

Puget Sound Dispatch.

BERNARD BROWN, EDITOR

Seattle, W. T., May 6, 1874

RAILROAD REMINISCENCES.—Nearly three years ago, two full companies of railroad surveyors, officered by competent engineers, landed in this city to commence surveys for the Northern Pacific Railroad, making this the initial point for the branch lines, one by the way of Portland and the Columbia River, and the other on the most direct route across the Cascade Mountains by the way of the Snoqualmie Pass. These surveys were made, and the report of Mr. Maxwell, who had charge of the eastern route, demonstrated the practicability of the passage of the Cascades, at a lower grade, with less obstructions to overcome than had ever before been anticipated. At that time and subsequently, all the maps issued by, or in the interest of, the Railroad Company, represented the junction of the two lines at Seattle. All surveys, all intelligent observation of disinterested parties and the personal admissions of all the Directors, conceded that this place possessed advantages over all others for the western terminus of the road, and nothing could divert it from this point but speculative considerations in which the public interests and the interests of the railroad would not be taken into the account. Immediately preceding the commencement of the railroad surveys, men acting in the double capacity of agents of the Railroad Company and agents of an organized and incorporated ring of land speculators composed almost exclusively of Directors of the Railroad, were for months employed in examining and entering at the Government Land Office, thousands of acres of the best and most available lands contiguous to the Sound, exclusively for speculative purposes, intending to use their power in the control of the railroad to make it subordinate to their own private interests; and they have pursued that policy ever since, to the embargo of immigration and settlement, the discouragement of all private enterprise, in active hostility to all the established routes, settlements and centres of trade, and the utter destruction of the credit of the Railroad Company. At that time there were parties upon the Sound representing millions of dollars of cash capital, ready to engage in active business employments, only waiting for the route and terminus of the railroad to be determined by the Company, which for all the interests of the road and the Company could be better determined than than at any subsequent period, giving an impetus to business and enterprise which would have largely increased the resources of the road and immensely benefited the country. But this did not suit the selfish purposes of the Land Ring, whose policy was to keep everything in doubt and suspense until their plans were so perfected that they might aggregate to themselves all the profits and advantages accruing from railroad locations.

After doing all in their power to retard the growth and prosperity of the country for two years more, the Railroad Directors enacted the miserable fraud and farce of appointing Commissioners to locate the terminus at that point which offered the largest subsidy and best advantages for a large commercial city. The superior advantages of Seattle were conceded by all, and our citizens were assured by leading Directors, that it was only a question of subsidy. To the Commissioners who asked for proposals, our citizens offered more in amount and value than was suggested, asked, or anticipated, and far more than they had been assured would be necessary to secure the location. To the astonishment of everybody not in the secrets of the ring, the proffer of Seattle was rejected, and the location was made at a point which had been examined by authority of the Railroad Company and reported against as having neither harbor nor anchorage, and utterly impracticable as the site of a commercial city. This was the report of Thomas H. Canfield, acting Director of the N. P. Railroad and President of the Lake Superior and Puget Sound Land Co., and is confirmed by Government surveys and all intelligent observation. It subsequently transpired that this location was made in the interest of a Land Company organized under a charter by the Legislature of Pennsylvania, under the auspices of Jay Cooke & Co., and was determined upon months prior to the appointment of the Locating Commissioners, and that the Railroad Co. and its resources are only used to build up a speculative town upon the property and for the exclusive benefit of this foreign Land Company, without any profit in return; and the public records within the last ten days have disclosed the fact that the Pennsylvania Tacoma Land Company has conveyed to the Maine Lake Superior and Puget Sound Land Company one-half interest in the Tacoma town site, notwithstanding the public announcement that the latter company had sold its property and surrendered its franchises to the N. P. Railroad Co.; which turns out to be another false pretense with a fraudulent purpose. [To be continued.]

