ALL THE OTHER WAY.

TWO ALASKA STEAMERS ARRIVE WITH FEW PASSENGERS.

Schooner Sea Gull Wrecked Near Juneau—The Topeka Will Return This Morning, the Al-Ki April 4—Mining Development in Southeastern Alaska—Alaska Commercial Company Business—Cook Inlet Travel—Steamer Dora Arrives in Port for Repairs of Damages Sustained in the Storm That Wrecked the Willapa.

Two Alaska steamships arrived yesterday from the North, their passenger lists affording a decided contrast to those of vessels bound the other way. The tide of travel has set towards Alaska, and but few people are now coming down. The City of Topeka arrived about 2 o'clock in the morning, and three hours later the Al-Ki hove in sight. Both vessels have been battling with heavy storms since they left here, and on the way down were caught in a snowstorm. The wind at times blew a gale, and the captains were thankful to arrive in port without injury.

Boats in Alaska waters had a hard time generally, but only one wreck is reported. The Schooner Sea Gull went upon sunken rocks between Juneau and Hoonah. She was valued at $1,000. The steamers running from Juneau to Dyea had rough passages, but no loss was sustained. Business on this route is rushing now. Local business houses were stimulated to some activity by the Alaska orders, which are more than usually heavy.

A heavy sale of tickets kept clerks busy both at the city ticket office and on the dock. The Al-Ki will take north a party of forty French-Canadians for Dyea. The rate of passage on the Al-Ki to Juneau was raised from $12 to $15 first class, and to $7.50 second class. This is the rate that has been prevailing on the City of Topeka.

The Al-Ki on its arrival at Dyea found about 200 men encamped at Sheep camp awaiting a turn in the weather before essaying to cross the summit. Several parties had already started out, aggregating fifty men in number.

Pilot C. H. Bradley, of the steamship Al-Ki, was arrested in Juneau on the last voyage north on a charge of interfering with the customs officers. He was fined $50.

The Al-Ki had the following passengers: G. Leong, P. McMullen, Miss Grace Calhoun, Mrs. E. Webster, Mrs. E. Van Wert, Mr. and Mrs. G. Barle, Miss Amy Tuttle, G. E. Cameron, O. D. Morse, Mrs. Hamblet, W. Delfel and six second-class.

Following is the Topeka's passenger list: Mrs. Robert Wetz, Mrs. Turner, Mrs. A. L. Brightman, Joseph Miller, J. S. Richards, F. D. Nowell, F. H. Carleton, John Lamontagne, John Hiland, A. Morton, Maurice Healey, John C. Calbraith, A. A. Maltby, W. W. Hooper, Mrs. R. Oberley, A. B. Brick, Mrs. S. Card, W. Ebner, C. S. Tennant, C. McGorrigle, J. P. Ward, D. M. Moses, Violet Lee, Mrs. J. H. McWaters, J. Wonnacott, I. Winn, A. B. Todd and seven second-class.

Steamship City of Topeka will sail for Alaska this morning at 9 o'clock. Steamship Al-Ki will said April 4.

A New Stamp Mill.

Among the Topeka's passengers was William M. Ebner, president and general manager of the Ebner Gold Mining Company. He is on his way to Portland and San Francisco to purchase a new ten-stamp mill. In Alaska he makes his headquarters at Juneau. The Ebner gold mine is located in Silver Bow basin, about two miles from Juneau. About thirty men are employed all the year round in its development, all operations being carried on underground. Several tunnels have been run in the mountain side, and the ore is carried on a short tramway to the ten-stamp mill now on the property. This will be increased to twenty stamps by the contemplated purchase. Both mill and mine are at a low elevation, and the power obtained from Gold creek is sufficient to keep things running all year, the Ebner being the only mine in Silver Bow basin operating the entire year round. The ore is a medium grade and free milling. It runs about $12 per ton. The discovery was made by placer miners early in 1880, and was purchased by the present owners three years ago.

Mr. Ebner was seen yesterday at the Butler hotel, and talked in a general way of mining interests in the vicinity of Juneau.

"Adjoining our property at the entrance of the basin," he said, "is the Lane & Howard property, recently purchased by the London Exploration Company. A 1,000-foot shaft will be sunk on the property this summer after a thorough exploration has been made. Meanwhile a thirty-stamp mill will be kept in operation.

