The Port Crescent Leader.

Herald.

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VIEWS OF VICTORIANS,

Who Have Been Giving the Matter of Railway Connection a Deal of Earnest Thought.

PLANNING IN VICTORIA'S INTEREST,

For the Success of a Project that is Sure to Bring Added Fame and Enduring Commercial Prosperity in Its Train—A Correspondent who Wields a Skillful Pen in Dealing With Potent Facts—The Scheme for Connecting Victoria With the American System of Railroads is Shown to be one Conceived and Fathered by the Late Hon. Robert Dunsmuir, Full Five Years Ago, and One that Victoria Has Always Endorsed—Mayor John Grant Makes a Clear Statement Touching the $1,000,000 Bonus Proposition, and Points Out Why Victoria Should Act Now, in the Matter of Securing an Outlet Over the Northern Pacific, by Way of Port Crescent—Mr. Wilson's Common Sense Argument—As to the Building of the V., P. C. & C. R. R.

THERE ARE no two points in the Pacific Northwest that are now attracting more attention, or that are being more closely watched or more thoroughly discussed, than Victoria and Port Crescent—neighbors of two nations, in sight of each other across the Straits of Fuca, and each possessing commanding advantages of its own.

It is next to impossible, now, to pick up any of the daily or weekly papers of Western Washington, without seeing the project of extending the Northern Pacific road from Gray's Harbor to Port Crescent, and thence to Victoria, by means of a great railway ferry and a line of railroad from Beecher Bay into the latter city, discussed in some shape. The proposition of the city of Victoria, to give the Northern Pacific R. R. Co.—or the North American Company, in its stead—a bonus of $1,000,000, on the completion of the desired outlet over a transcontinental line of railroad, is receiving a great deal of attention at the hands of both the American and British Columbian press, and has naturally awakened a keen degree of interest on the part of Victorians themselves, who are very much in earnest in their desire to secure, at as early a date as possible, adequate and satisfactory railway communication with America's world of business. As is natural, too, there is some divergence of opinion as to how the longed for relief may be best and most speedily obtained, but from all the information that the LEADER can gather, from every source, the people of Victoria are overwhelmingly of the opinion that their greatest advantage lies in dealing with the Northern Pacific Railway—Victoria's natural ally—or with its representative, the North American Company, which is now ready, for a reasonable bonus, to undertake and carry to early completion, the one thoroughly meritorious and practicable scheme now before them; and in so doing, give them a railway outlet that will insure to Victoria the commercial importance that is her ambition and her right; one the success of which will, furthermore, be the direct means of compelling other railway lines to come into Victoria to protect their own interests in British Columbia, and thus give to that city that eminence as a railroad and shipping point, upon which her future greatness must depend.

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The issue of the Victoria Colonist of Friday last, contained the following communication, subscribed "Victorian," in which the merits of the proposed outlet over the Northern Pacific, by way of Port Crescent, are clearly and logically presented:

"A great many rumors are afloat concerning the railway proposition, though up to the present no definite proposal has been made public. It is said that the larger property owners; those whose large land holdings, which were acquired for little or nothing, and which have been increased by the enterprise and thrift of others, will oppose any scheme, in a body. Capt. Irving has also drawn a red herring across the scent by proposing to establish a tramp ferry, that would bring cars to Victoria from any railway terminal point, provided his company was promised half a million dollars for doing so. The Saanich railway company are also agitating their railway, ferry and fog line to Westminster; others again point out that the railway and ferry via Port Becher and Port Crescent is but half a loaf, and the benefit to be derived is not sufficient to cause the giving of a million dollar bonus. Better wait for the Canadian Western, they say. If there was reason to believe that a transcontinental railway into Victoria, via Bute Inlet and Seymour Narrows, could be constructed within five years, if aided by Victoria, I would say, as every other good citizen should say, let us wait and give every dollar we can to forward such a scheme. But there is not the slightest hope that the Canadian Western can be built within the next ten years. The present state of the money market would prevent it, if there were nothing else to consider. The ferrying of cars to a Victoria wharf is not what we require. We would have nothing more than we now possess.

The ferry of nine miles, from Crescent to Beecher, and the running of passenger and freight trains of the Northern Pacific into Victoria is a vastly different proposition to that which Capt. Irving proposes. The Victoria and North American railway scheme is a proposition that is practical; that will do away with the present contempt for Victoria to be found everywhere, because our city is situated on an island. It is the strongest card used by her enemies when traducing her. Capt. Irving does not say that any railway corporation is willing to enter in with him and establish a railway—he simply wants half a million to ferry cars from any point—of course, provided he can secure them. I think his proposal can be dismissed with but little consideration. There is not much in it except antagonism to a fancied decrease in steamer business, if the other proposal should be carried out.

The proposition of the Victoria and North American Company is but the carrying out of the plan of the late Hon. Robt. Dunsmuir. When that worthy Victorian suggested this same scheme, it was thought by 99-100ths of Victoria's population, that it would prove to be Victoria's commercial salvation. It would furnish connection with all the American lines and promote the extension of the Island Railway to Fort Rupert. The scheme has again and again been referred to as the one thing required to make Victoria a railway centre. The line once in operation would induce other railways to give us better facilities. The delay in the carrying out of the plan was regretted. However, it has now been revived, and if Victorians will aid it, the iron horse will be bringing cars of passengers and freight into Victoria, from the East and South. Our desire for railway connection will, in a great measure, be met, and we may then reasonably expect greater things in the immediate future. What was true of the Port Beecher scheme five years ago is true to-day, and I trust that the opposition of large and unprogressive land-holders and other monopolists, or of disappointed schemers, will not prevent Victorians from putting forth every reasonable aid to secure connection with the American system at the earliest possible moment. It is not all that we would like to have, but it is all that there is at present a possibility of our getting, and we should not neglect the opportunity. The basis on which the scheme will be carried to completion will, I understand, soon be made public, and intelligent discussion cannot take place until that time. The rumors that are flying about, however, have induced me to write the above, which I trust you will grant space for."

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At the meeting of the Board of Trade of Victoria, Friday, the project of securing for that city a satisfactory railroad outlet, was very fully and carefully discussed, in all its bearings, and all the propositions that have been made or suggested, came in for that degree of attention they merited.

In his able address to the Board, while this matter was under discussion, Mayor John Grant expressed himself as follows:

"Mayor Grant, in speaking to the amendment, said that it was proposed therein to cast upon the Council of the Board a responsibility that was more than they should be called upon to bear [referring to the amendment offered to Mr. Bullen's resolution of approval, by Mr. Beeton, to the effect that a committee of experts should be appointed to consider the questions of expense, route, etc., and report thereon]. He would be guilty of no breach of confidence in giving to the Board—in fact, he thought he owed it to them—the details of the proposition that had been laid before the council of the corporation. After discussing the question with the Northern Pacific people who visited Victoria recently, it was ascertained that the Northern Pacific company could not, by their constitution, extend their line to this city. It was therefore agreed that a company inside the Northern Pacific company, the North American company—which was composed of the principal shareholders of the Northern Pacific, the men who really directed the fortunes and did the financiering of the road—should, with a local company, construct the line from Gray's Harbor to Port Crescent and Victoria. There were 130 miles to build, which would cost, with the necessary ferry to run the cars across the straits, close upon five millions. The North American company had practically unlimited capital, and were accustomed to take up schemes and construct roads that were afterwards adopted by the N. P. R. R.

