

PROVIN & MCKEAN

PIKE STREET—CORNER FIFTH AVENUE

WE TELL THE TRUTH THE WHOLE TRUTH AND NOTHING BUT THE TRUTH

When we say we are overcrowded with nice, new, seasonable goods, which must be sold at once to make room for Holiday Goods, which have commenced to arrive already—\$25,000 stock to be sold regardless of profit.

SPECIALS FOR FRIDAY AND SATURDAY ONLY

- 100 yards of Mill Remnants of 23-inch wide heavy dark Calico, regular 1200 quality, 50 yard Friday only 100 yards mill remnants, very nearly 1 yard wide, Robe Calico, just the thing for Comforters, etc., Friday only 50 yards mill remnants Silica Waist Lining, in black and drab colors, usual 15c and 20c quality in price, Friday 60c yard.
- 100 yards 24-inch Bleached Muslin Mill Remnants, cheap at 8c yard, Friday 50c yard.
- 200 pair of Ladies' Fine Ribbed Hose, 1/2 length, Friday and Saturday 40c pair.
- 100 Children's Tam O'Shanter Caps, Friday 3c each.
- 100 Ladies' Good Dark Wrappers, 40c each, all sizes; Friday only 20c.
- 100 Fine All-India 6-inch square uncut Stamped Doyles, 25c each Saturday only 10c.
- 100 pair Men's Seamless Mixed Box, 30c pair Friday and Saturday.
- 100 Misses' Ribbed Vests, well-made, floec-lined, and very heavy, worth 25c, Friday and Saturday 15c each, sizes from 2 to 6 years.
- 10 dozen Men's Fine All-Wool Underwear, in tan, worth \$1.00, Friday and Saturday 50c each.
- 50 yards 40-inch Broad Black Goods; big value at 30c yard; 7 yards on each 2 suit; nice, our price 15c yard, Friday only 10c.
- Small sized Chenille Stand Covers, 10c each, Friday only 5c each.
- 50 6-12 Tapestry Stand or Table Covers, value 85c, 50c each.

MACKINTOSHES

- 100 Ladies' Blue or Black Mackintoshes, double texture, field lining throughout, last year's price \$5.00, these are Wool Serge, single cape, 25c each, Friday and Saturday 22.50 each.
- 100 Very Fine All-Wool Serge Mackintoshes, 2 detachable capes, velvet collar, field lining throughout, good value at \$8.00 each, Friday and Saturday 6.99 each.
- 100 All-Wool diagonal Twill Mackintoshes, 2 detachable capes, changeable silk lining, wide velvet collar, regular \$10.00, Friday and Saturday 8.99 each.
- 100 All-Wool Black Tricot Mackintoshes, detachable cape, lined throughout, big seller, only \$4.50.
- 100 Men's Mackintoshes at \$10.00, \$7.50 and \$5.00 each; big bargains.
- 100 best quality Changeable Tartan Silks, all colorings, good value at \$10.00 a yard, Friday only 9c yard.
- 100 the good Cotton Batting, nice and clean, Friday and Saturday 40c roll.
- 100 yards of Checked, Striped and Mixed Flannel, very nearly one yard wide, good value at 25c; our price 15c yard. These we bought in remnants from the mill in lengths of 15 and 25 yards, so they are very cheap.
- 100 yards 2 yards wide, half bleached, very fine Gorman Table Linen; our price 35c; good value at 45c yard.
- 100 yards 2 1/2 inch half bleached Pure Linen Table Damask, 25c yard, worth 35c. These linen we bought before the tariff took effect; they are worth at least 25c each more than we ask.
- 100 pieces beautiful new Dress Goods, in all the very latest patterns, 33 inches wide, only 15c yard, \$1.20 suit, 50c each.
- 100 Men's Grey Undershirts and Drawers, at 25c each.
- 100 South Sea Lander's Shirts, lined bosom, lined back and front, patent buttons, no sewing, regular price 75c, our price 50c each.
- 100 Men's Heavy Flannelized Night Shirts, nice patterns, 75c each.

MILLINERY IS BOOMING

Have you seen our Millinery since it has been moved up stairs? If not you are great. We were so crowded in this department, where we do so much business, we were compelled to have more room to show our very extensive stock. We have everything here that you care to see. You may have seen in the window stock on hand we had to turn it into cash, and to do this we had to make deep cuts in all kinds of hats, trimmed and untrimmed.