"Another large mine in the basin is owned by the Nowell Gold Mining Company, which is operating a twenty-stamp mill. I own a number of quartz claims and a large hydraulic mine. The last is in Silver Bow basin, four and one-half miles from Juneau. I intend buying some new hydraulicking machinery in Portland or San Francisco.

"Sheep creek basin is coming to the front. A number of promising claims are being developed there. Sum Dum has several large companies. Probably the largest is the Bald Eagle. They are not now adding anything to their capacity, but are driving a 1,600-foot tunnel to tap their ledge at 700 feet depth. The ore is of a very high grade. The Sum Dum Chief is making extensive improvements, and I understand the building of a mill is contemplated this season. The Troy Mining Company's property on the north side of Sum Dum bay has recently been purchased by a French syndicate, which expects to build a mill the coming season.

"Another district with a good future is Windham bay, commonly called Shuck. The first placer diggings in Alaska were discovered there. The Windham Bay Gold Mining Company, of which I am president, expects to thoroughly develop the property this season, preparatory to building a mill. The ore averages about $200 per ton. In Ketchikan are a number of bonded claims held by men of ample capital. These are chiefly copper, silver and gold propositions.

"In a general way, Alaska is looking very prosperous, and the coming year promises to be successful as well as active."

Frederick D. Nowell, agent of the Nowell Gold Mining Company, and manager of the Berner's Bay Mining and Milling Company, at Juneau, came down yesterday on the Topeka. While here Mr. Nowell will purchase lumber for an addition to the mill of one of his companies at Sheep creek.

Charles E. Peabody, general manager of the Alaska Steamship Company, went to Tacoma yesterday, presumably to negotiate for the steamer City of Seattle. This vessel is a fine passenger boat, and would be most desirable for Alaska passenger trade. Her running expenses are very heavy.

Jealous of Seattle.

The old jealous fear of Seattle merchants seems to be once more agitating the business breast of Juneau, if the following editorial from the Alaska Searchlight can be taken as a criterion:

"It is estimated that fully 60 per cent. of the Yukoners who arrived on the Al-Ki outfitted in Seattle. Nor is it the retail stores alone that are working for this trade—some of the very best wholesale houses in the city are getting a good share of it. What chance have Juneau merchants in competing with these wholesale houses? There are two things which should be done by our merchants, and that, too, without delay. They should refuse to patronize any wholesale house which engages in this outfitting trade in any way, shape or manner, and they should establish a line of steamers between here and Dyea which could handle this business. Individual effort will avail little; concerted action can accomplish much. Intelligent business methods adopted by all, and Juneau will be able to control a large share of the Yukon trade, but a continuance of the present condition, and two years from now no one will outfit here save such as go from here. The Seattle merchants are learning to put up outfits; they are doing better this year than ever before, and while it is true that Juneau merchants understand this outfitting better, it is also true that the Seattle outfitters are learning. There is no sense in trying to deceive ourselves; no profit in allowing ourselves to be flattered into fancied security, when we know that the outfitting trade is already hanging in the balance. It is time for action, not words. We should not lose sight of the fact that among those going in every season there is a sprinkling of 'old-timers;' men who know what an outfit is and what it is worth. We regret that this condition exists, but believe no possible good can come from ignoring it while a full discussion of all its phases may awaken our business men to action."

Alaska Customs Service.

Following is the report of the Alaska customs service from July 1, 1893, to January 1, 1897:

Vessels entered from foreign, 430; cleared foreign, 253; entered from domestic ports, 582; cleared for domestic ports, 525; entries of merchandise for duty, 306; entries of merchandise free of duty, 10; entries for export to adjacent British provinces, 30; certificates of registry granted, 1; certificates of enrollment granted, 26; licenses for coasting trade granted, 63; licenses for fisheries granted, 3; licenses to vessels under 20 tons granted, 122.

Value of exports—Domestic, $36,063; foreign, $48.

Receipts from all sources—Duties on imports, $36,205.46; tonnage tax, $1,998.37; fines, penalties and forfeitures, $2,467.37; miscellaneous customs receipts, $802.67; wharfage, $5,469.10; official fees, $2,347.35. Total, $49,350.32.

The Alaska Commercial Company.

The Topeka will carry north today M. L. Washburn, superintendent of the Alaska Commercial Company for the western district of Alaska, of which Kodiak is a center. He will join the Dora at Sitka and proceed in her to Kodiak.

