with the pioneer days of Pacific coast mining! I am not insinuating that the old class of miners were rude or ungentlemanly, but that they were of the rough and ready sort, ever ready to resent an unjust imposition, and their big, honest hearts were as tender as a child's. Their compositions were of the most enduring qualities, and they were not so liable to get discouraged and turn back when the actual hardships really commence.

"So far our trip has been like a continuous Sunday. The reserve so common to civilization has melted away and we have come together, like the argonauts of old, and formed life-long friendships that will last for many, many years to come.

"This was not so easy in olden times, so while this ship has on board some 200 miners, men from all parts of the world, I know of and have heard of no clannishness nor selfishness. In the olden days the Yankees kept together, to some extent at least, and the Missourians were very clannish indeed, as I remember, and huddled pretty much together for a great many years. But the New Orleans people, gamblers and lawyers, were clannish to the very last. In these and like things, judging from my short observation, there is a noted improvement over the California miners of early days. These Clondyke fellows are more approachable and of good breeding and easy address.

"I have heard good men say that this is owing to what is generally regarded as the rigid and strict enforcement of British law. As an American citizen, reared and educated upon the sun-kissed slope of the Pacific coast, I shall not subscribe to any such assertion, and I am free to say that I believe it is due to the broad principles and interpretation of what constitutes good, able American citizenship, rather than what is termed respect or fear of the British law. As for the miners and the class of people in the Yukon, I know nothing, but I am going there to find out."

"About myself? Well, that's another story. I hope to go straight through to the headwaters of the Yukon and then down the streams and lakes as fast as possible to the mines. I am requested by my paper when arriving at the mines to leave off the handle of my name and apply for work the same as any other old California miner would do. I am expected to work at anything I can get to do for a few weeks, sharing all of the hardships and privations that other miners endure. I shall report the facts as I find them, the character of work, how easy or hard to get, the supply of food, and all the available information about the placer mines. I am taking with me 40 pounds of provisions, which I expect to carry on my back over the mountains. I shall have 20 pounds of bacon, 12 pounds of sea biscuit and ½ pound of tea. My equipment will consist of one pair of blankets, a rubber sheet, a mackintosh, some rope and a sail to rig on the raft which I expect to build. My hardware consists of a small ax, a handful of nails and a jack knife. All of the cooking utensils that I will have consists of a big sheet-iron cup. It is my intention to make the trip entirely alone, but, of course, this may be qualified or modified according to subsequent conditions. Rest assured that I am not seeking hardships or doing this thing for fun. I expect to go through to the head of the Yukon river, down to the mines, and from there to St. Michaels and back to San Francisco, which will be done as soon as I can learn fully about the Clondyke country.

"It will be my endeavor to show the less fortunate gold seekers, I mean the poor men, just how small an amount of money a man requires to reach the mines, and something about the work and wages. My present ideas are that the hardships have been greatly magnified, and that there is a disposition to keep the poorer class of men out of the mines, for a while at least. I know that was what we did when we discovered the Idaho mines in 1862, and afterwards in 1863 and 1864 in Montana, and I am inclined to believe that is what is being done now in the Clondyke. It is only human nature for every man to want to get his friends in before the rush comes. Now, understand distinctly that I know nothing about the mines or the character of country or the hardships to be endured in the locality of the Clondyke, and I would not permit myself to advise any one to go there just yet. If I find the hardships great, I shall say so, and if I find the mines limited in area or riches, I shall state the plain, unvarnished truth. And if I can't get through on my short and rather abbreviated bill of fare I shall say so, but I feel in great spirits and hope to do the poor miner a good turn by my own example and experience.

Does Not Like Whisky.

"I want to show them, too, that there is no need of whisky en route or in the mines. Personally I am not a teetotaler, and through all of my manhood, like most Westerners, used wines and liquors rather generously; but, of course, I've nothing of the sort with me now, and I shall certainly not touch anything of the kind in the Clondyke. Because, in the first place, it may not be of the very best quality, and besides I want to show the miners who are inclined to over-indulgence that it is not necessary even in that cold climate.

"Of course, to be sure; I may fail in many of my present plans, but I shall endeavor to do the best I can, and in conclusion, as the Bible says, 'Let him who putteth on his armor not boast with him who putteth it off.'"

