or two contain 10,000 souls at least, for the news has gone out to the East and an unprecedented influx is anticipated next spring.

"And this is not all, for a large creek called Indian creek joins the Yukon about midway between the Clondyke and Stewart rivers, and all along this creek good pay dirt may be found. All that stood in the way of working heretofore has been the scarcity of provisions, and the difficulty of getting them up the river. Indian creek is quite a large stream, and it is probable it will yield 200 or 300 claims.

"Further south yet, in the heads of several branches of Stewart river, on which some prospecting has been done this summer, and good indications found, but the want of provisions has prevented development. Gold has been found in several of the streams joining Pelly river, and also all along the Hootalinqua. In the line of these finds farther south are the Cassiar gold fields in British Columbia, so the presumption is that we have in our territory along the branches of the Yukon a gold bearing belt of indefinite wealth and upward of 300 miles long, exclusive of the British Columbia part of it.

"Quartz of a good quality is reported in the hills around Bonanza creek, but of this I will be able to speak more fully after my proposed survey. It is pretty certain from information I have from prospectors that all or nearly all of the northerly branch of White river is on our side of the line, and copper is found on it. I have also seen a specimen of silver ore, said to have been picked up in a creek flowing into Bennett lake, about fourteen miles down it, on the eastern side.

"When it was fairly established that Bonanza creek was rich in gold, there was a rush from Forty-Mile. The town was almost deserted. Men who had been in a chronic state of drunkenness for weeks were pressed into boats as ballast, and taken up to to stake out claims."

ADVICE FROM A CLONDYKER

Fred Price Says That All Persons Who Contemplate Going In Should Take Plenty of Provisions.

Fred Price, of North Seattle, who was one of the lucky ones who came down from St. Michaels on the last trip of the Excelsior to San Francisco and who recently returned to Seattle with several thousands of golden dollars, has some good advice to give those who are intending to go to the Clondyke. Mr. Price has had a world of experience in the mining districts of the Northwest territory and Alaska, and as he has profited by his experience and has money to show, his words have considerable weight. "I would advise anyone who is going to the mines," said Mr. Price yesterday, referring to the districts where the last year's strikes have been made, "to go in with plenty of provisions. There is gold all over, but it cannot be eaten, and money or its equivalent will not always buy food. Last year there was almost a famine up the river, and in the camps around Dawson City men were living on beans and flour. The luckier ones had a little bacon, but nearly all were reduced to almost nothing when the first steamer got in this spring. I saw men buy canned goods and delicacies and sit right down, break into the package and devour every morsel, famished for something besides beans, flour and bacon. The first cargo for up the river, so Capt. Healy, the manager of the North American Transportation and Trading Company, told me, has already been sold out. It will cost $400 for a winter's outfit, and nobody should take less.

"Another thing that I would advise would be not starting too late. Those who are going away now will have little, if any, advantage over the men who will go north in the spring. A trip up to the mines by the river route will take forty days, providing close steamer connections are made at St. Michaels, which is very doubtful. I hear that the Seattle office had an inquiry from San Francisco, where a steamer has been chartered for St. Michaels, asking if any arrangements could be made for the trip up the river for 100 men. The answer was sent back that the company could not take them at all. By going in at Dyea with an outfit and crossing the summit the trip will take two months. By the time people get in there, starting now, it will take all the rest of the season to prepare for winter. The fellows who go in in the spring will have the same time to prospect as though they went now.

"I particularly warn people not to start from here without plenty of food. Any one who goes in with a short supply will suffer this winter, as I believe that grub will be shorter this year than it was last. If any one can pack in enough to sell he can get all sorts of prices for it. The men who are going up with horses may do all right; I believe they will. The trouble is that of providing sustenance for the horses in making the pack over the summit. If the horses are gotten in all right they can be killed and sold for dog meat. As far as pack animals are concerned, I believe that dogs are the best. They will eat what men will leave. Last winter dogs were sold at Dawson for a dollar a pound."

When asked if people were going in without food and what sort of a reception would be accorded such, Mr. Price answered that he knew of people who are going in with limited supplies, expecting to be able to buy at the camps. This cannot be done, and should a river steamer break down there would be no way of getting in sufficient provisions to supply those already there. "People without grub are not welcome. There is plenty of work and the wages now are $10 and $15 a day. Some claims have paid $20 a day," continued Mr. Price, "but this winter there will be a schedule of wages established in the Eldorado and Bonanza creek districts. Men who work for wages must have their own provisions." Mr. Price says that the reports of the gold brought out are in many cases excessive. Men are probably worth what they are quoted as mining, but they did not bring it out with them. Wages next winter will not exceed $10 a day. Most people going in to the diggings strike now for Dawson City, just as they went to Circle City last year. "My advice," said Mr. Price, "would be to strike away from the town. There is nothing to do there but spend money. I could not get around for less than $30 a day, and I know people who told me that they spent $500 a day, while waiting for the steamer, trying to have a good time.