"We anticipate a considerable business this year in Cook inlet," he said yesterday when seen at the Rainier-Grand hotel. "Of course, many who went there last year will not return, but a majority of the experienced miners will go back. A more regular transportation service will be given to Kodiak this year, as the Alaska Commercial Company has put on an extra steamer. The Bertha will make trips from Juneau twice a month and the Dora will sail from Sitka once a month. The company, which used to deal altogether in furs, is now getting into the transportation business. There are trading posts at all the settlements on the inlet and in the Yukon. Probably those in the western district number thirty or more and employ about fifty men. Supplies for these posts are brought from San Francisco direct, in vessels owned or chartered by the company. The head office is in that city. The steamer Excelsior will make three regular voyages to St. Michaels, leaving San Francisco June 5, August 5 and September 5. The vessels owned by the company are eleven in number—three steamships, four sailing vessels, and four steamers in the Yukon river. The store at Kodiak is three stories in height, and carries everything that any of the posts can desire."

Mr. Washburn comes out each fall and winters in the East.

Steamer Dora in Port.

Steamer Dora, which went ashore at Green island in the recent storm that wrecked the Willapa, arrived here yesterday afternoon and will be repaired by Moran Bros. Her keel and hull are slightly damaged. The Dora is in command of Capt. Anderson, formerly of the St. Paul and recently of the steam collier Progreso. The Dora has sustained no serious injury, and will proceed in two or three days to Sitka, whence she will run once a month to Kodiak. She is lying at the Kerry mill dock.

The Danube, which reached Victoria yesterday, brought particulars about the mishap to the Dora. The steamer was on her way to Sitka when she struck a rock off Dundas island. She was so badly damaged that the pumps had to be kept constantly at work. The water gained rapidly; the engine room was soon flooded and the fire put out. Boats were lowered, and by the assistance of a jib, the steamer was towed to Port Simpson. D. A. Robertson, of that port, making temporary repairs, the steamer was able to leave for Mary Island, where the captain intended to land the passengers and then return to the Sound for permanent repairs.

O. I. Co. Gets the Wharves.

The Oregon Improvement Company has acquired control of the Juneau City and People's wharves in Juneau, and H. F. Robinson, formerly connected with the company's local coal office, will assume management April 1. Wharf charges will be reduced to $1 per ton. No hay, grain or feed will be dealt in, but two grades of coal will be kept for sale. One is the Nanaimo coal, the same as is now carried; the other will be Newcastle coal, mined by the company. This coal will be sold at $8 a ton, a reduction from the rate that has been prevailing.

Pigeon Service to Alaska.

The long delay experienced in receiving news from or transmitting it to Alaska has been a serious drawback to that country which bids fair to be, in a slight degree, mitigated by the establishment of a carrier pigeon service from Douglas island to Puget sound. The Juneau Mining Record gives the following account of steps already taken in this direction:

"Supt. Duncan, of the Alaska Treadwell Gold Mining Company, has secured several homing birds from a famous Oakland loft, two of them having gained splendid service records, and a large and commodious loft has been built at Treadwell for their accommodation, where they are now domiciled. The Pacific Coast Steamship Company has offered to transport the birds to and from the Sound and the work of training will be begun as soon as arrangements for their care and housing can be perfected at the southern terminal of the route, which will probably be established at Port Townsend. The flight is a very long one, the distance by the steamer route being 823 miles, but it is not without precedent in homing records, and there is no doubt that careful training and handling will result in an efficient service, though, of course, a considerable time will be required to bring it to practical perfection.

"The value of such a service will be inestimable to Alaska. It is a matter of frequent occurrence when the opportunity to dispatch messages between steamers would be worth thousands of dollars to our people here, and this notwithstanding that long experience has cultivated the habit of looking ahead, anticipating every possible need and preparing for it. Still, contingencies constantly arise where a means of communication, such as Supt. Duncan proposes to inaugurate, would prove little short of a blessing. The merchants of this city will lend the plan their heartiest co-operation and support."

Rev. William Duncan's Troubles.

Rev. William Duncan, in charge of the mission school at Metlakahtla, is said to be in trouble. He was a passenger on the steamship Willapa, and after enduring the hardships of a wreck at sea, has arrived home to find the natives under his control in an obstreperous mood. They desire Annette island thrown open to mining exploration, and to this he refuses to consent. Another cause of trouble is attributed to the industrial enterprises which Mr. Duncan has established in Metlakahtla with the backing of Portland capital. The backers are now said to be assuming control of the industries which Mr. Duncan had established for his own management.

