Judge V. Lewis, who organized the American Cotton Oil Company; Henry Clark Johnson, of Davies, Stone & Auerbach, and J. W. Chipman, of the Toledo, St. Louis & Kansas City railroad.

CANADIAN VIEW OF THE CASE.

Plausible Excuses for Erroneous Maps of Alaska Boundary.

OTTAWA, Ont., Aug. 4.—R. W. Scott, secretary of state, was interviewed regarding the statement from Washington that Great Britain, on the official maps, had drawn the boundary on the Pacific coast so as to deprive the United States of hundreds of miles of territory adjoining the Clondyke gold fields. He said he had gone into the question with a member of the Mackenzie administration in 1878, and the point now raised was discussed then.

"The treaty of St. Petersburg of 1825," said he, "defines the line dividing Russian Alaska from British by a line drawn north from the foot of Prince of Wales island, through Portland channel until it struck the mountains, when the method of delimitation was set forth. The map will show that a line running north from the foot of Prince of Wales island must go through the Behm canal, and that to reach Portland canal the line would have to go east through the open sea a considerable distance before it could reach Portland channel, or canal.

"The British contention, as shown by the dispatches of George Canning to Sir Charles Ragot, when British ambassador to St. Petersburg, is that Portland was to be in British territory, and that the words 'Portland canal,' in the convention, was a mistake for Behm canal, or else what is now called Portland canal was not then so called. This is supported by the physical impossibility of running a line due north through Portland canal from the foot of Prince of Wales island, so that Canadian maps show the boundary line as running north through the Behm canal. The difference is great, in view of the discoveries of gold, and it can only be settled by international arbitration.

"The disputed territory, with the ten marine leagues back from the coast added, could not, however, embrace the present gold fields on the Clondyke, which are clearly in British territory, because they are well east of the 141st meridian, which is the recognized boundary to the north."

WASHINGTON, Aug. 4.—Incited by newspaper publications recently, tending to throw doubts upon the ownership of the Clondyke gold fields, some of the big government officials who are naturally expected to deal with the question, if it comes to a practical issue, have been quietly looking into the matter, with a view to preparing themselves for any controversy that might arise. Their views are in substance that there can be no valid objection advanced to the title of Great Britain to this territory. A careful examination of all the reliable charts and maps made for enough back in date to be free from suspicion of influence by the recent heavy gold finds have convinced these officers that, so far as the Clondyke fields as defined by the latest reports are concerned, there can be no question but that they lie east of the 141st meridian, which defines the boundary line, and so are within British territory by about thirty-five miles at least.

As for the meridian itself, it is said that it has been so closely located by the surveys of the Canadians and our own coast survey that there is not at any point a difference of more than 700 feet in the claimed boundary, which of course would not affect any controversy that might grow out of the line.

GAPS LEFT BY THE FEVER.

Successors to Everett Argonauts—One has Had to Stay.

Special Dispatch to the Post-Intelligencer.

EVERETT, Aug. 4.—Joseph Irving, one of the contractors supplying wood to the paper mill, who had purchased an outfit and a ticket on the Willamette to Dyea, was unable to arrange his business so that he could leave. He sold his entire outfit and ticket to another party last evening, and will remain the general manager of the Hotel Monte Cristo.

The departure of Louis Patnoud by the Willamette has left a vacancy in the postoffice corps, which has been filled by the addition of Miss Payne to the general delivery force.

John Doyle, who starts this week for the Yukon, leaves a vacancy in the deputy auditor's force at the courthouse. No one will be appointed to fill the vacancy at present.

The departure of E. E. Kellogg, alderman at large, leaves a vacancy in the city council.

Mr. and Mrs. Hillman have secured passage on the Mexico, and will start for the Yukon next week. Mrs. Hillman's father has been in Alaska for two years. He owns one of the claims on Bonanza creek.

FROM THE MINING RECORD.

Alaska Hopes Seattle Will Get an Assay Office.

The Clondyke news has stimulated the people of Seattle to redouble their endeavors to secure the establishment of a United States assay office in that city. An appropriation by congress will be necessary, unless it is found possible to divert the money appropriated for a similar purpose at Deadwood, which remains unused and which will otherwise revert to the treasury. A government assay office in Seattle would prove of immense benefit to Alaska as well, and everything possible should be done by our own people to further the efforts of our friends of the Queen City.

