechanical force against the direct obstacles of primitive nature. They mean a painful record of bodily suffering and loss of life by disease and accident. You have seen enough of the work to form an idea of its difficulty, its vastness, its costliness. You have the testimony of your own eyes that this highway had to be carved, as it were, out of a very wilderness where we found nothing to help us—no labor, no food, no habitations, no material, no means of transportation. You see the evidences of triumph over every hindrance. But you perceive only finished results; the dramatic incidents of their achievement are not disclosed to you. Rolling along smoothly, merrily and luxuriously over the line, how can you know that the bridges over which we pass were hidden in ice or swollen to perilous depth and turbulence? that defiance was bidden to the seasons, and the and the pick and shovel kept flying, though the way had to be cleared through thick crusts of snow, and on frozen ground thawed by fires?

I have not said all this in a boastful spirit, but solely in order to give proper credit where it belongs for the great deed now well nigh done, and thus discharge by this public acknowledgment, as much as possible, the heavy debt of gratitude that weighs upon me. Let me then own, on this solemn occasion, that our edifice never could have been reared but for the liberality of the

people of the United States, acting through the Federal Government, in providing a solid foundation in our land grant; for the devotion and sagacity of the men who steered our craft in the days of distress and danger; for the generous forbearance of our stockholders, the confidence of the public, the powerful aid of financial allies; and last, but far from least, for the ability and faithfulness of the officers and employees of the company, and for the myriads of honest toilers who earned their bread in the sweat of their brows for our benefit.

And thus we are permitted to-day to behold this mighty task as all but finished. It was my proud privilege to exercise the chief direction over its later stages. No light duty it was, but wearisome, and brain and nerve exhausting. Still, its very grandeur inspired the will and the power to perform it, and there was comfort and elevation in the thought that we have built what cannot perish, but will last to the end of all earthly things. Let us hope and pray that as this great work of man will stand forever, it may also forever be an immortal honor to its founders, a noble monument to its builders, a permanent pride and profit to its owners, and, most of all, an everlasting blessing to man.

SPEECH OF MR. EVARTS.

The following is the leading portion of the address of Hon. Wm. M. Evarts, orator of the occasion:

On the 21st of July, 1864, the bill for the construction of the Northern Pacific Railroad was signed by Abraham Lincoln. The enthusiasm of Periam, which anticipated a rush of his countrymen that would bring, if need be, a million subscribers for \$100 of the stock apiece, induced the insertion of a clause in the act prohibiting either the issue of bonds or the creation of a mortgage in aid of the construction. This financial folly and much time and labor spent in trying to obtain from Congress a very moderate aid by the Government in the shape of a guarantee of interest for a limited period, held the whole enterprise in abeyance till, in 1870, the obstinate section was expunged from the act, and some other special provisions inserted, and the company took a resolution to build the road on the faith that the capital would show in the enterprise itself, and in the prospective value of the Government land grant should the construction be carried through.

Periam's popular subscription having proved wholly abortive, his organization of the company was transferred to one made up in New England in December, 1865, of which Gov. J. Gregory Smith of Vermont became the President. The financial agency of the enterprise was offered to, and after careful examination and a new survey, accepted by the eminent bankers, Jay Cooke & Co., then in the highest repute for their wonderful administration of the immense Treasury transactions in the issue and distribution of the bonds of the United States.

The wisdom of the selection of this eminent financial agency and the immense energy at its command was quickly demonstrated. During the years 1870 and 1871 the company received nearly \$30,000,000 from the sale of its bonds conducted by Jay Cooke & Co., and the money was rapidly applied to the actual building of the road. The source of supply, however, proved not to be pecuniary or inexhaustible, and the company was pressed for funds in summer of 1872. A change then took place in the Presidency. The financial outlook for the enterprise became less and less encouraging till this gloom spread over all our affairs, and the general panic of 1873 swallowed up the company and its financial agents in the common inundation. But this brief period of plenty and prosperity was well employed. Never was the prudence making hay while the sun shines more clearly illustrated. In this period the road was built from the east to the Missouri River, and on the west between Columbia River and Puget Sound. Upon this firm basis, as the post of Archimedes, the skillful engineers of the company's present prosperity have lifted the heavy globe from the cataclysm in which it was engulfed, till now it blazes upon our eyes, "totus in seipso, teres, aequo rotundus."