"After talking matters over with the representative of the company he (Mayor Grant) had asked him to suggest the lowest possible bonus that would induce him and his colleagues to enter into an agreement to furnish the desired rail connection between the Northern Pacific and Victoria. In response to this request, the offer was made for $1,000,000 to construct the road and build and maintain the necessary ferry, second to none in the world. Freight cars would then pass in bulk from the East to Victoria direct; a man might step into his passenger coach in New York, and get out of it in Victoria. The agreement was to have construction commence by the 1st of May, 1892, and completed by the 1st of May, 1894, and the company would not ask for one dollar until the cars were running into Victoria. In addition to the cash bonus, the company would require terminal grounds to be provided, or they would prefer to have a common station with the E. & N. railway, if such an arrangement could be made. Land was required for roundhouses, sidings, workshops, etc, which might., without inconvenience, be in the outskirts of the city. This was the proposition, pure and simple; there was no use bickering about it.

"The question was, should Victoria have quick connection with the South, and have that connection at an early date? With that connection, Victorian's might take their freight out of the cars in which it had been shipped; or passengers might go to bed in Portland and wake up in Victoria, without having to get up and have their baggage searched. Was a million dollars too much to pay for such advantages? This was the question for the Board of Trade to consider; for the Council to weigh carefully; and, the crucial test, for the ratepayers to look at.

"Much more could be said, but one thing was patent, unless Victoria did something to secure for herself direct and quick connection with the mainland, she was going to be shunted. Victoria should be up and doing for herself. She should have connection to the north, as well as the south. If the citizens did not help themselves, it was certain that no one would help them. There was plenty of capital here, and if the people of Victoria were true to themselves they would continue to maintain their supremacy in the commercial world. Although a million dollars appeared a large sum, its payment would not fall very heavily on the citizens.

"The Provincial Government, he felt sure, would do all in their power to secure the conveyance of the Indian reserve to the city, on one condition, that it was for railway purposes. If 10, 15, or even 20 acres of land were taken from the reserve for railway purposes, and the city sold the balance of the property in lots, there would be a sum in hand that would leave the citizens very little indeed to raise to make up the million. There was not a man present who had invested in Victoria that had not received a handsome return. As soon as the city was connected by rail with the mainland, many rich people would become residents, but they must be able to go from here to their business interests in any part of the States quickly and comfortably. If business with the mainland could be done quickly and without breaking freight, the increase of business would soon double the value of property. If the board voted down the present proposition, and the ratepayers endorsed it, those who opposed it would find themselves made rtch in spite of themselves. He did not think that the Council of the board could give any more information than he had, if they reported a week or a month hence, and therefore could not see that any good was to be gained by the passage of the amendment."

"Mr. Charles Wilson,' says the Colonist, in its report of the meeting of the Board, "thought that the future of the city of Victoria, very largely depended upon the action taken now. Personally, he favored the scheme outlined by Mayor Grant. Though he could not add to the argument of Mr. Gray, he did not think that gentleman had fully stated the advantages Victoria would receive by the proposed railway connection. He would be disposed to assent to Mr. Johnson's proposition, did he not think that the ures t way to get the Canada Western built was to get the Northern Pacific in from the South. This northern railway scheme was a colossal one, involving thirty or forty millions, and before it could be put through all the present generation would be in their graves. Victorians did not want to wait ten or fifteen years for a railway. They wanted a railway now. It has been said that Victorians should not give a million dollars to the Americans; that the Americans were coming over to draw the money from our pockets. For his part, he thought we were quite capable of looking after our own interests and making our own bargains. If the ferry-boat proposed to be used were made a Canadian bottom, it would necessitate half of the million dollars being kept on Vancouver Island, while the construction of the necessary slips, and the road to Victoria, would swallow up the other half of the bonus."

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Alderman Renouf was to have introduced a By-law at Wednesday night's meeting of the city Council of Victoria, providing for the raising of $1,000,000, to be given as a bonus to secure an adequate railroad outlet for the city; and this has doubtless been done. The proposition will then go before the people—and there is not much room for doubt as to what the people's decision will be. The people want the railroad, and they will doubtless take the action necessary to get it.

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The last issue of that excellent and splendidly made paper, the Montesano Vidette, "features" the following interesting matter, relating to the building of the Victoria, Port Crescent & Chehalis R. R., and the establishment of railway connection with Victoria:

"Last year the Victoria, Port Crescent & Chehalis Railroad Co., composed principally of Northern Pacific officials, was organized for the purpose of building a line from Port Crescent to Montesano, connecting with the Northern Pacific at this place. The object of the road was to give the Northern Pacific practically the control of the trade of Victoria and its tributary country, as well as of Western Washington. With the completion of the line from Montesano to Port Crescent the Northern Pacific will have achieved this purpose. Although considerable preliminary work has been done in ascertaining the resources of the route which the road will traverse, and determining the best course, no great stir has been made over the matter. Now, it appears that the road is to be built beyond a doubt.

"In an interview with A. D. Charlton, Western Passenger Agent of the Northern Pacific, that gentleman stated to the Oregonian that the road would be built. It was stated that the road would start from Montesano in a northerly direction.

"By the building of this line the Northern Pacific will pass through one of the very best portions of the state of Washington. There is no section of the state where there can be found a greater variety of resources such as would be of particular advantage to a railroad. The agricultural land along the line is of great richness and extent. The timber is not only of the best quality but is almost unlimited in quantity. Minerals, such as coal, iron, copper and the precious metals are known to exist in paying quantities; and these facts, taken in connection with the shipping interests of Victoria, and the upper Sound on this side of the Straits, which the road would control as soon as completed, are no doubt important reasons why the Northern Pacific propose to occupy the field."

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And the Hoquiam Washingtonian has this to say:

Very soon, if not this year, the Northern Pacific will press on from the north shore of Gray's Harbor, to and through the Quinault country, and on to Port Crescent, there to connect with the Victoria, B. C., ferry. Victoria offers the N. P. a cash subsidy of $1,000,000 for the completion of this connection,

There is sufficient country north of Gray's Harbor to justify, in itself, the building of a railroad as an outlet therefor.

The Beauty of the Lake Captured Them.

Among the throng of passengers who came to Port Crescent on the Garland, Monday, were Messrs. J. F. McDonald and George E. Kent, lately of Fond du Lac, Wis. They are both young gentlemen of education, refinement and charming manners, who bear about with them a deal of the sunshine of life. They are both intimate friends of Mr. George Moore, whose former home was also Fond du Lac, but who last week took up his residence on a splendid claim at Lake Crescent. Both Mr. McDonald and Mr. Kent went out to the beautiful lake, Tuesday morning, to see their friend and to get an "inside view" of the actualities of life on a ranch. The result was, they were so charmed with the immensity and the grandeur of the Lake, and so impressed with the fact that the territory bordering upon its glorious shores cannot fail to have a brilliant future, that they concluded to take up their homes there. And so, both of them have secured good ranches and taken up their abiding place. They are both young men whose heads are as full of good sound sense as their hearts are of courage and joyousness, and their advent is welcomed by the now large and ever increasing colony at the Lake.

MRS. A. D. BALDWIN, accompanied by her mother, returned to her home in Lyre River township, Monday, after a visit to her old home at Centralia, Ill.

Getting Ready for Business.

The machinery for the Port Crescent Mill Company's new saw and shingle mill will be here to-morrow, from Tacoma, and will be erected and put into service with all possible speed.

Mr. Al. Miller has now a large force of men at work on the road to the mill, and will have it completed, in first-class shape, in a few days.

Logging will soon be under full headway, and the Company will go to work on one of the largest and most magnificent bodies of cedar in the State of Washington.

The Company has organized by electing the following corps of officers: President, John E. Lutz; Vice President, M. J. Carrigan; Secretary, Wm. Newton; Treasurer, Harry E. Lutz; General Manager, S. R. Haddock.

THE attention of students is directed to the important announcement made by County School Superintendent Dorsey, on the third page of this issue of the LEADER.