"The games are very stiff and it is not unusual to see a miner throw down his sack on the table and bet from a hundred up on the high card. Stud-horse poker is the popular game, and it frequently costs from $50 up to draw a card. Harry Ashe and Curly Monroe, who were in partnership in Circle City, have split. Ashe came up the river one day and got some logs and lumber. He built the walls of a house, covered it with a tent roof, and on the next steamer the first piano was dumped in Dawson City, along with a lot of girls, and a dance house was in immediate operation. Things are going at full blast and there is combined with the dance house every kind of a game. The country is full of 'tin-horns' and it is hard to find a game that is safe to sit in unless you know everybody in it to be all right. Money is being coined by the saloons and one man cleared up $30,000 in three weeks.

"It is a hard matter to find a location within fifty miles of Dawson City, everything having been staked out. The tributaries to the Stewart river have never been prospected yet, and I look for some rich finds up there. There is just as good pay dirt on other creeks that have not been touched as there is in the districts that have been prospected and staked out."

Mr. Price wound up his story by saying that the work is hard and that a man goes almost crazy from the lonesome feeling that oppresses him, unless he is being richly repaid for his labor. It is this lonesome feeling that drives men to the camps, where the only way to get rid of the dust is in dissipation. The keynote to the situation is plenty of food.

THE ELIZA ANDERSON.

Oldest Steamship on the Sound to Go on the Alaska Route—Merwin on the River.

The old steamer Eliza Anderson will leave here in ten days for St. Michaels, carrying passengers and freight. At St. Michaels she will transfer cargo, animate and inanimate, to the steamer W. K. Merwin, which will run up the Yukon river to Dawson City. This is the consummation of a long considered plan, at the back of which is local capital. Those interested are D. K. Howard, Capt. W. J. Bryant, C. C. Cherry, United States local inspectors of steamboats; Capt. Primrose, of the steamer Sarah M. Renton, and Jack Carr, the Yukon mail carrier who brought out the first exciting news of discovery on the Clondyke. It was he who interested the other men in the scheme.

Mention of the steamers Eliza Anderson and the W. K. Merwin recall pioneer history to the mind. The former especially was one of the earliest boats within the memory of pioneer steamboat men. These boats were the property of the Puget Sound & Alaska Steamship Company. Their sale was effected yesterday by an enterprising agent of the company. The purchase price is unknown. The steamers, which have been lying up in the Duwamish river opposite the county poor farm, were towed down yesterday afternoon to Moran's. They will go on the dry dock for a thorough overhauling.

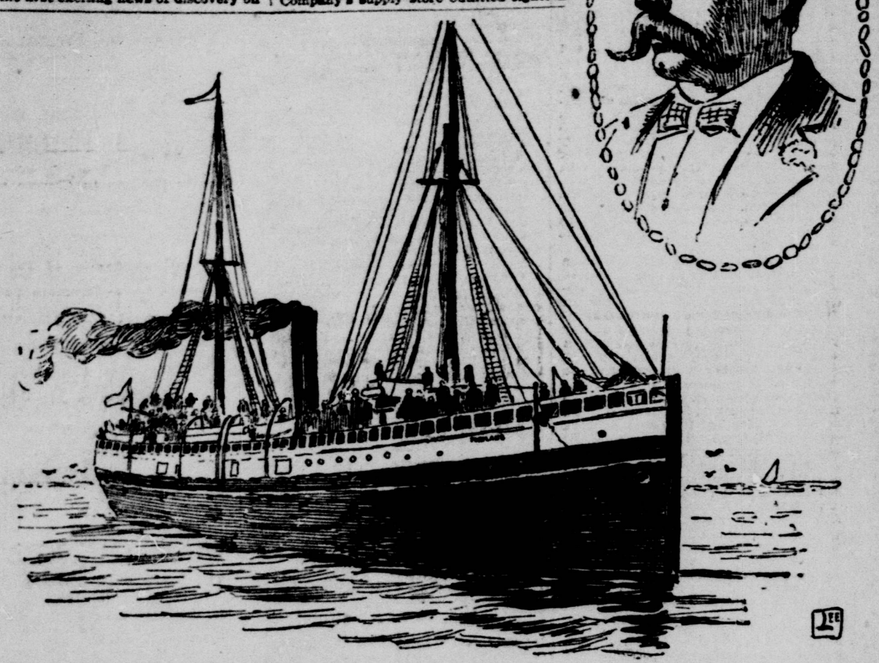
Passengers will be carried through to Dawson City for $150 and will be allowed 1,200 pounds of baggage at 10 cents a pound. The Merwin will be towed up by a powerful tug as far as St. Michaels. Her top works will be taken off preparatory to the ocean voyage. At St. Michaels the Merwin will be fixed up for the voyage to Dawson City. No trouble is anticipated from the shallowness of the river, as the Merwin's draught when loaded is only a little over four feet. She was built here in 1883 by W. K. Merwin and is a stern-wheeler, 108 feet long, 22.5 feet beam and 4.2 feet deep. She was operated until 1885 on the Skagit river between Seattle and Sterling. Then she was bought by the Washington Steamboat & Transportation Company, and was run by them on the Whatcom, Snohomish and Skagit routes. In the fall of 1889 a deal was consummated by which she passed into the hands of the P. S. & A. S. S. Co. For the last two years she has been out of commission.