General Cass succeeded General Smith as President, and skillfully nursed the energies of the enterprise during the inglorious period of its eclipse. It became its receiver upon the decree of bankruptcy in 1875, and, through the country foreclosure and sale, the property became vested in the present reorganization under the honest, generous, substantial and successful scheme of reconciliation between the disappointed interests of the past and the hopeful interests of the future known as the "Billings plan." This eminent gentleman, who unites the unusual distinctions of credit as a lawyer among lawyers, and a financier among financiers, became a director in the company in 1870, and has continued in its management ever since, succeeding Mr. Wright of Pennsylvania in 1879, and succeeded by Mr. Villard in 1881, as President, after a temporary occupancy of the place by Mr. Barney. As Mr. Billings dates his connection with the company before the deluge, he will be able to correct the impressions of any who, in the glorious sunshine of to-day's prosperity, may imagine it was not much of a shower.

The restoration, however, of financial confidence and strength, was by no means immediate or unchecked. The preferred stock after the reorganization commanded only 25 or 30 cents on the dollar in Wall street, and at one time fell to \$8 a share,

and the common stock to \$1.50. Appeals to Congress to aid its securities by guaranty of interest were again resorted to and again refused. But in the meanwhile the good management of the fragments of completed road showed net earnings of some \$300,000 in 1876, and some \$300,000 in 1878. This kept alive the organization and confirmed confidence. The merits of the route and the value of the land when the road should be finished were courageously relied upon by the experienced and able men who put their own fortunes into the enterprise to attract the confidence of capital and give credit to the bonds and value to the stock of the road.

And now the flood of the tide of financial prosperity of the whole country flooded this enterprise, which its ebb had left stranded. The resumption of specie payments by the Government in 1870, the rapid conversion of the public debt into 4, 4 1/2 and 5 per cent securities, the set of a liberal great amount of capital for participation in the active employment of money. Those stupendous transactions of the Treasury at once compelled and attracted immense investments in well-founded enterprises of industry and trade in a country which, emerged but fifteen years from a civil war—whose sacrifices of able-bodied producers and of accumulated wealth had never been equaled—appalled its creditors by paying its debts, and impoverished its lenders by the reduction of interest they submitted to, to escape the payment of the principal. Just and well tried confidence in the character, no less than in the ability of the sponsors for the ultimate outcome of the outlay—I mean the eminent men who have conducted and are conducting the affairs of this company—has formed the controlling element in that faith among men which has supplied the means for this completed structure. To you, Mr. Villard, and to you, Gov. Smith, and to you, Mr. Billings, and all the other presidents, present or absent—to you, and all others who have felt your arms lean on them for support, this day crowns your labors, and we, your fellow citizens, and these foreign guests, applaud your triumph.

I cannot stay your train to unfold the manifold qualities in the management of this enterprise, which deserve illustration, but I may just for a moment upon a few principal traits. I cannot discover that there has ever been engrained upon this enterprise any construction company to seek the prosperity that belongs to the original growth. I do not perceive that excessive rates, either of interest for money or of payment for labor or materials for want of money, have imposed upon the enterprise burdens disproportionate to the values which its debentures or stock fairly represent. I do not find any just ground for complaint in political or popular estimate that the United States has burdened its revenues with subsidies which, for the public interest, were unnecessary or excessive, for from the beginning to the end the enterprise has not received a dollar from the public funds, I find no fair ground for cavil at the land grants of the Government along the route, as improvident or showing no adequate return of value either to the Treasury or expected settlers on the public domain. Even if we look at the Government in the mere light of a private proprietor, who will not himself incur the expense of opening communication between his unpeopled wilderness and the land-seeking population, we find the Government, without a dollar of outlay, has been made more than whole for the lands it has parted with by the enhanced selling value of its wide domain. But when we consider that the future settlers on the company's lands, as well as on the reserved public lands, forever contribute to the tax-paying wealth of the people, and the strength and power of the nation, we see that there is no sensible analogy between the interest of a private person in the ownership of land and that of the government as an administrator, for the general welfare of the public domain. And, finally, the settlers, who will follow your track, and at once find their frugal means and their farm products at no disadvantage from distance or isolation from market, but on a level with all the world, will easily understand that, but for the wise liberality of the Government in this matter of railroad communication, either the lands would have remained inaccessible to agricultural settlers, or would not have been worth their acceptance, as a gift, with a bounty besides.