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Some Uncolored

Japan Tea.

5-lb full-weight boxes; not so much for STYLE as it is for STOUT; sell it today

At 90c Per Box.

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SURE TO BE BUILT.

CROW'S NEST PASS CONSTRUCTION TO START IMMEDIATELY.

The Canadian Pacific and the Dominion Government Reach an Agreement—To Open Up a Mineral Region of Vast Riches—O. O. Winter Appointed Assistant General Superintendent of the Great Northern, in Place of Russell Harding, Who Is Now General Superintendent.

Information received by the Post-Intelligencer last night from Rossland says that a dispatch has been received there from Toronto stating that the Toronto Globe, the official organ of the Laurier government, has announced that an arrangement has been perfected between the Canadian Pacific Railway Company and the dominion government whereby the construction of the Crow's Nest pass railway extension through the coal fields of East Kootenay to Rossland will be proceeded with immediately.

This information is becoming generally known at Rossland and the citizens of the town are jubilant, as the completion of the road assures the smelting interests of Southern Kootenay cheap coking coal as well as for domestic purposes.

The news comes as authentic and revives the visit a few months ago of Minister Blair, of the department of railways and marine of Canada, at which time he said in an interview published in the Post-Intelligencer that such an arrangement would be made.

The building of this road means much to British Columbia. It will open up a mineral region of surpassing richness, which has only been waiting for transportation to be made known to the world. Much of this great mineral area has been practically useless because so far removed from transportation; but now the prospector will be rewarded and a market afforded for both the high and low grade ores lying on or near the line of the projected railway.

The great coal fields in the Crow's Nest pass will became available. These fields have been known for many years. The character of some of the coal veins is said to closely resemble anthracite.

The route of the road has not been fully determined. A survey made several years ago started from Lethbridge, Alberta, and ended at Nelson. Lethbridge is 108 miles west of Dunmore, on a branch of the Canadian Pacific railway. This branch road was built several years ago and operated as a narrow gauge by the Galts, who owned the great coal mines at Lethbridge. A few years ago the Canadian Pacific acquired control and changed the road to a standard gauge. Just how the line will be built west of Lethbridge is not officially known. The people of that section have always thought it would, when built, go through Fort Macleod and at that point make connection with the line now being operated between Macleod, Calgary and Edmonton, and then follow up Old Man's river and Pincher creek and thence through the pass. Canadian Pacific officials express the opinion that the surveyors will not reach Macleod, but keep to the south and west, striking the Old Man's river several miles above.

The old surveys, after leaving the Rocky mountains, strike Elk river, following down the stream for several miles, thence across to the upper Kootenay, crossing that stream about twenty miles below Fort Steele; thence in a northwesterly direction to Cranbrook, thence southwest to the Moyie river, down on the east side of Moyie lake and river, and across to Goat river, running a short distance down that stream; thence northwest below the head of Kootenay lake, crossing the river and following up the west side of the lake to a point opposite Balfour, thence down the Kootenay to Nelson.

A later survey, it is said, has been made up the Moyie to its headwaters, crossing the divide to the headwaters of Goat river and down that stream to the Kootenay and then following the route indicated.

Mining men say that an old survey up the St. Mary's, if followed, would be the shortest, and open up a richer mineral country. Surveyors, however, say the route is impracticable, as, where the summit of the Pursell range is reached, a descent of 5,000 feet must be made in seventeen miles. This survey, if followed, would have its disadvantages from a transportation point of view, for when the line reached Crawford bay the further service would be impaired, as barges would be required to haul the cars to Nelson. By the other route it would be an all-rail route to Nelson, although much longer. There are more engineering difficulties to be overcome by the St. Mary's route, the engineers say.

Parties of surveyors have been in the field all winter in the vicinity of Goat river, the Kootenay and on the west side of the lake toward Nelson.

ASSISTANT GEN. SUPERINTENDENT.

O. O. Winter Appointed to the Place Vacated by Harding.

Following J. J. Hill's circular announcing the appointment of G. R. Martin as general superintendent of the Montana Central, vice James M. Gruber, promoted, two more appeared last evening, each over the signature of Russell Harding, general superintendent. The first announced the appointment of O. O. Winter as assistant general superintendent in charge of the Western district, with headquarters at Spokane. Since Mr. Harding was promoted to the general superintendency this position has been vacant. Mr. Winter has had charge of the Eastern district, with headquarters in St. Paul, about a year, and has lived in St. Paul or Minneapolis many years. He was formerly general superintendent of the Brainerd & Northern. The other circular announced the appointment of James M. Gruber as assistant general superintendent in charge of the Eastern district, succeeding Mr. Winter. These appointments took effect March 25. Mr. Gruber was formerly with the Eastern Minnesota. Mr. Martin has been assistant auditor of disbursements many years and has been connected with the general offices since 1888.