RAILROAD REMINISCENCES.—The results of three years' operations of the Northern Pacific Railroad Company—under the control of the Land Ring—are, 1st: The expenditure of two or three hundred thousand dollars in the attempt to build up a town in a forest and

swamp, backed by a steep bluff, on the Columbia River, at a point inaccessible to ocean steamers, upon land owned by the Land Ring, and sold out in town lots at speculating prices exclusively for the benefit of the stock-holders in the Ring, who did not realize as much from the sale as was sunk for the railroad fund. That town is now nearly abandoned; the grand hotel, and the elegant building constructed at the expense of the railroad for the head-quarters of its local officers, and occupied in common with the Land Ring, free of expense to the latter, stand empty and decaying monuments of the folly or dishonesty of the enterprise, three of the confidential clerks of the Superintendent of the Railroad and Agent of the Land Ring, are fugitives from justice, having fled to other parts, under indictment, by their own confession, for robbing the treasure box of Wells, Fargo & Co.'s Express, entrusted to them for transmission by railroad; the entire property of the town would not today sell for one-half the cost of the improvements; every private individual who invested money in it has sunk the largest portion of his investment, and the Company and the Land Ring, have together removed their headquarters to another field of operations, started under the same auspices and without a single advantage or indication promising any more favorable results; the only difference is, that few, if any, innocent purchasers, will be fooled into investing in a Ring town site under the mistaken belief that the location was made in the interest of the Railroad, or for any other than purposes of private speculation.

2d. The official representatives of the Railroad Company, acting under direct authority such as would legally bind any principal by the act of an agent, entered into a written agreement with the citizens of Olympia, for certain specified considerations in value received, to construct the railroad directly to that place from the Columbia River. The surveys were made, the road was located, the terminus upon the water front determined, and then, after keeping the people in suspense and a large amount of their property in bond for two years, to their great damage and inconvenience, the Company deliberately repudiated their contract, without explanation or offer of indemnity, treating all remonstrance with an insolent tone and assumption of superiority which added insult to injury.

3d. The Company has constructed, equipped and put in operation about 100 miles of railroad, from nowhere to nowhere, and for no other practical purpose than to assist the members of a Land Ring to enrich themselves by the sale of speculative town lots at either end of the road, at places where nature never intended and art can never make commercial cities. The railroad is now running between these two points, at a dead loss, in operating expenses alone, of not less than \$1,000 monthly. The amount expended upon this road, under judicious management, would have constructed and equipped a railroad from Portland to Olympia, commanded four-fifths of the rich trade of the Willamette Valley by sea, and paid handsome dividends upon the investment. The same amount would have made a railroad from Seattle far into the Yakama Valley, opening an almost boundless trade with a country surpassingly rich in resources and now almost literally bottled up from any commercial relations with the outer world. Instead of this, the money was expended in such manner that it would be difficult to imagine any other way in which it could be expended to so little public advantage, or so little profit to the railroad. The closest observer will fail to see wherein Washington Territory has profited by this railroad in any of its material interests. No interest has been considered or promoted but the interests of foreign combinations of land speculators, organized to prey upon a munificent Government subsidy to a grand public work.

4th. The Company, after long years of trifling with public expectations, has finally announced the location of the western terminus of the railroad to the disappointment of all reasonable hopes, and the utter destruction of the last vestige of confidence in the integrity of the Company. The facts open to the public warrant the assertion that no more disreputable fraud was ever attempted by a "Peter Funk," in a mock auction of galvanized jewelry; it is fully as corrupt as the C. edit Mobilier, without the dignity or blandishment of the latter—a conspiracy of sharpers of a lower grade.

These are in brief the results of three years of the operations of the Northern Pacific Railroad Company upon this coast. The people of Seattle felt the disappointment more keenly, perhaps, than any others, because they had the most to hope for; but they were the first to feel the rebound and to recover confidence in their own energies and resources. [To be continued.]

RAILROAD REMINISCENCES.—But a little over nine months ago we published a telegraphic dispatch announcing the location of the terminus at Tacoma, and closed our remarks upon the same with the following suggestion: "Under these circumstances Seattle has lost nothing by the decision of the Commissioners. The people have but to act promptly to secure more valuable and direct connections. With the capital pledged for a terminus let them organize a company at once, and strike for a railroad to Walla Walla, which would immediately command the rich trade of a section which has given Portland its chief trade and the O. S. N. Company its sole carrying business.