Latest line of Walking Hats and Suits in the city. All new shapes and colors, styles away up, prices away down.

Special low prices on Misses' Fall Hats of all kinds in satin or dull finish.

We most earnestly ask all who are thinking of buying anything in the Millinery line to come early, as we can positively save you money on all the goods. Remember we have nothing in stock but this year's styles. Our maximum is to sell out all millinery every season, no matter what the price.

Big bargains in Trimmed Hats, from \$2.50 up. We keep four trimmers busy all the time and have all we can attend to to keep orders filled, so come as early as possible. Remember, new quarters up stairs.

DON'T FORGET OUR KID GLOVES

3 Sleep or Lace Gloves, in all shades and black, only 35c pair; every pair guaranteed. Try one pair.

We have so many specials we can mention but a small portion of them. Call and be convinced we sell cheaper than all others.

PROVIN & MCKEAN

Cor. Pike Street and Fifth Avenue

WATER FRONT NEWS.

Member Greyhound was brought around 12 o'clock last evening and the repairs were to be completed there. She will leave the Everett run in about ten days.

There are now three steamers due from Seattle—the City of Topeka, from Juneau, the Avalon and City of Seattle, from Seattle. None of them have yet received.

Member cutter Bear has as yet received no telegraphic orders from Washington City to proceed to the relief of the whales imprisoned in the Arctic Ocean, nor is it the general belief among seafaring men that she will receive orders to proceed to the inflexibility of the project.

It is not probable that the Rosalie will be in shape to sail for Alaska before November 15. She has been delayed somewhat by getting her new machinery and the engine work will not be completed in time to permit her to sail before that date. The Rosalie will present a vastly improved appearance after the repairs are completed.

Member Homer is coaling at the Oregon Improvement Company's bunkers to-day and will sail for San Francisco shortly. A somewhat unusual feature of her arrival from Alaska yesterday was the fact that no hitch with the customs house officers occurred over the landing of the seventy-eight Chinamen from Hunters Bay which she had aboard. All of their registration certificates were regular and they were permitted to land without difficulty, the only hitch being a hot time in Chinatown last night.

The captain of the British bark Roseberry, which has been loading with wheat at the West Seattle elevator for a week,

FOR AN ELECTRIC ROAD

James Hopkirk's Scheme for Alaskan Travel.

AN OVERHEAD TROLLEY LINE BANK ACCOUNT REQUIRED

He Declares His Plan is the Only Practicable One for Transporting Prospectors and Goods Over the Pass to the Lakes.

The wait of the disheartened tenderfoot, the growl of the old-time prospector and the vivid accounts of the newspaper correspondents of the difficulties encountered by the gold-seekers on the Klondike over the Skagway trail have evidently struck a responsive chord in the hearts of those who have an aptitude for mechanical inventions and the exorbitant rates charged for packing goods over the trail has excited the interest of capitalists. Judging by the dozens of more or less practical and impractical ideas that have been put forth and the number of companies that have been organized to facilitate the transportation of freight over the pass to the lakes. Among those who have been studying the question is James Hopkirk, a master mechanic of Oakland, Cal., who has been supervising the building of the Washington State Building at the World's Fair and the Jefferson, Thurston and Whatcom County courts.

The result of his cogitations is a new style of electric trolley, which it is what he claims it to be, is not likely to be surpassed for cheapness, utility and quick construction. He has received a patent from the Canadian Government and has been advised by the engineering red tape formalities at Washington are complied with he will have his invention protected by Uncle Sam.

Mr. Hopkirk, who is now in the city conducting his electrical business, said in an interview last night:

