Herald -

The Port Crescent Leader.

Port Angeles -

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THE HOUR FOR ACTION

Has Come, and the Wide-Awake People of Victoria Appreciate the Importance of the Situation.

A MILLION-DOLLAR PROPOSITION.

That is the Sum that Victoria Proposes to Give to Secure the Building of a Railway to Beecher Bay, and the Construction, Maintenance and Operation of a Steam Railway Ferry Across the Straits of Fuca, to Connect With the Northern Pacific Railway's System at Port Crescent, and Thus Give Victoria an All-Rail Outlet to the Trade Centers of America—A Project that Has a Vital Bearing Upon Victoria's Future and Her Commercial Importance, and that is Large With Meaning, in Its Relation to Port Crescent.

THESE are momentous days, both for Port Crescent and her beautiful neighbor across the Straits, Victoria. The latter city is growing in wealth and commercial importance with a rapidity that is as astonishing as gratifying. She is rapidly acquiring the attributes and the airs of a metropolis; and within her charming limits is a community of alert, successful, far-seeing business men, who fully appreciate Victoria's singular advantages; who are proud of the position to which she has been advanced in the world of business, and who are eager, while opportunity awaits action, to forward their beloved capital to the commanding commercial position that is hers by right, and which they know she can easily attain, if given the necessary advantages.

Victoria now enjoys, in an eminent degree, those advantages that are so peculiarly her own, with reference to the commerce of the seas. The ships of all the nations of the earth find anchorage in her harbor, and their trafficking contributes to and sustains her astonishing commercial activity.

But the commerce of the seas, added to the activity attendant upon a rapid development of rich and varied local resources, is not enough for this ambitious and prosperous Island City.

Her clear-sighted people know that she cannot reach her rightful stage of development without the aid of adequate railway connection with the United States—with the American system of railroads.

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They have known and recognized this fact for years. And for years, they have been planning to secure the connection they desired, by way of Port Crescent to the south and east. They wanted an outlet that would put them in direct touch with America's great system of railways; and they looked to Port Crescent as the point at which this connection should be inaugurated—the Strait being narrowest at this point, the distance from land to land being nine miles, and the operation of a steam railway ferry between Port Crescent and Port Beecher being entirely practicable.

The incorporation of the Victoria, Port Crescent & Chehalis Railroad Co., for the purpose of extending the Northern Pacific Railway's transcontinental line from Gray's Harbor to this city, and thereby affording direct connection with water-bound Victoria by means of a huge railway ferry, gave the Victorians the opportunity they had so long dreamed of, and hoped and longed for so earnestly.

And it is evident that they propose to avail themselves of the opportunity of incalculable value that is so plainly in sight. They are determined to have a railway built from Victoria to Beecher Bay, and a steam railway ferry constructed and in operation from Beecher Bay to Port Crescent, in time to connect with the Victoria, Port Crescent & Chehalis R. R., when completed to this point.

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In order to insure the success of their plans, it was proposed to give the Northern Pacific Railroad a bonus of $1,000,000 in cash, to induce it to build the railway from Victoria to a point at or in the vicinity of Beecher Bay, and to construct, maintain and operate the railway ferry across the Straits, from Beecher Bay to Port Crescent, where connection is to be made with the Northern Pacific's transcontinental line (of which the V., P. C. & C. R. R. is to be a most important link.)

Negotiations, preliminary to submitting a proposition of this character to the Northern Pacific, were opened and conducted by Mayor Grant, acting for the people of Victoria, with President Thomas F. Oakes and Mr. Henry Villard; the result of which was, that Mr. Paul Schulze, one of the foremost officials of the Northern Pacific, and the President of the Victoria, Port Crescent & Chehalis R. R., was instructed to go to Victoria, confer with Mayor Grant and other proper persons, and see if the proposition could not be gotten into such shape as would be satisfactory to both parties to the transaction.

Mr. Schulze spent a portion of last week in Victoria, and his mission there bore most satisfactory results, as you will presently see. That Victoria is to have the outlet and the connection she desires, would now seem to be among the certainties.

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The people of Victoria were desirous of dealing directly with the Northern Pacific Railway; but after Mr. Schulze's arrival in Victoria, and the entire project had been canvassed, the fact was made plain by that gentleman that the Northern Pacific Railway Company cannot, under its charter, undertake to construct a railway to give Victoria a connection; that all branches of the Northern Pacific (because of this charter provision) are constructed by separate companies, and when completed, are leased and operated by the Northern Pacific. It is for this reason that the Northern Pacific's line to this city is to be constructed by the Victoria, Port Crescent & Chehalis R. R. Co.

But while it was true that the Northern Pacific cannot construct branches, explained Mr. Schulze, the North American Company, the powerful organization of which Mr. Henry Villard is President, could, and would, under satisfactory conditions.

As everyone knows, the North American Company is one of the Northern Pacific's staunchest and most potent allies; and it didn't take the wide-awake people of Victoria, who can comprehend any ordinary proposition without the aid of a diagram, to conclude that they were entirely willing to deal with the North American Company, and to secure, through it, the outlet and connection desired with the Northern Pacific.

And so, matters progressed famously. An understanding was reached that was satisfactory to all parties concerned. The result of these negotiations was, that Alderman Renouf, at the last meeting of the City Council of Victoria, gave formal notice of his intention to introduce a by-law at the next session of Council, providing for the raising of $1,000,000, to be expended in securing the desired railway connecting for Victoria. Here is the notice that he presented to the Council, in full:

"I hereby give notice that, at the next meeting of the Council, I shall ask leave to introduce a by-law to raise the sum of one million dollars ($1,000,000), to pay a railway company, to induce such railway company to give to this city permanent railway connection with the American system of railways to the south, by means of a ferry, capable of transporting cars with merchandise in bulk, and to provide, for such railway, terminal grounds, within the City of Victoria, of not less than ten acres."

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Alderman Renouf will introduce this by-law at the meeting of Victoria's Council, to be held next Wednesday night; and as the LEADER understands it, it will propose that the city of Victoria pay to the North American Company, of New Jersey, or to such company as the latter may designate, a bonus of $1,000,000, and to deed to such company the necessary station grounds in the city of Victoria, to contain not less than ten acres, to aid in the construction of a railway from the city of Victoria to Port Beecher, and the establishment and maintenance of a steam railway ferry, capable of carrying railway cars between Port Beecher, on Vancouver Island, and Port Crescent, Washington; there to connect with a railway to be constructed between said Port Crescent and a point on Gray's Harbor, connecting with the Northern Pacific's line, now extended from Tacoma to Olympia and Gray's Harbor. The money and bonus to be paid immediately upon the completion and opening of such railways and ferry, and the North American Company to begin actual construction not later than May 1st, 1892, and to have completed and ready for operation the entire lines, not later than May 1st, 1894.

That this By-law will be adopted by Council, there seems to be no doubt, for the people of Victoria, of all shades of opinion, are overwhelmingly in favor of securing the proposed connection with Port Crescent and the American system of railways, in the proposed way. And the press of the city is as united as the people, in favor of taking full advantage of the golden opportunity now within reach.

And so, it is entirely reasonable to conclude that the deal between the city of Victoria and the North American Company will soon be fully completed, a formal contract entered into, and active work on the railway and ferry under way.

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Now, what of the North American Company? What is its mission, under its charter? What is its financial standing? Who are its leading spirits and what are the relations of the Company to the Northern Pacific Railway Company? These are but fair questions, and they should be fairly answered, that the public may know the character of the organization that will undertake to give Victoria connection with Port Crescent and the Northern Pacific lines.

The North American company of New Jersey is a finance and promoting company and its principal objects are the promoting of railway and electric schemes. Its capital is $40,000,000, and its directorate is composed of the leading directors of the Northern Pacific Railway Company, numbering Mr. Henry Villard, Mr. T. F. Oakes, Mr. Charles L. Colby and Mr. Colgate Hoyt. Mr. Villard is President of the Company, and Mr. Hoyt, Vice President.

The North American Company is also the largest stockholder in the Northern Pacific Railway, owning, as it does, one-third of the entire capital stock of that Company.