From that point connections could be made with the Union or Central Pacific in less time than it would take to complete the Northern Pacific, and by a much shorter route to the East than by the way of Kalama and the Columbia River. We have not time to more than allude to the subject at present, but will elaborate hereafter."

This was then a new, and to many a startling suggestion. The people here had waited for years with confident expectations that the munificent subsidy granted to the Northern Pacific Railroad Company would furnish all the railroad facilities necessary to develop the vast resources of this section, and eventually make Seattle the great commercial city of the Pacific coast. They had never considered an alternative; had never dreamed of being thrown upon their own resources for utilizing the vast advantages which nature had so lavishly bestowed upon them; they could not anticipate the possibility that they were to be defrauded of the benefits of the beneficent provision of Government for a grand improvement from which they were to realize their most sanguine hopes, through the cupidity and treachery of the men to whom the great trust was confided; that the grant would prove a curse instead of a blessing to the country; that it would be used by rapacious speculators to oppress and destroy the very interests it was intended to promote. When they were brought to a realizing sense that all their long cherished hopes of the Northern Pacific Railroad were dispelled, it is not strange that many despaired of relief from any other quarter, but rather a matter of astonishment that the suggestion of so vast an undertaking as the building of the Seattle and Walla Walla Railroad by so small a population should have met with so ready and hearty a response by the people. The result thus far has more than realized our most sanguine anticipations, and assures the realization of our predictions. The people assembled en masse, organized a railroad company, elected a Board of Trustees from among our most responsible and trusted citizens, not one of whom was ever before connected with a railroad project, but whose characters as business men were above suspicion or reproach. Of course some ridiculed and many doubted the success of a project of such large proportions under such auspices; but against all opposition and amid all discouragements the men entrusted with the management of this enterprise have persevered until the most persistent cavillers are constrained to concede that their success is quite probable, while many men of sound judgment regard it as certain. Within the year they will have completed and in successful operation, the first section of fifteen miles of railroad; thus the comparatively poor people of this country, by their own contributions and unaided efforts, under disappointment and discouragement, will have accomplished more towards developing the resources and promoting the general prosperity of the country, than has the Northern Pacific Railroad in three years, backed by a Government subsidy amounting to 1,200,000 acres of land, estimated at a cash value of \$2 50 an acre—\$2,200,000 for the 100 miles of railroad completed. The treasury of that Company is now bankrupt, all work on the road is suspended and Congress besieged for further aid, as the only means of extending its line to points where it can pay running expenses. Verily, "Corruption wins not more than honesty."

Were we not right in saying, nine months ago: "Seattle has lost nothing by the decision of the Commissioners"? Our people have learned by experience that self-reliance, under God, is the best support of any people.

County Commissioner's Court. SEATTLE, May 4, 1874. Court met at 1:30 P. M. Commissioners all present. Stephen P. Andrews was then chosen Chairman of the Board. The Court now cancelled redeemed County orders amounting to— Official orders.....\$2,291 85 Interest..... 69 01 Total.....\$2,360 86 Ordered, that John McEneaney be licensed to retail liquors on Black River (and not elsewhere) at the rate of \$100 for one year's license, to be issued for the full term of one year. Ordered, that Daniel Benson be licensed to retail liquors at Bensonville, on Lake Washington (and not elsewhere) for \$100 for one year. Ordered, that C. C. Perkins, Auditor, be and is hereby authorized to lease the N. W. 1/4 of section 16, township 23, N. Range 4 E., to Milton N. Robbins and Henry Burton for the term of six years at the yearly rent of \$15 lawful money at the expiration of the year, and thereafter to be payable in advance. Said C. C. Perkins being hereby appointed a Commissioner to sign and acknowledge for the County and all documents necessary for the fulfillment of the foregoing order. May 5. Commissioners all present. Ordered, that the settlers on the lower Duwamish be allowed right of way across the S. E. corner of the County farm, during the continuance of the lease of J. W. Finnell, the present occupant; with the proviso that at all crossings of fences, good and substantial gates shall be erected, otherwise this order to be void. Ordered, that a retail liquor license be issued to Wm. Brown to transact business at Everett (and not elsewhere). That such license be issued for the full term of one year for \$100. Ordered, that the assessment on the line of the Western Union Telegraph Company be reduced to \$25 per mile. Ordered, that John W. Fennell be licensed to retail liquors at the Race Course (and not elsewhere) for one year at \$100. In the matter of a County road commencing at a point on the East side of Lake Washington, running thence in an easterly direction to the Snoqualmie River, the report of the County Surveyor and viewers was adopted, the road ordered opened and declared a County road. Ordered, that the following gentlemen be appointed Road Supervisors for the ensuing year: No. 1, James McCombs; 2, K. Olson; 3, S. Pullen; 4, H. Wetmore; 5, C. C. Clark; 6, M. R. Robbins; 7, John Sawyer; 8, M. J. Mead; 9, B. Graham; 10, A. Washburne; 11, Wm. Clark; 12, A. S. Hughes; 13, Wm. Pickering; 14, James