Experienced as he is in mountain climbing, possessing sharp, bright and penetrating eyes, a constitution of iron and a will power of steel, he does not underestimate the hardships that might be encountered, and as a word of advice from the standpoint of an old-timer to the inexperienced, he sounds the word of caution—"beware, go slow and don't get excited." To use his own words: "Be like Grant; don't be in a hurry, and if you start out to do a thing, do it, if it takes all summer." That was to emphasize the necessity of caution, and the necessity of carefully looking after your supplies before starting. Many people going to the mines exercise exceptionally poor judgment, so I am informed, by improperly proportioning the food and outfit of clothes.

Speaking of Joaquin Miller, he has the appearance of an old-timer in all but one thing, and that is a weakness to which all human nature is liable. On the little finger of the right hand he wears a lustrous diamond ring, the stone of which is as large as a pea. It creates a vast contrast from the character he is assuming and the one weak point of man's human nature—the desire to exhibit beautiful diamonds.

Before leaving the waters of Puget sound three of our ship's company became discouraged and left the Mexico rather than encounter the hardships of a journey to the Clondyke. One man left at Port Townsend and two others backed out at Victoria. They did not wait to sell their tickets, but deserted the ship, taking their baggage ashore and announcing that their expedition to the Clondyke was "off" for the present. Their action put many of the boys to thinking seriously about the trip, and I venture a prophecy that more will turn their backs to the north when it comes to crossing the pass at Dyea.

WILLIAM J. JONES.

THE AL-KI TODAY.

Nearly 200 More People Go North From This City — Freight-Crowded Docks.

Steamship Al-Ki will sail from here today for Dyea and Skaguay, Alaska, carrying almost 200 passengers. She was scheduled to sail yesterday, but was delayed by a press of freight.

Ocean dock was almost impassable yesterday, owing to the number of trucks, drays and express wagons. Following is a list of the Al-Ki's passengers, nearly all for Dyea or Skaguay:

First class—W. L. Jenott, J. Anderson, J. T. Wild, A. C. Massie, Ella C. Hammell, M. A. Hammell, W. J. Casey, Felix Brown, Mr. and Mrs. Robert Cahill, Louis Pelz, W. L. Pratt, G. Clancey, F. Clancey, P. Kronglair, Mrs. Kronglair, H. C. Colby, W. P. Beaton, D. McPherson, H. W. Savage, L. E. Bradt, G. H. Leathers, G. W. Savage, W. J. Wallace, George A. Kendall, John Boyle, T. F. Collins, Will H. Sutton, Mr. and Mrs. John Chandler, J. B. Prior, C. M. Conagall, J. S. Johnson, J. D. Gray, M. White, D. C. Gray, A. J. Steltch, J. H. L. Todd, J. Anehome, F. W. Payne, G. B. Peary, Mrs. T. A. Sloane, P. J. Packard, T. G. Janney, A. Johnson, W. A. Pratt, H. E. Esker, C. M. Austin, F. A. Waughtal, M. H. Herley, John O'Brien, Charles Creamer, G. D. Willey, F. E. Gingras, George Hampton, James Mannheim, L. Moore, M. Hadden, David Foulkers, J. R. Chandler.

Second class—G. E. Tenout, G. W. Tenout, E. O. Marken, O. P. Lee, A. Lombardini, F. Aroni, Berti Emanuel, James Dunlap, A. I. Dunlap, Charles Nelson, J. N. Harris, William Handke, E. S. Phipps, R. O. Watts, C. S. Moody, Hamilton Watt, Alexander W. Barkley, O. H. Eastman, S. P. Wescott, C. P. Montelins, Mr. and Mrs. J. W. Ferguson, J. F. Marten, J. W. Smart, Joseph Kleckner, James Agutter, E. W. Mills, John Coleman, T. C. Austin, A. Austin, Edward Henderson, George Gale, John Williams, W. L. Caruthers, F. W. Cleland, J. W. Higgins, A. Thorn, Jacob Aho, August Ranta, A. J. Maxwell, Charles E. Young, M. H. Leclair, B. B. Buxton, Louis Durocher, Nil Cameron, H. Te Roller, Rufus Buck, J. L. Williamson, William Franklin, J. H. Hofford, Will M. Ballard, George W. Russell, Leonard Suni, Justus Untmea, John Nystrom, Ben Beaman, George Westfield, W. D. Youngst, C. L. Preble, Jesse F. Storey, J. K. Campbell, J. M. Mirring, John E. Davis, M. L. Longuist, Mr. McConnell, H. Grenther, R. M. Coombs, B. F. Smith, C. S. Vaughan, C. O. Cook, R. R. Robertson, J. D. Smith, H. Baker, C. E. Raine, F. Cyr, S. Taber, N. Boyle, M. Taber, J. S. Waller, R. L. Greene, E. M. White, T. K. Hendricks, John Kevar, W. W. Kelly, E. Talnem, E. C. Burdick, R. W. Medley, John Roberts, L. C. Stocking, W. H. Carnahan, L. W. Wright, E. O. Johnson, Ole Vicklund, Charles Mace, William James, D. K. Collins, Dan Anderson, W. S. Preston, August Mahel, D. Atkinson, John O'Leary, Robert Legg, George Clarke, John Gegg, John Britton, Ben Lewis, J. J. Smith, J. Clements, M. Johnston, A. Van Antwerp, J. Van Winkle.