A most interesting history is that of the Eliza Anderson. Her keel was laid at Portland in 1857, but it was about eighteen months later before she was ready for service. This vessel, which was the largest low-pressure boat in Oregon of home construction, was launched November 27, 1858, and made a trial trip January 2, 1859. Soon after completion she was sold to John T. Wright and Bradford Bros. and taken to the Sound, in command of Capt. J. G. Hustler. On her arrival Capt. Fleming took charge and the steamer began a career of money-making which has never been equaled by so slow a boat. She was the first vessel inspected in the Victoria district and ran almost continuously for ten years, enjoying a monopoly most of the time. Fare from Olympia to Victoria was $20 and $15 from Seattle. Freights on cattle were $15 a head, sheep $2.50, other freight $5 and $10 per ton. At these rates, with brisk travel, the old steamer piled up for years a monthly profit of many thousands of dollars. In 1882 the Eliza Anderson, after lying idle for five years, sank at the wharf in Seattle. She was raised soon after and in October, 1883, went into service again on the New Westminster route, with the famous Tom Wright, since deceased, as captain, E. W. Holmes first officer and O. O. Denny engineer.

Before two years had passed the Eliza Anderson, her prestige unaffected by age, was running to Victoria with passengers at $1 a head. Fierce opposition was encountered from the O. R. & N. Co. The task of removing her from the route was assigned to Capt. Roberts with the steamer George E. Starr. Roberts' orders were to pay exclusive attention to the movements of the Anderson, to leave port when she left, and carry passengers at half her rates. Despite this, Capt. Wright was keeping a little more than even, while the big company was losing many dollars chasing him, and it is uncertain what the result would have been had not Collector Beecher ended the strife by seizing the Anderson on the charge that she was carrying contraband Chinamen. This action ruined Wright and the steamer passed into the hands of the Washington Steamboat Company, then in practical control of the Bellingham bay and Skagit river route.

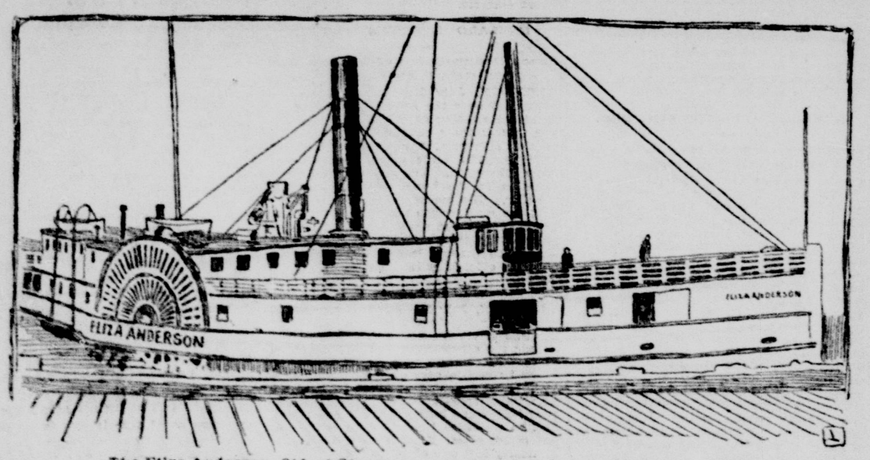
In 1885 the steamboat was overhauled and repaired and for some time ran to various points about the Sound, being finally acquired by the Puget Sound and Alaska Steamship Company. For the past seven years she has hardly turned her wheel. Tom Wright's famous calliope is now on the elegant excursion steamer Queen.