"I believe that I have solved the problem of transporting passengers and freight from the coast to the lakes on the quickest, cheapest and safest manner by means of an electric elevated single track railway, that can be built in ninety days at a cost well inside of \$100,000, with a capacity only limited by the number of cars in use. The track consists of a main line, 6 feet high, 14 feet apart, on top of which are strung two timbers, each 6x12 inches, 23 feet long, so that the joints overlap, the end of one 6-inch timber resting on each end of the other. A main line is a 20-pound steel rail, on which the cars run. Sixty men can build 1000 feet of track a day at a cost of not over \$2500 a mile. If built on the Sound, though in Alaska it would probably be built on a double track, the cars are 13 feet long, 7 feet high and 4 feet wide, capable of carrying three tons each. Two cars are joined together by heavy beams overlaid and run on one set of rails. The cars are supported by one car. Two heavy car wheels support the load, and two 14-horsepower motors are needed, one for each wheel. The motor is placed in the center of the top of the car and the track runs on the side. The cars weigh 2000 pounds each exclusive of the motor, and can be built for less than \$100 each. The bottoms of the cars run two feet above the ground, which gives them a fine view of the country, when it has a chance to give show is not such a terrible obstruction. The cars are steered by wheels at the bottom, set by a spiral spring, which takes out the vibration. For safety's sake the electric wires can be strung for \$200 a mile, but double wires must be strung for a greater distance at twice the expense. The only cost of the system is the electric wire and with a 15-horsepower motor can climb a 12 per cent grade. To switch a car is like opening a gate, run the car on top of the gate and turn it which you want it to go. It can be run on a double track and a double car carries six tons. That is twelve tons a day at 5 cents a pound or \$1200 a day a car. It would not take long to pay for the road with say ten cars at that rate. I am now negotiating with a local syndicate to build a road from Seattle to the Skagway trail and expect to get well under way inside of three months. The engineer who was consulted by the syndicate gave his opinion yesterday, after a thorough examination of the idea was perfectly practicable."

THE SKAGWAY WAGON ROAD

Will Cost Only \$55,000—Money Rapidly Being Secured to Complete the Work.

D. J. McKinley, the well-known Mayor of Skagway, in a meeting with great success in floating stock on his road scheme from Skagway Bay to the coast. The road will cost but \$55,000, instead of \$500,000, as was reported. The \$500,000 statement was made through a misunderstanding.

Twelve men were working on the road last week and it is expected to be completed by the end of the month. They intended to push work as fast as possible. The road company has two steel bridges on the way from Portland, and will put them in over the Skagway River as soon as possible. This road will be able to accommodate 4000 people a day by April 1. The company has already raised \$30,000 in cash. Twenty-five thousand dollars' worth of stock will be sold here and the same amount in San Francisco. The company has the amount necessary to complete the road.

JUDGE CANN AT WORK

Find the Frenchman Guilty and Alarms a Certain Tenderfoot Element.

Judge Cann rendered a decision this morning in the case of two Frenchmen charged with disorderly conduct that will bring a large tenderfoot element into court. He sentenced the two men to 10 days in jail. The men were Charles Chainin and Henri Derheimer. They were arrested on a week ago by detectives Barbee and Wilkins in company with two French women. Three other men were arrested at the same time, but have jumped their bail. The police say that these men are living from money earned by the women. That point did not come out at the trial as they were charged with being disorderly persons. It was not likely that they would have been convicted had not they tried to prove that they were simply living with the women and not receiving money from them. Judge Cann held that they were guilty of the charge for simply living with the women whether they had employment or not. He fined them \$50 each. Their attorney, P. D. Hughes, gave notice of appeal and the Court fixed the appeal bond at \$15 each. If the Superior Court holds on the case as Judge Cann did it is hard to say how many of the men will be brought up on the same charge. The number is very large.

Friday morning, November 12th, will open one of the greatest fairs ever known in Seattle's history. Over fifty thousand dollars' worth of clothing and furnishing goods are to be sold at less than the cost to make them. The sale will take place at the Hotel York, 705-707 Second Avenue, near Cherry Street.

"Turn the rascals out"—the familiar party-cry—may be applied to microbes as well as to men. The virus of diphtheria lurks in the blood as "turned out" by Ayer's Sarsaparilla as effectually as the old postmasters are displaced by a new administration.

Taking life easy is impossible without comfortable shoes. Three dollars gets them at Men's Shoe Store, 908 First Avenue.

For Copper River on "Bering Sea" Tuesday next, November 9, 1915.

IT IS A NON-PAYING OFFICE

Such Is That of Deputy United States Marshal.

Best Marshal Ide Is Making a Strong Fight to Have the System Changed—How Uncle Sam Pays His Administrative Officers.

United States Marshal C. W. Ide is making a strong fight to have his deputies placed on salary. He is being assisted in his fight by Senator Thomas W. Ryan. It is understood that the movement has the moral support of Judge Hanford. As the matter stands now the Deputy United States Marshals are working principally for glory and in many cases their rates of pay are so low that they are deserting through their attempts to properly fulfill the duties of their office.