The Northern Pacific Railroad thus completed has, Mr. President, through your reasonable and successful connection of the system with the well developed and fully operating scheme of the Oregon Railway & Navigation system by the firm ties of justice and interest been secured against vicissitudes and disasters which, with less prudence and less good fortune, it might have been exposed. It is not then, merely upon the continuous track that you have just established, but also upon the united and impregnable chain of travel and traffic between the Pacific and Atlantic coasts, that your company to-day looks with satisfaction and your guests offer their congratulations.

The steamship Queen of the Pacific, which grounded last week on the Columbia River bar, and for which fears were entertained in our last issue, got off successfully without loss of life; but about ten tons of freight had to be thrown overboard. Had the weather been rough instead of calm one of the finest steamships afloat would have become a total wreck.

Notice of Application to Purchase Timber Land.

UNITED STATES DISTRICT LAND OFFICE, Olympia, Washington Territory. Notice is hereby given that, in compliance with the provisions of the Act of Congress approved June 3, 1878, entitled "An Act for the sale of Timber Lands in the States of California, Oregon, Nevada and Washington Territory," JOHN F. GOWEY, of Washington County, Washington Territory, has this day filed in this office his application to purchase the Lots 4, 5 and 6 of Section No. 2, in Township No. 2, North, Range No. 3, East of the Willamette Meridian. Any and all persons claiming adversely the said described land, or any portion thereof, are hereby required to file their claims in this office within sixty (60) days from date hereof, given under my hand, at my office in Olympia, W. T., this 15th day of July, A. D. 1888. JOHN F. GOWEY, Register of the Land Office.

August 25-10-w.

NOTICE OF APPLICATION TO PURCHASE TIMBER LAND.

UNITED STATES DISTRICT LAND OFFICE, Olympia, Washington Territory. Notice is hereby given that, in compliance with the provisions of the Act of Congress approved June 3, 1878, entitled "An Act for the sale of Timber Lands in the States of California, Oregon, Nevada and Washington Territory," JOHN F. GOWEY, of Washington County, Washington Territory, has this day filed in this office his application to purchase the Lots 1, 2, 3, 4, 5 and 6 of Section No. 2, in Township No. 2, North, Range No. 3, East of the Willamette Meridian. Any and all persons claiming adversely the said described land, or any portion thereof, are hereby required to file their claims in this office within sixty (60) days from date hereof, given under my hand, at my office in Olympia, W. T., this 15th day of July, A. D. 1888. JOHN F. GOWEY, Register of the Land Office.

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THE PUGET SOUND MAIL.

LOCAL COMMENTS.

THE MAIL AND CHRONICLE.

THE MAIL has entered into arrangements with the San Francisco Chronicle...

THE DEMONSTRATION at Seattle this Saturday (Sept. 15), in honor of the Villard party, promises to be unprecedentedly grand...

The good people of Whidby Island, with an eye to convenience and expedition in their judicial affairs...

Mr. Vernon Tennyson—Our reporter wrote on the 11th that the river had raised eight feet...

OUT MARKET.—The first local sales for the season were made this week, Mr. Gallier selling a lot of choice oats...

HIGH LICENSE RESOLUTION.—Forward Lodge No. 2 I. O. G. T., of Semiahmoo, sends us the following resolution for publication...