BY WAY OF RETALIATION.

Memorial Asking Abolishment of the Boundary Privilege and the Sub-Ports.

At a fairly well-attended meeting of the Chamber of Commerce last night, resolutions were passed requesting the secretary of the treasury to rescind the privilege heretofore accorded Canadians of bonding goods in shipment through American territory, and also to revoke the establishment of sub-ports of entry at Dyea, Skaguay and Circle City.

There was considerable discussion on the resolutions, and at one time it looked as if they might go over to a future meeting, but when the test vote came there seemed to be but one dissenting vote in the chamber. The resolutions, as finally adopted, are as follows:

"Whereas, The treasury department of the government of the United States has by regulation provided special privileges to the Canadian government by establishing sub-ports of entry at the so-called ports of Dyea and Skaguay bay, in the district of Alaska, and by granting the right of transporting Canadian goods in bond from such sub-port, through American territory to the boundary line of Canada without payment of duty; and

"Whereas, The Canadian government has provided for the collection of duties on American goods destined for the Yukon, including miners' individual outfits, and has, in addition, proposed the collection of miners' licenses and heavy royalties on the output of its mines, and has never allowed such privileges as special ports of entry, but, on the contrary, as in the case of Port Simpson, on the Skeena river, has closed long-established ports of entry to prohibit business of American vessels; and

"Whereas, The Yukon mines have largely been discovered, prospected and developed by the hardy pioneers of the United States, the business in connection with them developed by its merchants, and the means of access, by its transportation lines; and

"Whereas, Ninety-five per cent. of the business of Alaska and the Yukon river country is owned, controlled and transacted by citizens of the United States residing in the states of California, Oregon and Washington, not one of whom has asked the granting of such privileges; and

"Whereas, All of the transportation of such business has been handled by United States vessels, built in its yards, manned by its citizens, supplied with provisions and fuel by its merchants, and paying taxes in home ports of the United States, not one of the owners of which vessels has asked the granting of such privileges; on the contrary, they have protested against the same; and

"Whereas, There are no settlements at Dyea or Skaguay bay, no wharves, landings, or lighters for landing freight, and no assurance that such points will be permanent ports, and are now only stretches of sandy beach; and,

"Whereas, There are no records in the government department of any freight passing through said points; no reports or recommendations concerning such ports; no survey or report by the United States coast survey that such points are suitable places for landings; no requests by or from any citizens of the United States for the granting of such privileges, but the same were granted at the sole request of the Canadian government for the sole benefit of Canadian citizens, at large expense to the government of the United States and to the serious detriment of, and irreparable damage to, the business interests of the citizens of the United States; and,

"Whereas, The granting of such privileges is contrary to the spirit of the laws of the United States for the protection of domestic commerce and the encouragement of its merchant marine, and the practical effect of the particular privilege now complained of is to permit the free entry into the Yukon country of Canadian goods, while at the same time, it levies high and restrictive duties upon American goods for the same region, thereby resulting in the loss to American citizens of this rapidly increasing business and compelling them to become silent, but powerless, witnesses to the reaping by foreigners of the rich harvest planted and fostered by American enterprise; and,

"Whereas, There is now no practicable or feasible route to these regions except across territory belonging to the United States, which fact alone gives us the key to the door of equal rights and privileges; and the revocation of the particular privilege in question will place shippers of American goods on the same plane or level with shippers of British goods, which is all that is asked by American shippers; therefore, be it

"Resolved by the Chamber of Commerce and the merchants and outshippers of Seattle, That the secretary of the treasury be requested to rescind the regulation providing for the bonding of Canadian goods in transit through Alaska, and also the regulation establishing sub-ports of entry at Dyea, Skaguay Bay and Circle City.

