

...dred times as it possible with the Bowers machine.

When asked what capacity the proposed dredger would be Mr. Saleno answered that it would depend on the width of the sections of the company. He argues that the gold deposits of the rivers and creeks are the result of the washing down by high waters and the carrying down of the gold.

There will be no encroachment upon the claims of others at the bottom of the rivers and creeks is believed to be the place where the gold will be found. Mr. Saleno also says that as the United States courts have established the Bowers patents the dredger will be let and its construction under the supervision of the Bowers people.

Besides the application of the dredger to the Yukon Mr. Saleno says that if successful it will undoubtedly be put into immediate use on the Fraser, Columbia, Klondike rivers, and in fact on any streams that have shown prolific placer mining possibilities.

THE LAUNCHING OF THE FIRST COMPANY TO APPLY THE BOWERS PATENTS TO PLACER MINING AT SEATTLE WILL CONTRIBUTE TO THE CELEBRITY THAT THE CITY IS ATTAINING IN CONNECTION WITH THE GREATEST WESTERN PRODUCING SECTION OF THE WORLD AS YET KNOWN.

Mr. Saleno will remain in Seattle until the organization of the company is perfected, when he will return to San Francisco, from which place he expects to return almost immediately to Japan.

OVER WHICH PASS?

An Old Yukoner Says the Chilkoot is the Better in Every Way.

There is such a wide diversity of opinion as to the merits of the two passes that many of those who have passed from the Chilkoot to the Yukon and back have returned to the Chilkoot and are now making the trip again.

McKinnon inspected the trail from Skagway to the lakes, and pronounced that much-talked-of route far inferior for any purpose of travel to the old and long-travelled road via Dyea and the Chilkoot pass.

McKinnon told the Mining Record that the summit of White's pass is lower than that of Chilkoot, but the difficulties to be surmounted are so much greater and the distance so much longer that all the advantages lie with Chilkoot, and to one with the least knowledge of the two routes will hesitate to take that by Dyea.

McKinnon told the Mining Record that there had been practically no rain at the head of Lynn canal this season, and that the trail was in fine condition, and that packers were never better prepared for transportation of goods.

At Sheep camp B. S. Foss conducts a boarding house, meals, 35 cents. The Morrison and Dyer parties, who had been practically on the trail for a week, as there was plenty of lumber and ready-built boats at the lake, making it cheaper and more expeditious to purchase than to transport from the coast.

W. M. Brook, president and manager of the Ruby Sand Gold Mining Company, at Hetchy bay, has written the following letter, dated at H. to Prof. H. B. Holt, of the Washington State university.

"The new trail from Skagway up on salt water to Dyea is not yet completed, connecting with the lakes on the headwaters of the Yukon. It will take four days to make the round trip over this trail. Hence I have concluded, who has been in the interior the last eleven years, tells me the Yukon river will be open for navigation as late as October 12 or 14. A boat will be taken down to Clondyke in eight days.

"Advise anyone whom you know that is going into the Yukon that there is sure shorter and more convenient in the interior and they must take care to do them until next July. After their outfit has been purchased they should have not less than \$200 each and twice that amount would be better. It costs considerable to have the goods packed over the summit to the lakes and a boat cannot be built for less than \$200.

"I had an introduction to Messrs. Escombe and Hillebrandt, the promoters and managers of the new trail and wharf at Skagway. They tell me that the wharfage charge will be \$2.00 per ton, and that they intend soon to erect a hotel at each end of the trail.

"They can't charge toll for people going over their trail until the government grants them a charter. I wish you would inform any of the members of congress whom you know that the Skagway trail goes through a narrow pass, and that if a company is granted an exclusive right-of-way it would monopolize the shortest and best cut to the Yukon, so that the only route would be at the mercy of these Englishmen."

Mr. Brook expects to start from Juneau for the Clondyke about the last week in August. He offers to take letters and packages into the Clondyke to any University of Washington boys to the extent of ten pounds. These letters and papers must reach Juneau and it will be necessary to request that they be packed together and sent to him in one package. Prof. A. F. Hildebrandt, 104 Bellevue avenue north, will receive and forward all such material, and the restrictions indicated, up to August 18.

Another gold company. The Alaska Northern Territory Gold Fields Company was incorporated Monday by William Bonzon, W. E. Weinheim and O. E. Brown, with a capital stock of \$250,000. The powers of the company include the location, purchase, operation and sale of mines, the operation of steamships and railroad lines, etc.