Notable among its late operations, is the financiering of the Chicago & Northern Pacific Railway Company, which has just built and completed the finest passenger station in the United States, and is now constructing a belt line around the City of Chicago, which connects all the numerous railroads which center at that point. Over eighteen millions of dollars were involved in the carrying out of this tremendous scheme.

The magnitude and aims of the North American Company, which is both willing and able to insure to Victoria the incalculably valuable and necessary outlet that she desires by way of Port Crescent, may be correctly gathered from this dispatch to the New York Sun, at the time the Company came into existence:

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THE NORTH AMERICAN COMPANY.

A UNIVERSAL MERCANTILE CONCERN ORGANIZED WITH AN IMMENSE CAPITAL.

TRENTON, N. J., June 15.—The charter of the North American Company has been filed in the secretary of state's office. The capital stock is $40,000,000. The principal place of business of the company in this state will be at Newark, but it will transact business in all the states and territories, in South America, Canada, Europe and elsewhere. The object of the corporation is to form and promote the formation of railway, street railway, steamship, electric light and electrical apparatus companies; deal in stocks, securities, franchises, etc.; operate telegraph and telephone lines, water works and oil works; mine for all kinds of ore; carry on all kinds of transactions of any character, and for the transaction of all business for the accomplishment of the objects as above."

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It is to the North American Company that the people of Victoria must look to secure a connection with the Northern Pacific Railroad system, which the necessities of Victoria imperatively demand.

It is vitally important that this connection should be had on the route which will reduce the ferriage to a minimum, and at a point where there is the least danger from storms and tidal currents. A mere ferry, which would not permit of the crossing of cars and locomotives, and thus the transportation of merchandise in bulk, would afford Victoria no relief—a fact that is fully recognized by the business men of that city.

The rich and extensive agricultural country on the western slope of the Olympic mountains, between Port Crescent and Gray's Harbor, which will be rapidly developed by the construction of the Victoria, Port Crescent & Chehalis R. R., will afford a market for Vancouver Island coal, and will immediately lead to the interchange of many commodities between this state and the rich and resourceful Island across the way—an Island that is growing in importance every day.

This route, by way of Port Crescent, will also afford the shortest possible connection with California.

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The Northern Pacific Railroad has already constructed two lines of road from Gray's Harbor to their Pacific Division—one from the Chehalis river by way of Olympia and Tacoma, and the other up the Chehalis to its Pacific Division, about half-way between Tacoma and Portland, and an astonishing development has accompanied the building of both lines. It is an easy matter to foresee, therefore, the splendid results that will attend the completion of the line between this city and Gray's Harbor, that will give both Victoria and Port Crescent a transcontinental outlet to the trade centers of America.

The people of Victoria fully comprehend the situation. They want a railway outlet to American markets over the Northern Pacific road, by way of Port Crescent, as this is the only route that affords and will insure them, the relief and advantages they seek. Anything short of this invaluable connection does not appeal to their good sense; and so it comes, that the proposition now before them meets with such hearty and such general endorsement.

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Victoria's Board of Trade is heartily in favor of securing the proposed outlet, and at its meeting to be held to-morrow—Friday—afternoon, says the Colonist and Times, the adoption of the following resolution will be moved by Mr. W. F. Bullen:

NORTHERN PACIFIC RAILROAD COMPANY.—Mr. W. F. Bullen will move the following resolution:—This board learns with satisfaction that negotiations have been in progress and are now

Continued on Fourth Page.

TO MAKE THINGS HUM.

That is What the Port Crescent Mill Company Proposes to Do.

GETTING READY FOR BUSINESS.

And Getting Ready with an Energy that it Full of Meaning—The Machinery for the New Saw Mill Purchased, and to be Delivered Here the Latter Part of the Present Week—A Plant with a Capacity of 20,000 Feet of Lumber and 25,000 Shingles Per Day—An Excellent Mill Site Secured, and Work is to be Begun on an Exceptionally Fine Body of Cedar Timber.

THE LATEST PROJECT that has taken definite shape here—and it is one that will contribute its full share to Port Crescent's prosperity—is the organization and incorporation of the Port Crescent Mill Company.

The projectors of this enterprise are Messrs. John E. Lutz, S. R. Haddock, Wm. Newton, S. J. Lutz, Harry E. Lutz and M. J. Carrigan, and the articles of incorporation were filed with Secretary of State Allen Weir yesterday. The gentlemen named are the Trustees of the Company, which has a paid up capital stock of $10,000.

The Company will go to work at once, and push things right from the jump. Mr. Haddock has returned from Tacoma, where he purchased a complete and excellent saw mill plant, including a shingle machine, and the necessary machinery for doing a large line of mill work.

This machinery will be brought down from Tacoma by the steam schooner J. C. Britton, and is expected to arrive here next week.

An admirable mill site has been secured, and the machinery will be erected with all possible dispatch; and the mill, which will employ quite a large number of people, put in operation without a day's needless delay.

A magnificent body of cedar, convenient to the mill site, has been selected, and the Company will devote its energies, in the main, to getting out clear cedar lumber and cedar shingles, although it will pay full attention to supplying the local demand for all kinds of building lumber.

The mill will cut 20,000 feet of lumber a day, and will have a capacity of 25,000 shingles per day.

He Has Made a Wise Selection.

Mr. George Moore, lately of Fond du Lac, Wisconsin, after taking a pretty thorough look over the state, with the view of determining upon a favorable place for location and investment, has decided to cast in his lot with Port Crescent—than which, according to his judgment, there is no place on the Sound that has a brighter future; and consequently, no place on the Sound that affords, or will continue to afford, better money-making opportunities.

Mr. Moore is a young gentleman of agreeable address, handsome and refined, and a capable man of business—just the sort of man who cannot fail proving a valuable acquisition to any community.

MESSRS. Lester Place and Andrew Cosser are now running the mail route between Port Crescent and Gettysburg, and running it right up to the handle, too.

MESSRS. W. Riley and Wm. Delighl, of Twin Rivers Township, came up to Port Crescent, Wednesday, to renew their acquaintance with their friends here.

MR. M. MIKKLESON took his departure for Seattle, Tuesday morning, for a stay of indefinite length. He will probably spend some little time in Victoria, too, before returning to his home, near Port Crescent.

MISS MARY KELLEY went down to Gettysburg, Monday afternoon, to look after some matters connected with her claim near there, prior to going to Port Townsend, to spend some little time there as the guest of her sister.

MR. JAMES HASWELL is now one of the busiest men in Port Crescent, and he certainly manages to discharge his important trusts satisfactorily and well. He is now the chief book-keeper of the Port Crescent Improvement Company; time-keeper on the important improvements now in progress here, and wharfinger.

SOME deluded thief stole a large, heavy sailor's trunk, belonging to Mr. Gabriel Skavdal, from the warehouse at Pysht, some days ago, evidently under the impression that the chest was full of clothing. It contained nothing but a lot of books. Rather than have the trunk battered to pieces, in attempting to open it, Mr. Skavdal now offers to send the key to it to the thief, if he will send in his address.

GIANTS IN FULL SWING.

An Immense Amount of Work Being Accomplished at the Breakwater, and Everything in Shape for Crowding Things as Fast as May be Necessary.

A great deal was expected of the powerful and expensive plant of new machinery that was recently put in to expedite work on the breakwater, and to handle the heavy material that is being moved in such immense quantities in the most approved way.

But the capacity of the splendid outfit has even exceeded the expectations of Manager John E. Lutz, who is now personally superintending the great work that has been progressing so favorably under his successful direction, from its inception.

To get an adequate idea of the tremendous amount of work that is being accomplished with the new equipment, one must recall the appearance of things in the cut on the day following the blast, a few weeks ago, that rolled thousands of tons of rock from the shattered cliffs above; and then, compare that scene with the appearance of things in the cut and on the breakwater, to-day.

Following the blast, the new machinery was erected—the two Ledgerwood engines and the big boiler being sheltered in a new engine house. The fine new derrick was soon in place, and the old one, which had done such faithful service for so long, was rigged for business just to the west of it.