"Resolved, further, That copies of these resolutions be sent to the president of the United States, the secretary of the treasury and to our senators and representatives in congress, with a request to said senators and representatives to use their utmost endeavors to procure the rescision of the regulations herein referred to, and the establishment of such ports of entry and discharge as are necessary for the business of this country only.

"Resolved, further, That copies of these resolutions be furnished the daily papers of the city, and the Associated Press; that copies be likewise sent to the Chambers of Commerce of the cities of Port Townsend, Tacoma, Portland and San Francisco, requesting the consideration by said bodies of the subject matter of these resolutions, and that they join this chamber in urging the matter upon the proper authorities until the desired relief shall have been obtained. Respectfully submitted,

"J. T. RONALD, Chairman,
"J. B. MacDOUGALL,
"C. J. SMITH,
"G. W. FISHER,
"THOMAS W. PROSCH,
"Committee."

THE ARMY OFFICERS.

Capt. Ray and Lieut. Richardson Leave on the Cleveland.

It has been definitely settled that Capt. Henry P. Ray, U. S. A., and Lieut. Richardson, U. S. A., will leave Seattle on the North American Transportation and Trading Company's steamer Cleveland August 5 for Circle City, Alaska. They will not take troops as first intended, but go alone for the purpose of ascertaining the condition of affairs in Alaska.

Capt. W. W. Robinson, assistant quartermaster, U. S. A., was busy in Seattle yesterday afternoon completing the outfit which Capt. Ray and Lieut. Richardson will need on their trip to the interior. The combined weight of the outfits of both officers will be 4,000 pounds. Capt. Robinson has had tent pins made of iron, so that they can be driven down into the frozen ground without fear of breaking.

Capt. Henry P. Ray was born in Wisconsin. He entered the volunteer service May 7, 1861, and was a private, corporal, sergeant and first sergeant in Companies K and A, Second Wisconsin infantry, and First Wisconsin heavy artillery. July 13, 1863, he was promoted to the second lieutenancy of the First Wisconsin heavy artillery, and was made captain September 13, 1864. He was honorably mustered out of service June 26, 1865. In August, 1865, he became captain of the Sixth United States Veteran infantry and was honorably mustered out of service April 12, 1866.

March 7, 1867, he was offered the second lieutenancy in the Thirty-third infantry, regulars, and accepted May 18. He was transferred to the Eighth infantry May 3, 1869. He was made a first lieutenant December 21, 1875, and a captain May 27, 1889.

Lieut. Wilds P. Richardson was born in Texas, and was graduated from the West Point military academy. He was appointed second lieutenant of the Eighth infantry June 15, 1884, and first lieutenant December 16, 1889.

STEAMERS THAT SAIL.

The Willamette to Take an Immense Load Next Thursday.

The largest ship load of passengers that has ever left this port will get away Thursday on the big steam collier Willamette. There will be 800 people for Alaska and 300 horses. The Willamette was to have sailed August 3, but naturally delay has been caused in handling so many people.

The steamer Rapid Transit sailed last night for Dyea and Skaguay with 110 horses. All day long the animals were being loaded aboard and once on the vessel seemed to appreciate the provisions for their comfort.

The George E. Starr will sail tonight with ninety passengers and eighty horses.

Steamer Rosalie is expected to return here August 10 and will sail again August 12.

INCREASE IN WAGES.

Mills and Business Houses Announce Advances.

Seattle mills and business houses are feeling the effect of the Clondyke rush in more ways than one. A good many men are giving up their positions, and this of course leads to increased wages.

A. S. Kerry, the big lumberman, has made a 10 per cent. increase in the pay of all his employes, numbering 210 men. A few days ago the Post-Intelligencer announced that the Everett smelter had made a like raise. Steamship companies and other concerns are also paying higher wages.

COMING TO SEATTLE.

A Special Train of Meats for the N. A. T. & T. Co.

A special train of meats for the North American Transportation and Trading Company was delivered to the Northern Pacific at St. Paul by the Northwestern line July 28, destined to Seattle for the Alaska steamer Cleveland, sailing August 5.

There will be no postponement of the Cleveland's sailing date. She would be ready by tomorrow, and if not delayed by passengers, will leave on time Thursday.

Many Men Leave Blakeley.