THE WEATHER, like old Richard, is itself again. The smoke, fog and dust which rendered life almost intolerable the past few weeks...

Mr. DeLap's 4-horse team, attached to a self binder, ran away the other day in the harvest field...

THE MAIL office has been removed into its new quarters adjoining the old building, which has been newly refitted and improved...

The Indians have nearly all gone to the Puyallup Bay picking, and in consequence thereof there is a scarcity of wood for the steamers plying in these waters.

Bons.—Sept. 10, '83, to the wife of Mr. Perry Polson, of La Conner precinct, a daughter.

Dr. Venson delivered a lecture at Coupeville Thursday evening for the benefit of a free reading room.

SALOON-KEEPERS should note the fact that they are under \$1,000 bond to keep a quiet and orderly house.

The ship Richard III was libeled at Tacoma the other day and an officer placed in charge. During the temporary absence of said officer...

McBRIDE & VERNON, Attorneys at Law and Real Estate Agents, LA CONNER, WASH. TERR.

LA CONNER MEAT MARKET. MOODIE & O'HARE, Prop'rs.

Are prepared to furnish Beef, Mutton, Pork, Cured Meats, etc., in any quantity desired by Hotels, Livery Camps and Farmers of the surrounding country.

Jesse R. Francis has just received per last steamer a large consignment of the leading Sewing Machines, comprising the Singer, New Home and the Stewart.

Will practice in all Courts of record in the Territory, especially those of Whatcom County.

WILLIAM MOODIE, Attorney at Law, LA CONNER, WASH. TERR.

Coupeville Correspondence.

COUPEVILLE, Sept. 9, 1883.

EDITOR MAIL.—At last the long spell of dry weather is broken. It commenced raining yesterday at 10 a. m. and came down fresh for three hours...

Summer fallowed lands are now in fine condition to receive the seed. I shall commence scattering wheat to-morrow morning.

Just week Bros. met with quite a loss last week by fire, caused by the upsetting of a lamp by the men sleeping in their stable loft.

A petition is being circulated here to have this county joined to Whatcom for judicial purposes (other than United States). Some object to making a change in view of our terminal prospects...

J. & G. GACHES make liberal advances on consignments of oats to San Francisco.

\$4,000 TO LOAN on real estate, at low rate of interest, either in one sum or several loans. Apply to S. P. BROOKS, LA CONNER.

READER FOR SALE.—One Wood's Reaper, in good repair, can be bought for \$75 of MILAN GALLAGHER, LA CONNER.

MASONIC NOTICE.—Garfield Lodge, No. 41, A. F. & A. M., holds its regular meetings the fourth Saturday of every month at La Conner. Master Masons in good standing invited to attend.

NOTICE OF APPLICATION TO PURCHASE TIMBER LAND.

UNITED STATES DISTRICT LAND OFFICE, Olympia, Washington Territory. Notice is hereby given that, in compliance with the provisions of the Act of Congress approved June 3, 1878...

NOTICE. The public are hereby warned against purchasing or in any manner dealing with any promissory note or other evidence of indebtedness made and given by W. D. Scott & Co., of Seattle to D. Rogers, of Ferndale...

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J. & G. GACHES, Importers and Dealers in GENERAL MERCHANDISE.

—HAVE NOW ON HAND THE—

Largest & Best Selected Stock Ever Brought to Puget Sound

Groceries, Provisions, Hardware, Cordage and Ship Chandlery, Dry Goods, Harness, Flour, Feed

Hay, Grain, Boots, Shoes, Crockery and Glassware, Windows, Doors, Paints, Oils

AND ALL KINDS OF STAPLE AND FANCY GROCERIES.

Also Lime, Brick, Plaster and Cement. And Red Clover Seed.

Agents for the Celebrated SCHUTTLER WAGON, and the Imperial Northern Queen and London Insurance Co.—Capital, \$30,000,000.

J. & G. GACHES, LA CONNER, W. T.

LYNCH & VAHLBUSCH, SEATTLE

FURNITURE MFG CO., DEALERS IN AND MANUFACTURERS OF Furniture, Bedding and Upholstery Goods.