The Anderson is a side-wheeler 275 gross tons, 144 feet length, 25 feet beam and 8 feet depth of hold. In her day she has carried enough gold to sink her, and the staunch timbers of her hold will not be astonished at the biggest nuggets in the Clondyke.



The Steamer Portland, that Leaves Today at Noon for St. Michaels, and Her Gallant Master, Capt. Kidston.

P. B. WEARE,
Vice President of the N. A. T. & T. Co.



The Eliza Anderson, Oldest Steamer on the Sound, Going on the Alaska Route.

TACOMA GROWS FEVERISH.

Will Send a Large Delegation Into the Gold Fields.

Special Dispatch to the Post-Intelligencer.

TACOMA, July 21.—The Clondyke fever in this city is assuming a business-like aspect. The St. Paul and Tacoma Lumber Company's supply store outfitted eighteen people today, the majority of them taking stores enough to last for nine months or a year. Included in the eighteen are several professional men, who are willing to give up a comfortable living in the finest climate in the world to prospect for the festive nugget among the ice fields of the new Eldorado. Several other parties have also been outfitted at other stores about the city, and it can safely be said that at least twenty-five will leave this city by the next steamer, and a great many more will follow next month. Parties are being quietly made up, and instead of the craze dying out, it is steadily growing, a small evening paper to the contrary, notwithstanding.

Rumors that certain Northern Pacific steamers would be got in readiness for the rush that is expected next month took the Post-Intelligencer correspondent to the headquarters building, on Pacific avenue and Seventh street, where, from officials, it was learned that the handsome, big steamer City of Seattle could be placed in condition to make the run and accommodate fully 500 people. A morning paper had it that the City of Kingston would also be placed on the run. This the steamship officials deny, stating that they could not think of impairing the service on the Victoria run, which to the company is a good one. As far as the City of Seattle is concerned, that is a different matter. She has no regular run, nor has she had one for a number of months.

While the officials would not say positively that the boat would be got in condition for a slice of the Alaska business, it is quite likely that such is the intention, as the steamer was placed on the dry dock at Quartermaster harbor today for needed repairs. Without alterations the Seattle could accommodate 450 people, which can be increased to 500 with changes. She is faster than any boat now on the run, a fact pointed to with pride by the company.

Word was received today by Benjamin Gaisford, father of Uley Gaisford, from the latter, in which he tells of a rich claim he has and of the hardships he has endured in reaching the Yukon. It will be remembered the trouble Uley had in securing a divorce from his wife. At that time Uley ran a barber shop on Eleventh and K streets, and had quite a profitable business, which he sold out when his domestic troubles came. He joined a party of three at Seattle and started for Alaska a year ago last March. He writes that he and his companions were wrecked on the Pelly river, losing nearly everything. They finally reached Circle City, however, more dead than alive. During the fall and winter he alternated between shaving and working in a saw mill. Shortly after the news of the rich find on Bonanza creek he was employed to raft some logs down the river, and when in the vicinity of the find stopped off long enough to take up a claim, and continued with his logs. From this claim he has already taken out over $50,000 in dust and nuggets, and says he has a million more. Uley is now a firm believer in the theory that marriage is not a failure, for the reason that if he had not taken unto himself a wife he never would have struck it rich.

W. E. Bronson, storekeeper of the St. Paul and Tacoma Mill Company's supply store, says he recently saw letters from the gold fields that confirm everything that has been printed in the newspapers.

PAYING OFF MORTGAGES.

The First Application of Clondyke Gold Toward Releasing Liens.

The Washington Loan and Trust Company received a letter from the Clondyke by the Portland which is significant as marking one of the important results which will accrue to Seattle from the golden stream now flowing this way. It was in reference to the paying off of a mortgage upon the writer's home, which mortgage was held by the company to which the letter was addressed. It is as follows:

"Clondyke, N. W. T., June 14, 1897.

"Washington Loan and Trust Company—Dear Sirs: I drop you a line in regard to the mortgage that I gave you and its due. I'm sending enough gold dust to the mint by a man that is going to San Francisco, and he will send the money to Mrs. Jenott from there. She will call in a few days and pay up the whole mortgage, or as soon as she gets the money.