Over twenty-five men have left Blakeley for the gold fields during the past few weeks. The night mill boss has left, his place being taken by Thomas Fields, formerly lumber inspector. Most of the men who left held good positions.

The Tacomaite Was Lost.

The following letter, by a prospector in the Clondyke to a friend in Baker City, Or., has been made public. The writer, before penning it, had been at the new fields:

"Circle City, Alaska, Feb. 6, 1897.

"Dear Mac—Your letter of September 6, 1896, received here today through the transportation medium of a dog team from Juneau.

"There are about 600 whites wintering here, including five women. The nativity of the population is about evenly divided between the Americans, the Canadians and the Tacoma man. The Americans and Canadians take life as it comes, but the poor Tacomaite seems lost. He wanders around in a dazed sort of a way, evidently looking up a terminal site for the Northern Pacific railroad. We had quite a visit from old Boreas last month. He made a stay of ten days with us, and while he frowned we hunted cover.

"The thermometers all froze up. The last one went to pieces, registering 72 degrees below zero. A bottle of pain cure I possessed, and the only one in the camp, was as solid as my views on the financial question. The whisky that was called for in saloons was served on a napkin, and delivered in solid chunks. As a safeguard against the invasions of the atmosphere from the pole, we are blessed with good, warm cabins and plenty of provisions of the following kind: We have the choicest slabs from the two sides of the fat porkers that were converted into bacon for army purposes during the late American rebellion; we have strawberries in three varieties—the navy, the pink and the brown. We have the evaporated fruit put up in several different boxes; you put a few pounds from any box into a pail of water, boil for several hours, then rip up your imagination, and sit down to a dish of boiled peaches, pears, apples or apricots; we have also the steaks that Cudahy and Armour deliver the hungry public in two-pound packages; we have also the tripe and the ox tongue. We have the one X brand flour, warranted to be easily distinguished from the white snow; we have the essence of the cow condensed; we have the peelings of the onion, put up in round cans, and labeled 'expressly for the Yukon trade.' We have the lard from the oil wells of Pennsylvania and the butter from the stock yards of Chicago.

"We have the ground coffee put up in original packages, without a brand or trade mark to identify the owners or manufacturers. The texture of this coffee is very delicate, and when you boil it you have no grounds for complaint or to throw out. We have a tea—a new kind that has not yet reached the Eastern epicures; you put a heaping handful in one quart of boiling water, and in five minutes you will have brewed a pale green fluid, a cup full of which will satisfy for many days the hankerings and the cravings of the most confirmed tea drinker. We have hotel and restaurant in burlesque. Every man is his own chief cook and chambermaid. For diversion, we have the woes of others.

"For acquiring knowledge, we have the stars to read, and for meditation we try to solve God's reason for putting a gateway into this useless country."

THE FEVER RAGES IN TACOMA.

Steamer Bertha Quickly Taken—Hurrying to Seattle—Shirley Going.

Special Dispatch to the Post-Intelligencer.

TACOMA, Aug. 2.—The various transportation offices in the city are still being besieged by people intending to try their luck in the golden Clondyke. As soon as it is announced that a steamer will sail on a certain day, a rush is made to the office of the company's agent and everything in sight gobbled up. Several people who were desirous of securing passage on the steamer Coquitlam, which leaves Vancouver August 8, have been unable to reach the ship for the reason that the Utopia, which carries the passengers from the Sound to Vancouver, is unable to handle all the freight that is offered.

The report that the City of Seattle would soon be placed on the run between the Sound and the Alaskan ports, has caused not a few to postpone going until she is placed in commission. Carpenters and machinists are working night and day, which shows that the company has made up its mind to either put on a line of its own or charter the steamer to another company.

The announcement was also made today that the bark Shirley, which is now on the dock at Quartermaster harbor, will be placed in commission without delay. She will be run in the interest of the Tacoma and Dyea Transportation Company, and will carry supplies, live stock, etc., between the two ports. She is a finely made vessel of 1,040 tons register, and will carry a large cargo.

An enterprising firm made a hit today by exhibiting a Clondyke rowboat on the streets. It was loaded on a large wagon, and labeled with large, glaring letters of red. Big crowds gathered wherever the wagon halted. Anything referring to the Clondyke has the same effect on the people. The Post-Intelligencer is eagerly sought every morning, the newsboys reaping quite a harvest from street sales.

A NOVEL CLONDYKE SCHEME.

Co-Operative Company to Build Steamer to Go Up the Yukon.