Fine Parlor Suits, Easy Chairs, Lounges, Spring and Hair Mattresses.

DRAPERIES MADE TO ORDER IN ALL THE LATEST STYLES. Denny's Block, Front St., SEATTLE, W. T.

B. L. MARTIN, DEALER IN GENERAL MERCHANDISE!

—AGENT FOR—

Walter A. Woods' Harvesting Machinery, LA BELLE WAGONS,

Garr & Scott's Steam Engines and Threshers, AND A LARGE LIST OF OTHER KINDS OF FARMING IMPLEMENTS AND TOOLS.

YOURS TRULY, B. L. MARTIN.

S. T. VALENTINE & CO., LA CONNER, W. T.

DEALERS IN Stoves, Tinware, Hardware and Farming Implements.

CELEBRATED McCORMICK TWINE BINDERS, McCORMICK AND CHAMPION MOWERS AND BAIN WAGONS.

All kinds of Copper, Tin and Sheet Iron Work done on short notice. A full line of Hardware, Mixed Paints, etc.

FOR A CHOICE SELECTION OF DRESS GOODS, FANCY GOODS, NOVELTIES, MILLINERY AND GENTS' FURNISHING GOODS

AT BEDROCK PRICES, Don't Fail to Visit the One Price Dry Goods House

NO. 40 FRONT STREET SEATTLE. SIMON & BROWNSTONE.

WADDELL & MILES, Wholesale and Retail Dealers in STOVES, TIN & HARDWARE,



SEATTLE, W. T.

Notice of Final Proof.

U. S. LAND OFFICE AT OLYMPIA, W. T. August 25, 1883. Notice is hereby given that HENRY W. PERRY has filed notice of intention to make final proof before the Judge...

NOTICE OF FINAL PROOF. U. S. LAND OFFICE AT OLYMPIA, W. T. August 25, 1883. Notice is hereby given that ERNEST CHRISTIANSON has filed notice of intention to make final proof before the Judge...

NOTICE OF FINAL PROOF. U. S. LAND OFFICE AT OLYMPIA, W. T. August 25, 1883. Notice is hereby given that THOMAS HUNTER has filed notice of intention to make final proof before the Judge...

NOTICE OF FINAL PROOF. U. S. LAND OFFICE AT OLYMPIA, W. T. August 25, 1883. Notice is hereby given that WILLIAM J. MCKENNA has filed notice of intention to make final proof before the Judge...

NOTICE OF FINAL PROOF. U. S. LAND OFFICE AT OLYMPIA, W. T. August 25, 1883. Notice is hereby given that J. L. LYNCH has filed notice of intention to make final proof before the Judge...

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DISSOLUTION NOTICE. Notice is hereby given that the partnership heretofore existing between William Moodie and George Stump, under the firm name of Moodie & Stump...

F. N. Van Valkenberg & Co.,

(Successors to Wm. Munks.) PROPRIETORS OF THE FIDALGO STORE.

We will keep constantly on hand a choice stock of Drygoods, Groceries, Boots, Shoes, Clothing, Hardware, Drugs, Medicines, Paints, Oils, &c., which we will sell for cash at the lowest living rates.

Produce, Furs, Hides & Oils. Taken in exchange for goods, and highest market prices allowed.

Give us a call and examine our goods and learn our prices, and you will be convinced that it will not pay you to purchase elsewhere.

Improved OSBORNE Twine Binder, OSBORNE MOWERS & REAPERS, J. I. CASE Improved SEPARATOR & ENGINE.

ACME HARROW, Clod-crusher and Pulveriser. Duplicate pieces of all standard PLOWS & MACHINES always on hand...

Pumphrey & Lowman, Booksellers & Stationers, SEATTLE, W. T.

PIANOS, ORGANS, MUSICAL INSTRUMENTS. Square, Square Grand, Cabinet, Parlor and Concert Grand PIANOS for sale and kept constantly on hand.

JOS. H. BARRINGTON, HOUSE AND SIGN PAINTER, LA CONNER, W. T.