SAN FRANCISCO, Aug. 3.—The steamer will sail tomorrow morning with 100 passengers already booked. The passengers who will make the journey over the Chilkoot are Messrs. Clondyke and his wife, Fred Hill, and his son, Mayer Scott, has resigned his office to seek a fortune in the Yukon north.

CROSSING THE DIVIDE

A PACK TRAIN STALLED ON THE SKAGWAY TRAIL.

All kinds of Reports in Circulation as to Facilities and Opportunities for Going Through the Pass—The Route Through White's Pass Not Completed—New Line of Travel Opened Up, Free From Steep Grades—Incidents of the Northward Voyage.

Special Correspondence.

JUNEAU, Alaska, July 30.—All kinds of reports are in circulation regarding the facilities and opportunities for crossing the mountains to the lakes en route to the Yukon mines. The most authentic reports are to the effect that the Skagway trail, sometimes called the White Pass trail, is not finished. George Rice started a pack across the Skagway trail some few days ago, and it is stalled about ten miles from the lakes. I am told that there are about eight or ten miles at the other end of the trail, which is across swampy lands and must be cut down before it can be used for travel.

Caught on the Trail. The rate over the Dyea route is \$7 a hundred, but it is certain to be advanced to 20 or 30 cents a pound in a week or two, or as soon as the islander and a few other steamers arrive with a thousand or more passengers. Old-timers and men of experience aver that it will be impossible to afford carriers for the amount of business now in sight, and that there is a possibility that hundreds, if not thousands, of tented feet will be caught on the trail, lakes and river when winter's snows begin to fall.

Another serious feature to be considered is that hundreds of men have left for the Clondyke without enough provisions or clothing to last them through the winter. In that event a famine is sure to follow, and great distress will be felt in the northern gold fields before the spring supplies reach the mines.

Jackie on Joaquin Miller. One of the amusing events of the voyage from the Sound was the purchase of a small skiff at Matiakahita from the Indians by two San Francisco Examiner correspondents, Messrs. Joaquin Miller and Livernash. By conferring with other passengers they had come to realize the great difficulty in getting boats at the lakes.

They decided to steal a march on their fellow travelers, and at the same time wandered off down on the beach where a lot of canoes were lying, and finding a small, light skiff that had been abandoned by the owner, which they thought would be easy to carry across the mountains, they approached an old squaw who was sitting near by and inquired its price. She grinned and said: "Sitkum dollar."

"What does she say, Mr. Miller?" inquired Mr. Livernash, realizing that the poet and old pioneer ought to be well versed in aboriginal dialect. "Oh, she says it's \$17," was Mr. Miller's response as an interpreter.

"Tell her I'll give her \$10," was the next proposition, and at the same time exhibiting an eagle as a temptation. Mr. Miller said something or other in jargon and handed her the coin, which she took and hastily shuffled off into her house. Several of the Mexican passengers who can talk Chinook witnessed the transaction and saw the two newspaper men take their prize aboard the steamer. As the vessel was leaving the wharf they called the joke. When the woman said she wanted "sitkum dollar" she meant 50 cents.

The Grifters. On the steamer bound to the Clondyke are fully thirty men who have hardly any clothing or provisions necessary to stand the rigors of an Arctic winter. I closely questioned many of them as to what they would do in this coming winter for the actual necessities of life. Each one is ready with a precedent which he is following. Most of them have heard of Mitch Tibbets, a Montreal trader, who came up as a squaw away a year ago and by hard rascaling reached the Clondyke. He was "lucky," and it is reported that he made \$50,000 last winter. That is only one instance, and there are a thousand other men ready to follow in hopes of encountering similar fortune. Then again, many men are going to Dyea in hopes of being able to purchase an outfit very cheap from tendered prospectors who become discouraged on the trail and want to return to the Sound. It would not be a lie to say that some of the men leaving the wharf for the Clondyke are getting in about the same state of mind, and yet the hard part of the journey has not yet commenced.

PORT WINGANG, July 29.—A new route to the gold fields of the Clondyke and Yukon valley has just been opened, and is in first-class condition for use this season, so I am reliably informed. Passengers will be taken up the Skeena river by steamers to the head of navigation, where a new telegraph creek, some 15 miles from here, to French lake, a distance of 15 miles, a good trail has been built and a pack trail has been established. The trail is through a level country, free from steep grades or mountains. The steamer Alaska is now carrying passengers to Telegraph creek, and many people are taking the route. All of the miners on the upper Skeena have deserted their work in a body and gone in a mad rush to the Clondyke. No one remains on the Skeena here in the early days there were thousands of people, except a couple of hundred Chinese, who are re-working the old placer diggings.