I had a very fine trip in. I took the record for getting in the country the earliest in open water of any spring yet. I arrived April 17, at 3 a. m. The 18th, at night, was the record before. I beat all the boats that were running in the race by six hours. It is estimated that 2,000 men came in this spring. There is plenty of work for all of them, and next winter at least 1,000 more men will be needed to fill the demands. This is the richest district that ever was found in the Yukon. There will be millions of dollars taken out the next two years. I hope everything is O. K. Yours truly, "J. L. JENOTT."

GOLD REACHES SAN FRANCISCO.

Nearly $200,000 in Dust Arrives From Seattle.

SAN FRANCISCO, July 21.—The steamer Umatilla which arrived today from Seattle brought down almost $200,000 of Alaskan gold, of which $126,000 was in gold dust from Seattle, consigned to Wells-Fargo & Co. There were several shipments of gold in sacks, some of which was shipped direct from Juneau, and advices from that place are to the effect that at least $750,000 of dust is awaiting shipment at various Alaskan stations.

Among the sensational advices received was one from St. Michael's, to the effect that over four millions in gold, which has not been included with the fortunes recently brought to the Coast by miners, will be shipped through Wells-Fargo & Co., other lucky miners having reached the island since the departure of the Excelsior and Portland, who have secured greater fortunes individually than those whose stories have already been told.

Although the capacity of the Portland, which sails from Seattle tomorrow for St. Michael's, and the Excelsior, which sails July 28, is limited to about 110 passengers, over 1,000 applications have been made for berths. Most of the disappointed ones are making arrangements to travel to the Sound by rail and secure passage on the Mexico and Topeka which sails thence next week, but many must inevitably wait until next spring.

Hundreds to Leave San Francisco.

SAN FRANCISCO, July 21.—The Alaska Commercial Company has closed its books for the Excelsior, which will leave for St. Michaels July 28 inst. A great majority go from San Francisco, but a number belong to the interior, which is largely supplying recruits for the Yukon. This is but a small part of the California contingent. Thousands in San Francisco long to go, hundreds have made up their minds to go, and scores, and perhaps hundreds, will go this summer, a majority taking the Juneau route. A great many will let the season go for travel, with the intention of going in the spring.

GOLD RING FROM A NUGGET.

Victor Lord Infects Olympia With the Clondyke Fever.

Special Dispatch to the Post-Intelligencer.

OLYMPIA, July 21.—The Clondyke gold fever is raging in Olympia, and several prominent citizens have succumbed, while others show premonitory symptoms. Jesse F. Murphy, who has lately been register at the Olympia land district office, starts July 28, and there are others who have almost made up their minds to accompany him.

Olympians have had their interest thoroughly aroused by the press reports of the Clondyke discoveries, and it only needed a personal talk with a genuine Clondyker to cause their enthusiasm to reach boiling pitch. This result was achieved when Victor Lord, a former resident, returned from Alaska with $15,000 in gold. Mr. Lord has been spending his time since his arrival in Olympia telling his friends and acquaintaces about the new Eldorado. As a souvenir of the Alaska gold fields he shows a finger ring he has whittled out of a solid flat gold nugget. Mr. Lord states that he has claims in the Clondyke district that are worth half a million dollars, and he tells his friends here that, instead of the stories of the rich finds in the Clondyke district being exaggerated, the fields are really richer than they have been reported.

Mr. Lord will visit relatives in Canada after the conclusion of his visit in Olympia, returning to Alaska in the spring.

RAILROAD INTO THE YUKON.

Company Already Organized to Take Up the Work.

WILMINGTON, Del., July 21.—The Yukon Mining, Trading & Transportation Company, which was formed here last year and is just completing final arrangements for explorations in the Yukon, will shortly put into effect a plan which will solve the vexatious problem of shortage of supplies in the Yukon territory. In 1896 P. I. Packard, of Portland, Or., who is interested in the company, went to the Yukon district to locate a route from the coast to Teslin lake, the head of the navigable waters of the Yukon, upon which a railroad could be built. With the aid of Indians he located the pass leading direct from the Taku inlet to Teslin lake. This pass, he learned, was known to only five white men. In October of last year he returned and made his report to the company, and immediately applied for charters in Alaska, British Columbia and Canada, all of which were granted last spring. As an encouragement to the enterprise, British Columbia made the company a grant of 5,120 acres of land to the mile of railroad to be built, in all, 650,000 acres.

In an interview last night Mr. Packard, who is here making arrangements, said that the road would be a great boon to miners, as it will reduce the cost of their supplies and remove the present dangerous delays to their transportation up the Yukon.

GOLDENDALE MEN TO GO.

They Are No Longer Able to Stay Away From Alaska.