Taylor; 15, Miles Merrill; 16, G. H. Benson; 17, Mason Smith; 18, E. Carr; 19, Ira Woodson; 20, Simon Elwell.

In the matter of the petition of Jeremiah Driggs, et al., praying for the location of a County road, beginning where the north line of the City of Seattle crosses Third street, of Hill and Denny's plat, near W. N. Bell's residence, thence northerly along said street to the plat of North Seattle, thence in a northerly direction to the military road at or near where said road crosses the West line of T. 25, N. E. 4 E. D. T. Denny, J. Driggs and T. S. Harris were appointed to view and locate said road. O. C. Shovey, Esq., Treasurer, tendered his resignation and recommended Mr. S. C. Harris to fill the vacancy. Upon motion Mr. Shovey's resignation was accepted and Mr. S. C. Harris unanimously appointed to fill the vacancy and to enter into bonds as provided by law in the sum of \$10,000. May 4. Present, Commissioners Anderson and Kimball.

In the matter of the petition of J. R. W. Hanson, et al., praying for the location of a County road "from Alki Point, via Freepoint, to connect with the County road on the West side of Duwamish River at or near the house of D. Farnelle, Esq.," which petition was presented and granted at the August term, 1873, it was ordered that M. Graf, H. M. Hanson and D. W. Conklin be and are hereby reappointed to view and locate such road.

PRODUCTS OF THE DISTILLERIES.—The distilleries of the country for the last fiscal year produced 68,000,000 gallons of spirits. There were over 445 of them, in which about \$70,000,000 capital was invested, 70,000 men employed, and nearly 20,000,000 bushels of grain consumed, four-fifths being corn. The commodities produced yielded nearly \$50,000,000 taxes to the country.

A clergyman at Clarinda, Ohio, was away from home when the crusade began. He returned in the evening, and saw his wife standing at the bar of a saloon, singing as loud as she could yell. He supposed she was drunk, and, entering the saloon, the tears rolling down his face, he said: "Come home, wife, you have ruined me—drunk—drunk—drunk."

BROKEN TO PIECES.—A little girl ran out to meet her father, as he was on his way home yesterday, exclaiming: "Pa, I declare, somebody has broken Kitty all to pieces." An examination disclosed the fact that fourteen little Thomases and pussies had been added to the feline family.

On Market street, near Sutter, San Francisco, on the 30th, Abraham Solomon, a boy about sixteen years old, attacked a younger boy named Messinger. An elder brother of the latter interfered to stop the fight, when Solomon drew a pistol and threatened to shoot him. At this juncture Mrs. Messinger went to stop him, and caught hold of the pistol. In the struggle the weapon was discharged, shooting off one of Mrs. Messinger's fingers, and hitting Solomon in the head, killing him almost instantly.

A MIXTURE.—A curious story, and a sad one, if true, comes from the South. The author is a telegraph operator, not by the nature of his calling the most truth-telling individual in the world. He has just reached Cairo from Texas and he says:

A mysterious fever has broken out, which takes its victims in from half an hour to an hour's time, with horrible certainty. The doctors call it danga pneumonia, but seem powerless to cure it. The winter has been very mild in Texas. Frost was not felt. The heavy rains have washed bare hundreds of bodies of the yellow-fever victims of last summer, and it is only too probable that this disease is a more malignant form of the epidemic, springing out of the poison arising from the remains of the last. Parties are busy re-interring the bodies washed out by the rains, but they are numerous, and are all near enough to the surface to taint the atmosphere, and a terrible pestilence must almost certainly be the result.