Then the thirty-two-foot-wide trestle was double-tracked; the engines were put in operation; both derricks began a lively career of traveling to and fro; the workmen were kept on the jump handling the rock for which the derricks and cars were ever ready; the railways were kept warm with traveling cars, and there was no let up to the booming accompanying the dumping of the great masses of rock from the cars into the sea.

And the breakwater grew apace.

The gap in the almost filled up cut began to enlarge, for an awful pile of material was being moved.

The present week, the big derrick was rigged with a swinging table, operated by the Ledgerwood swinging engine, and the way that huge masses of rock are picked up now and delivered to the cars, and cars elevated and swung into place on their trucks, is a sight that cannot fail to delight any one who has an appreciation for fine and powerful machinery, well handled. The derrick is rigged with heavy steel cables, and some idea of the capacity of the entire outfit may be gathered, when you know that it handles rocks weighing ten and twelve tons.

A sufficient space had been cleared, by Tuesday afternoon, to enable Manager Lutz to change booms on the big derrick. The new boom that was put in place, and that contributes largely to expediting work by reason of the large territory it commands, is 44 feet long and 13 inches square—a nice, innocent little stick of wood.

And when you see that mammoth boom traveling around its big arc, and remember that only a few weeks ago the space that is now its field of operation was piled high with masses of shattered rock, you can fairly comprehend the rapidity with which material is being moved and breakwater construction progressing.

They are now getting out from 150 to 200 cubic yards of material a day, and everything is running along nicely and smoothly.

Manager Lutz was asked by the LEADER, Tuesday, how rapidly he could push along work on the breakwater now, if pushed by the necessities of the Northern Pacific for ample harborage here, in view of the early extension of its line to Port Crescent.

"Thirty feet a day," answered Mr. Lutz. "We are now equipped to crowd the work just as fast as may be desired."

MR. AL. MILLER moved into his new and attractively finished and furnished house the present week.

MR. EDWARD BARNES, a brother of Mr. Paul Barnes, arrived here Monday from the Skagit river country. He will spend the summer at Mr. Barnes' home at Lake Crescent.

MRS. GEORGE E. MICHELL returned from Seattle, Monday, and will go out to take charge of her new home at the west end of lovely Lake Crescent, the present week. Mr. Michell has succeeded in purchasing the relinquishment of Mr. W. V. Wilson to the very valuable claim he located at the west end of the lake, and during the past week, he has been working almost night and day, enlarging his house—adding two wings to it and increasing its height—and inaugurating other improvements. The house is now ready for Mrs. Michell's reception, and they will proceed to furnish it and take up their permanent residence there at once.

MEN WHO DID THEIR DUTY

Who Did it Promptly and in an Eminently Satisfactory Way.

THE ROAD TO THE LAKE LOCATED.

Over a Route that is a Full Mile Shorter than the Present Trail; that Presents no Bad Grades, and that Can be Quickly and Economically Built—Construction Work to be Inaugurated Monday, April 27th, Under the Superintendency of Mr. Joseph Hottowe.

MESSRS. Paul Barnes, Olaf Fjertoft and Joseph Hottowe, the committee of viewers appointed at the meeting of settlers held at the LEADER office Monday of last week, to locate the road from Port Crescent to Lake Crescent, took the field Friday, and Monday afternoon they submitted their report to the Finance and Construction Committee.

They had given the important duty entrusted to them the most careful and conscientious care, seeking to ascertain the very shortest route over which a good road, and one free from frequent or difficult grades, could be built to the Lake. They covered a great deal of ground, thoroughly examining the general territory through which the road, perforce, must go.

The result of it all was, that they were finally enabled to locate the road over a route that will be fully a mile shorter that the present trail—being but five miles from the "finger-board" to the Lake; a road that will present absolutely no bad grades, rising by long, easy stages to the summit, and as gradually descending; one that avoids all needless crooks and turns, and maintains practically a direct route to its objective point. A great deal of the road will be over practically level country, and, as Mr. Hottowe put it, there will not be a place on the road over which a team cannot take a loaded wagon, right along. And furthermore, it is a road that can be quickly and economically built.

From the finger-board, the route follows the present trail to that section of the original trail which was abandoned before being fully opened. This is followed to its termination near Whiskey creek, and effects a very considerable saving in the length of the road. Another big saving is made by lopping off the big elbow made by the trail now in use, in the vicinity of Mr. Hottowe's ranch. Instead of following the big curve, a short-cut was effected over a stretch of table land, covered with a clean, open growth of timber. The "wind-falls" through this stretch of country are few and far between, and the standing timber comparatively light.

The route chosen by the viewers keeps out of the river beds and canyons very successfully, the policy being to reach the summit by a long, easy grade—a grade that, for long stretches, is well nigh imperceptible. Practically all the bad features of the present trail have been avoided; for after getting above and away from them, by following the higher levels, there was no disposition shown to court the bottom of canyons.

From the summit down to the Lake, an excellent line was found—the road passing 150 feet in the rear instead of in front of Mr. Ahola's residence—and terminating, as does the present trail, at Mr. John Smith's home on the Lake.

The report of the viewers was adopted by the Finance and Construction Committee, by an unanimous vote, and Monday, April 27th, was fixed upon as the date on which construction work should be commenced. This date was determined upon, in order that all of the ranchers interested in the building of the road, and who have subscribed to the road fund, may have time to get through with their planting before being called upon to turn out on the road. It is needless to urge those interested to shape their work at home with this end in view. Knowing the facts, they will do this of their own accord, for they are all heartily in earnest about getting a wagon road through to the Lake, without delay.

The Construction Committee will perfect arrangements for having a good boarding camp maintained, for the accommodation of the force at work on the road. All settlers are requested to bring their own axes to the work, and saws, if possible. The remaining necessary tools will be supplied by the Committee.

Mr. Joseph Hottowe was elected as Superintendent of the road, and will have full charge of the forces on the road.

He will start in on Monday morning, April 27th, with a force of ten men. The road, as now located, will be logged its entire length, first; and then, graded and bridged. All told, there will be some 150 or 175 feet of bridging to be done.

Superintendent Hottowe says that he can have the road completed within six weeks from the date of commencing work—possibly earlier.

This is business.

THE PORT CRESCENT LEADER.

A REPUBLICAN NEWSPAPER.

PUBLISHED EVERY THURSDAY, BY

M. J. CARRIGAN,

EDITOR AND PROPRIETOR.

Entered in the Post-office at Port Crescent, Wash., for transmission through the mail as second class matter.

SUBSCRIPTION RATES:

One Year	$2.00
Six Months	1.00
Three Months	.75

Thursday, April 9th, 1891.

President Harrison and his party will leave Washington City on April 14th, on the long-talked of trip to the South, the middle West and the Pacific Coast. The presidential party will reach the Puget Sound country about the middle of May.

Superintendent Joseph Hottowe says that he can have the road to Lake Crescent finished within six weeks from the day work upon it is inaugurated. If there is any man in Clallam county who can push the work through in that time, Mr. Hottowe is that man.

Washington's World's Fair Commissioners have effected a permanent organization by the election of N. G. Blallock, of Walla Walla, President; S. B. Connover, of Port Townsend, Vice President; P. C. Kaufman, of Vancouver, Secretary, and S. Collyer, of Tacoma, Treasurer. A meeting will be held in Ellensburgh May 20, for the election of a commissioner to go to Chicago.

The Port Crescent Mill Company, organized and incorporated here the present week, has gone to work getting in shape for business with an energy that is refreshing, The machinery for the new saw-mill has been purchased and will be delivered here within a few days. It will be erected at once on the Company's well-chosen mill site, and it will not be long, now, before they will be shipping clear cedar lumber and shingles to Seattle and Tacoma, in addition to supplying the local demand for building lumber.

Persons having money to invest; who are seeking a good, safe place to invest it, and who want to get into a good thing in time, should read, with care and a calculating eye, the matter on the first page of this paper, headed "The Hour for Action."