The following is a copy of the circular concerning Mr. Winter's appointment:

"Office of General Superintendent, St. Paul, Minn., March 25.—Mr. O. O. Winter is hereby appointed assistant general superintendent in charge of the Western district, with headquarters at Spokane, Wash. Appointment effective March 25. R. Harding, general superintendent. Approved: James J. Hill, president."

Mr. Winter is still in St. Paul, but he is expected to arrive in Spokane by April 1, at which time Superintendent Harding is also expected, and both will undoubtedly visit Seattle before Mr. Harding's return East. Mr. Winter entered railway service as a brakeman on the Chicago, Rock Island & Pacific, in 1872. From that date to 1888 he was consecutively conductor and yardmaster on the Chicago, Rock Island & Pacific, Chicago & Northwestern, Wabash, St. Louis & Pacific, and Minnesota & Northwestern railways. From 1888 to 1890 he was general trainmaster and yardmaster on the Denver, Texas & Fort Worth railway. From 1890 to December 1, 1891, he was general superintendent of the Fort Worth & Denver City railway at Fort Worth, Tex. January, 1892, he was appointed division superintendent on the Great Northern at St. Paul, which position he held until last September, when he was promoted to be assistant general superintendent. He is said to be a most capable man, and one who is immensely popular with the other employes and officials of the road.

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WINDOW SHADES...
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The Most Complete CARPET, MATTING AND LINOLEUM Stock in the City.

Furniture—Carpets—Ranges—Etc.

FREDERICK, NELSON & MUNRO. Rialto Block.

From Cairo to the Pyramids.

The Egyptian government has just authorized the Cairo Tramway Company to build a line as far as the pyramids, and in a short time it is expected that this line will be completed. The Khalig canal, which traverses the city of Cairo, is to be filled up, and in its place will be constructed the new line. Thus in the near future tourists from all parts of the world will be able to visit with the utmost facility the ancient burial place of the Pharaohs.

The removal of this canal, however, will benefit not only strangers, but also the native population of Cairo. For a long time it has been a veritable plague spot, being poisoned with foul matter that invariably breeds malaria at certain seasons of the year, and, from a hygienic point of view alone, it is therefore desirable that this hotbed of infection should be removed. Modern scientists have come to the rescue, and the same energy that planned the construction of a railroad to Golgotha is now bent on bringing the pyramids within easy reach of the nineteenth century sight-seers.

Three handsome hotels have already been built near the pyramids. They are provided with elevators and electric lights and are in all respects very comfortable. Interpreters, speaking all languages, are attached to them; in the spacious billiard rooms there are several tables, and in the reading rooms may be found the best known periodicals of all countries.

One enterprising company, it is said, has done even more than this for the gratification and comfort of travelers. This company noticed some time ago that there was a lamentable dearth of crocodiles in the Nile, and, knowing that very well informed travelers expect to find crocodiles in the great river, it nobly resolved to supply the deficiency.

Consequently it gave orders for the construction of a certain number of iron crocodiles, and these it placed here and there along the Nile. Any tourist there of sporting proclivities may rest assured that he will find several fine marks for his gun as he travels up and down the river, and the fact that the animals do not sink is surely no proof that he has not hit them, for does not everyone know that a crocodile's hide is one of the toughest things under the sun?

Portland Merchants Kick.

I. A. Nadeau, general agent of the Northern Pacific, has been in Portland for several days on business connected with the general freight department. While in Portland Mr. Nadeau attended a meeting of merchants at the Commercial Club, at which there was an emphatic protest entered over the existing situation that admits of San Francisco and Salt Lake city competing with Portland on an equal freight basis with Portland. The situation, as described by Mr. Nadeau, is peculiar. The haul from Salt Lake city to the territory under discussion is not unreasonably long and the competition is not regarded as so injurious as that from San Francisco, which is able, by an arrangement with the Southern Pacific and the Short Line, to get into Idaho as cheaply, apparently, as the Portland merchants. Besides the roundabout way above alluded to, the Oregon Railway & Navigation Company, by the use of its steamers between Portland and San Francisco, is able to absorb the nominal freight rate charged for the steamers in the haul from Portland to Idaho points. Circulars are frequently sent out naming a freight rate from San Francisco to Portland of $1 per ton, which is taken up by the O. R. & N. on its own line.