FURNITURE! A COMPLETE SET OF HOUSEHOLD GOODS, as good as new, for sale cheap. Call at the President's residence, University grounds and examine. E. K. HILL.

Administrator's Notice! BY VIRTUE OF AN ORDER OF THE PROBATE COURT OF KING COUNTY, Washington Territory, made and entered on the 27th day of April, A. D. 1874, I, C. D. Young, Administrator of the estate of John Buckley, deceased, shall offer for sale at public auction on Monday, 1st day of June, A. D. 1874, at 11 o'clock A. M., in said Territory, the following described real estate situated in said King County and belonging to the said estate of John Buckley, deceased, to wit: Lots one [1] and two [2] in Block four [4] in A. A. Denny's Plat of the City of Seattle.

RE-OPENED! CLARENDON HOTEL! Corner of F and First Streets, PORTLAND, OREGON. THIS MAGNIFICENT HOTEL NEWLY furnished throughout in a superb manner, is now open for the reception of guests. The Finest Rooms and the Best Table in Oregon, at Moderate Prices. Situated within two blocks of the Depot of the Oregon and California and Oregon Central Railroads, and within one block of the wharf of the Oregon Steamship Company. Street Cars pass the door. Free Coach to and from the House. Street Car Tickets furnished Free to Guests. 1728-24 HAILLITT & YOUNG.

NOTICE TO CONTRACTORS. PROPOSALS WILL BE RECEIVED FOR building a pile trestling on the Seattle and Walla Walla Railroad, from at or near King street to the head of Elliott's Bay, up to noon of Monday, May 11th, 1874. Plans and specifications, and other information obtained at the office of the Company, after noon of Monday, April 27th. The Company reserve the right to reject any and all bids. By order of the Board of Trustees, ROWELL SCOTT, Secretary.

READ THIS SPORTSMEN. JOHN SULLIVAN HAS A COMPLETE ASSORTMENT OF Catrines of all sizes, Ammunition, full assortment. Fishing Tackle of all kinds. Spoon Hooks, a large stock. In fact, everything that sportsmen require, which he offers at wholesale and retail. Store on Commercial street, Seattle, W. T. May 2, 1874.

OCcidental Brotherhood. SNOQUALMIE LODGE NO. 7, O. B. MEET every Monday evening at 7 o'clock. All members in good standing are cordially invited to attend. By order of G. M.

ICE! ICE!

DURING THE COMING SEASON I AM prepared to furnish ice in any quantity, and would respectfully solicit orders from Seattle and the Sound generally. For particulars enquire of Mr. Paul Paulson, agent at Seattle. RICHARD BAILE, PONY SALOON, STEELCROOM. ap 30-1f.

FURNITURE! Selling at Cost. I AM NOW SELLING THE ENTIRE stock of furniture at cost, in the store lately occupied by J. S. Anderson. Parties wishing to purchase will find it to their advantage to call early, examine, and be convinced. D. T. WHEELER, Assignee.

J. T. STEWART, Wholesale Dealer in MEATS -AT THE- UNION MARKET, SEATTLE, W. T. ORDERS LEFT WITH A. W. MALSON WILL be promptly attended to. April 27, 1874.

HEAR YE! HEAR YE! A CHANCE FOR ALL AT Frauenthal Brothers.

We would wish to be remembered as being the only firm who confine themselves entirely to the line of DRY GOODS AND CLOTHING -IN SEATTLE-

IN WHICH A FINE ASSORTMENT OF FIRST Class Goods, personally selected, can always be found, at prices that will warrant purchasers to give us their patronage. THE LEADING ARTICLES CONSIST IN All kinds of Cotton Goods, every description of Dress Goods, White Goods, Flannels, Embroideries, Dress Trimmings in great variety, Ladies' trimmed Hats and Plats, Gaiters, Shoes and Slippers, Cassimeres, Blankets, Carpets, Oil Cloth, Matting, a superior line of Clothing (men's and boy's), Furnishing Goods, Hats, Underwear, Trunks, Valises, California best made Boots and shoes, Wall Paper, Etc., Etc. Straight forward dealing may be strictly relied on. as FRAUENTHAL BROS.