Seattle's new smelter, for which the enterprising Queen City has already raised $25,000 subsidy, is to be located at Smith cove, a short distance north of the city. This new smelter will be the means of drawing much more of the Alaska trade to that city.

At the November, 1895, term of the district court, Tla-koo-yel-lee, alias Three-Fingered Charlie, an Indian charged with a murder committed on Kane island, was convicted of the crime and sentenced by Judge Truitt to be hanged. The case attracted considerable attention at the time, and was the first wherein a verdict of first degree murder had been found in Alaska. Attorney F. D. Kelsey at once appealed for a new trial, and the case went to the United States supreme court, which body has set aside the judgment and ordered a new trial, which will probably be held at the coming term. The supreme court based its action upon one or two points without going fully into the many raised. There is small doubt that the Indian deserves the fate meted out to him, as the evidence at the trial was direct and overwhelming against him, but the law's technicalities have intervened to postpone the action of justice.

C. S. Johnson has been nominated by the president for the position of United States attorney for Alaska. The name of Albert L. List, of the district of California, for clerk, and Charles H. Isham, formerly of this place, for United States commissioner for Alaska. The first and last named are well known to Alaska people, and will give the best of satisfaction.

THERE ARE OTHER PLACES.

Clondyke Not the Only Nugget in Alaska.

It is true that all the ground of known richness in the Clondyke district has been taken up, says the Alaska Mining Record, and it is also true that very many, perhaps a majority, of those who will reach that section will find nothing but disappointment awaiting them, for beyond doubt that particular district is already overcrowded. Intending Yukoners are therefore enjoined to lay aside all thought of securing claims in that immediate locality. But it is not reasonable to suppose that the Clondyke discoveries embrace the whole of the rich ground of the Yukon. Indeed, it is demonstrated that from its source to its mouth the great Yukon flows through a country abounding in mineral, almost every shovelful of which will show colors in the prospector's pan. The rich spots where fortunes await uncovering are many and not widely scattered, and the banks of the river and its tributary streams yet hold fortunes for all who have the pluck and patience to search intelligently for their buried treasures. The seeker after yellow metal need have no hesitation in penetrating the interior, provided he is prepared to find his own diggings rather than expecting to merely harvest the dust which the search of others has revealed. Indubitably there are thousands of places as yet unknown where ample pay will reward the patient prospector, and that they are readily found through intelligent search has been demonstrated in hundreds of instances. But the chances are slim for him who goes with the purpose of profiting by the labors of others without himself rendering a due return. The ranks of that class are already full.

Argonauts From Snohomish.

Special Dispatch to the Post-Intelligencer.

SNOHOMISH, Aug. 4.—The Yukon fever struck Snohomish as forcibly as other Sound cities, and the following have already left for the frozen north: Manly Wilbur, H. C. Pettit, Harry Horton, Geo. James, George Hodgins, Peter Boyce, Henry Treadwell, James Hagan, Ed Mallett and Mr. and Mrs. A. Van Buren. These all took two years' supplies of provisions, horses with which to pack their outfits over the divide, and knock-down boats for the trip across the lakes and down the river. Dawson City is their destination.

The Humboldt Fitting for Her Trip.

Special Dispatch to the Post-Intelligencer.

SAN FRANCISCO, Aug. 4.—The Humboldt is fitting for her trip to the Yukon. She uses Roslyn coal, so will call at Tacoma for fuel and take passengers there, sail from Seattle and touch at Unalaska for coal. The company has secured Capt. Anderson, a licensed Yukon river pilot, also a stewardess for the Yukon. The steamboat and barge are building at Alameda, the boilers at the Risdon Iron Works. Tickets are selling rapidly here.

Lakme to Sail for St. Michaels.

Special Dispatch to the Post-Intelligencer.

TACOMA, Aug. 4.—Fred Marvin, agent for the Vance Steamship Line, announced tonight that the steamer Lakme would leave the Sound September 1 for St. Michaels. What arrangements have been made for connections with river boats Mr. Marvin has not been advised.

The Walla Walla Sails Well Loaded.