Special Dispatch to the Post-Intelligencer.

GOLDENDALE, Wash., July 21.—The Clondyke fever has broken out in Klickitat. Five reliable men with not sufficient means to make the trip have left the proposition with the First bank of Goldendale that they hold themselves in readiness to go on a "grubstake" proposition at any time between now and the 1st of April. One of the parties making the proposition was desirous of going to the Clondyke last summer and did not get away for the lack of means. He has been studying Alaska for years, and says, "the half has not been told." Another individual, who has been in Alaska, intends to return as soon as transportation facilities are improved. He said: "The world is just finding out what every visitor up the Yukon and myself have known for years." He further added that there yet remained much of the Yukon country that was unexplored by man.

As to food, fish in the Yukon were abundant, while wild game is to be found in some localities. The Post-Intelligencer correspondent freely makes the prophecy that a dozen of Klickitat's good citizens will arrive on the boundless gold fields of the Yukon before a year has flown.

DYEA TO BE A CITY OF TENTS.

Rush to the Mines Will Be Stopped by the Divide.

PORT TOWNSEND, July 21.—Letters from all sections of the country are being received here asking for information relative to routes and rates to the Clondyke gold fields. In some instances the recipients of letters are requested to return the desired information by telegraph. It is a conservative estimate to say that in thirty days there will be 1,500 men at the head of Dyea en route to the gold fields.

Allowing an average of 1,000 pounds to the man, makes 750 tons, which cannot be hauled on sleds over the divide, but which must be packed by experienced Indians a distance of fourteen miles over the summit to the lakes. This packing is done by from fifty to seventy-five Chilkat Indians. Three days are consumed in the round trip, 200 pounds being the average Indian's load. It is easy to figure out the time which will be required to land all the freight on the lakes, from whence it can be taken in canoes, if the river is open, or on sleds if the river is frozen, to the gold fields.

As it will be impossible for all who go to get their supplies over the summit this fall, the ensuing winter is apt to see a city of tents located at the head of Dyea inlet.

THIS MAN IS NOT FROM CLONDYKE.

Says the Stories of Alaska Gold Are Not True.

TOLEDO, O., July 21.—Mr. and Mrs. Claus Shellmann, of Defiance, have just received a letter from their son Fred, who has been in Alaska since last March, that discredits the gold stories that have been exciting the people of the West for several weeks. Mr. Shellmann went to Alaska from Montana last March, under contract as a prospector. A number of men were in the party, and they will all return to Montana this month. Shellman says there is absolutely no truth in the fabulous stories that come from Alaska, and that the gold fields there are practically barren. He says there is a great scarcity of food in that section. The suffering and enormous amount of money necessary to be paid to secure the barest necessities of life, he says, should deter any thinking man from giving the subject of a trip to that country a second thought.

VERY BRIGHT GOLD HUNTERS.

Their Ship to Be Headquarters While They Go Into the Interior.

CINCINNATI, O., July 21.—At a meeting held here by a number of well-known business men, P. H. Wilson, a builder, was elected president, and H. A. Thoburn, a real estate man, secretary and treasurer. Wilson says the object was to organize a company of 100, each to pay $1,000, and proceed to San Francisco, purchase an iron vessel of sufficient size to carry men and provisions, which can be done for $50,000, and proceed to the Alaska gold fields. It is the purpose to hold the vessel at the nearest point to the gold fields for headquarters for the members of the company and employes. An agreement was drawn up, and twelve of those present signed it, each agreeing to the payment of $1,000. Others are being solicited.

"THE YUKON NUGGET."

A Weekly Newspapr to Be Started in Dawson City.

The Clondyke is to have that indispensable adjunct of civilization, a newspaper. It will be a weekly, published at Dawson City by J. W. Scott, a practical printer, and Jack Carr, an all-round rustler. "The Yukon Nugget" is to be the title of the publication. It will be issued in pamphlet form, on thin but tough paper.

The introduction of a printing plant to the Clondyke would have been a matter of great difficulty were it not for the new transportation line in which Carr is interested. The Gordon press will be taken north on the steamer Eliza Anderson. Transportation for the outfit was refused by the North American Transportation & Trading Company, and it was only the energy of Jack Carr in pushing to the front an opposition enterprise which made "The Yukon Nugget" a possibility.

J. W. Scott, who will attend to the inside work of the paper, was formerly attached to the provincial government printing office at Winnipeg. He is an experienced printer, and is capable of making "The Yukon Nugget" a successful publication.

A $2,000 POOL.

Organized Here to Work Claims Already Located.