A Big Colony for the Solduck.

Mr. Charles Jones told the LEADR, a few days ago, that about the first of May, he would personally conduct a colony of over twenty-five settlers into the Solduck valley. Among the number will be seven or eight ladies, some married, some single. A majority of the members of the colony will come from Port Townsend and Seattle. He piloted five settlers into the Solduck, to-day.

THE splendid trout in Lake Crescent are beginning to manifest a keen disposition to gobble the bait of the festive fisherman, these lovely days. Mr. Harry E. Lutz caught seven fine ones, while trolling in the Lake a few days ago.

MR. SETH I. DAVIS went down to his ranch in Twin Rivers township, Tuesday.

MR. I. THORSEN, while working on the breakwater, Friday, was struck on the leg by a rock dislodged from the cliff, and badly but not dangerously cut.

MRS. JOHN E. LUTZ is now en route to Oakland, California, her former home, where she will enjoy a visit of pleasant duration as a guest at the home of her parents. Mrs. Lutz took passage for San Francisco on the Walla Walla, Tuesday.

MESSRS. A. E. Tower, J. F. Raney and M. D. Cryderman, returned the early part of the week from a trip through the Solduck Valley and into the Quillayute, as far as Beaver, returning by way of Pysht. Mr. Tower took up a fine claim in the Solduck.

JUDGE W. S. MILLER returned from a business jaunt to Seattle, Wednesday. Despite the fact that he had a hundred or two duties to look after—in addition to the business at the land office that claimed his first attention—he managed to enjoy his outing.

MR. AXEL LILEDAHL and Miss Johannah Baker, both of Port Crescent, were united in marriage at Port Townsend, on the 14th inst. Rev. Paulson, a minister of the Swedish church, performing the nuptial ceremony. Mr. and Mrs. Liledahl will make their home at Port Crescent. The LEADER extends to them its heartiest best wishes in their new-found happiness.

A LITTLE HOME INDUSTRY

In Which the Ladies Should, and Doubtless, Do, Take a Profound Interest.

ROBBING SEALS OF THEIR SKINS

That Maidens Fair and Fortunate Matrons May Robe Themselves in Luxurious Wraps—Killing Seals Off the Coast of Clallam County, and How that Interesting and Adventurous Task is Accomplished—Original Wearers of Seal Skin Coats, Who Do Not Lead Altogether Merry Lives.

THE GARLAND, on a recent return trip from Neah Bay, had aboard eighty-six seal-skins, consigned to a dealer at Port Townsend. The seals that were disrobed, that their skins might be converted into merchandise, were taken off the Straits at Cape Flattery, by the crew of the sealing schooner, Lily L. The Indians, down about the Cape, are in high feather and are enjoying the exhilarating and profitable occupation of seal-killing, as only a Siwash who can harness sport and money making together, can enjoy it. That beautifully-illustrated publication, West Shore, in a recent issue, gave first place to a most entertaining and instructive article dealing with "Sealing Along the Coast," from which the following readable and timely matter is taken:

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Although it will be three months before the annual "ruckus" will begin in the disputed waters of Bering sea, the sealing season is already well advanced in the waters along the coast from California north, and the same vessels that will, about the first of July, enter the precincts of the contested sea and begin the work of slaughter in the vicinity of the rookeries, are now quietly and unobservedly pursuing the same business in that undisputed public highway known as the Pacific ocean.

The sealing fleet consists of about forty schooners of small size, a vessel of great carrying capacity being unnecessary, and at present they all have their headquarters at Victoria and sail under the British flag, though many of them are owned and commanded by Americans. Before the complications arose that resulted in the practical exclusion of American sealers from Bering sea, a number of vessels had their headquarters at San Francisco, and in their northern voyage along the coast often caught quite a number of these amphibious wearers of sealskin sacques before reaching the mouth of the Columbia, but now that Victoria is the headquarters, little sealing is done south of that stream. Where the seals spend their winters is a mystery as profound as the deep-sea home of the salmon. All that is known of them is that they make their appearance off the coast of California very early in the spring, their numbers increasing as progress north is made until off the Straits of Fuca the northwardly moving drove, or band, numbers millions. Though extending, as it does, from the shore many miles in width out to sea, it does not give a very large number within sight of any particular vessel. In this way they move north in their annual migration from their unknown winter home to the various rookeries or breeding grounds in Bering sea, receiving the attention of the sealers constantly during the passage, and even long after they have reached their destination, when they should be left unmolested.

The first catch of the sealers is along the coast both north and south of the Straits of Fuca, off the shores of Washington and Vancouver Island, though often so far out to sea as to be out of sight of either of them. In this catch a number of Puget Sound vessels participate, though they refrain from making the unlawful incursion into Bering sea. Many of the most experienced hunters are Indians from along the adjacent coast, to whom sealing has become an instinctive science through the Spencerian theory of cultivation through generations of ancestors. It was here the first trader a century ago, established trade relations with the natives, and it was here that occurred those events that led to what is known as the "Nootka controversy," that nearly plunged England and Spain into a war that would probably have involved other European powers and possibly our own infant, but lusty, nation.

Sealing in the open sea is done in small boats, of which each vessel has about half a dozen, each equipped with a crew of two men, a boat puller and a hunter. In the morning the boats pull away from the vessel in different directions, though always aiming to remain within easy returning distance in case of accident or storm; while those in charge of the schooner, on their part, keep track of the boats and stand ready to go to their assistance whenever necessary. Notwithstanding these precautions, boats are occasionally lost and they and their crews never heard from again.

A seal's head projecting above the surface of the water is a small object to see, especially when a swell is heaving the bosom of the ocean, and as a mark to shoot at by a rifleman standing in a swaying boat, it is one calling for great skill and experience on the part of the hunter. When one is observed, it is the duty of the boat puller to get his craft as quietly as possible within range, and then to steady it until the hunter fires, when he must pull quickly to the spot, for a dead seal easily sinks and is lost. A hunter necessarily scores a great many misses at such a target, and it is stated by experienced sealers that not more than one in ten of those killed or severely wounded is finally secured. It will be seen that the hunter who returns to the vessel at night with half a dozen seals must have spoiled considerable ammunition. It is upon this basis of one in ten that the great slaughter in Bering sea is estimated. If the fleet secure 40,000 skins, it means 400,000 dead seals, the majority of which, near the breeding grounds, so it is alleged, are females out foraging for their young, or so heavy with young that they are sluggish and easily shot. The engraving on the first page shows a hunter in the act of trying his skill upon the bobbing head of a seal. If successful, the shot will make him about two dollars richer and increase the wealth of the boat puller by fifty cents, that being the scale of wages decided upon for the present season for a boat securing 300 seals during the year. As night comes on the boats all put back to the vessel, their catch is hauled on board, skinned, and the skins salted away in the hold. When seals begin to become scarce of the coast, the fleet puts back to Victoria, discharges its cargo, takes on supplies for a northern cruise, and then proceeds up the coast with the animals, hunting on the way, finally entering Bering sea with them late in June or early in July and remaining there until September, bringing contention and bitterness between two nations, that ought to be on the friendliest terms, and adding to the gray hairs and wrinkles of the worried diplomats.

MR. FRANK SCHULZ, of Twin Rivers, was here, Monday. Mr. Schulz says that the ranchers in his township are now all busy getting in their crops, and that large quantities of potatoes, and all manner of vegetables and small fruits are being put out. He has just completed setting out 500 strawberry plants, and quite a goodly number of raspberry and current bushes.

He Will Have a Royal Time.