Special Dispatch to the Post-Intelligencer.

EVERETT, Aug. 2.—There is little or no abatement of interest in the gold fields of Alaska. A very practical and business-like plan of reaching the upper Yukon has been started by Dexter Hunt. He proposes to build a propeller seventy-five feet in length and of sufficient width and depth to be perfectly seaworthy, and have it completed so as to reach the mouth of the Yukon soon after the ice has gone out next spring. He will take as partners a limited number of persons, who, when the hull is completed, are to pay $150 each. This will be used in the purchase of machinery and the completion of the boat, and will entitle the party making such payment, or his representative, to free transportation to Dawson City or some point above that place on the Yukon. The boat is then to remain in the Yukon trade for two years, the proceeds of such service to be divided among the parties paying the $150 and Mr. Hunt, all sharing alike. At the end of two years the full ownership of the boat is to accrue to Mr. Hunt. By this plan the parties paying the $150 will be able to reach the upper Yukon cheaper and easier than at present, and have a reasonable prospect of a return of part or all of the passage money. Already more than the required number have made application to become members of the limited partnership, and the building of the boat is assured.

THE WILLAMETTE DELAYED.

Repairs to Machinery Cause Her to Lay to Off California.

SAN FRANCISCO, Aug. 2.—The steam collier Progresso, which arrived this morning from Puget sound, reported that she sighted the steamer Willamette, hence for Seattle, hove to and making repairs to her machinery at about five miles off Mendocino City. When asked whether she needed assistance, Capt. Holmes, of the Willamette, replied that he expected to proceed in a few hours, and as he sent no word to the home office it is not believed that the damage is serious.

BEATING THEIR WAY TO CLONDYKE

Woman in Man's Clothing and Escort Off to Gold Fields.

BUTLER, Ind., Aug. 2.—Albert and Clara Franks, of Toledo, were found in a Lake Shore stock car by a conductor, beating their way to Clondyke. The woman had on man's clothing and was good looking. They had a large sum of money, but were beating their way to save it to buy their outfit for the gold fields, which they expected to reach early in the spring.

More Police for the Yukon.

VICTORIA, B. C., Aug. 2.—Fifty-four mounted police leave here this month for the Yukon, seven on Saturday next, twenty-five on the 15th and twenty-two on the 22d.

Danube Sails for Dyea.

VANCOUVER, B. C., Aug. 2.—Steamer Danube left today for Dyea. She was loaded to her full capacity with passengers and freight for the Clondyke gold fields.

MASSACRE OF MINERS.

Decimated by Fever and Famine, They Are Exterminated in New Guinea With Tomahawks.

VANCOUVER, Aug. 2.—The steamship Miowera, from Sydney, brings information that news of still another massacre has been received at Sydney. Not long ago a great number of Australia's huge army of unemployed were attracted by stories of fabulous gold panning at Papua and other interior New Guinea points. Their ranks have been terribly thinned by murder, starvation and fatal swamp fevers. To make matters worse, every native who helped a white was marked for the tomahawk. The remnant of these white pioneers went to Vanapa for a final effort to make their fortunes. Their stores gave out, and for months they lived on "damper" and tea.

Natives in the vicinity claimed to be ill-treated by the government in the way of scant stores and decided to teach the government a lesson by killing all whites within reach. The whites were raided at night and put to death with tomahawks, being easy victims. After long suffering they were weak and emaciated, and could not defend themselves. Many massacres had occurred in the same place previously, but the government has never attempted to punish the murderers. Later news confirms the massacre, which occurred eighty-five miles from Fort Moresby. The entire settlement of natives and whites had their heads split open by a large band of savages.

The government has sent a large body of military police to surround the natives and shoot if necessary. Wholesale arrests will be made. The natives will be brought back manacled in the hold of a steamer chartered for the purpose.

Rich Placer Dirt in Nevada.

RENO, Aug. 2.—A car load of placer dirt shipped from Olinghouse canyon was cleaned this evening and gave a return of from $8 to $19 a cubic yard. The shippers are very reticent about the shipment and it is presumed that they want to make some kind of a deal before giving out the result of the working.

New Locations on Fish Lake.

CHENEY, Wash., Aug. 2.—The following quartz mineral locations have been filed with J. W. Minnick, recorder for the Cheney mining district, during the past week: Fish Lake (amended location), W. P. Hubbard; St. Jacob, I. V. Du Bois; Badger Lake, George Crosley, Peter Christianson and Christ Christianson; Tiger, same parties; Philadelphia, H. F. McGowen, James F. Cummin and J. D. Irby; Belle, H. F. McGowan.