In former years the United States Marshal's deputies in the States of Washington, Idaho, Montana, Wyoming, Oregon and North Dakota were paid under the double fee system. The regular fee system prescribed by statute is 10 cents per mile for carrying prisoners—that is, 10 cents per mile each for both prisoner and officer—5 cents a mile while serving writs or other legal papers and \$2 for the actual service of the writ. The Government exacts 20 per cent of all fees. But in the new style of the double fee system, the Marshal provided that owing to the long distances to be traveled and the crude methods of travel Deputy Marshals should be allowed double fees.

Under this system it was possible for a Deputy Marshal to receive \$1000 wages or at least at three meals per day. But either through a spasm of economy or through an oversight the appropriation bills passed by the last session of Congress have provided that the double fee system in this state and some of the other states, and as a consequence the office of Deputy Marshal is under the "all work and no pay" system.

As an example of what may be cited as follows: Suppose a Deputy United States Marshal has a writ to serve in Whatcom. The fare is \$8 for the round trip, which amount he has to advance out of his own pocket. Under the old system he was allowed mileage until the writ is served, after it is served big-hearted Uncle Sam allows him to get home the best way he can. Under the train schedule he is only allowed to travel in the morning. He has to find his man to serve the writ; if he fails to find him in that time he has to wait over twenty-four hours before he can get back to Seattle. His board and room will cost him \$2 at the very least. Whatcom is 100 miles from Seattle. He is allowed \$2 for the round trip, but the Government steps in and claims 50 per cent of his fare which is \$2. Result: Expenses, \$6; receipts, \$4; loss in money, \$2; loss in time, 2 days. Whatcom is selected for this illustration because a large percentage of the United States Marshals' office in the United States Marshal is done with that city.

Should the unfortunate Deputy Marshal succeed by any hook or crook in clearing a dollar by the trip, he is compelled to wait until the next morning before he receives it. From this it will be seen that it requires a man with a bank account to successfully fill the office of Deputy United States Marshal. Carrying prisoners is a little more profitable than serving writs, but its benefits are offset by having to wait an interminable length of time for one's fees.

Another example of this system may not be unamusing. It will be remembered that Deputy Marshal Van Houten recently made a trip to Arizona with a man who was wanted there as a witness in the Federal Court. The trip cost him \$300. He carried the man to Phoenix, where he cleared \$50 by the trip, for which amount he will have to wait ninety days, sitting meanwhile in the office and sinking money into the pockets of the State.

The matter of placing the deputies on salary is left to the discretion of the United States Attorney General, and to him Marshal Ide is making a strong appeal. To come to the relief of Washington's officials.

NO MAYOR YET

Six Ballots Taken Last Night With No Change.

Last night the City Council met to ballot for the fourth time for a Mayor. Rudy presided.

Before this matter was taken up several committee reports were made on routine matters. An ordinance passed authorizing the Chief of Police to cause each and every male prisoner in the city jail under sentence, upon conviction of a misdemeanor, to perform such work as he may be able to do in the city.

The majority matter was then taken up and Rudy wanted the number of ballots limited to five.

Hurd thought the Council better go to adjourn until the next morning, and quit when it liked.

Navin said the Republican politicians hadn't yet got matters fixed to suit them, and twenty ballots would result the same as five.

Six ballots were taken, the last one resulting exactly as the first one stood Monday night—James A. Cline, 4; Terry & Volgt 1 and Atkinson 1.

The Council then adjourned till tonight at 7:30 o'clock.

Resolutions of Thanks

Editor The Times: At a meeting of the Social Democrats of Seattle the following resolutions were unanimously passed:

Whereas, At the school election held in the City of Seattle on November 8, 1915, the Social Democrats, by a large majority, voted in favor of free text books and a competent Director of Public Schools, and

Whereas, We believe the good results obtained are largely due to the great efforts and influence of The Seattle Times and other friends of the cause; therefore,

Resolved, That we, the Social Democrats of the City of Seattle, in regular session, do hereby vote of thanks to The Seattle Times, and its able editor-in-chief, Alden J. Blothen, for the efficient work done in favor of free books, for free schools and for honorable and competent school officers. We also thank all who co-operated in securing the splendid result.

Resolved, That a copy of these resolutions be furnished The Seattle Times for publication.