SAN FRANCISCO, Aug. 4.—Steamer Walla Walla sailed for the North this morning with 300 passengers, of whom at least a third were bound for the Clondyke gold fields. Her departure was greeted most enthusiastically by a much larger crowd than has attended the sailing of any previous expedition for Alaska.

Sam Well Going.

Sam W. Wall, who for some years was the Tacoma representative of the Post-Intelligencer, and who later accompanied George Francis Train on his tour around the world, left for the Clondyke on the steamer Excelsior on her last trip. He goes in the capacity of special correspondent of the Chicago Tribune and San Francisco Call.

Passengers on the Walla Walla.

SAN FRANCISCO, Aug. 4.—Passengers on the steamer Walla Walla are:

For Seattle—Miss Bordin, Miss Nominsen, Miss Truce Flood, Mrs. Drucker and mother, Miss Wyatt, Miss Hood, Miss Browing, Mrs. Wisewell, M. Hayward, F. Wisewell, K. Kellogg, Miss Campbell, E. Stewart, M. McDonald and wife, F. Bisbee, Miss Gouldin, E. Wolcott, F. Meatt, W. Persons, D. Roberts, C. Ketron and wife, F. Doyle, C. Rossback, T. Fisher, W. Hoffman, G. Hoffman, C. Goulden, C. Temple, Mrs. Camaners, Mrs. Moody and two children, Miss Estee, Mrs. Voelker and daughter, H. Walker, E. Stuckko, L. Hoffman, Mrs. Baron, H. Caughan, A. Munro, H. Gorman, A. Dorge, M. Ford, J. Finlay, W. Ellis, J. Bullock, A. Ott, T. Maloney, James Grant, W. Price, A. Hamilton, T. Sorenson, T. Colbough, J. Wagner, Ed Austin, H. Lamb, H. Miller, Dr. Riehl, Fred Riehl, A. Riehl, R. Young, John Kelly, O. Trueblood, G. Lewis, C. Chase, Mrs. Hoffman, F. Boynton, A. Plummer and wife, H. McDonald, mother, wife and three sons; Mrs. Smith, S. Pond, M. Lathan, Wm. Jones, Frank Austin, Wm. Fairbanks, John Block, Wm. Buckley, S. Newman, J. Matthews, D. Crowen, W. Hanson, F. Flood, J. Muther, R. McKnight, A. Heath, O. Hoffman, George Schriber, G. Reirdan, G. Stockwell, A. Vinetti, T. Brown, C. Main, James McKinley, R. May, J. Atkins, A. Lawson, James Leech, C. E. Sterling, Mrs. Bathling, H. Winsor, G. Goette, J. Hawkins, J. Smith, E. Simon, M. Jeffries, Miss Dills, A. Walker, J. Driscoll, R. Williams, L. Akerson.

For Tacoma—Miss Hoyt, Miss Krew, B. Howser, E. Bormer, Mrs. Veigh, Mrs. Chamberlain.

For Victoria—Mrs. Colton, Miss Colton and sister, Mrs. Robinson, Miss Rossdale, Mr. McColb and wife, Miss Milliton, Miss Aitken, Miss Carvany, N. Wright, Miss Proctor, Miss Wood, H. Fairwright, C. Blanchard, Miss Roberts, David Stark, C. wife, Miss Tucker, Miss McArthur, W. Harvey, Mrs. Richardson and mother, Miss Marston, A. Giffman, Mrs. Galice, Mrs. Nye, Miss Nye, Miss Debbitt, Miss Farrell, Mrs. Stone, Mrs. Templeman, Miss Drysdale and sister, B. Scott, J. Myers, Mrs. Dowd, Miss Grannal, Miss Campbell, Miss Ford, Miss Maher, Miss Jennie Mann, Miss McIntyre and sister, M. Spiddenough and wife, Miss Hopkins, Miss Dervy, Miss Vernon, L. West, C. Payne, L. Vandermeade, Miss Kennon, Miss Fairfield, Miss Anderson, F. Strain, Robert Strain, John Brown, C. Stoke, W. Seaton, W. Ryce, D. Euppy, James Halcrow.