It should not require much of an effort to make plain to a man seeking an investment, that a little money, rightly placed at Port Crescent, now, is liable to grow to such proportions that it will be difficult for even its investor to recognize it, in a little while.

Despite the able efforts of the foreign correspondents and the newspaper boys at Washington, we are not going to have a war with Italy, after all.

Mr. Blaine, by a dextrous twist of the wrist, simply pulled the tail feathers out of Premier Rudini's bombastic indignation; the Premier climbed down from his lofty perch and—well, he's sorry he made an ass of himself.

The Mafia, however, will continue to do business at the old stand; the hand organ will continue to burden the air with Annie Rooney and the Star Spangled Banner, ground out to a Dago score, and the gentlemen with rabbit skin caps and penetrating personal smells will haunt busy corners as of yore, offering "Ba-nan—two for nick-a."

Surveyor General Thomas H. Cavanaugh has awarded the contract for the survey of Lake Crescent Township to United States Deputy Surveyor Sheets, of Friday Harbor, and Mr. Sheets' commission has been sent on to Washington for approval.

Mr. Sheets expects to take the field for active work about the first of May, and he will complete his contract with all possible expedition.

It will rejoice every settler in the township to know that the contract for the survey has been let, for it is information that they have been longing for, for a good while.

Mr. E. A. Wallberg, in an article on the preservation of timber in the Transit, is authority for the statement that whatever preservative is to be applied, the timber for piles subjected to the action of sea worms should first be charred, so as to kill any germs near the surface, open the pores of the wood for the antiseptic, and destroy the nutritive upon which the worm lives while beginning its action. The perfectly sound condition of the piles in the Charleston wharves after seven years of exposure proves the efficacy of this process, since untreated piles in those waters are eaten entirely through in less than two years. The Nicaragua Canal Construction Company also has given orders to char all the piles to be used in the Greytown harbor work.

The settlers interested in securing the early construction of a wagon road to Lake Crescent, made no mistake in selecting Messrs. Paul Barnes, Olaf Fjertoft and Joseph Hottowe to view and locate the road. The gentlemen named promptly proceeded to discharge the task imposed upon them—and it was neither a light nor a pleasant one. They covered the ground thoroughly, and located the road over a route that is a full mile shorter than the present trail, and characterized by an entire absence of bad grades. The road will be built on the line chosen by them, and it can be built quickly, and at a very reasonable cost. Work on the road will be commenced on Monday, April 27th.

The Route to the Quillayute.

An "Old Settler" living at Shuwah, in a letter to the LEADER, presents the following information, of value to all persons desirous of making a journey into the rich Quillayute country, and who are not familiar with the route, or the accommodations to be had by travelers. He says:

People desiring to take a look at the Quillayute country, will do well to pay attention to the following facts:

First, if you propose starting from any of the up-Sound points, go to Seattle or Port Townsend and take the mail steamer Garland, running between those cities, Port Crescent and way ports, to Neah Bay. Leave the steamer at Pysht. There you will find a pack train in readiness to convey you and your luggage to any portion of the Quillayute country that can be reached by horse-trail. At Pysht, too, as well as all along the route, you will be able to obtain meals and lodging, at reasonable prices—25 cents for a meal and 25 cents for a bed. Groceries and tobacco are also obtainable at Pysht, at Beaver, twenty miles from Pysht, and at Shuwah Post-office, nine miles from Beaver.

Arrived at Shuwah, travelers can readily obtain any information desired about land—or about anything else regarding the Quillayute country."

THERE have lately been placed upon the market several cheap reprints of an obsolete edition of "Webster's Dictionary." These books are given various names, "Webster's Unabridged," "The Great Webster's Dictionary," "Webster's Big Dictionary," "Webster's Encyclopedic Dictionary," etc., etc.

Many announcements concerning them are very misleading, as the body of each from A to Z is the same—forty-four years behind the times, and printed from cheap plates made by photographing the old pages.

The old book has been padded out by various additions culled from various sources of questionable reliability, but the body is the same that was published when Polk was president and duly buried at the incoming of Lincoln. The Webster, current from Lincoln to Harrison, is the popular copyrighted "Unabridged" which has just been superseded by Webster's International Dictionary.—See advertisement in another column.

MR. S. R. HADDOCK returned from a four days' business trip to Tacoma, Monday.

HARRY E. LUTZ,

ATTORNEY-AT-LAW.

OFFICE—ON CRESCENT AVENUE,
PORT CRESCENT, WASH.

From Terminal or Interior Points

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THE RIGHTS OF SETTLERS

An Intelligent Review of the Recent Changes Made in the Land Law.

FEATURES OF LOCAL INTEREST

Carefully Considered, by an Expert in Land Law Matters—The General Effect of the Changes, as Applied to Washington—A Brief Analysis of the Various Sections of the Law—Rights and Privileges as They Now Exist, and the Obligations Imposed by the Law—Information that Should be Preserved.

THE APPENDED DIGEST of the recent important changes in the land laws—with particular reference to the effect of the changes made, as applied to Western Washington—was prepared for the LEADER by W. W. Wilshire, Esq., attorney and counsellor of law, whose office is at 210 Butler Block, Seattle. Mr. Wilshire was formerly examiner of land and mining claims in the General Land Office at Washington. His reviews of the various features of the land law, which will appear from time to time in the LEADER, will be found to be very valuable, and it would be a good idea for settlers to preserve them. They will be found to contain much information of importance.

Here is Mr. Wilshire's initial paper, reviewing the land law, as it now stands:

The recent act of Congress repealing the the timber culture and pre-emption laws and modifying the desert land and homestead laws, and making other provisions for acquiring lands from the United States, is the most important measure adopted in recent years to prescribe the mode of disposing of the public domain.

The first fragmentary telegraphic reports of the passage and approval of the act gave rise to widespread speculation upon the scope and effect of its provisions, and led to a great many mistaken assertions which went broadcast and were received as authentic, and which tended to misapprehension regarding many rights, privileges and duties revoked, altered or created by the recent act and gave rise to mistaken impressions concerning the nature and extent of one's rights and obligations as the law stands with the recent act incorporated into it. An examination of the law as it stands, by a comparison of the provisions of the statutes as they were, before the passage of the act, with the several sections of the recent act, may serve to indicate the correct conclusion as to what rights and privileges exist, and what obligations are imposed by the law as it now exists. For this purpose it is not requisite that the law as it has been, and was generally understood, should be critically examined at length, but simply those provisions which are supplanted or modified by the new legislation. All other provisions, to which express reference is not made or which are not necessarily involved in the construction and administration of the new legislation, remain the same as they were. Neither is it requisite for the purpose of this statement that an examination of the provisions of the new legislation, and comparison of them with the former state of the law, should extend beyond the sections of the new legislation, which are applicable to the portion of the state west of the Cascade mountains. Further than that it may probably not be materially interesting. Regarding the various sections, it appears that the subjects to which they relate are as follows:

THE MEASURE ANALYZED.

Section 1 repeals the timber culture act, but saves the right of all existing entries, and gives a right of commutation to those who have for four years in good faith tried to comply with the law, at the minimum price per acre.

Section 2 provides modification of the desert land act, providing fully for actual reclamation of the land entered, and providing for preventing speculative accumulation of land, with a saving of all rights under existing entries.

Section 3 extends to homesteaders the right to transfer by deed, with special warranty, the right of way across their lands for irrigating canals, ditches or drains, without invalidating their entries.

Section 4 repeals the pre-emption laws.

Section 5 modifies the homestead laws with provisions more strict as to proof of qualfication at application for entry, and as to final proof.

Section 6 extends the period for commuting homestead entries to fourteen months.

Section 7 provides for correction of clerical errors in entries; also bars proceedings against homestead, pre-emption, desert land and timber culture entries wherein, after final proof and before March 1, 1888, the lands have been sold or mortgaged to a bona fide purchaser or incumbrancer for value; and also prescribes the period of two years after final proof and the issuance of a final certificate as the limit within which contest proceedings may be instituted against an entry under the homestead, desert land, timber culture or pre-emption laws.

TIME LIMIT FIXED.