HARMONY IS SECURED

GREAT NORTHERN AND NORTHERN PACIFIC AGREE.

Hill's Syndicate in Control of the Northern Pacific, and a New President is Selected—Lamont to Be Vice President and Active Manager.

NEW YORK, Aug. 2.—Conferences during the latter part of last week in this city settled, in a way that is understood to be satisfactory to all concerned, the interests of the Northern Pacific and Great Northern railroads. It was decided that an operating man should be made president of the Northern Pacific, and Daniel S. Lamont should be vice president and take an active part in the management of the Northern Pacific property.

The syndicate which purchased the rolling stock last spring, and which is composed of Jacob Schiff, William Rockefeller, D. Willis James, Col. Oliver Payne, Daniel S. Lamont, the Deutsche bank of Berlin, Lord Mount Steppen of Boston, James W. Stillman of New York, James J. Hill, of the Great Northern, and others, will be represented in the new directory. The announcement will be made in a fortnight, with the details of the adjustment of the relations between these companies, together with the name of the new president. The president has already been selected, and is connected with a Western syndicate in which J. P. Morgan & Co. are largely interested.

The adjustment is one that is regarded as harmonizing all the differences of management in the Northern Pacific and the Great Northern. It was the contention of J. P. Morgan in the conference referred to that an operating man should be made president of the Northern Pacific, and this was finally agreed to. It may be stated that ex-Secretary Lamont will accept the vice presidency and the responsibilities that will be entailed upon him by the office under the arrangements just closed

U. P. A DISTURBING ELEMENT.

Large Commissions on Passenger Business—A Threat to Withdraw.

CHICAGO, Aug. 2.—The Western roads were greatly disturbed today by a report that the situation in the West was very much unsettled as to commissions. It was asserted that the Union Pacific has been paying large commissions on North Pacific coast business. The other roads declared that it was doing this in order to increase its business in that direction, which has not been so heavy since its relations with the Oregon Short Line were severed as before that time. The matter will be considered at the meeting of the Western Passenger Association, which is to be held in this city tomorrow.

A meeting of the advisory committee has been called for Thursday of this week. The most important matter to come up is the withdrawal of the Union Pacific from the association. The right of the Union Pacific to pull out of the association at any time it might desire is not questioned by any of the roads, but they are very anxious to have it in the fold once more, particularly as rates in the association territory west of the Missouri river have not been in a very satisfactory condition ever since the Union Pacific withdrew.

PROTEST BY PROFESSORS.

They Ask for Reconsideration of President Andrews' Case.

PROVIDENCE, R. I., Aug. 2.—A remonstrance has been issued by the professors at Brown university and sent to the members of the corporation. It protests against the action of the latter body with reference to Prof. Andrews, and asks for a reconsideration of the whole matter. The document lays stress on the importance of freedom of thought and speech, and especially in a university where there should be no such thing as political prejudice. The fact is emphasized that there has been a remarkable increase in the number of students since Dr. Andrews became president, and the remonstrance is signed by a majority of the professors.

BRYAN'S BOY HAS AN ADVENTURE.

Chased by a She-Bear in Woods of Yellowstone Park.

GRAND CANYON HOTEL, Yellowstone National Park, Wyo., Aug. 2.—While out in the woods yesterday afternoon W. J. Bryan's son, William, was chased by a bear. The boy was riding a horse, and suddenly came upon a large black bear with two cubs, which ran grunting away. While they did this, the mother turned on the horse and ran after him some distance, William piloting him through the trees. Neither was hurt, but the boy was badly scared.

Mr. Bryan and his party spent almost the entire day fishing in the Yellowstone lake, Yellowstone river and Trout creek.

The Gold Reserve.

WASHINGTON, Aug. 2.—Gold reserve, $140,817,698.

Are You Going Camping?

If you are you should have the Post-Intelligencer sent to you. It will cost nothing extra. Call at our office and have your address changed.

AT NEWHALL'S.

The Trade Event of this Season.
The First

Great Mid-Summer Clearance Sale.

THOROUGH AND GENUINE.

Money-Saving Prices on
Every Article in the Store,

Except Spool Cottons and
Paper Patterns.

E. W. NEWHALL & CO.

Cor. Second Av. and Madison St.