For Port Townsend—Mrs. McCarthy, G. Howe, Mrs. Ward, G. Ruge, T. Rivers, wife and child, A. Cade, J. Sigberts, A. Farmaster, E. Kelly, Miss Atkinson, A. Logan, R. Garside, Mrs. Hobbs, Mrs. Olsen, M. Hobbs, P. Wickman, E. Beck, E. Weste, F. Spinney, Miss Thomas, O. Rose, J. Edgar, T. Duncan, Fred Rogers, M. Miller, O. Gomax, G. Arthur, W. Bennett, H. Wilson, F. Brodell, C. Criseo, John Milligan, John Winship, Frank Winship, E. Russell, D. Lopez, W. Webb, George Pearson, R. Rodgers and son.

Condition of the Silver Market.

NEW YORK, Aug. 4.—Silver certificates sold today on the stock exchange at 57 cents, and bar silver was quoted at 57 cents as against 57⅝ cents last week. Bullion dealers assert that there are no especially heavy offerings of silver in the world's market on the continued fall of prices, but there is practically no demand. Values of crops in India and the absence of exports from that country take away the demand for silver for Indian commodities, and the demands for her tea crop have made almost no impression on the silver market. Japan is absorbing gold at a premium to convert her currency and is thus taken out of the ranks of the silver consumers, though dealers believe Japan will find use in her currency for her present stocks of silver and will not be in the world's market as a seller.

Eggs at Dawson City.

Miners and prospectors can see cooked and sample Evaporated Eggs and Handy Soup Vegetables at Connor Bros.' store, 720 Second avenue, corner Columbia street.

Steamship Bristol will leave Victoria August 10 for Skaguay and Dyea. First class accommodations for 1,000 passengers, 1,500 tons of freight, 600 horses. Fare, $22.50. Freight, $10 ton. Horses, $20 per head. For information apply to George T. Ulmer, Hotel Northern, or C. W. Gould, ticket agent, 619 First avenue, Seattle.

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.

Wilson's Yukon Guide, new edition from press July 30th; all information to date about new fields and new routes. New maps; half-tone view of Dawson City; copyrighted. Price, 75 cents; maps, 50 cents. Send order at once. The Calvert Company, 716 First avenue.

Only $31 to St. Paul and Chicago, and equally low rates to all Eastern points over the Northern Pacific railway. Tickets on sale July 12 to 17, and other dates. Write for particulars or call at Northern Pacific offices, Seattle.

Florance Marvin predicted Clondyke strike to one of the fortunate. Consult her. 614 First.

Direct to Dyea on Rosalie, August 12th.

"Last summer one of our grand-children was sick with a severe bowel trouble," says Mrs. E. G. Gregory, of Frederickstown, Mo. "Our doctor's remedies had failed, then we tried Chamberlain's Colic, Cholera and Diarrhoea Remedy, which gave very speedy relief." For sale by druggists.

A LINE FROM TACOMA.

CITY OF SEATTLE CHARTERED FOR ALASKA BUSINESS.

Refitted by Dodwell, Carlill & Co. to Run to Dyea and Skaguay—They Have Another Steamer in View, and Are Behind the Rosalie and Edith Scheme—Big Load on the Willamette.

Special Dispatch to the Post-Intelligencer.

TACOMA, Aug. 4.—The Tacoma public, which has been clamoring for a representative line to Alaska, has at last secured one which promises to be a strong competitor for the immense business that is now being carried on between the Sound country and the land of gold. It was publicly announced today that George B. Dodwell, of Dodwell, Carlill & Co., and several others had chartered the handsome and commodious steamer City of Seattle from the Northern Pacific Railway Company, and would place her on the run between the Sound and Juneau, Skaguay and Dyea, the initial trip to be made August 15. It was also rumored about the water front that this company had chartered and was operating the steamers Rosalie and Edith, which have already started north with every available inch taken. This rumor Mr. Dodwell would neither verify nor deny today, which goes to show that there may be some truth in the report. It would be well for Tacoma if this were true, as Dodwell, Carlill & Co. have the name of being one of the most substantial and solid steamship agencies in the world today. They never do things by halves, but aim to get the trade by the best of service and treatment.

To the Post-Intelligencer correspondent Mr. Dodwell said this afternoon: "Yes, it is true that I have chartered the City of Seattle for the purpose of placing her on the Alaska run. There are others interested with me in the venture, but as to their identity, I do not consider that it is necessary for me to state, as I feel perpectly confident of allowing my name to be used alone if need be.