The steamer Mexico was in port today with 300 prospectors, some of whom were carrying provisions, etc., that they had sold in the last two years. Five Stowaways. In taking up the tickets on the steamer yesterday the purser found five stowaways, all in the grand rush for the new Eldorado. No one has a pack or a change of winter clothing, of course they expect to obtain their outfits by "grafting" from bona fide prospectors. It is noticeable, too, that there are several sneak thieves of the party largely class on board. One of the stowaways told me that he had secured a change of clothes of the average simplicity of the country storekeepers and purloined articles of value.

There is one stowaway man on board who is starting for the Clondyke. His pack weighs about 200 pounds, and he seems to be on the ragged edge of adversity. I tried to find out how he expected to reach Dawson City. He said that in five or six days he had successfully made many much more perilous and hazardous trips, and that he felt confident of getting through in some way or other.

WILLIAM J. JONES. EDWARD THORP OVERDUE. A Yukon Cattle Man Who Was to Come to the Coast by the Overland Route.

Willis Thorp, 2811 Twenty-second avenue, who took a herd of cattle to Dawson City last spring, is anxiously waiting the return of his son, Edward, from Dawson City. The young man left there, or at least that was his intention, June 23, by the way of the Pelly river and Chilkoot pass, and his father expected that he would be in Seattle surely by July 27. When Edward did not return, his father, who is a well-to-do cattle man, was not much surprised, but the arrival of the Al-Ki and the Queen without him, or news of him, has made the old man quite anxious. One of Mr. Thorp's sons, named Juneau Alexander Thorp, was drowned at Eagle harbor two weeks ago.

The elder Thorp has made arrangements to take 100 head of cattle to Dawson City by the way of the Chilkoot pass, and he cannot move in his enterprise until his son returns. The young man will return over the same route if he is not improbable that he has lost a few days in fixing parts of the trail.

Edward Thorp left Seattle May 14, and his special reason for going to Dawson City was to attend to business affairs. There is reason to believe that he was to bring back a large sum of money. He reached Juneau May 15, and, according to letters, Dawson City June 18. His trip was made by the way of Chilkoot pass and down the Pelly river. It is 350 miles from Chilkoot to the Pelly river. Mr. Thorp provided a horse and a first-class guide for his son. The guide is an old Indian, who knows every twist and curve of the route and who thinks that he can take Edward Thorp. Mr. Thorp instructed the Indian to guide his son to Dawson City and back again to salt water.

The return trip, as can be calculated, was commenced June 23. It was necessary to pole up to the point of disembarkation on the Pelly river and then down the Pelly river to Dawson City. Mr. Thorp figured that his son would reach the Pelly river July 4, and Chilkoot, July 14, and that his programme would have made it practicable to catch the Al-Ki as she left Dyea, July 21. Mr. Thorp had figured in a general way that his son would get back by July 27, and as that time has been extended several days he naturally is wondering what can have happened.

The delay may be, as previously pointed out, owing to the fact that the young man to put some portions of the trail, where cutting is necessary, into condition for the cattle to pass over. His father told me that he had overlooked the lapse of time. Mr. Thorp has been ready for some time to leave for the north with 100 head of cattle, but he has not arrived shortly all his plans will be upset.

It will be observed that Mr. Thorp intends to take his cattle in over the Chilkoot pass, which is much better than either Dyea or White's pass. From Skagway he said that he believed such a thing was inevitable. He pointed out that the pass was new and that the horses would undoubtedly get it. He said that the trail was naturally in a better condition than the old trail, and that the horses would not get so tired. He said that the trail was in a better condition than the old trail, and that the horses would not get so tired.

Waiting to Go Over the Pass—Indians and Horses Have All They Can Carry. PORTLAND, Aug. 3.—John U. Smith, of Portland, Me., a States commissioner for Alaska, writing from Seattle, says: "There are 500 people now at Dyea waiting to get over the pass, and there are several more steamers loaded on the way. The Indians are waiting for the animals at Dyea have all the freight they can carry to the lakes by the time winter sets in, and hundreds of people will be camping on the trail in the winter. The provisions they have taken with them. Prices for packing across the pass have risen to 25 and 27 cents per pound, and the packers are independent at that."