Dr. E. C. Vidal, of New York, arrived here Monday, equipped with dogs, guns, rods, reels, flies and trolling lines, oilskins, extra oars, and many of the conveniences necessary to getting out of camp life all the delight and luxury it affords; and Tuesday morning he left here, with a heavily loaded pack-train, for Lake Crescent, where he will be the guest of his friend and relative, Mr. Edmund Nollaine.

Mr. Nollaine has taken up a ranch on the Lake, and now has under construction the most pretentious residence on that splendid and fruitful body of water. While awaiting the completion of his home, Mr. Nollaine is enjoying life in a large tent, furnished with every convenience for making that manner of living delightful. Dr. Vidal has come on to divide with Mr. Nollaine the joys of which he has talked and written so eloquently, and he came prepared to test the pleasures of Lake Crescent to their fullest capacity.

CLALLAM county fared pretty well, at the hands of Surveyor-General Cavanaugh, at the recent letting of contracts for the survey of public lands. Ten new townships in this county are to be surveyed, and surveyed at once.

Thronging to this Land of Promise.

Strangers are coming into this section of the country in larger numbers than ever before from all parts of the country. All the railroads are carrying more passengers now than they ever did at this season of the year, in the past. The Northern Pacific is securing the bulk of the travel, and the two overland trains from the East are bringing in scores of new residents daily.

"We are bringing in about twenty-one or twenty-three cars on every overland train now, and each coach is generally filled with passengers," said Assistant General Superintendent Brimson a few days ago to a representative of the press.

"Travel is big on all our lines. The branch lines are doing a bigger business than usual, and business in traffic is growing daily."

Each day finds more passengers on the trains from the East and immigration seems to be growing larger all the time. The new arrivals from the older states are scattering all through the state. All the other lines also report a marked increase in the number of travelers that their respective roads are bringing here from the East.

THE PORT CRESCENT LEADER.

A REPUBLICAN NEWSPAPER.

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M. J. CARRIGAN,

EDITOR AND PROPRIETOR.

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Thursday, April 16th, 1891.

Mayor Grant, of Victoria, has, at the request of the City Council of that city, extended to President Harrison an invitation to visit British Columbia's capital, during his trip to the Pacific Northwest. The invitation is a graceful courtesy that Americans fully appreciate.

That the late P. T. Barnum played the people to profit—the public, that he knew full well liked to be humbugged—is evidenced by the fact that he left an estate worth fully $5,000,000. And he lost one or two fortunes as great as the one he left behind. Out of the $5,000,000, an even $100,000 goes to his wife absolutely; and in addition, she will enjoy an annuity of $40,000. He bequeathed many thousands of dollars to churches, societies and universities, and $125,000 to the completion of the new historical and scientific building at Bridgeport, Conn.

President Harrison expects to reach San Francisco on Saturday of next week, May 3d. He will be in Seattle on May 6th, and if Charley Jones' plans don't miscarry, he will make a trip into the Solduck valley, and take a bath in "the finest hot springs on God Almighty's earth," two days later.

The admiration of the gentle American voter for Secretary Blaine will not down. The story is now telegraphed from New York that Blaine's friends are determined to put him into the presidential race in 1892, and that they are even now at work, shaping things up for Blaine delegations to the national convention. It is furthermore asserted that Blaine has promised his friends that he will not withdraw his name from consideration in connection with the Presidency, and that he will write no letters of declination.

The "press gang" up at Port Angeles numbers some genuine humorists—among them, the editors of the Times.

In commenting on what the LEADER had to say, with reference to the ruinous fight among the politicians at Angeles, that lost the Superior Judegship to a Clallam county candidate, the funny man of the Times says:

"Brother Carrigan doubtless intended to be facetious in his treatment of the matter, as he well knew nothing could be farther from the truth than the above. If there was any ferocious struggle, or, indeed, any struggle at all, no one here was aware of it, not even the contestants themselves. Such playful misrepresentations as these should be guarded against, as there is danger that outside persons, not knowing the docility and general amiability characterizing our politicians as a whole, may believe them to be true. The plain and simple truth about the whole business is, that Laughton had promised the appointment to Judge McClinton—and kept his promise."

Note the ravishing humor of this:

"The docility and amiability characterizing our politicians, as a whole!"

God save the mark!

Docile—as a bear at bay.

Amiable—as a porcupine.

They may be cooing and harmless enough "as a whole," but as candidates for office, they are holy terrors.

It's all right, though, now that the grampus has evanished.

Let the Times label them as "docile and amiable, as a whole," if it likes.

We can stand it it they can, "as a whole."

The Plain English of It.

There are a number of guileless, unselfish, disinterested gentlemen over at Victoria, prominent among whom is Mr. H. E. Croasdaile, the Anacortes-Victorian—who are giving themselves a great deal of needless anxiety over the proposition now up for discussion, in the fair capital across the way, contemplating the giving, by the city of Victoria, of a bonus of $1,000,000 to the Northern Pacific Railway Company, or its representative, for the purpose of securing direct railway connection with the Northern Pacific system, via Port Crescent.

These gentlemen—and notably Mr. Croasdaile—are opposed to Victoria giving the bonus, for this particular outlet.

They do not pretend to deny that Victoria needs, and needs badly, an adequate railroad outlet; and they are not opposed to the idea of giving a satisfactory bonus to get it.

Not at all.

The bonus idea is all right, with them—a capital idea, in fact. They like it. Their chief concern, just now, is as to who shall get the bonus Victoria proposes to give to secure a satisfactory railway connection.

They either want a whack at the bonus themselves, or they don't want the granting of it to balk some large schemes in which they take a kindly personal interest.

That's all there is to their several antagonisms.

Their opposition is the opposition of men who have projects of their own to promote, and who are willing to turn Victoria's needs to their own gain.

It is probably natural, to be sure, that Mr. Croasdaile should make an assault upon the project to give Victoria a railway outlet over the Northern Pacific by way of Port Crescent, but it is a bit unfortunate, for the dignity of his cause, that he is making his fight under the banner of Anacortes, rather than under that of Victoria.

But that, as our friend Kipling would say, is another story. And so it is with a large majority of the others, who are opposing the Victoria-Port Crescent project—in practically every case, there's another story.

There would be no occasion for the LEADER to take issue with the Anacortes boomer, or with any of the other opposing gentlemen who have double-bitted axes to grind at the expense of the ratepayers of Victoria, if their opposition to the project now under discussion was made upon fair and straightforward grounds, and free from misrepresentations touching Port Crescent's relation to the matter under consideration. But it is not. Their utterances at the recent meeting of Board of Trade of Victoria, relative to the project of granting the $1,000,000 bonus, were strongly tinctured with misleading statements and pure buncombe.

For instance, Mr. Croasdaile said that "He could not approve of Victorian's spending $1,000,000 on American ground"—unless, he probably added mentally, it was spent in the vicinity of Anacortes.

He intimated, in language not to be misunderstood, that an effort was being made to delude the people of Victoria into expending $1,000,000 of their money, for the purpose of building the Northern Pacific Railway from Gray's Harbor to Port Crescent, and incidentally, to give Victoria a railway outlet, by way of this place. To be sure, Victoria would be getting a fine railway connection—but the main idea was the upbuilding of an American railroad on American soil with Victoria money, for the benefit of Port Crescent and the Northern Pacific Railway Company.

There was an intimation, too, that the granting of the $1,000,000 bonus by Victoria was necessary to the future success of Port Crescent and the completion of the Northern Pacific to this place.

Now, right here is where the LEADER wants to interject its kick. It does not object to Mr. Croasdaile bestirring himself in favor of Anacortes and his property interests there; but it does object to his seeking to cloud the minds of Victorians, and of the public, as to Port Crescent's true position in this matter.

The fact is, Port Crescent is not at all eager for railway connection with Victoria; and the reason why she is not, must be apparent to every thinking man.