Northern Pacific Improvements.

Chief Engineer E. S. McHenry, of the Northern Pacific, who has been making a tour of inspection of the road in the Northwest, came into the city yesterday in his private car from Tacoma, accompanied by C. S. Bihlner, division engineer. To a Post-Intelligencer reporter Mr. McHenry stated that he was simply looking over the road. Regarding any contemplated extensions he said that the road had none in contemplation, despite the stories that are regularly wired out from Tacoma. The road is, however, improving all of its roadbed and will replace as fast as possible all of its present bridges of wood with truss bridges of steel. Within the year all of the track of the system will be replaced with new seventy-two-pound steel rails. The road is taking advantage of the break of the steel rail pool and has bought heavily for the purposes named. A great deal of money, according to Mr. McHenry, will be spent this year toward a general betterment of the system in all of its departments.

Railroad and Industrial Notes.

Robert Moran, of Moran Bros. Co., left yesterday afternoon for Chicago.

F. W. Parker, commercial agent of the Northwestern, is in Spokane. He is expected back Thursday.

Supt. Joseph McCabe, of the Pacific division of the Northern Pacific, was over from Tacoma yesterday.

W. L. Benham, Western freight manager of the Great Northern, left St. Paul Sunday night for Seattle.

Westbound passenger trains on both the Great Northern and Northern Pacific were yesterday reported ten hours late.

Edgar Ames, of the Seattle & Lake Washington Waterway Co., leaves for the East this afternoon over the Northern Pacific.

Kit Carson, traveling passenger agent of the Canadian Pacific, arrived in town yesterday, and leaves this morning for Vancouver.

Supt. L. E. Smith, of the Oregon Improvement Company, who went up to Anacortes Saturday night, returned to the city last evening.

The Great Northern road yesterday sent out circulars addressed to agents, announcing that, beginning April 5, the steamer City of Ellensburg will leave Wenatchee, connecting with train No. 4, and thereafter Mondays and Thursdays. Returning, the train will leave Brewster Wednesdays and Saturdays, connecting with westbound train No. 3.

The Spokane Falls & Northern made a change in its time card yesterday, by which its train for the North will leave Spokane at 7:30 a. m. Accordingly passengers for the North on the incoming Northern Pacific train from the West will be able to get breakfast in Spokane and have ample time in which to make connections with the Spokane Falls & Northern northbound train.

Strenuous efforts are to be made by the railroads to get the anti-scalpers' bill through the present special session of congress. The intention had been to allow it to go over until the next regular session, but the decision of the supreme court in the Trans-Missouri Freight Association case has caused a change of plans in this respect. Without any enforceable agreements in regard to the maintenance of rates and with the scalpers carrying on their business uninterfered with, it is feared that wholesale demoralization will ensue.

Midday Services at Rialto Hall.

The midday services of the Episcopal churches will be continued this week at Rialto hall. The subjects will be: Monday, "Patriotism," Rev. George Buzzelle; Tuesday, "Civic Aims," Rev. D. C. Garrett; Wednesday, "The City of God," Rev. H. H. Gowen; Thursday, "Justice," Rev. D. C. Garrett; Friday, "Truthfulness," Rev. H. H. Gowen; Saturday, "Philanthropy," Rev. George Buzzelle.

B. F. SHAUBUT DEAD

HE DIES IN A LONDON HOSPITAL OF CANCER.

A Cablegram Announces the Passing of One of the Foremost Promoters of Business Enterprises This City Ever Knew—One of the Organizers of the Transfer Company and of the Terminal Railroad & Elevator Company—A Stockholder in the Old Seattle Journal.

A cablegram received in this city yesterday morning announced the death in London, England, of Benjamin F. Shaubut, best known in this city as "Frank" Shaubut, one of the foremost promoters of enterprises ever known in this city, whose best work was done at a time when to be conspicuous among the many brilliant men who contributed to the greatness of Seattle meant intelligence of a high order and fearless enterprise.