"We intend to place the City of Seattle in as fine condition as it is possible to place her, thus following out the principle that has always characterized our business in all parts of the world, that of giving the best possible service. By these means we have always commanded a large portion of the trade and, having had experience in that department, we will always follow it up in any line we handle. The City of Seattle, when completed, will be the finest steamer on the Alaska run, with the exception of the Queen, and will be able to make the round trip from this port to Dyea much quicker than any steamer now on the run. Steaming at a rate of fourteen knots per hour, she should be able to reach Dyea in three days. She will be altered so as to accommodate 500 passengers, 250 first class and 250 steerage. There will also be sufficient room for 500 or 600 tons of freight besides a quantity of live stock. She will touch at Seattle and Port Townsend both out and in bound.

"It is our intention to maintain the same rate as the other companies, $40 first class and $20 second class. Already we have received a number of applications for passage both from Seattle and Tacoma. The steamer will make the second trip on August 26.

"I have at this moment my eye on another vessel, but until I secure it I prefer to say nothing as to its identity. The public may rest assured, though, that it will be a first-class one.

"As regards the rumor that myself and others are behind the Rosalie and Edith, I have nothing to say. The best time to say anything in regard to one's business ventures is when they prove successful."

Strength is lent to the rumor that Mr. Dodwell and his colleagues are behind the Rosalie and Edith from the fact that George Lent, one of the old Willapa crowd, is in charge of the repairs to the Seattle's machinery, and also that Manager Peabody is said to have stated while here that his company had good backing in securing the Rosalie.

For the present the new company will handle its business from the office of Dodwell, Carlill & Co., in the headquarters building. The business in Seattle will be looked after by I. A. Nadeau, the Northern Pacific agent there. Hugh Wallace, the well-known Democratic politician, is connected with the new concern, but in what capacity is not known.

Old steamboatmen figure that it will cost the new company at least $300 a day to operate the Seattle, which, with the $1,500 for the hire of the boat, will bring the expense up to over $10,000 a month.

LOADED TO THE GUARDS.

The Willamette to Sail for Dyea and Skaguay—Tacoma Passengers.

Special Dispatch to the Post-Intelligencer.

TACOMA, August 4.—When the old collier Willamette clears from this port on Friday for Alaska she will be packed to the guards with passengers, live stock, outfits and general merchandise. All day yesterday and today trucks and express wagons have been streaming down to the Northern Pacific ocean dock loaded to their fullest capacity with outfits, etc., for the argonauts. Agent Carleton, of the Pacific Coast Steamship Company, is the busiest man in town, his office being filled with men from morning till night anxious to secure passage. Up to date the following have secured passage, the majority to Dyea and Skaguay:

E. Shaw, H. Harigan, E. S. Halm, Gust Struve, August Johnson, John Schnelder, Pat Conlan, W. T. Reims, T. Moffit, Frank Gross, A. S. Moore, E. D. Wilson, F. S. Callahan, William Thompson, C. H. Blanchard, C. R. Charbomeau, Peter Fehrman, W. R. Knoell, Peter Ivey, Walter Dobbs, John Mason, A. A. Pass, O. W. Olson, A. Chilberg, Alfred Baker, George Fisher, W. H. Hietbrun, J. L. Cooper, Hans Jorgenson, Arthur Scock, P. B. Church, J. F. Culver, John Culver, John Dowling, C. Tanger, C. Schoenbacker, M. Kalin, G. A. Maestrom, Brad Robbins, Matt Milroy, J. C. Shaffer, Frederick Fritz, E. E. Johnson, J. A. Anderson, George McCutcheon, J. J. Reilly, E. Matson, W. C. McKenzie, H. A. Hannon, Nels Wilson, Charles Bremer, W. P. Vose, G. H. Miller, George P. Klindt, Christ Rosind, Alf Hunnington, J. C. Webb, Frank H. Thompson, E. Folding, I. Wyckoff, Julius Jaeger, John A. Hoshor, C. G. Biguey, H. F. Putnam, Ed Simpson, James B. Churchill, J. B. Johnson, W. H. Bell, F. M. Stapon, H. J. Miller, John Schneider, R. W. Caywood, G. W. Kinnear, C. H. Crotts, Ole Oleson, J. L. Deswent, W. J. Meers, E. E. Emmons, Robert G. Walker, Dr. W. W. Misner, C. Potter, Z. H. Heald, J. A. Rupert, F. H. Rupert, E. Hanson, C. A. Gunderson, Joseph Gilsett, Frederick Todd, Charles Winters, John Doyle, S. Spencer, C. Clausen, N. P. Williams, A. M. Counilley, Martin Malby, J. A. Mannuser, J. O'Conner, J. H. Goore, Erick Eggen, A. P. Larson, J. Gallicher, H. Clinton, D. J. Hickey, Joseph Kenney, John B. Glynn, Timothy Shea, Henry Schloss, Herbert Shaw, G. C. Fisher, W. H. Eagan, James Curran, Bert Shelton, S. H. Reese, Horace Fogg, William Balls, Herman Hubner, J. F. Dennis, L. E. Humer, Joseps Lellcore, Charles Oros, Jake Olson, C. J. Robinson, F. B. Martin, J. H. Atwood, J. Matthews, L. Lauer, M. Hellinger, E. D. Wilson, M. C. Wright, Henry Wilbur, Louis Simon, Oron Stanhope, G. Abrahamson, L. Oleson, M. Watson, R. F. Criswell, Frank Cady, J. H. Barton, C. L. Walte, Thomas T. Davis, J. T. Rowley, A. Hanot, Oscar Thompkins, K. V. Jenstrom, J. C. Peterson, C. F. Rosledt, W. McNeary, Olof Ecklund, J. W. Slayden, G. A. Bale, Mrs. Tony Lubelski, T. Lubelski, Cyrus Matthews, A. D. Wright, Charles Broomfield, G. Anderson, George Graham, J. W. Morrison, D. M. Leary, W. J. Hutchinson, F. N. Sessions, G. L. Steelsmith, John Kirschweng, D. M. Westcott.

Big Advance in Wheat at Tacoma.

Special Dispatch to the Post-Intelligencer.

TACOMA, Aug. 4.—Wheat dealers were wearing a broad-sized grin today as the result of a jump in the price of wheat. This morning the market opened firm at 78 cents for No. 1 club and 79½ cents for blue stem, but on advices from Walla Walla and the Palouse country that dealers and ranchers were holding back for further advances, and that the corn crop in Kansas was almost totally destroyed by excessive heat, a sharp advance set in, and at the close of the day's business the market stood 80 cents for No. 1 club and 82 cents for blue stem. Everything seems to favor the ranchers of Washington, who should experience the most prosperous season in years.

Pierce County Teachers Meet.

Special Dispatch to the Post-Intelligencer.

TACOMA, Aug. 4.—At today's meeting of the Pierce County Teachers' Institute it was decided to hold the state examinations at the same time and place as the county examinations, in the Bryant school, August 12, 13 and 14. Among the visitors during today's session was President Edwards, of the University of Washington. There were also three teachers present from California and several tourists from the middle states.

Shipping Coal to Newcastle.

Special Dispatch to the Post-Intelligencer.

TACOMA, Aug. 4.—Eastern people have a mistaken idea that there is a scarcity of flour on Puget sound. Among the supplies being sent out for Easterners en route to the gold fields are sacks of flour, on which the express companies are receiving 10 cents a pound freight. This is a grave mistake, as there is any quantity of the finest grade flour for sale at every city on the Sound.

What causes bad dreams is a question that has never been satisfactorily answered; but, in nine cases out of ten, frightful dreams are the result of imperfect digestion, which a few doses of Ayer's Sarsaparilla will effectually remedy. Don't delay—try it today.

Gas as a Fuel.. It is Always Under Perfect Control.

The Clondyke Frost Excavator

Patent applied for in United States and Canada.

Steamed up and on exhibition on West street, rear of Z. C. Miles & Co.

Sample at Hardy-Hall Arms Co.

Barron Bros. & Co., Proprietors, 619 FIRST AVENUE.

Clondyke.

The Pacific Coast Steamship Company has secured the steamer

WILLAMETTE

And will sail her from Puget Sound for Dyea or Skaguay Bay

August 5th.