It will be infinitely better for Port Crescent, in every way, if the Northern Pacific Railway never runs a car out of Port Crescent into Victoria. We want their trains, both passenger and freight, to stop right here. We don't want them to continue on across the Straits to Victoria, as has been planned. We want to be the ocean terminus of the Northern Pacific in fact. We don't want to divide either honors or profits with our fair neighbor; and if the Northern Pacific continues its line into Victoria, we will be compelled to divide both.

Port Crescent has nothing in particular to gain, save in convenience, by railroad connection with Victoria. We have, on the other hand, much to lose. And if Mr. Croasdaile is under the impression that anybody here at Port Crescent is losing any sleep o' nights, fearful lest Victoria should not see fit to vote $1,000,000 for the procurement of a railway connection that would insure to her enduring eminence and incalculable profit, partially at our cost, he is wofully deluded.

If Victoria can stand being deprived of railway connection with Port Crescent, we certainly can, and with great cheerfulness. We don't want to divide our loaf unless we have to—for it is a loaf of such magnificent proportions that it would be a grievous shame to spoil it.

As to the intimation that $1,000,000 of Victoria money was wanted to build a railway on American ground: That was a most unwarranted misrepresentation.

Who asked Victoria for any such aid?

And what has Victoria proposed beyond a sum sufficient to defray the cost of tapping the Northern Pacific at this place, after the line has been completed to Port Crescent?

Not a dollar. And no one has asked her to give a dollar, for which she was not to receive a dollar's full value in return. No one has asked her to do even that. She is simply proposing to take care of herself and pay her own bills.

The Northern Pacific Railroad, from a point on Gray's Harbor to Port Crescent, will be completed without needless delay, no matter what disposition Victoria makes of her $1,000,000 proposition. That is her own affair, not ours. And the road will be built for these reasons, and in this way:

The Northern Pacific, looking to its own future, wants a terminus as near the ocean as it can possibly get it, and one that will afford it adequate terminal facilities. It has found all that it requires, or will require, at Port Crescent, and here it will bring its line. To do this, it will have to build its road, at great cost, some 125 or 130 miles through an almost undeveloped country, but one wonderfully rich in natural resources that will become great traffic yielders. This it cannot afford to do, however, unaided, for the business now to be had along the line would not justify the expenditure. The just and needful assistance will be accorded it, and the unprofitable gap will be filled.

Port Crescent, alone, will give the Northern Pacific a bonus of $1,000,000. One of the towns on Gray's Harbor—and there will be a contest for the privelege of doing so—will give the Company a bonus of $500,000, and at least $250,000 additional, in land grants, will be given along the line of the road.

These subsidies will be sufficient to warrant the Northern Pacific—which has done so much toward developing this country—in completing its line to Port Crescent, and thus fortify itself against competition in a field of glorious promise, and at the same time secure the terminal facilities it seeks.

Victoria money is not needed to complete this enterprise, and if needed, it would not be available; for Mr. Croasdaile and those other gentlemen who prate so glibly of not wanting to build a railroad on American soil, must know that the million dollars talked of would be consumed in the construction of the railroad from Victoria to Beecher Bay, and the ferry thence to Port Crescent; and they must know, too, that every dollar of the money so spent would go right back into the pockets of Victorians; that Victoria's workmen and merchants would be directly benefitted thereby, and that Victoria real estate would appreciate from 75 to 100 per cent. in value, as one of the happy results of that $1,000,000 investment.

Of course they know this. But they are not talking for Victoria. They are talking for themselves.

It must be apparent to them, too, that the Northern Pacific's heavy interests here would suffer serious curtailment in value, in case the terminal importance of Port Crescent should be divided with Victoria.

Mr. Croasdaile need not worry about us. We are entirely competent, over here, to hoe our own row. And we serve notice upon him, and all others, right now, that Port Crescent will not be misrepresented and remain silent.

And in passing, the LEADER would like to ask Mr. A. Dunsmuir, of Victoria, a few questions:

Does Mr. Dunsmuir's proposition include the construction of a railroad from Victoria to Port Beecher, direct; the construction and maintenance of a railroad ferry between Port Beecher and Port Crescent, and the making of whatever agreement may be satisfactory to the Northern Pacific for exchange of cars? Or does it mean simply the construction of a branch line of the E. & N. R. R., from Coldstream to Port Beecher, via Happy Valley, a distance of eight miles, in accordance with the provisions of the charter granted his company at the instance of the lamented Hon. Robert Dunsmuir?

And if the proposed line of the Northern Pacific from Port Crescent to Port Beecher, and thence to Victoria, by the shortest route, should be constructed, would not the E. & N. Railway build that branch from Coldstream to Port Beecher, anyway, for the purpose of delivering coal there, and shipping it thence across the ferry, to market?

Will Mr. Dunsmuir kindly explain to an interested public just what his proposition does contemplate, any way?

Colonizing the Queets.

[Tacoma West Coast Trade.]

A colony of seventy-five are outfitting to go onto claims on the Queets river, on the route of the Victoria, Port Crescent & Chehalis railroad, north of Gray's Harbor, and Messrs. White & Hartzell have arranged to open a general store.

L. B. HASTINGS. W. G. STRONG.

L. B. HASTINGS & CO.,

WHOLESALE AND RETAIL

Hardware,

Stoves, Ranges

And Tinware,

336 WATER STREET,

PORT TOWNSEND, - WASHINGTON.

HUNTERS, ATTENTION.

IF YOU NEED ANYTHING IN THE LINE OF

Guns,—Pistols,—Ammunition

OR SPORTING GOODS

SEND YOUR ORDER TO

McGarvin & Draper

211 WATER STREET, PORT TOWNSEND, WASHINGTON.

WE HAVE THE MOST COMPLETE

Lines of These Goods, and Will Not be Undersold.

GUN REPAIRING A SPECIALTY.

FORTUNES - ARE - QUICKLY - MADE

OUT OF INVESTMENTS IN REAL ESTATE, but everything depends upon where the investments are placed. Experienced and successful buyers always seek to invest their money in A TOWN WITH AN ASSURED FUTURE, and one where there is a reason for the upward tendency of prices. And it is this class of investors who are interesting themselves most heavily in Business and Residence Lots in PORT CRESCENT, and in acreage lying close to the city.

If You are Seeking a Good, Secure Investment,

You Can Find it in Real Estate in or Adjoining

PORT CRESCENT,

The First Deep Water Harbor in from the Pacific Ocean,

The Ocean Terminus of the Northern Pacific R. R. Co.,

AND THE POINT from which direct connection will be had with British Columbia, via Victoria. The VICTORIA, PORT CRESCENT & CHEHALIS R. R.—work on which is now under way—will give Port Crescent direct connection with all the principal points in the East and the Pacific Northwest, and open up to the world the great Olympic Peninsula, with its inexhaustible forests of Alaska Cedar, Fir and Hemlock, and its thousands of acres of Rich Farming Lands. This Railroad is to be built the present year, and its building will be attended by a period of rapid development that will mean a great deal to those who have wisely invested in PORT CRESCENT REAL ESTATE, or who interest themselves here in proper season.

THE - MARVELOUS - HISTORY - OF - TACOMA

WILL BE REPEATED HERE, and if you want to join Prosperity's Procession, you can find no more advantageous time to do so than right now. We want you to inform yourself as to the potent reasons why you can now find a profitable field for investment here, and will take pleasure in putting you in possession of such information as you may desire. We have a choice line of

Business, Residence and Acreage Property

FOR SALE, and will cheerfully furnish you all detailed information as to Prices, Terms, Location, etc., on application. We give especial attention to the selection of City or Acreage Property for

Non-Resident Investors,

TO WHOM we give the full benefit of all the information we possess, and place their money where we believe it will produce the quickest and the largest returns.