Section 8 limits the time to five years, from March 3, 1891, within which suits may be instituted to set aside patents for lands theretofore issued, and prescribes six years from the date of patents thereafter issued, as the limitation within which suits may be instituted to set aside patents subsequently issued.

Section 9 prohibits offering of public lands at public sale hereafter, excepting mineral lands, abandoned military reservations and isolated and disconnected tracts.

Sections 11 to 16 inclusive relate to lands in the territory of Alaska, providing for their acquisition for manufacturing, commercial and townsite purposes.

Section 17 prescribes the extent of lands which may be selected as sites for reservoirs, excluding therefrom lands occupied by actual settlers; and also allows entries of mineral lands in excess of the maximum of 320 acres prescribed by the act of August 30, 1890, as the limit of area to which title may be acquired by any person.

Sections 18 to 21 inclusive relate to reservoirs for the storage of water and irrigating ditches and canals and provide for their construction.

Section 22 relates to certain land in South Dakota.

Section 23 relates to certain lands in Kansas.

Section 24 authorizes the president to set apart trust reserves where, to preserve timber, he shall deem it advisable.

WHAT IS OF LOCAL INTEREST.

It will be observed that sections 1 and 2; 10 to 16 inclusive, and 18 to 23 inclusive, are not of special interest to the portion of the state west of the Cascades, as the subjects to which they relate are not material to the public land interests of this portion of the state. The first subject material to our interests is that treated in section 3 of the act. Section 2280 of the United States Revised Statutes authorizes settlers under the pre-emption or homestead laws to transfer, with warranty against their own acts, any portion of the land held by virtue of their settlement, for the purpose of a church, cemetery, school, or for the right of way for a railroad. The recent act adds to this the authority for such transfer for the purposes of the right of way for canals, or ditches for irrigating or drainage. The portion respecting ditches for irrigation may have very limited, if any practical application to the condition of things existing in Western Washington; but that respecting ditches for drainage provides a remedy for a serious impediment that in many instances might prevent the reclamation of tracts among the lower levels in the valleys and adjacent to the mouths of many streams that course down the western slope into the Sound and bays. The comparatively inexhaustible fertility of these tracts, and the abundance of their yield in the products of cultivation render them most valuable in a pecuniary view, and most to be desired by the settler and farmer when reclaimed. This provision makes it possible for claimants of such land to acquire, by contract with the claimants for contiguous and neighboring tracts, and to have the protection of the courts in the exercise of that which formerly they have enjoyed, if at all, as a mere privilege at sufferance.

ITS EFFECT ON WASHINGTON.

The proper consideration of the scope and effect of the sections of the recent act, applicable to the conditions of the public land interest in Western Washington, cannot be compassed by a single article of this nature.

Those subsequent to the third section involve subjects of more extensive and practical application. They should be viewed analytically, with reference to the former state of the law, which the limits of this review will not permit, and their consideration will therefore be deferred to another time.

NOTICE.

NOTICE is hereby given that in compliance with an act passed by the Legislature of the state of Washington, March 20, 1890, entitled, "An Act to establish a uniform standard of weights and measures in this state, and to provide for a state Sealer and inspector of the same." The law provides that

"The county auditor of each county shall be the sealer of weights and measures for the county, and shall have the care and custody of the County Standards."

"SECTION 5. The several county sealers shall try and prove all weights and measures, scales and beams, when requested so to do, and when the same are found or made to conform to the legal standard, they shall seal and mark such weights and measures with a seal to be kept by them for that purpose.

"SECTION 6. The state and county sealers of weights and measures in this state shall charge for testing or sealing any beam or scale the sum of fifty cents: *Provided*, that no charge shall be made for testing or sealing weights for counter, gold or apothecary scales, and for each and every weight or measure, ten cents; for sealing and marking liquid and dry measures, if the same be a gallon or more, ten cents; if less than a gallon, five cents. They shall also be entitled to a reasonable compensation for making such weights and measures conform to the standards established by this act."

"SECTION 8. That any person in this state who shall, after thirty days subsequent to published notice from the county sealer of weights and measures, as provided in section four of this act, be found to be using any false or fraudulent beam, scale, weight or measure, and who shall fail or neglect, on written notice of the same, from any person aggrieved or in any way cognizant thereof, to have said imperfect beam, scale, weight or measure duly inspected, and by proper authority adjusted and sealed, or who shall use the same scale, weight or measure subsequent to said notice without correction or adjustment, as provided in this act, any person so offending shall be liable to an action in law and penalty of twenty-five dollars for each and every offense, to be paid into the county fund."

"SECTION 10. In the sale of fruits, vegetables and all other articles sold by heaped measure, one thousand two hundred and eighty-two (1,282) cubic inches shall constitute a half-bushel."

"SECTION 11. The hundred-weight shall consist of one hundred pounds, and twenty such hundred-weights shall constitute a ton."

"SECTION 12. Whenever any of the following articles shall be contracted for, or sold or delivered, and no special contract or agreement shall be made to the contrary, the weight per bushel shall be as follows, to wit: Wheat, sixty-six pounds; oats, thirty-six pounds; barley, forty-eight pounds, buckwheat, forty-two pounds; dried apples or peaches, twenty-eight pounds; potatoes, sixty pounds; green apples or pears, forty-five pounds; flax, fifty-six pounds."

"SECTION 13. Whoever, in buying any of the articles mentioned in the preceding section shall take any greater number of pounds thereof to the bushel, or in selling any of said articles shall give any less number of pounds thereof to the bushel than is allowed by said section, with intent to gain advantage thereby, except when expressly authorized so to do by special contract or agreement to that effect, shall be liable to the party injured in double the amount of the property so wrongfully taken or not given, and ten dollars in addition thereto, to be recovered in any court or competent jurisdiction."

Now, therefore, I, B. John Baker, auditor of Clallam County, State of Washington, do hereby, in pursuance with the above act, give due notice that I am prepared to inspect and seal all weights and measures, according to law, and would respectfully call the attention of all persons using weights and measures to the penalty [see section 8] for their non-compliance thereto.

B. JOHN BAKER,
Auditor.

Land and Timber Notices.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., APRIL 1, 1891.

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 Commissioner U. S. Circuit Court at Port Crescent, Wash., on Tuesday, May 19, 1891, viz:

JOHN A. WILSON,

Pre. D. S. No. 16,516, for the s ½ se ¼ Sec. 29; and n ½ ne ¼ Sec. 32, Tp. 31 N., R. 10 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

William O. Hawkins, Wade A. Langley, Albert L. Yakey and Seth I. Davis, all of Gettysburg, Wash.

46-51 T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., APRIL 1, 1891.

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 Commissioner U. S. Circuit Court at Port Crescent, Wash., on Tuesday, May 19, 1891, viz:

NATHAN M. HAWKINS,

Pre. D. S. No. 16,515, for the n ½ sw ¼ Sec. 28; and n ½ se ¼ Sec. 29, Tp. 31 N., R. 10 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

Wade A. Langley, Albert L. Yakey, Seth I. Davis and John A. Wilson, all of Gettysburg, Wash.

46-51 T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., APRIL 1, 1891.

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 Commissioner U. S. Circuit Court at Port Crescent, Wash., on Saturday, May 16, 1891, viz:

AUGUST WASANKARI,

Hd. App. No. 7,863, for the s ½ se ¼ and s ½ sw ¼ Sec. 3, Tp. 30 N., R. 8 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

Andrew Backers, W. S. Miller, Peter Nelson and August Peterson, all of Port Crescent, Wash.

46-51 T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., APRIL 1, 1891.

NOTICE is hereby given that the following-named settler has filed notice of her intention to make final proof in support of her claim, and that said proof will be made before the Clerk of Superior Court at Port Angeles, Wash., on Friday, May 22, 1891, viz:

ELLEN A. KEMP,

Hd. App. No. 13,846, for the s ½ se ¼ Sec. 35, Tp. 31 N., R. 10 W.

She names the following witnesses to prove her continuous residence upon and cultivation of, said land, viz:

Joseph Bowers, Eben Jones, Charles A. Barnhart and Lucian Wolf, all of Gettysburg, Wash.