One of the expeditions being fitted out is that under the direction of Col. Hamilton to send three men, one to prospect and the others to work. There is a story behind it. Last March a well-known Seattle man, broken in spirit by a long succession of reverses, managed to borrow enough to get to Alaska. His grubstaker drove a hard bargain with him, but he had to submit and the contract was made. The prospector had a wife and two or three children, but not a cent to leave them. The wife told him to go and she would get along. She tried bravely, but it was a hard struggle. There came to her aid a woman who was little better off than herself, but shared what she had. Her husband has since gone to the mines, but meantime the first has found a claim and is working on it. He has sent some money to his grubstaker and nearly $300 to his wife. With it is a letter to the husband of the Good Samarian, telling him to go up and where to make for. The man is already in the Slocan, far from the place he is wanted. A letter will be sent up to him; and of the two men going from here only one will be entrusted with the secret.

The man who first went up has located a few miles from Clondyke creek, on another creek. He and three others have taken up claims, but they are the lonely occupants of a little stream valley several miles long, and off the main current of travel. They have not been at work long, but are all taking out gold, and they believe there are as big pockets as any in the territory. It is the place the three are bound for, although one of them may not be reached in time to get there this season, and they will take letters which will commend them to the gratitude of the one already on the spot.

Those forming the pool are Col. A. N. Hamilton, one of the most experienced miners on the Coast; Cecil C. Evers, C. A. Riddle, John W. Pratt, J. F. Maclaren, A. F. Booth, R. W. Jones, Fred J. Payne, Mrs. W. A. Selkirk, J. F. Cronin, Mrs. W. J. Slyfield, Carroll C. Rawlings and others. No one puts in less than $20 nor more than $50. It is proposed to make up $2,000, so as to guard against accidents. Even with the best of plans the prospectors cannot get out any gold till next spring. They will get out the dirt in the winter.

If by any bad luck they cannot find good returns in the creek they are bound for, they will have funds enough to go further. The contract is for two years. Bonds and life insurance policies are taken, so as to provide as much as possible against loss, and all the funds and provisions will be in the hands of one man, so that the best precautions have been taken to insure success.

'49 A MERE SIDESHOW.

Capt. Tuttle Tells of "Poor Fellows" Who Have But $15,000.

NEW YORK, July 21.—One of the most significant utterances in corroboration of the story of the immense gold fields in Northwest Territory is found in a letter received today from Capt. Francis Tuttle, commander of the revenue cutter Bear, who was at the time of writing at St. Michael's. The letter was mailed July 1. Capt. Tuttle says:

"The days of '49 in California are mere sideshows in comparison with the excitement in the Yukon country. As I write, St. Michael's is full of miners waiting the first opportunity to get down to Puget sound and to California. Nearly every man of them has $50,000 worth of dust, and there is not a man here with less than $15,000."

The latter are referred to as "poor fellows."

Capt. Tuttle says he cannot afford to lay long at St. Michael's, as his whole crew would become daft. He continues:

"I feel almost as if I would like to go up the river myself, and I would certainly do so were I twenty years younger."

AMERICA CARRIES THE SUPPLIES.

Seattle's Alaska Trade to Assume Giant Proportions.

WASHINGTON, July 21.—The rush of miners' supplies and goods to the Alaska gold fields is expected at the treasury department to give increased employment to American vessels on the Pacific coast. Trade between the United States and Alaska is restricted by law to American vessels, and the department has no authority to make any exceptions or grant any privileges to foreign vessels.

FROM BALLARD.

Twenty-five People Prepare to Leave on Sunday.

The following residents of Ballard are making preparations to leave on Sunday's boat for the Clondyke: George W. Apker, Horace F. Marshall, Henry Crook, Peter Sutherland, Herbert Hyland, Charles Faulkner, T. Tiedemann, George Wares, Grant Lablin and wife, Harry B. Earhart, and about fifteen others. Nearly all gave up good positions.

Mutton for the Mines.

PORT TOWNSEND, July 21.—A company was formed here today which will at once send a buyer to the sheep ranges of Eastern Washington and Oregon to purchase 1,000 head of sheep, which will be shipped north and driven to Dawson City to supply mutton to miners.

Clondyke Co-Operative Company.

Special Dispatch to the Post-Intelligencer.

OLYMPIA, July 21.—Three articles of incorporation have already been filed here as a result of the Clondyke excitement, one of which is the Clondyke Co-operative Mining Syndicate, of Seattle, capitalized at $5,000,000.

The Islander's Berths Taken.