Of just this stamp was B. F. Shaubut, and despite the two years that have elapsed since he was pointed out on the streets of this city as a fine type of the Western business man, there was heard nothing yesterday where he was known but the most sincere expressions of regret at his untimely taking off. For the past two years Mr. Shaubut has lived abroad, having an office in London, where he represented the mining business of a Spokane syndicate.

The malady which resulted in his death was cancer, which made its last appearance a few months ago, compelling him to go to a hospital. Before Mr. Shaubut went abroad the last time he was treated in

B. F. SHAUBUT.

Portland for another trouble, many physicians who were interested in his case refusing to believe that it was one of a cancerous nature. An operation was eventually performed by an eminent Eastern specialist in Portland, and this gentleman told the sufferer that there was no doubt as to the ultimate effect of the disease. Mr. Shaubut was convinced in his own mind that it was a cancer, and anticipated his death by keeping his business affairs arranged with the same methodical precision that had always characterized his affairs when he was conspicuous in the large enterprises with which his name has been identified.

Benjamin F. Shaubut was born at Manchester, Ind., April 16, 1851. In his boyhood he was always energetic, and when he grew older he became a business man of large ideas. He was "always fair and square and honest," to quote a remark made of him yesterday, and was a man of the most generous impulses. His father was a banker and a wealthy farmer, and in 1856, with the idea of finding a larger field for his enterprising disposition, he moved from Indiana to Mankato, Minn. Here young Shaubut grew up in an atmosphere of large commercial transactions, and along such lines he found the natural channel for his disposition to give itself expression, his best work being in relation to stock—both horses and cattle—of which he was passionately fond.

Eventually Mr. Shaubut went into business for himself, and with his brother, Harry Shaubut, now of this city, he dealt heavily in horses and cattle, both men being considered authorities on the subject of stock. In 1884 Mr. Shaubut went to Montana, where he joined Charles Armstrong in a mercantile business at Twin Bridges. Hearing that horses were scarce in Seattle, and that oxen were wanted in the lumber camps and woods, both Armstrong and Shaubut purchased all of the good stock they could get in Montana and drove them across the state to Seattle. The venture was a profitable one. From that time on until he closed out some of his local interests and went to England, Mr. Shaubut was considered one of the most enterprising and liberal business men of this city. Armstrong & Shaubut organized the Seattle Transfer Company, shortly after their arrival, and Mr. Armstrong is at present the president and business manager of the concern, while Mr. Shaubut at the time of his death held a considerable amount of its stock.

When the Seattle Terminal Railroad & Elevator Company was organized Mr. Shaubut was its principal projector and invested heavily in its stock. He was the manager of the business of the company and was also interested in the Daily Journal as one of its stockholders and in various other smaller enterprises, all of which served to make him a conspicuous member of the community.

Mr. Shaubut's mother is still living and is a resident of National City, Cal. His brother, Harry, is connected with the business of the transfer company, and his sister, Mrs. John A. Sanborn, of this city, is the wife of the cashier of the Equitable Life Insurance Company. No further details regarding Mr. Shaubut's death had been received in this city up to a late hour last night. The deceased had always carried a large amount of life insurance, being known at times to have as high as $50,000. His wife, who accompanied him from this city as far as her parents' home in Minnesota, when he went to England the last time, is still there.

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Gold Medal, Midwinter Fair.

DR. PRICE'S CREAM BAKING POWDER
Most Perfect Made.
40 Years the Standard.

Kline & Rosenberg.

Every Parent..

Who is interested in Boys' Clothing is invited to see the greatest

SPRING COLLECTION

Of Boys' and Children's Clothing ever exhibited in Seattle.

Whether You Want

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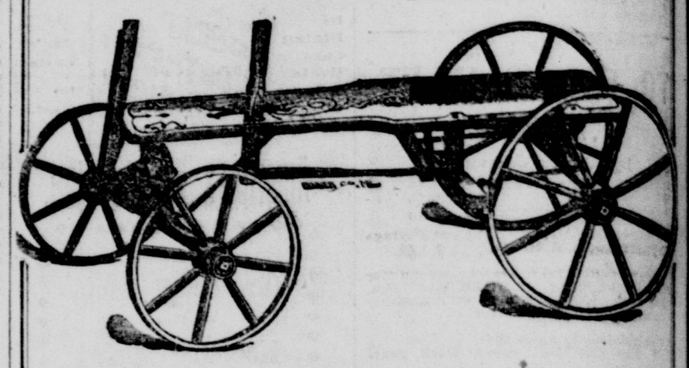

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