46-51 T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., JANUARY 27th, 1891.

NOTICE is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled, "An act for the sale of timber lands in the states of California, Oregon, Nevada and Washington territory,"

JOSEPH I. KIRSCHBERG,

of Port Angeles, Clallam county, State of Wash., has this day filed in this office his sworn statement No. 5996, for the purchase of the w ½ ne ¼ and e ½ nw ¼ of Section No. 8, in Township No. 30 North, Range No. 8 West, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Seattle, Wash., on Thursday, the 23d day of April, 1891.

He names as witnesses: Robt. N. Wilson and Eugene E. Hopkins, of Port Angeles; Joel H. Albright, of Port Crescent, and Aaron S. Cordell, of Port Townsend, all of Wash.

Any and all persons claiming adversely the above-described lands, are requested to file their claims in this office, on or before said 23d day of April, 1891.

39-48 T. M. REED, JR., Register.

Notice for Publication.

U. S. LAND OFFICE, SEATTLE, WASH. FEBRUARY 4th, 1891.

NOTICE is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale or timber lands in the states of California, Oregon, Nevada and Washington territory,"

EDWIN NORUM,

of Marysville, county of Snohomish, state of Washington, has this day filed in this office his sworn statement No. 6,001, for the purchase of the nw ¼ of Section No. 22, in Township No. 28 N., Range No. 13 W., and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Seattle, Wash., on Thursday, the 23d day of April, 1891.

He names as witnesses: Robert Porter, of Beaver, John Crawford and Whittier Merrill, of Forks Prairie, and Peter White, of Pysht, all of Wash.

Any and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said 23d day of April, 1891.

38 47 T. M. REED, JR., Register.

Notice for Publication.

U. S. LAND OFFICE, SEATTLE, WASH., JANUARY 30, 1891.

NOTICE is hereby given that in compliance with the provisions of the Act of Congress of June 3, 1878, entitled, "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory,"

PEARL L. NICHOLAS,

of Port Crescent, County of Clallam, State of Washington, has this day filed in this office his sworn statement No. 5998, for the purchase of the n ½ ne ¼ of Section 21, and w ½ nw ¼ Section No. 22, in Township No. 30 North, Range No. 8 West, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Seattle, Wash., on Thursday, the 23d day of April, 1891.

He names as witnesses: J. A. McFarland, A. J. Bowman, J. F. Raney and C. L. Wilson, all of Port Crescent, Wash.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 23d day of April, 1891.

37-46 T. M. REED, JR., Register.

Notice for Publication.

U. S. LAND OFFICE AT SEATTLE, Wash., JANUARY 28, 1891.

NOTICE is hereby given that in compliance with the act of Congress of June 3, 1878, entitled, "An act for the sale of timber lands in the states of California, Oregon, Nevada and Washington Territory,"

JESSE BROWN,

of Seattle, County of King, State of Washington, has this day filed in this office his sworn statement No. 5,997, for the purchase of the se ¼ of Section No. 8, in Township No. 30 North, Rahge 8 West, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Seattle, Wash., on Thursday, the 23d day of April, 1891.

He names as witnesses: E. Turner and J. Herington, of Seattle, and James McFarland and Joel H. Albright, of Port Crescent, all of Wash.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 23d day of April, 1891.

37-46 T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., APRIL 1, 1891.

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 Clerk of Superior Court at Port Angeles, Wash., on Wednesday, May 27, 1891, viz:

JOHN G. ROLLINS,

Pre. D. S., No. 16,452, for the s ½ sw ¼; and s ½ se ¼ Sec. 9, Tp. 30 N., R. 7 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

James A. Clark, Joseph Edge, John Steward and John McGregor, all of Port Angeles, Wash.

T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., APRIL 7th, 1891.

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 Clerk of Superior Court at Port Angeles, Wash., on Thursday, May 28th, 1891, viz:

ROBERT D. MCNEIL,

Pre. D. S. No. 16,480, for the w ½ se ¼ Sec. 5 Tp. 31 N., R. 11 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

Johan Johnson, Frank Anderson, Chas. St. John and W. R. Hodgins, all of Pysht, Wash.

T. M. REED, JR., Register.

NOTICE

U. S. LAND OFFICE, SEATTLE, WASH., MARCH 21, 1891.

COMPLAINT having been entered at this office by Harry J. Moritz against John P. Olsen for abandoning his homestead entry No. 6,142, dated February 13, 1884, upon the lot 2; se ¼ sw ¼ Sec. 21; lots 4 and 5 Sec. 28, Tp. 28 N., R. 14 W., in Chilam county, Washington, with a view to the cancellation of said entry, the said parties are hereby summoned to appear at this office on the 25th day of May, 1891, at 10 o'clock, A. M., to respond and furnish testimony concerning said alleged abandonment. And it further appearing to my satisfaction that personal service cannot be had, it is ordered by posting, mailing and publication, according to rules 13 and 14 of Practice.

T. M. REED, JR., Register

Notice for Publication.

To Patrick Manion, and all others whom it may concern:

LAND OFFICE AT SEATTLE, Wash., MARCH 31, 1891.

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 Register and Receiver at Seattle, Wash., on Monday, May 25, 1891, viz:

ALEX HODGES,

Pre. D. S. No. 15,251, for the w ½ se ¼ and se ¼ sw ¼ Sec. 27; and nw ¼ ne ¼ Sec. 34, Tp. 31 N., R. 11 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

Ed. Lavin, John L. Dickerson, John Kelly and Michael McNamara, all of Pysht, Wash.

45-50 T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., MARCH 23, 1891.

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 Clerk of Superior Court at Port Angeles, Wash., on Saturday, May 9th, 1891, viz:

JOHN HEENAN,

Pre. D. S. No. 15,517, for the ne ¼ Sec. 7, Tp. 30 N., R. 8 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

James McDonald, Al. Miller, Robert Harrison and W. S. Miller, all of Port Crescent, Wash.

44-49 T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., MARCH 18th, 1891.

To Charles W. Bennett and all others whom it may concern:

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 Clerk of Superior Court at Port Angeles, Wash., on Friday, May 15th, 1891, viz:

HERBERT A. HYLAND,

Pre. D. S., No. 16,265, for the lot 4; sw ¼ nw ¼ Sec. 3, and lot 1 and se ¼ ne ¼ Sec. 4. Tp. 31 N., R. 12 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

E. O. Chapman, J. W. Jones and B. H. Burgess, of Clallam Bay, Wash., and Martin Olson, of Port Townsend, Wash.

T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., MARCH 14, 1891.

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 Clerk of Superior Court at Port Angeles, Wash., on Thursday, May 7, 1891, viz;

CHARLES ST. JOHN,

Hd. App. No. 12,689, for the w ½ sw ¼ Sec. 4; e ½ se ¼ Sec. 5, Tp. 31 N., R. 11 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

William W. Madison, John Magee, Thomas Reed and Johan Johanson, all of Pysht, Wash.

43-48 T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., MARCH 14, 1891.

NOTICE is hereby given that the following-named settler has filed notice or his intention to make final proof in support of his claim, and that said proof will be made before the Clerk of Superior Court at Port Angeles, Wash., on Thursday, May 7, 1891, viz:

WM. W. MADISON,

Pre. D. S. No. 16,165, for the se ¼ nw ¼ and Lots 3, 4 and 5, Sec. 6, Tp. 31 N., R. 11 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

Charles St John, John Magee, Thomas Reed and Johan Johanson, all of Pysht, Wash.

43-48 T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., MARCH 11, 1891.

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 Register and Receiver at Seattle, Wash., on Wednesday, May 20, 1891, viz:

OTTO DIMMEL,

Pre. D. S. No. 16,471, for the w ½ sw ¼ Sec. 17; nw ¼ nw ¼ Sec. 20, Tp. 31 N., R. 11 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

Henry Stelwell, Rudolph Nommensen, Hugh B. Fulton and James Duncan, all of Pysht, Wash.

43-48 T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., MARCH 17, 1891.