VANCOUVER, B. C., July 21.—The steamer Islander is announced to sail for Dyea, Alaska, on July 28, and already a number of berths have been taken. The steamer Capilano is expected to get away for Alaska tomorrow.

A Chance for Clondyke.

You can secure money on property or securities at 223 Bailey building.

LIMA, Peru, July 21.—The new treaty between Peru and Spain, which has just been completed, is based upon arbitration.

$1000.00

for good word-guessers.

You must send in your yellow tickets and words by August 31st—the sooner you begin, the bigger your chances at the prize.

Rules of contest published in large advertisement about the first and middle of each month. A24

AYER'S PILLS

"Having been subject, for years, to constipation, without being able to find much relief, I at last tried Ayer's Pills, and testify that I have derived great benefit from their use. For over two years past I have taken one of these pills every night."—G. W. BOWMAN, 36 East Main St., Carlisle, Pa.

CURE CONSTIPATION.

Ladies' Summer Underwear and Hosiery.

The Right Goods at Popular Prices.

Ladies' Derby Ribbed Ecru Cotton Vests, low neck and sleeveless, all sizes ..... At 12½ Cents Each.

Ladies' Derby Ribbed Fine Cotton Vests, low neck and sleeveless, in pink, blue, white and cream ..... At 20 Cents Each.

Ladies' Derby Ribbed Cotton Vests, sleeveless, silk finished, V-shaped and square cut neck, fancy lace fronts ..... At 25 Cents Each.

Ladies' Silk Vests, sleeveless, low neck, lace finished, extra values at 65c, 75c and 85c Each.

Ladies' Extra Quality White Lisle Union Suits, buttons across shoulder, long sleeves, knee length ..... At $1.00 a Suit.

HOSIERY.

Ladies' Black Hermsdorf Hose, with white polka dots, small figures and rings, warranted fast colors, all sizes ..... 35 Cents a Pair.

Black Lisle Hose for Ladies, both plain and fancy drop stitch, extra quality ..... At 50 Cents a Pair.

A choice assortment in Fancy Hose, drop stitch and plain, black boots and fancy colored tops, all sizes ..... 50c, 60c and 85c a Pair.

FOR CHILDREN.

If you want a durable Hose for children's wear buy the "Leather Stocking," with double knees, heels and soles ..... At 25 Cents a Pair.

Children's Ox-Blood Hose, elastic top, double heel and foot, fine ribbed, all sizes ..... 15 Cents a Pair.

BATHING SUITS.

Bathing Suits, all sizes, for ladies, children and men; all qualities.

Standard Patterns and Publications for August.

E. W. NEWHALL & CO.

Cor. Second Av. and Madison St.

HO! FOR THE Klondike!

The magnificent steel twin-screw passenger.

Steamer Islander

Will sail from Victoria direct to Dyea and Skagua bay on

JULY 28.

Magnificent accommodations for passengers and freight. Plenty of room for horses. For full particulars and bookings call at Canadian Pacific Railroad offices, 609 Front street, Seattle.

E. W. M'GINNIS,
Agent C. P. N. Co.

A COOL BOTTLE of Hires Rootbeer on a sweltering hot day is highly essential to comfort and health. It cools the blood, reduces your temperature, tones the stomach.

HIRES Rootbeer should be in every home, in every office, in every workshop. A temperance drink, more healthful than ice water, more delightful and satisfying than any other beverage produced.

Made only by the Charles E. Hires Co., Philadelphia. A package makes 5 gallons. Sold everywhere.

Curling Irons and Heaters,

Simple and Convenient.

Can be attached to any gas burner.

Won't Smoke

216 CHERRY ST.

IT'S ECONOMY TO BURN Gilman Washed COAL.

IF YOU LOVE YOUR WIFE BUY HER A GAS STOVE.

SEATTLE & NORTHERN

SHORT LINE —TO— Vancouver, New Westminster and All Points in British Columbia.

The Shortest and Most Direct Route to the

CARIBOO and KOOTENAY MINING DISTRICTS

Taking in all the principal mining camps en route.

Through Parlor Cars daily between Seattle and Vancouver, B. C.

Train leaves Seattle daily, 9:00 a. m., arrives, 5:25 p. m.

Train for Snoqualmie and North Bend leaves Seattle daily, except Sunday, 4:15 p. m.; arrives, 10:10 a. m.

F. A. ALLEN, Gen. Freight & Pass. Agt.
R. W. PRICE, Agent, Union Depot, Seattle.

IF YOU LOVE YOUR WIFE BUY HER A GAS STOVE.