PREVENTING CONSUMPTION

The Cure of Catarrh the Most Potent Factor in the Compass of Medical Science—The Perfection of the Copeland Practice the Culmination of Years of Experience—It Is by This Treatment That Catarrh Is Cured and Consumption Prevented.

Relation of Catarrh to Consumption.

There is today nothing of such vital importance to the people of this country as the prevention of consumption. There is nothing that so prepares the system for the entrance and development of the seeds of consumption as does catarrh. There is nothing that will so soon rid humanity of the most insidious and terrible of diseases—consumption—as will the cure of catarrh.

The expelled air of a consumptive frequently contains the seeds of the disease. The material which consumptives cough up also contains these germs, which, after having dried in the air, are blown around and inhaled by other persons. It is seen at once that those who live in a section where consumption is prevalent would be very particular to keep their bodily health at a high standard and never allow themselves to have a catarrh-affected sore, inflamed, discharging nose, throat or bronchial tubes, through which the consumptive germs may gain admission to the system. These most potent elements that can be used to banish consumption is the cure of catarrh, the disease that makes the development of consumption possible.

When catarrh has existed in the head and upper parts of the throat for any length of time, the patient living in a district where people are subject to catarrhal affections, and the disease has been left uncured, the catarrh almost invariably extends from the throat down the windpipe, and thence into the bronchial tubes. These tubes convey the air into the different parts of the lungs. The pain which accompanies this condition is of a dull character, felt in the chest behind the breastbone, or else it is present under the shoulder-blade. The cough that occurs at this time is dry, comes at varying intervals, is hacking in character, and is usually most troublesome in the morning upon arising or on going to bed at night. This peculiar character of the cough is often the first evidence that catarrhal disease is extending into the lungs.

At this stage of the trouble in some cases there will be found streaks of blood mixed with the mucus that is expelled by the cough. In certain cases small masses of cheesy-like substances are spit up, which when pressed between the fingers emit a very unpleasant odor. This last is a very serious symptom. In some cases catarrh will extend from the throat into the lungs in a very few weeks, and in other cases may be months and even years, before the disease passes from the throat into the lungs. During the night following the presence of these symptoms there is liable to be profuse night-sweating. At this period of the disease a further extension of the lungs is induced by fresh cold, and the fresh cold at this time may be all that is needed to develop rapid consumption.

To show what can be done in the way of preventing consumption, nothing is so convincing as this: Among the hosts that Doctor Copeland every year treats, scarcely a person who has been under his care has been known to develop lung disease. This is proof beyond question that by curing a catarrh development of consumption is prevented.

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The horses during the day were tied in a long double row down the center of the warehouse. There were sleek animals and others not so sleek. The lowly mule was there and manifested himself occasionally by waving farewell with his hind legs. There were quite differences without number in the manner that the action was repeated down the line, each animal taking a shy at his neighbor.

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THE ALASKA VESSELS THE AL-KI AND THE GEORGE E. STARR GET AWAY. Scenes of Interest and Excitement on Steamer and Dock at the Parting Hour—Decks Crowded With Passengers Who Wave Good-bye and Sing a Farewell Song—Full Carcasses, Including Horses and Cattle—List of Vessels That Are Yet to Sail This Month.

The Al-Ki had almost 300 passengers, all bound for Dyea or Skagway. So crowded the deck with cases for live stock, lumber and freight that the human cargo was not very comfortably disposed. There were fifty horses, thirty cattle, twenty-five sheep and some pigs. Pigs for the stock had been constructed on the forward and after decks, and the prisoners kept up a noisy demonstration during the excitement of starting.

The Al-Ki had been scheduled to sail at 9 o'clock, but owing to the jam of freight and passengers it was delayed until 3 o'clock in the afternoon. No crowd was the deck with teams, drays and express wagons that people had to thread their way with care and difficulty. The usual crowd of interested or curious persons was on hand to see the Yukoners off, and the usual scenes, pathetic or humorous, were enacted. As the lines were cast off and the steamer swung into the stream, a small party aboard sang a doleful dirge. It seemed like the same musical quartet which forms a portion of every expedition to Alaska.

The Al-Ki is scheduled to return in time to sail again for Dyea and Skagway August 15. The steamer attendant upon the departure of an Alaska boat was transferred

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THE EXODUS FROM WHATCOM. Many Prominent Citizens Going and More to Follow—Skagway Pass.