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 Register and Receiver, at Seattle, Wash., on Monday, May 11, 1891, viz:

ANDREW EKLUND,

Hd. App. No. 11,607, for the nw ¼ sw ¼ and sw ¼ nw ¼ Sec. 3; and ne ¼ se ¼ and se ¼ ne ¼ Sec. 4, Tp. 28 N., R. 14 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

Anders Anderson, John Van Booche, C. J. Christenson and T. Bjornson, all of Quillayute, Wash.

43-48 T. M. REED, JR., Register.

Notice for Publication.

U. S. LAND OFFICE, SEATTLE, WASH., FEBRUARY 4, 1891.

NOTICE is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled, "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory,"

WALTER S. WESTOVER,

of Seattle, county of King, State of Washington, has this day filed in this office his sworn statement No. 6,000, for the purchase of the ne ¼ of Section No. 28, in Tp. No. 28 North, Range No. 13 West, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes and to establish his claim to said land before the Register and Receiver of this office at Seattle, Wash., on Thursday, the 23d day of April, 1891.

He names as witnesses: Robert Porter, of Beaver, John Crawford and Whittier Merrill, of Forks Prairie, and Peter White, of Pysht, all of Wash.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 23d day of April, 1891.

38-47 T. M. REED, JR., Register.

Notice for Publication.

To Christian S. Winsome, and all others whom it may concern:

LAND OFFICE AT SEATTLE, WASH., MARCH 23, 1891.

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 Clerk of Superior Court, at Port Angeles, Wash., on Saturday, May, 9th, 1891, viz:

JAMES McDONALD,

Pre. D. S. No. 16,318, for the e ½ sw ¼ and w ½ se ¼ Sec. 6, Tp. 30 N., R. 8 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

W. S. Miller, John Heenan, Al. Miller and Robert Harrison, all of Port Crescent, Wash.

44-49 T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., MARCH 17, 1891.

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 Register and Receiver at Seattle, Wash., on Monday, May 18, 1891, viz:

JOHN RINDAL,

Pre. D. S. No. 16,151, for the nw ¼ nw ¼ Sec. 26, Tp. 28 N., R. 15 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

Daniel Pulien, L. A. Olen and L. A. Hanson, of La Push, and A. W. Smith, of Quillayute, all of Wash.

T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., MARCH 18, 1891.

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 Clerk of Superior Court, at Port Angeles, Wash., on Friday, April 24th, 1891, viz:

JOHN L. DICKERSON,

Pre. D. S., No. 16,451, for the s ½ ne ¼ and s ½ se ¼ Sec. 28, Tp. 31 N., R. 11 W.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz:

James M. Duncan, H. B. Fulton, Fred E. Whitcom and Randolph Nommenson, all of Pysht, Wash.

T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., MARCH 4, 1891.

NOTICE is hereby given that the following-named settler has filed notice of her intention to make final proof in support of her claim, and that said proof will be made before the Register and Receiver at Seattle, Wash., on Wednesday, April 22d, 1891, viz:

MINA KNOWLES,

Pre. D. S. No. 16,085, for the sw ¼ Sec. 14, Tp. 30 N., R. 8 W.

She names the following witnesses to prove her continuous residence upon and cultivation of, said land, viz:

Andrew Backers, H. J. Bowman, Franz Oscar Roos and Gus Wasankari, all of Port Crescent, Wash.

T. M. REED, JR., Register.

Notice for Publication.

U. S. LAND OFFICE, SEATTLE, WASH., FEBRUARY 4th, 1891.

NOTICE is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled, "An act for the sale of timber lands in the states of California, Oregon, Nevada and Washington territory,"

ARTHUR M. WESTOVER,

of Marysville, county of Snohomish, state of Washington, has this day filed in this office his sworn statement No. 6065, for the purchase of the ne ¼ of Section No. 21, in Township No. 28 North, Range No. 13 West, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office, at Seattle, Wash., on Friday, the 24th day of April, 1891.

He names as witnesses: Robert Porter, of Beaver, John Crawford and Whittier Merrill, of Forks, and Peter White, of Pysht, all of Wash.

Any and all persons claiming adversely the above-described lands, are requested to file their claims in this office on or before said 24th day of April, 1891.

38-47 T. M. REED, JR., Register.

Notice for Publication.

U. S. LAND OFFICE AT SEATTLE, WASH., FEBRUARY 4, 1891.

NOTICE is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled, "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory."

WILLIAM F. TEEPLE,

of Marysville, county of Snohomish, State of Washington, has this day filed in this office his sworn statement No. 6,062, for the purchase of the nw ¼ of Section No. 21, in Township No. 28 North, Range No. 13 West, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes and to establish his claim to said land before the Register and Receiver of this office at Seattle, Wash., on Friday, the 24th day of April, 1891.

He names as witnesses: Robert Porter, of Beaver, John Crawford and Whittier Merrill, of Forks Prairie, and Peter White, of Pysht, all of Wash.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 24th day of April, 1891.

38-47 T. M. REED, JR., Register.

Notice for Publication.

U. S. LAND OFFICE, SEATTLE, WASH., FEBRUARY 17, 1891.

NOTICE is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, etitled, "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory."

JOHN MELLOW,

of Tacoma, county of Pierce, state of Washington, has this day filed in this office his sworn statement No. 6,013, for the purchase of the w ½ nw ¼ of Section No. 35, Township No. 21 North, Range No. 10 West, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Seattle, Wash., on Thursday, the 14th day of May, 1891.

He names as witnesses: William A. Gecotz, Antony J. Corcoran, Samuel McClure and John Alexander, all of Gettysburg, Clallam county, Wash.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 14th day of May, 1891.

40-49 T. M. REED, JR., Register.

Notice for Publication.

U. S. LAND OFFICE, SEATTLE, WASH., JANUARY 27, 1891.

NOTICE is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled, "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory,"

LEWIS LEVY,

of Port Angeles, county of Clallam, State of Washington, has this day filed in this office his sworn statement No 5,999, for the purchase of the e ½ ne ¼ of Section No. 8, and w ½ nw ¼ of Section No. 9, in Township No. 30 North, Range No. 8 West, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes and to establish his claim to said land before the Register and Receiver of this office at Seattle, Wash., on Thursday, the 23d day of April, 1891.

He names as witnesses: Robert N. Wilson, Eugene E. Hopkins, of Port Angeles; Joel H. Albright, of Port Crescent, and Aaron S. Cordell, of Port Townsend, all of Washington.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 23d day of April, 1891.

39-48 T. M. REED, JR., Register.

THE HOUR FOR ACTION.

Continued from First Page.

pending, for the purpose of giving to Victoria direct railway communication over the Northern Pacific railway system; thereby opening up to commerce the adjacent districts of Vancouver Island, and placing Victoria in close communication with the trade centers of the continent;

Now, therefore, be it Resolved—That this board urges upon its members the importance of forwarding in every way this most momentous project, for the advancement and material welfare of Victoria and the Province of British Columbia.

=

For weeks past, the Victoria papers have been paying a great deal of attention to the matter of securing adequate railway connections, and both the Colonist and the Times favor the granting of the $1,000,000 bonus, in order to insure an outlet over the Northern Pacific system by way of Port Crescent. In a three-quarters of a column editorial, under the heading, "Does Victoria Require Railway Communication?" the Times, among other things, said:

"But Victoria will not say that she does not want railway communication. The element in the city which would vegetate is in the minority. As has just been said, the tendency of railways is to reach the coast. The Northern Pacific is already at Gray's Harbor, and will soon be on the Straits of Juan de Fuca. * * * * What Victoria wants, therefore, is railway communication from the north and from the south. She should connect with the Canadian and with the Great Northern by the Saanich route, and with the Northern Pacific by the Beecher bay route. With these lines running into Victoria, she stands a chance of becoming a great commercial emporium. She is handier for deep water ships than any of the Sound cities; she is practically as convenient for the trans-Pacific trade as Port Angeles or Port Crescent, and she has a better harbor than either.