New Arrangement. S. W. HOVEY, (Successor to J. A. WOODWARD) DEALER IN General Merchandize,

At the old stand, corner Commercial and Mill Street, Seattle, W. T. Goods delivered to any part of the City free of charge. March 27, 1874.

S. P. ANDREWS Stoves and Tin Ware COOKING, PARLOR AND BOX STOVES!!

PORTABLE RANGES. A general Assortment of Goods pertaining to the business. JOB WORK. All work pertaining to the business done at short notice and in a workman-like manner. GAS FIXTURES. Gas Fitting done and all work warranted. Seattle, W. T., March 4th, 1874.

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SUCH IS LIFE!

The largest and best selected stock of General Merchandise Ever offered in this country, can be found at

Schwabacher Bros. & Co.

Our new two-story building is filled from Garret to Celar; all of which we offer at prices that

DEFY COMPETITION!! Our past success in business is sufficient guarantee to the Public that they will be dealt with ON THE SQUARE.

Our stock consists in part of the following, viz:

Dry Goods, Clothing, Hats and Caps, Boots and Shoes, Groceries, Provisions, Liquors, Tobacco and Cigars, Crockery and Glassware, Paints, Oil, Varnish, Brushes, Carpets, Oil-cloths, Curtains and Window blinds, Shelf Hardware, Carpenter and Blacksmith tools, Iron, Steel, Chain, Bolts, Rivets, Ship Chandler and Cordage, Lime, Cement, Plaster of Paris, Hay, Feed, Cumberland Coal, Plows and other farming implements. In fact anything and everything in general use in this country.

We do not import "Direct from England," but one of our firm keeps a Chinese servant whom he imported DIRECT from Oregon.

We have a resident partner in the Market and our purchases are made to the VERY BEST ADVANTAGE.

To Country Dealers we would say, and say it in truth too, that they can make Saving by purchasing of us instead of going below.

Thankful for past patronage, we take this method of inviting the Public to give us a call and we guarantee that they shall not regret doing so. SCHWABACHER BROS. & CO

Crawford & Harrington, COMMISSION MERCHANTS AND IMPORTERS AND DEALERS IN

Hardware, Groceries, Wines and Liquors, Flour and Feed,

SUCAP. TEA, TOBACCO, COFFEE ETC., Are continually adding to their Stock on hand to meet the increasing demand of the Puget Sound trade and the public generally.

Price List, not higher than San Francisco jobbing price. Freight added. CALL AND EXAMINE, Warehouse and Wharf adjoining Steamboat landing.

STORE AND OFFICE, COMMERCIAL STREET SEATTLE, W. T.

CRAWFORD & HARRINGTON, AGENTS FOR THE

Imperial Fire Insurance Company of London.

Watches & Jewelry. W. G. Jamieson, Importer, Jeweler, Dealer in

Watches, Jewelry, Silverware, Clocks & Real Pebble Spectacles, Commercial Street, Seattle, W. T.

Watches and Jewelry Repaired and Warranted. Prices as low as any in the City W. G. JAMIESON, Watchmaker, Jeweller and Engraver, Seattle.

Pioneer Drug Store MATTHEW A. KELLY, Proprietor.

Wholesale and Retail Dealer in DRUGS, MEDICINES, PERFUMERY, FANCY GOODS, DRUGGIST'S Sundries, DYE STUFFS, GASOLIN, DOWNER'S COAL OIL, LAMPS, CHIMNEYS, ETC.

AND EVERYTHING IN FACT, TO BE FOUND IN A FIRST CLASS DRUG Store. Fine Cigars always on hand. Agent for Wood's Family Favorite Sewing Machine. M. A. KELLY.

Wholesale and Retail Dealer in Foreign and Domestic Wines, Brandies, Whiskeys, ETC., ETC., ETC.

No. 15 Commercial st. Seattle, W. T. Genuine Cutter Whiskey always on Hand.