Bargains in Acreage for Prompt Buyers.

160 acres two miles from Port Crescent and one-half mile from the beach.
40.9 acres, one-half mile from Port Crescent.
80 acres adjoining the Townsite.
40 acres in Section 5, Township 30 N., Range 8 West.
80 acres in Section 34, Township 31 N., Range 8 West.
40 acres in Section——Township 31 N., Range 9 West.
280 acres in Sections 26 and 27, Township 31 N., Range 8 West, and in Sections 34 and 35, township 30 N., Range 8 West.

HARRY E. LUTZ & CO.

REAL ESTATE AND INVESTMENT BROKERS, PORT CRESCENT, WASH.

Maps Furnished on Application. Correspondence Solicited.

THE FINANCIAL GIANT,

To Whom Western Washington Owes So Much, and Who is Still Planning Great Things for Her Future.

The bears of Wall street, who recently organized another raid upon Henry Villard and the properties in which he is so heavily interested, made a dismal failure of their attempt to wreck or cripple him. They found Villard more impregnably entrenched than ever before, and the assault they made upon his financial holdings were futile to do him harm. A glance at the history of this man, who today occupies so unique and so prominent a place in the financial world, cannot but prove interesting.

Henry Hilgard was born in Speyer, Germany, about 57 years ago. His father was chief justice of the court of appeals in Bavaria, and gave his son a liberal education. Henry was a rampant republican, and as political feeling ran high those days, the radical ideas of the son were distasteful to Judge Hilgard, and the result was a family rupture. Henry Hilgard came to Bellville, Ill., and spent some time with relatives. He then went into the newspaper business in Peoria.

The ill-feeling between father and son reached a climax at this time and the latter adopted the surname of Villard, which act he afterwards legalized. In Germany he resorts to the hyphen and is known as Henry Villard-Hilgard; in America as Henry Villard. During the war Villard acted as correspondent of the New York Tribune and the Chicago Tribune, having a small interest in the last-named publication.

Mr. Villard married the daughter of William Lloyd Garrison, and lived in Boston a short time. He then went to Germany to reside, and while in Frankfort became acquainted with capitalists interested in the Kansas Pacific Railway, the Oregon Steamship Company and the Oregon & California Railway Company. Mr. Villard was sent to New York to represent these capitalists and was soon appointed receiver of the Kansas Pacific Railway and president of the other two companies.

In 1879 Mr. Villard was removed from the receivership of the railway and devoted his attention to the consolidation of the other companies, which built its well-known system of railroad. He then organized the Oregon Improvement Company, the history of which has been printed many times, and is still being lengthened.

Aside from other enterprises of lesser note, Villard became famous through forming the blind pool, in which capital was invested to the amount of $16,000,000, without the holders of the certificates knowing where or how the money would be invested. Such was the confidence in the ability and honor of Villard, and no such remarkable transaction had taken place before or has since excited Wall street. The certificates were signed by Villard and countersigned by Horace White. The money was used to organize the Oregon Transcontinental Company, and the object was to complete the Northern Pacific.

After that came the grand Villard demonstration and his visit in 1883-4 to the Pacific Coast, which cost a quarter of a million. That trip meant Villard's downfall, as the German directors he brought out to inspect the line, telegraphed back that the line ran through forests and deserts, and they wished the stock sold at once. The bubble burst and Villard was snowed under with many wealthy men.

Villard went to Europe in 1884 and soon returned with stronger financial backing than he had had before. Since then he has been a railroad magnate of the first order, and probably the only man whom Jay Gould fears as a rival.

SUNSHINE LAND.

EDITH THOMAS

They came in sight of a lovely shore,
Yellow as gold in the morning light;
The sun's own color at noon it wore,
And had faded not at the fall of night;
Clear weather or cloudy—'twas all as one,
The happy hills seemed bathed with the sun:
Its secret the sailors could not understand,
But they called the country Sunshine Land.

What was the secret? A simple thing,
It will make you smile when once you know—
Touched by the tender finger of spring,
A million blossoms were all aglow;
So many, so many, so small and bright,
They covered the hills with a mantle of light:
And the wild bee hummed, and the glad breeze fanned
Through the honeyed fields of Sunshine Land.

If over the sea we two were bound,
What port, dear child, would we choose for ours?
We would sail and sail till at last we found
This fairy gold of a million flowers.
Yet, darling, we'd find, if at home we staid,
Of many and small joys our pleasures are made,
More near than we think—very close at hand—
Lie the gold fields of Sunshine Land.

NOTICE.

U. S. LAND OFFICE, SEATTLE, WASH., MARCH 31st, 1891.

COMPLAINT having been entered at this office by Andrew Jackson against Julius J. Foster for abandoning his Homestead Entry No. 11,056, dated February 6th, 1889, upon the SE ¼ Section 9, Township 30 N., Range 8 W., in Clallam county, Washington, with a view to the cancellation of said entry, the said parties are hereby summoned to appear at this office on the 27th 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 OF SPECIAL ELECTION.

WHEREAS, At a regular meeting of the Council of the City of Port Angeles, on March 27, 1891, a petition was presented signed by more than one-fifth of the qualified electors of said City of Port Angeles, praying that the boundaries of said city of Port Angeles be altered and extended to include the territory hereinafter described:

Now, therefore, notice is hereby given that a special election will be held on

Saturday, April 25th, 1891,

between the hours of 9 A. M. and 7 P. M., at which election the question will be submitted whether the said boundaries of said city shall be so altered and extended as to include the territory described as follows:

Beginning at the northwest corner of Lot one (1), in Section thirty-six (36), in Township thirty-one (31), North; Range seven (7) West; thence north thirty (30) degrees, east six hundred and sixty (660) feet; thence easterly and parallel to the meander of the coast line to a point six hundred and sixty (660) feet east of the most easterly point of Ediz Hook Spit; thence southerly and westerly and parallel to the southerly meander line of said Ediz Hook Spit and continuing parallel to the Government meander line of the Port Angeles townsite resolve to a point formed by the intersection of said meander line and a line running parallel to and seventy (70) feet from the west lines of Blocks nine (9) and thirty-eight (38) of Port Angeles townsite; thence north thirty (30) degrees east to a point six hundred and sixty (660) feet north of the north line of Front street; thence south sixty (60) degrees east two thousand two hundred and eighty (2280) feet to the west line of Valley street extended; thence south thirty (30) degrees west six hundred and sixty (660) feet; thence north sixty (60) degrees west two thousand two hundred and eighty (2280) feet; thence south thirty (30) degrees west eight hundred and ten (810) feet; thence south sixty (60) degrees east six hundred and forty (640) feet; thence south thirty (30) degrees west one thousand four hundred and ten (1410) feet; thence south sixty (60) degrees east three thousand five hundred (3500) feet; thence north thirty (30) degrees east seven hundred and forty (740) feet; thence south sixty (60) degrees east six thousand two hundred and seventy (6270) feet; thence north thirty (30) degrees east one thousand four hundred and twenty (1420) feet; thence south sixty (60) degrees east one thousand three hundred and forty (1340) feet; thence north thirty (30) degrees east one thousand four hundred and ten (1410) feet; thence south sixty (60) degrees east four hundred and forty (440) feet, intersecting with the east line of Port Angeles townsite; thence north thirteen (13) degrees and fifteen (15) minutes east to the northeast corner of Suburban Block number one (1) of Port Angeles townsite; thence westerly along Port Angeles townsite meander line to a point where the east line of Lincoln street intersects the north line of Front street; thence six hundred and sixty (660) feet northerly and at right angles to the north line of Front street; thence easterly and parallel to the meander line and six hundred and sixty (660) feet north therefrom to a point six hundred and sixty (660) feet north of the intersection of the meander line with the east line of Section eight (8) in Township thirty (30) North, Range five (5) West; thence south to the southeast corner of Section twenty (20), in Township thirty (30) North, Range five (5) West; thence westerly to the southwest corner of Section twenty-four (24), in Township thirty (30) North, Range seven (7) West; thence northerly to the point of beginning.