San Francisco, Cal., Aug. 2, 1897.
A. L. Hawley, Room 12, Haller Bldg., Seattle.
Humboldt new passenger steamer two hundred twenty-five feet long. Master has made seven trips to St. Michaels. Powerful steam barge up Yukon. No trouble reaching Dawson our plan. Tickets and berths Great Northern Office Tuesday.
W. D. WOOD.

Clondyke and Dawson City

ALL STEAM ROUTE.

By the New, Fast and Elegant Passenger

Steamship HUMBOLDT

1,000 Tons,

To St. Michaels, and by Steam Barges Up Yukon River to Dawson.

Leave San Francisco August 9; Seattle August 11; Arrive at St. Michaels about August 20, and at Dawson about September 10.

Conducted by Seattle & Yukon Commercial Company, W. D. Wood, Manager.

Fare, $300, including 150 pounds baggage. Extra supplies not exceeding 1,000 pounds to passenger carried at 10 cents per pound.

For tickets see or wire Great Northern Ticket Office, Seattle.

Clondyke Frost Extractor.

Patent applied for in United States and Canada.

We Will Thaw

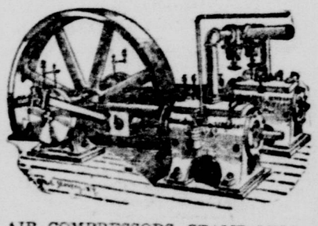
A large barrel of solidly frozen earth at 2 o'clock this afternoon, on West street, rear of Z. C. Miles & Co. This earth has been freezing since LAST FRIDAY at the Diamond Ice Co.'s plant.

On exhibition all day.

Steamed up rear Z. C. Miles & Co.
Sample at Hardy-Hall Arms Co.

Barron Bros. & Co.,
Proprietors, 619 First Ave.

Mining Drills.



AIR COMPRESSORS, STAMP MILLS, CRUSHERS, ORE CARS, WATER WHEELS, HYDRAULIC PIPE, ETC. ESTIMATES FURNISHED ON PARTIAL OR COMPLETE PLANTS.

Mitchell, Lewis & Staver Co.
SEATTLE, WASH.

That . . .

Kitchen of Yours!

Bring It Up to Date by Using . .

A GAS RANGE.

WHY?

It is ready whenever you are.
Does its work quickly.
Can be promptly extinguished when its work is done.
You do not have to wait for the fire to burn or the heat to come.
It is suited for every kind of stove work from the heating of water to the preparation of a full meal for a family of any size, and the beauty of it is, it is cleanly, does not add to the labors of housekeeping; furthermore, its usefulness is not confined to summer, but it is equally serviceable and efficient the year round.

Seattle Gas & Electric Light Co.
216 Cherry Street.

THE GREAT BOOK OF THE DAY.

"ALASKA,"

By Miner W. Bruce,
With Map Showing the Gold Fields.
Size 24x36.
Paper, 75 Cents; Cloth, $1.25.
Published by
LOWMAN & HANFORD
Stationery and Printing Co.
616 First Avenue. (Pioneer Place.)

STORAGE J. C. Readman
410 Occidental Av.
Tel. Main 165.
Merchandise of all kinds stored and distributed. Railroad trackage direct to warehouse. Negotiable receipts acceptable to local banks as collateral. Low insurance rates.

BONNEY & STEWART, Undertakers. Parlors corner of Third and Columbia streets, Seattle, Washington. Telephone No. 15.

IF YOU LOVE YOUR WIFE BUY HER A GAS STOVE.

IT'S ECONOMY TO BURN
Gilman Washed COAL.

CHAS. G. HOLCOMB
EXAMINING OPTICIAN
FREE
218 BURKE BLDG.

THE RAINIER-GRAND HOTEL
DeL. HARBAUGH, Prop.
The Only Strictly First-Class Hotel in Seattle
Located on First Ave., Between Madison and Marion.

Grocers

can't compete for the two $150 prizes for the largest number of *Schilling's Best* yellow tickets sent in one envelope before August 31st.

Reason: other people wouldn't have a ghost of a chance.

Everybody has a chance at the thousand dollars. It's a matter of thought as well as of how many tickets you send.

Rules of contest in large advertisement about first and middle of the month. AC

That Spot...

First size of a dime; next size of a dollar; then big as the palm of your hand. The end: entire baldness. Stop it.

Ayer's Hair Vigor
Makes Hair Grow