This is the opportunity for everybody to go.

The largest passenger carrier on the route.

C. H. J. STOLTENBERG, Ticket Agt., 606 First Ave.

J. F. TROWBRIDGE, P. S. Supt., Ocean Dock.

GOODALL, PERKINS & CO., General Agents, San Francisco, Cal.

CLONDYKE!

Through Boat

TACOMA TO DYEA

August 5 to 7.

Men, Horses and Freight.

Apply O. R. & N. OFFICE, Seattle, or MOFFAT & CO., Agents, 1003 Pacific Avenue, Tacoma.

DR. RADWAY'S PILLS.

Purely vegetable, mild and reliable. Secure complete digestion and absorption of the food, cause a healthy action of the liver and render the bowels natural in their operation without griping.

Pousse Pâté...

And why not a pie-pusher as well as a coffee-pusher? It's far more necessary. Do you suffer with dyspepsia? Ayer's Cathartic Pills will cure you. Take a

PILL AFTER PIE.

Gas.. as a Fuel= Like Water, It is Always on Tap....

ALASKA

Steamer every three days.

Pacific Coast Steamship Co.

Now has

SIX

Steamers on the route and more to follow.

Largest passenger steamers on the Coast.

Everybody can go now.

C. H. J. STOLTENBERG, Ticket Agt., 606 First Ave.

J. F. TROWBRIDGE, P. S. Supt., Ocean Dock.

GOODALL, PERKINS & CO., General Agents, San Francisco, Cal.

Clondyke!

The Clondyke Commercial & Transportation Company

216 Bailey Building, Seattle, Wash.

has been organized for the purpose of securing a portion of the trade of the Yukon country.

Send for Prospectus.

REFERENCES BY PERMISSION:
National Bank of Commerce, Seattle.
First National Bank, Seattle.
The Post-Intelligencer, Seattle.

Canadian Pacific —AND— Soo-Pacific Ry.

THE ONLY LINE RUNNING LUXURIOUS SLEEPING CARS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

UPHOLSTERED TOURIST CARS daily to St. Paul, Wednesdays to Boston and Sundays to Toronto, without change.

TRAINS LEAVE SEATTLE DAILY AT 9 A. M.

MAGNIFICENT STEAMERS ON LAKE SUPERIOR, leaving Fort William for Owen Sound on Thursdays and Sundays, and for Windsor every Tuesday. Meals and berth included on steamers without extra charge on all first-class tickets.

MONTHLY STEAMERS to Honolulu and Australia, and every three weeks to China and Japan.

For rates and other information apply to E. W. M'GINNIS, Freight and Passenger Agent, 609 First av., Or to E. J. COYLE, District Passenger Agent, Vancouver, B. C.

DEARBORN PRINTER COLUMS BUILDING

In Full Swing—

Our First Midsummer Clearance Sale

Every article in our stock at

Bargain Prices

except spool cottons and paper patterns.

UNTIL AUGUST 14.

After which date prices will be as usual.

8, 9, 10 and 12-lb. Fine Wool Blankets, grey, scarlet and vicuna, in quantities

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.

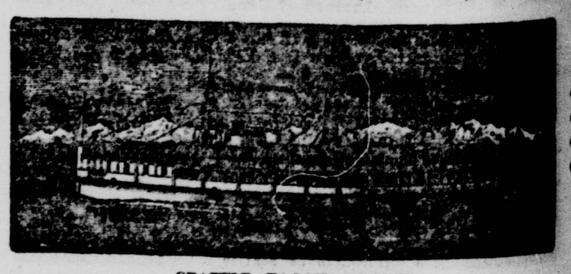
Little Hero Boat Going Down Yukon River.

Boats This Pattern for Sale.

FACTORY—Cor. Third and Vine.

MacDOUGALL & SOUTHWICK
LOUCH, AUGUSTINE & CO. &
SEATTLE HARDWARE CO.

FLY ON THE FLYER



SEATTLE-TACOMA ROUTE.

Four round trips daily, except Sunday.
Time Card—Leave Seattle 7:45, 11:15 a. m., 2:45, 6:15 p. m.
Leave Tacoma 9:30 a. m., 1:00, 4:30, 8:00 p. m.
Table service unsurpassed.

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