COS. F. H. MIERNAN, Chairman Committee on Resolutions.

J. B. FOWLER, Sec'y.

Sec'y L. E. No. 2, S. D. of A.

Shoes are largely due to the great efforts and influence of The Seattle Times and other friends of the cause; therefore, we vote of thanks to The Seattle Times, and its able editor-in-chief, Alden J. Blothen, for the efficient work done in favor of free books, for free schools and for honorable and competent school officers. We also thank all who co-operated in securing the splendid result.

Resolved, That a copy of these resolutions be furnished The Seattle Times for publication.

ONE OF OUR GUARANTEED WATER-PROOF CORRECT STYLE

Mackintosh Coats

Is Almost a Necessity in This Glorious Climate.

THINK IT OVER.

CHEASTY'S

Second Ave. and James St.

AMUSEMENTS

John Griffith.

"Faust" was performed at the Seattle Theatre last evening before a large audience, which testified to its pleasure in the work of Mr. Griffith and his company by frequent bursts of applause. The entire performance was given with a finish that was delightful. Everything was done which could perfect this great play's wonderful picture, and the lesson taught by the incarnate Mephisto was carried home to all. Mr. Griffith is a great actor in this role, his capabilities foreshadow a brilliant career.

Tonight Mr. Griffith will play the title role in "Richard III," and should be a success as the wickedest of monarchs. Judging from the work of the company last night, Mr. Griffith should be ably supported. All lovers of the heavier forms of tragedy may rest assured that justice will be accorded this great historical drama at the hands of Mr. Griffith, even granting that it has tested the abilities of older and more applauded tragedians.

"Tennessee's Fardner."

Lovers of melodrama have a treat in store for their next Monday and Tuesday when "Tennessee's Fardner" will occupy the boards of the Seattle Theatre. By melodrama is meant a naturally conceived and coherently carried out play, containing interesting situations, exciting tableaux and natural climaxes. The grotesque horrors of burr saws, railroad wrecks and "coalitions" built by stage carpenters and mechanists have increased the artistic value of the more enlightened school of melodrama to which "Tennessee's Fardner" belongs. It is a story well told of the strong friendship of two men; of the love of a man and woman, of sinning and repenting and forgiving. There are admirable climaxes in it, well managed love scenes and enough comedy to balance effectively the lesser quality of the latter. The scenery is new, appropriate and well conceived, and the company is composed of high salaried, experienced players, especially engaged for the requirements of their respective roles. The production of "Tennessee's Fardner" is a most interesting and well conceived play. The company is composed of high salaried, experienced players, especially engaged for the requirements of their respective roles. The production of "Tennessee's Fardner" is a most interesting and well conceived play.

"South Before the War"

A beautiful chrysanthemum bouquet was presented to every lady attending the special matinee of "South Before the War" at the Third Avenue Theatre yesterday afternoon.

There was another large audience last evening, and the sale for tonight forecast a record-breaking. There will be another and last matinee Saturday afternoon at 2:30 o'clock. "South Before the War" is without question the best negro show that has ever been seen here.

The Wrestling Match

It is the general opinion of those who know whereof they speak that if Charles Moth defeats Pat McLaughlin at the Third Avenue Theatre next Monday night, he will have to do the best wrestling of which he is capable. McLaughlin is a former champion of the Pacific Northwest, and as neither man can afford to lose the match, the contest will be a hot one. Moth, on the other hand, feels confident of victory. Both men are training hard for the event.

The contest will be one that ladies can witness with perfect propriety. The contest will be a gladiatorial one, and not an exhibition of brutality.

REAL ESTATE TRANSFERS.

Real estate transfers since January 1 amount to \$4,066,127.64. Following is a list of deeds filed for record in the County Clerk's office yesterday:

John James and Helen Marie Flinn A. to Mary Christ, lot 11, block 2, Englewood, in NW sec 34, tp 24, r 6, Nov. 8, 1915.

W. H. Davis et al. to George Pulver, 1/2 sec 2, tp 24, r 6, Sept. 4, 1909.

Anna A. Jones and Henry H. Jones, to W. H. Davis et al., sec 31, tp 24, r 6, Nov. 8, 1915.

Avery Parker, by J. W. Cline, atty. in fact, to C. J. Co., lot 2, block 28, cent portion 1/2 sec 24, tp 24, r 6, Nov. 8, 1915.

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