WHATCOM, Aug. 3.—The Alaska mining excitement still continues here, with little sign of abatement. Almost every steamer that leaves for the north carries well outfitted men from this country. The George E. Starr, sailing from Seattle tomorrow, will carry at least sixteen men from here and quite a number of horses, upon which they intend to pack their supplies over the Skagway pass.

Among them will be Harry A. Fairchild, one of the most prominent lawyers and politicians of this section of the state, who was one of the delegates to the St. Louis convention, which nominated McKinley and Hobart. It is Mr. Fairchild's intention to devote himself to the practice of law. He believes that the Dominion corner of the Bellingham and the Pacific court at Dawson City and he hopes to be able to secure from the minister of justice a permit to practice, having studied law for three years in Ontario, where his father has for many years been prominent in political circles.

Another prominent citizen of this country who leaves today is John Stenger, owner of the Bellingham hotel and opera house and much other valuable property here. Their party also includes Spencer Van Zandt, son of Dr. Van Zandt, of the state board of medical examiners, and Representative J. L. Likens, and more recently with the Diamond Ice Company. Others who go on the same steamer are: Attorney C. C. Rogers, E. J. Barlow, harness dealer, T. C. and W. C. Austin, who have two brothers there now; Wallace Coleman, A. A. Mitchell, W. A. Stone, D. L. Smith, S. E. Fanny and Chris Hansen.

Duke Prigmore, who was in the Victoria bridge disaster and saved a child from drowning, has packed his outfit and is ready to engage in packing over the pass, and K. G. Brand goes for the same purpose, expecting to be absent about a month. George H. Storer, one of the members of the Fairhaven school board, and Herbert Shaw, who has for years been in the employ of the Citizens' bank, went Sunday night.

W. H. Bell, of Anacortes, who is visiting in the city, went as far as Lake Linderman this summer, but news reached him there that his wife was dead, and he sold his outfit and returned. He does not believe that White pass, leading from Skagway bay, is passable, notwithstanding the report that it was opened July 12. He left Anacortes July 12, and says that at that time no trail was blazed over the pass and none but Indians knew what was at the further end. He says that strong men do not find the Chilkoot pass hard to cross. He saw a piano taken over and women with babies in their arms were crossing then. He believed that over 100 persons had gone over the summit this season before he left there. It is his intention to return in the spring and go through to Dawson City.

FOR THE CLONDYKE. List of the Vessels to Go North This Month. A list of the vessels which will sail for Dyea and Skagway during this month, so far as can be gathered, as follows: August 5, the steamer Collier, which will sail with 800 passengers and 300 horses. This boat was scheduled to sail yesterday, but had not arrived from San Francisco. Of the California coast she was delayed some time for repairs to her machinery.

August 7, the excursion steamer Queen will go north. She can carry between 500 and 600 passengers. On the same date and on the same steamer will leave the tug Tye. She will carry stock and is chartered by E. E. Caine. August 8, the ship Clondyke, chartered

by Tacoma parties, will sail. On the same day the steamer Coquitlam will sail for Vancouver. August 8, Mexico; August 12, Top and Rosalie; August 17, Al-Ki; August 20, Queen; August 23, Mexico; August 25, Top and Rosalie. Of these all will go through Dyea save the Topaka, which will go as far as Juneau unless business improves.

For Dawson City, via St. Michael, boats are scheduled as follows: August 5, steamship Cleveland; August 9, steamer Eliza Anderson; August 12, steamer Humboldt. The schooners Huemene, Novly and Sailor Boy will also sail during the month, with freight for the North American Transportation and Trading Company.

Would Not Sail on a Friday. SAN FRANCISCO, Aug. 3.—The Pacific coast, which will carry a party of 100 hunters to Dyea, will not sail on the day advertised. A number of those who have engaged passage made such a strong protest against departing on Friday that the steamer company has decided to sail on Saturday. This party consists of 100 men, including ten women from London, San Leandro and Lorin. Some of these have husbands at Dawson and do not go there.

The excessive use of stimulants over the hair to turn gray. Show the way to restore the natural color of the hair to Hall's Hair Renewer.

"Clondyke" Yes. "Cold up there" No. "How do you keep warm?" Own a sleeping bag made by the Pacific Lumber Co. Western avenue, near First street. They make canvas bags for all kinds of visions and clothing also.

GAS AS A FUEL Is Universally Recognized as a Perfect Fuel. The Perfume of Violet. The purity of the Lily, the glow of the Rose, the flush of the Rose combine in the perfume of this powder.