J. P. DeMATTOS, Attorney-at-Law, NOTARY PUBLIC AND CONVEYANCER WHATCOM, W. T.

S. P. BROOKS, Attorney-at-Law, AND NOTARY PUBLIC, LA CONNER, W. T.

P. P. CARROLL, ATTORNEY AND COUNSELOR AT LAW, OLYMPIA, W. T.

A. M. WHITE, Civil & Mining Engineer, Dep. Co. Surveyor & Notary Public, ANACORTES, W. T.

SINGER SEWING MACHINES. THE BEST IN THE WORLD. Sold for cash or on time on the installment plan...

RICHARD HENDRICKS, HARNESS-MAKER, LA CONNER, W. T.

SKAGIT CITY SALOON, MALSCH & DEWEY, Prop'rs.

SEWING MACHINES. CHEAP FOR CASH. The "NEW HOME" & "CROWN," The Best Machines in the World.

J. F. DWELLEY, DEALER in FURNITURE, LA CONNER, W. T.

Keeps constantly on hand a full line of FURNITURE at Seattle prices. Call and examine our hardwood bed-room sets before sending abroad.

W. M. CALHOUN, Agent, At B. L. Martins, La Conner.

O. R. & N. CO.

PUGET SOUND DIVISION. STEAMER SCHEDULE. From Tacoma to Seattle every day at 4 p. m.

From Seattle to Tacoma every day (except Sunday) at 7 p. m. From Seattle to Tacoma every day (except Sunday) at 3:30 a. m. and 3 p. m.

STEAMER IDAHO. Until further notice the fare between Seattle and Suhome, and all intermediate points, will be 50 Cents.

STEAMER WASHINGTON, CAPT. JACKSON, Master. CARRYING THE U. S. MAILS.

McGLINN HOUSE, LA CONNER, W. T. No pains will be spared in keeping up the well established reputation of the house as one of the quietest and best kept hotels in the Territory.

NO LIQUORS SOLD. Everything neat and clean about the premises. Special efforts will be made to keep the table supplied with the best market can afford...

THE MARIETTA HOTEL, LA CONNER, W. T. Wayne & Morris, Proprietors.

VARIETY STORE. BREWSTER & BYRNES. Have opened a new variety store at La Conner where the public can always find a choice assortment of Candles, Nuts, Fruits, Cigars and Tobacco, Books, Stationery, &c.

NOTICE OF SHERIFF'S SALE OF REAL ESTATE. In the District Court of the Third Judicial District, holding terms at La Conner, Whatcom County, Washington Territory.

Monday, the 17th day of September, A. D. 1883. At 2 o'clock p. m., in front of the Court House in the town of La Conner, in said Whatcom County, I will sell all the right, title and interest of the said John D. Moore...

FRED. A. EYRE, LA CONNER, W. T., DEALER IN Liquors, Wines & Cigars.

Parties at a distance desiring a choice article of Liquors or Wines may rely upon having their orders filled the same as if present.

Administrator's Notice. In the Probate Court of Whatcom County Washington Territory.

Notice is hereby given by the undersigned, Administrator of the Estate of EDWARD J. DEKAY, deceased, to the creditors of said deceased, within one year from the date of this notice...

J. F. DWELLEY, DEALER in FURNITURE, LA CONNER, W. T.

Keeps constantly on hand a full line of FURNITURE at Seattle prices. Call and examine our hardwood bed-room sets before sending abroad.

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PRODUCE MARKET.

FLOUR—Millers have been kept pretty busy of late in filling orders for foreign markets. At the moment, however, there is a lull in the export market, and business is largely confined to local trade.

A BIT OF SCANDAL.

Ah, yes, it sounded well. You just indignation to tell— You thought it was so good, you see. What scandal could more pleasing be? And so they passed the late about.

DU BARRY.

"She told me, she's proud of it, and well she may be, for Mr. Carelton, is by all odds, the finest young fellow at the lake this season."

CANADIAN BAZAAR.