All qualified electors in said city and all qualified electors residing in the territory above described, and proposed to be annexed as above set forth, are invited to vote at said election on said question by placing upon their ballots the words, "For Annexation" or "Against Annexation" or words equivalent thereto.

The places at which the polls will be opened for said election within said city, and the officers of such election therein will be as follows:

For Precinct No. 1, at the Council Room. Officers: Inspector, D. Campbell; Judges, B. B. Meagher and John Bell; Clerks, P. A. Dolan and P. A. Meagher.

For Precinct No. 2, at the School House. Officers: Inspector, Thos. Jarvis; Judges, J. D. Yarnell and C. M. Armbrust; Clerks, Geo. H. Gale and Wm. Ritchie.

The places at which the polls for said election without said city and within the territory above described and proposed to be annexed, will be as follows:

For all that part of said territory lying within Port Angeles Reservation, and easterly of Laurel street extended and for all that part of said territory lying south and east of said Reservation and east of the east line of fractional Section 10 and of Sections 15 and 22, Township 30 North, Range 6 West, at the residence of Sylvester Kennel, residing on Port Angeles Reservation, being in voting precinct No. 3, of Clallam county. Officers: Inspector, Frank Chambers; Judges, J. W. Weir and E. P. Raymond; Clerks, W. H. Douglas and A. Kummer.

For all that part of said territory lying within Port Angeles Reservation and west of Laurel street extended and west of the east line of fractional section 10 and of Sections 15 and 22 and lying east of the east line of Sections 19, 18, 7 extended to the north line of said territory, shall be at the residence of M. Geraghty on said Reservation. Officers: Inspector, M. Geraghty; Judges, Geo. H. White and H. M. Guptill; Clerks, J. C. Murphy and Chas. Slaughter.

For all that part of said territory lying west of the east line of Sections 19, 18 and 7 extended to the north line of said territory, at Davis' Hall at Edgewood. Officers: Inspector, T. H. Bradshaw; Judges, J. C. Davis and Chas. Peters; Clerks, Frank Carlyle and Geo. Miller.

By order of the Council of the City of Port Angeles.

W. BRUMFIELD, MAYOR.

ATTEST:
HORACE WHITE, CITY CLERK.
Dated Port Angeles, Wash., March 27th, 1891.

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. 16,180, 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 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. 16,152, 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.

CONSULTATION HOURS { 8 TO 9 A. M. / 1 TO 2 P. M.

DR. G. WILLIS PRICE.

DENTIST

ROOMS 216, 218, 220, BURKE BUILDING, CORNER SECOND AND MARION STREETS, SEATTLE, WASHINGTON.

HARRY E. LUTZ,

ATTORNEY-AT-LAW.

OFFICE—ON CRESCENT AVENUE, PORT CRESCENT, WASH.

NOTICE

—OF—

COMPETITIVE EXAMINATION,

FOR SCHOLARSHIPS IN THE

STATE NORMAL SCHOOL,

AT ELLENSBURGH.

THE LEGISLATURE of the State of Washington has made provision for the opening of the State Normal School at Ellensburgh, and in compliance with the provisions of that act, the Board of Trustees has determined to apportion to each county two Scholarships for each representative, according to the apportionment now existing, which entitles Clallam county to two Scholarships.

Applicants must be examined in all the branches required by law to be taught in all the common schools of this state, namely: Reading, orthography, penmanship, written and mental arithmetic, geography, English grammar, physiology and hygiene, and U. S. history.

The minimum age of students is 17 years, if a male, or 16 years if a female, at the time of admission to the school, which opens on the first Monday in September, 1891. Students are also required at time of entering the school, to sign a declaration of their intention to engage in teaching in this state.

Provided: That teachers holding first or second grade certificates may be admitted from the state at large.

Said examination for Clallam county will be held on

Saturday, April 25th, 1891,

at my office in Port Angeles, beginning at 9 o'clock, A. M.

A. B. DORSEY,
County Superintendent of Schools,
Clallam County, Washington.

FOR SALE.

A BIG BARGAIN.

TWENTY-FIVE ACRES of splendidly located, level land, 7¼ miles from Whatcomb, the terminus of the Great Northern Railroad. This property is but ¼ of a mile from a Plank Road on one side, and ½ mile from the county road, on the other side. It is but 1¾ miles from the Noosack river; boats run by it regularly, and there is a good wagon road from the land to the river. There is one school house ½ mile from the place, and another one, within a distance of ¾ of a mile. The surrounding country is all thickly settled up, and land in that vicinity is all very valuable. This land will be sold for

$50 AN ACRE,

And is to-day the cheapest property in the vicinity of either Whatcomb or Fairhaven. The land has all been cleared of timber.

TERMS OF SALE—$400 cash, and the balance in easy payments; deferred payments to bear interest at ten per cent. per annum. For full information regarding this prime buy, apply to,

HARRY E. LUTZ & CO.,
PORT CRESCENT, WASH.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., APRIL 13, 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 Friday, June 5, 1891, viz:

EMIL G. STOKES,

Hd. App. No. 12,663, for the SW ¼ SW ¼ Sec. 29: E ½ NE ¼ Sec. 31: and NW ¼ NW ¼ Sec. 32, Tp. 31 N., R. 9 W.

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

Michael Minnehan, William Wolf, William F. Barker and John F. Barker, all of Gettysburg, Wash.

T. M. REED, JR., Register.

Notice for Publication.

LAND OFFICE AT SEATTLE, WASH., APRIL 9, 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, May 29, 1891, viz:

NEILS BURNES,

Pre. D. S. No. 16,287, for the S ½ SW ¼ Sec. 14, Tp. 31 N., R. 12 W.

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

Neils Boodin, John Green, John Erickson and Samuel Nelson, all of Pysht, Wash.

T. M. REED, JR., Register.

NOTICE FOR PUBLICATION.

LAND OFFICE AT SEATTLE, WASH., APRIL 8, 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, June 8, 1891, viz:

PETER S. ADMIRAL,

Pre. D. S. No. 16,389, for the Lots 4 and 5; and E ½ SW ¼ Sec. 30, Tp. 28 N., R. 11 W.

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

Julius Nicholas, Lewis Hahn, James B. Hagandorn and Edward Vandervan, all of Quillayute, Wash.

47-52 T. M. REED, JR., Register.

Land and Timber Notices.

Notice for Publication.

U. S. LAND OFFICE AT SEATTLE, WASH., APRIL 13, 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,"

WINFIELD S. MILLER,

of Port Crescent, County of Clallam, State of Washington, has this day filed in this office his sworn statement No. 6,030, for the purchase of the SW ¼ of Sec. No. 17, 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 Tuesday, the 30th day of June, 1891.

He names as witnesses: John Lenderman, J. H. Albright, J. A. McFarland and John Heenan, 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 30th day of June, 1891.

47-4 T. M. REED, JR., Register.

Notice for Publication.

U. S. LAND OFFICE, SEATTLE, WASH., APRIL 10, 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,"

PETER S. ADMIRAL,

of La Push, County of Clallam, State of Washington, has this day filed in this office his sworn statement No. 6029, for the purchase of the lots 3, 4 and E ½ SW ¼ of Sec. No. 30, in Tp. No. 28 N., R. 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 Monday, the 29th day of June, 1891.