"In so far as the projectors of the Saanich railway are concerned, they have been tried in the balance and found wanting. Their project bids fair, so far as ordinary vision can see, to die still-born. The philosophy, therefore, of an outlet from Victoria to the States, via Port Crescent, is apparent, and it may be presumed that should the scheme mature, the effect would be to rouse the Saanich people from their lathargy, and the Canadian, perhaps, instead of opposing that enterprise, would lend it a helping hand. At all events, a railway outlet for Victoria to the south is an experiment worth trying. Tourists would find it extremely convenient to step aboard Pullmans in Victoria, from whence they need not emerge until they have reached their destination, whether it be New York or San Francisco."

A Well Considered Suggestion.

The following communication from Mr. Olaf Fjaertoft, relative to the location of the road from here to Lake Crescent, was intended for publication in the last issue of the LEADER. It was not received, however, until the paper had gone to press. The suggestions advanced by Mr. Fjaertoft are timely, however, and are herewith given:

LAKE CRESCENT, APRIL 1st, 1891.

To the Editor of the Leader:

At the road meeting at your office on Monday evening last, it was presumed by some of the gentlemen present to be a sure thing that we will get the county to accept the Port Crescent-Lake Crescent road, when constructed, as a county road, if we build it in the proposed way and after the proposed route—following the present trail pretty closely.

I apprehend that the county will have some objection to accepting every piece of road which in the future may be built by the settlers. I should think that the county, following the dictates of a wise, economic policy, would build its roads upon a systematic, well-considered plan, that will satisfy certain common and local requirements—roads, for instance, that would accommodate as many people as possible. And this being true, it would probably only care to accept such roads, previously built, as conformed to the general requirements of the plan so adopted. The county ought not accept a road that, in the near future, must be changed or rebuilt.

I am therefore of the opinion that all who are interested in the proposed Port Crescent-Lake Crescent road should give the matter full consideration before finally adopting a route.

The proposed route will certainly be cheapest and shortest, but I think we ought rather to take a route possibly half a mile longer, in order to make sure of accomplishing what we expect to do—to get the county to accept the road, when built.

It seems to me that we ought to commence at the "sign board," follow the original trail in a south-westerly direction and cross Whiskey creek below the crossing of the trail, in order to reach Fielding creek close to the base line; then turning south up Fielding creek, to the Lake.

If we take this route, I think the settlers on the east side of Lyre river would be willing to contribute to the building of the road to Fielding creek—for from there, they could easily extend the road westward to their respective homes.

Besides, the now proposed county road from the eastern boundary of the county westward, will be built, I suppose, along the Straits—at least to Pysht, before turning south to Quillayute—at a distance of one-half mile from the beach. The northern part of the Port Crescent-Lake Crescent road ought to be a link of the proposed county road.

Respectfully,

OLAF FJAERTOFT.

HOTEL

MARKHAM

STRICTLY FIRST CLASS

IN EVERY RESPECT.

EXCELLENT ROOMS,
A PERFECT TABLE,
COURTEOUS SERVICE.

ONE OF THE FINEST HOTELS on the Coast, and one where the comfort of guests is carefully studied by the management.

RICH. McDONNELL, MANAGER.

PORT CRESCENT, WASH.

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TRANSFER AND FEED
STABLE.

WE ARE PREPARED to do all manner of Heavy Hauling and Draying. Horses always in readiness to meet the requirements of Ranchers, Cruisers, Hunters and Tourists. Prices always reasonable. We'll be glad to serve you in any way we can. Just tell us what you want.

AL. MILLER, PROPRIETOR.

FOR - SALE.

HIGH GRADE
DURHAM CATTLE
Berkshire Pigs
—AND—
Leicester Sheep.

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J. W. TOLMIE,
P. O. BOX 226, VICTORIA, B. C.

NOLTON & ADAMS HARDWARE CO.,

WHOLESALE AND RETAIL

Hardware, - Stoves, - Ranges
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CARRIAGES, BUGGIES AND HARNESS.
GUNS, AMMUNITION, AND FISHING TACKLE.
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PORT TOWNSEND, WASHINGTON.
WAREHOUSE ON TYLER STREET WHARF.

Washington Fur Company.

OUR STOCK OF
Crockery, Hats, Caps,
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Medicines, Paints, Etc.

IS NOW COMPLETE, and we respectfully invite a careful examination thereof, believing that we can satisfy everyone in our territory that it is to their interest to make purchases here. Arrangements have been made for keeping regularly supplied with new goods.

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The Best Restaurant

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MT. BAKER BLOCK, PORT TOWNSEND, WASH.

RANCHERS, — CRUISERS, — MINERS,

PROSPECTORS,

HUNTERS AND TOURISTS,

WE CAN FURNISH YOU with a full line of supplies, at prices that will make it unprofitable for you to buy your outfits elsewhere.

WE CARRY EVERYTHING YOU REQUIRE,

AND YOU will find it the part of wisdom to buy of us. We have made special preparations to meet your every want, and you will find our establishment a satisfactory place at which to deal.

WE CARRY a choice and well-selected stock of Groceries, Boots and Shoes, Clothing, Hardware, Stoves, Tinware, Comforts, Blankets and Ammunition, and an especially fine line of CANNED GOODS.

S. J. LUTZ & CO.,

PORT CRESCENT, WASH

CHINESE :-: LAUNDRY

Washing and Ironing

DONE AT REASONABLE RATES
AND IN THE BEST MANNER,
And Done Promptly.

SING · HOP LEE, Prop,r.

W. S. MILLER,

Justice of the Peace,

Notary Public
And Conveyancer.

PORT CRESCENT, WASH.

'CRESCENT.

ich the American Continent most nearly approaches
l, the distance being LESS THAN TEN MILES. The most
or DIRECT INTERNATIONAL COMMUNICATION between

already, to a large degree, protected from the west
ing headlands, but

ich will Double
Its Capacity are Being Provided,

oo. The more important one is in full progress

is the extreme western port of Puget Sound, and
WATER HARBOR north of San Francisco, without a
sandbank. It will accommodate 120 ships at cable
e alongside wharves. A short and clear waterway of
enables ships to dispense with the heavy charges
tugs and pilots on the Columbia river and the upper

ON SE-
ON OF

PACIFIC RAILROAD COMPANY,

WHO DECIDED TO ADOPT IT AS AN

EAN TERMINUS,

N OF ITS CAPACITIES.

of that corporation, Mr. Thomas F. Oakes, of New
nfluential officers of the Northern Pacific, are Trustees
Port Crescent & Chehalis Railroad Company, with a
This line will run from Port Crescent westward of
and connect with the existing Northern Pacific sys-
ed to Gray's Harbor. The clearing of the first sec-
Way from Port Crescent IS NOW IN PROGRESS, and
at construction of the line will begin at both ends
BE COMPLETED BY THE CLOSE OF THE YEAR.

STIAL FEATURE IN THIS PROJECT IS THE

olid Northern Pacific Trains

BECHER, on Vancouver Island, and thence, along
uilt by the Northern Pacific, into

of Victoria, B. C.,

out breaking bulk and passengers without change

, hotels, warehouses and residences have already been
ations go to show that a city of the very first rank

FROM $40 AND $50 UPWARDS.

age, within one-quarter and one-half mile of the city,
, must return very large profits to investors; and I will
rticulars, with maps and full information.

I. NEWTON,

Broker, Conveyancer and Financial Agent,
- - Washington.

Port Angeles and Neah Bay Route.

The Steamer Garland

A. W. HORNE, MASTER,

LEAVES PORT TOWNSEND
FROM UNION DOCK, FOR

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AND WAY PORTS, MONDAY, WEDNESDAY AND FRIDAY, at 8:30 A. M. Returning, arrives at Port Townsend Tuesday, Thursday and Saturday, at 9:30 A. M. Calling both ways at Port Crescent, Lyle River, Pysht and Clallam Bay. Leaves Port Townsend every Tuesday and Saturday at 11 A. M. Returning, leaves Seattle every Wednesday and Sunday at 3 A. M. ARRIVES AT PORT CRESCENT AT 2 P. M. Leaves for Port Townsend at 2 A. M. For Freight or Passage apply on board.