Mr. John Osborne, Musical Bazaar, Toronto, Canada, writes that his wife was cured of rheumatism by the great pain-banisher, St. John's Oil, that he had found it an invaluable remedy for many ailments.

A NOTED BUT UNTILTED WOMAN.

From the Boston Herald. The above is a good likeness of Mrs. Lydia E. Pinkham, of Lynn, Mass., who has all other human beings may be truthfully called the "Dear Friend of Woman."

THE BEST CLOTHING FOR MEN AND BOYS. C. C. HASTINGS & CO., SAN FRANCISCO. References: Everybody!

TO PRINTERS! Printers who are about to purchase new type or printing material of any kind, should send for the new specimen book and list of reduced prices just issued by Messrs. Palmer & Key.

THE HARKNESS Fire Extinguisher! Positive, Efficient, Powerful. CHARGED WITH The Harkness Improved Zaphre Compound. A Veritable Fire Annihilator.

John Wigmore, HARDWOOD CABINET WOODS and VENEERS. Ship Timber, Loose Boards, Deck Plugs, etc.

John F. Snow & Co's Cleaning and Dyeing Establishment. The Snow has been in the dyeing business for over 25 years.

DR. ROGERS' HEART TONIC. A sovereign remedy for functional and organic diseases of the heart.

25 CENTS. We will mail Ten Cents FREE to any person who sends us a list of names of all the people in their neighborhood who are afflicted with Rheumatism, Catarrh, Dyspepsia, Kidney, Bladder, Scrophulous, or any other disease.

JOE POHEIM, THE TAILOR. —MAKES THE— Best Fitting Clothes In The State.

John A. Roebling's Sons Co., MANUFACTURERS OF Iron and Steel Wire Rope and WIRE of Every Description.

WOODEN MANTELS. R. HERRING, Manufacturer of Fine Furniture, Hous, Bank and Office Fittings.

DR. JORDAN'S MUSEUM OF ANATOMY, 751 Market Street. Go and learn how to avoid Disease.

ERRORS OF YOUTH. Prevention Free for the special case of Hereditary Weakness, Blood and Nervous System brought on by errors of youth.

YES OR NO!

"You won't marry me, Leone?" asked Edgar Carelton, in beseeching, earnest tones, an anxious look on his face.

SOMEbody's CHILD.

Somebody's child is dying—dying with the flush of hope on his young face, and somebody's mother thinking of the time when that dear face will be hidden where no ray of hope can brighten it.

THE DIFFERENCE.

We often hear it said, "You can sell any humbug article by advertising it." This is not true.

THE GREAT NERVE CONQUEROR.

It is a sovereign remedy for functional and organic diseases of the heart, including Hypertrophy, Distention, Degeneration, Valvular Disease, etc.

TUTT'S PILLS.

Loss of Appetite, Bowel constipation, Pain in the Head, with all other ailments of the stomach and bowels.

TUTT'S HAIR DYE.

GRAY HAIR OR WHISKERS changed to a Glossy Black by a single application of this DYE.

THE GREAT GERMAN REMEDY FOR PAIN.

Cures Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, etc.

JACOBS OIL.

Ask the same physician who has cured you of Rheumatism, Sciatica, Neuralgia, etc.

FOR THE PERMANENT CURE OF CONSTIPATION.

Another disease is so prevalent in this country as to constitute a national calamity.

PILELS.

THEIR distressing complaint of hemorrhoids is cured by the use of PILELS.

RHEUMATISM.

For this disease there is no more effective remedy than the use of RHEUMATISM PILLS.

PIANOS.

5,000 New and Second-hand Pianos for sale.

SEND FOR OUR NEW 80 PAGE ILLUSTRATED CATALOGUE.

VALUABLE TO MERCHANTS, NURSERYMEN, ARCHITECTS & CONTRACTORS.

GLADDING MCGEAN & CO.

1310 TO 1316 MARKET ST. S. F. AND LINCOLN PLACER CO. CAL.

SURE CURE.

For Rheumatism or Pile in 24 Hours. Free to all who try it.