He names as witnesses: Julius Nicholas and Lewis Hahn, of Quillayute, and Edward Vandervan and Peter Oppeneer, of Seattle, Wash.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 29th day of June, 1891.

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:

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

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 15, 1884, upon the lot 2: SE ¼ SW ¼ Sec. 21: lots 4 and 5 Sec. 28, Tp. 28 N., R. 11 W., in Clallam 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. 31, 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 25, 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.

41-49 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 1: 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. 1: 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. 11 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. 16,348, 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.

41-49 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 Pullen, 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 4th, 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. 16,151, for the E ½ NE ¼ and N 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 Nommensen, 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. 6003, 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, SEATTLE, WASH., FEBRUARY 17, 1891.

NOTICE is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, ctitled, "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. 31 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. Cercoran, 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.

Information for Sportsmen.

The following, briefly stated, is the game law of Washington:

The seasons when game cannot be taken are:

For elk, moose, deer, fawn, mountain sheep or goat, January 1 to August 1; and their hides or horns shall not be offered for sale during said time; and none of them can be killed at any time except for the slayer's food. Elk, moose, deer or fawn shall only be driven by dogs in December.

For swan and ducks April 1 to Aug. 15.

For all varieties of grouse, Jan. 1 to August 1.

For quail, Jan. 15 to Oct. 1.

Grouse or quail shall not be trapped at any time, except for breeding. Eggs of any game birds cannot be taken at all, or nests of birds molested while breeding.

For trout of all kinds, Nov. 1 to March 31; and they shall not be caught at any time, in any way except by hook and line.

Implanted fish shall not be caught until after three years from implanting time, except for breeding.

None of the game animals, birds or fish shall be in possession at any time except for breeding or curiosity, and possession shall be convicting evidence of unlawful taking in the county of seizure.

Ducks of any kind shall not be taken, killed or shot at from 8 p. m. to 5 a. m., in any season.

If lands are enclosed enough to keep out live stock, and prominent trespass notices posted at three different places thereon, shooting or fishing cannot be done on said lands without owner's consent.

Water fowl while on the water shall not be approached by water, by any means, for capture. Shooting from shore blinds or over decoys, by firing from the shoulder, is allowable.

Penalty for each violation of the game laws is a fine of $10 to $300 and costs, or jail from five days to three months, or both fine and jail. Half of fine to informer, and half to prosecuting attorney of district of prosecution.

From Terminal or Interior Points

THE—

NORTHERN PACIFIC RAILROAD

IS THE LINE TO TAKE

TO ALL POINTS EAST AND SOUTH

IT IS THE

Dining Car Route.

It runs THROUGH VESTIBULED TRAINS every day in the year to

ST. PAUL AND CHICAGO,

(NO CHANGE OF CARS)

Composed of Dining Cars unsurpassed, Pullman Drawing Room Sleepers Of Latest Equipment. TOURIST SLEEPING CARS, Best that can be constructed and in which accommodations are both FREE and unsurpassed for holders of first or second class tickets, and

ELEGANT DAY COACHES.

A CONTINUOUS LINE connecting with all lines affording direct and uninterrupted service.

PULLMAN SLEEPER RESERVATIONS can be secured in advance through any agent of the road.

Through Tickets

To and from all points in America, England and Europe can be purchased at any ticket office of this company.

FULL INFORMATION concerning rates, time of trains, routes and other details furnished on application to any agent, or

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Assistant General Passenger Agent,
No. 121 First St., cor. Washington,
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G. G. CHANDLER,
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EXCELLENT ROOMS,
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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.

PORT CRESCENT
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.

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HIGH GRADE

DURHAM CATTLE

Berkshire Pigs
—AND—
Leicester Sheep.

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Hardware, - Stoves, - Ranges

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CARRIAGES, BUGGIES AND HARNESS
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WAREHOUSE ON TYLER STREET WHARF.

Washington Fur Company.

OUR STOCK OF

Crockery, Hats, Caps,
Boots and Shoes,
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.

LA PUSH, ------ WASH.

Seeds to Amount of - - - - - $3.45
Vick's Illustrated Monthly Magazine One Year, - - - 1.25
ALL FOR $3.00 CASH! MAKING A DISCOUNT OF 45 $1.70! 63 $4.70

Send for our new and elegant **Floral Guide, 1891,** and select what you want, or send for one of our popular **Family Packages,** splendid assortment, in collection of either Flowers or Vegetables, for $1, $2, $3 or $5.

New Carnation NELLIE LEWIS, grand, exquisite pink, fragrant, 50c. each; three $1.25; six $2.25. **Rose VICK'S CAPRICE,** only Striped Rose in the world. Flowers satiny pink, striped and dashed with white and earn $50. Good plants, each 25c. Extra strong two-year plants each 50c; three $1.25 six $2.25; delivered at your door.

JAMES VICK, SEEDSMAN, Rochester, N. Y.

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

PORT CRESCENT.

THE POINT at which the American Continent most nearly approaches Vancouver Island, the distance being LESS THAN TEN MILES. The most favorable point for DIRECT INTERNATIONAL COMMUNICATION between the two countries.

THE HARBOR is already, to a large degree protected from the west and east by projecting headlands, but

Breakwaters which will Double Its Capacity are Being Provided,

At a cost of $350,000. The more important one is in full progress and partly completed.

PORT CRESCENT is the extreme western port of Puget Sound, and THE FIRST DEEP-WATER HARBOR north of San Francisco, without a bar, a shoal or a sandbank. It will accommodate 120 ships at cable length, besides 100 more alongside wharves. A short and clear waterway of 43 miles to the ocean, enables ships to dispense with the heavy charges necessarily incurred for tugs and pilots on the Columbia river and the upper ports of Puget Sound.

ITS UNIQUE GEOGRAPHICAL POSITION SECURED FOR IT THE ATTENTION OF

THE NORTHERN PACIFIC RAILROAD COMPANY,

WHO DECIDED TO ADOPT IT AS AN

OCEAN TERMINUS,

AFTER A CAREFUL EXAMINATION OF ITS CAPACITIES.

THE PRESIDENT of that corporation, Mr. Thomas F. Oakes, of New York, and other influential officers of the Northern Pacific, are Trustees of the Victoria, Port Crescent & Chehalis Railroad Company, with a Capital of $4,000,000. This line will run from Port Crescent westward of the Olympic Mountains and connect with the existing Northern Pacific system now being extended to Gray's Harbor. The clearing of the first section of the Right of Way from Port Crescent IS NOW IN PROGRESS, and the president states that construction of the line will begin at both ends early in the spring, and BE COMPLETED BY THE CLOSE OF THE YEAR.

AN ESSENTIAL FEATURE IN THIS PROJECT IS THE

Ferrying of Solid Northern Pacific Trains

OVER TO PORT BECHER, on Vancouver Island, and thence, along a line to be also built by the Northern Pacific, into

The City of Victoria, B. C.,

Conveying freight without breaking bulk and passengers without change of vehicle.

SEVERAL STORES, hotels, warehouses and residences have already been built, and all indications go to show that a city of the very first rank must arise here.

I HAVE LOTS FROM $40 AND $50 UPWARDS.

And Most Eligible Acreage, within one-quarter and one-half mile of the city, which, at present prices, must return very large profits to investors; and I will gladly afford further particulars, with maps and full information.

WM. NEWTON,

Real Estate Broker, Conveyancer and Financial Agent,

Port Crescent, - - Washington.

CHINESE :-: LAUNDRY

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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.

Port Angeles and Neah Bay Route.

The Steamer Garland

A. W. HORNE, MASTER,

LEAVES PORT TOWNSEND FROM UNION DOCK, FOR

Port Angeles, Port Crescent and Neah Bay

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.