IN FORTUNE'S QUEST.

STEAMER FARALLON SAILS AWAY FOR THE NORTH.

Steamship Humboldt Will Sail at 10 This Morning—Delayed Unexpectedly by Loading Fuel and Freight—Passengers Will Go Aboard at 7 O'clock This Morning—Philadelphians and Others Outfit in Seattle, and Are Well Pleased—City of Kingston to Make the Run to Dyea in Place of the Seattle—Steamer Al-Ki Due From the North.

By the end of the present week another 1,000 men will be added to the ever-increasing army of gold hunters north bound. At 9 o'clock this morning the steamship Farallon will sail for Dyea with ninety passengers and seventy head of horses. Today at 10 the steamship Humboldt will start on her long run to St. Michael's, having been detained here loading fuel and freight. She will carry 225 persons. Wednesday the steamer City of Kingston, in place of the City of Seattle, will sail for Dyea and Skaguay bay with nearly 300 passengers. The steamer Al-Ki, sailing Wednesday, will carry 200 more, and the excursion steamship Queen, sailing August 22, will carry upwards of 200. The schooner Moonlight will sail Wednesday night for Skaguay bay with seventy passengers and a number of horses.

On Board the Farallon.

Among the Farallon's passengers is a party of young men from Baltimore and Philadelphia, comprising two business men, one author and one stockman. All are college graduates, and go to the northern gold fields in search of a fortune. The party consists of the following: John Forbes, W. P. Lockington, and J. Freeman, of Philadelphia, and F. H. Griffith, of Baltimore. Lockington is the writer in the party, and will send descriptive articles concerning the new camp in the Northwest Territory to Eastern magazines.

On the Farallon is also W. P. Wood, an old-time mine superintendent of California, who threw up a position as superintendent of the famous American mine in French gulch, to search for the big quartz ledges of the upper Yukon. A. Trigidea, of San Francisco, a mining engineer of twenty years' standing in California, is a passenger on the Humboldt. He goes to investigate the placers of the Yukon for a California syndicate.

On the Farallon is a shipment of twenty-two horses, made by Colvin, Berg & Fraser, accompanied by four men. The horses will be used as a pack train over the White pass.

The following passengers will sail on the Farallon from this city:

Col. O. V. Davis, of Spokane.	C. F. Wood.
M. Dean.	H. P. Lockington.
John Forbes.	W. W. Wesley.
J. Freeman.	John Roggendorf and wife.
F. H. Griffith.	George Hannart.
Patrick Langan.	O. Lundberg.
M. E. Warren.	R. McCarthy.
A. S. Garlick.	C. E. King.
Henry Miller.	F. L. Mason.
J. P. Wood.	E. F. McCarthy.

The Humboldt Waits Another Day.

Trucks heaped with provisions and merchandise of all description, baggage wagons loaded with trunks and all manner of grips, and hundreds of men and women intent on witnessing the preparations under way for the departure of the steamer Humboldt, made things lively at the Arlington dock yesterday.

The Humboldt lay all morning at the coal bunkers of the Oregon Improvement Company, taking on fuel for the long voyage to St. Michaels. At 1 o'clock she steamed up to the Arlington dock to receive the 300 tons of freight and the personal effects of the 225 passengers.

The delay in the Humboldt's departure, it having been announced that she would sail at noon yesterday, was due to the fact that the fuel had to be stored away in the hold so as to leave the necessary space for the freight. After the steamer had tied up to the Arlington dock, some little time was consumed before the work of putting the freight on was commenced, in trimming the ship's fuel and placing it properly in the hold.

By 4 o'clock in the afternoon, the entrance to the dock was jammed with people. A rope was stretched between the walls and no one save those who had business with the ship was allowed to pass within. Inside the office, the dock managers and a force of employes were kept busy, working like Trojans, to handle the business. There was freight to receipt for and bill, questions to answer from everybody and countless other things to attend to.

On one side of the building the freight for the Humboldt was piled high, most of it being securely packed and marked for Dawson City. There were many Yukon sleds in the lot.

As the day passed, the pile of freight grew steadily larger, being augmented by constantly arriving truck and express wagon loads. Outside on the dock were several piles of lumber, which will be used in constructing a river steamer at St. Michaels.

One unfortunate Klondiker had a hard experience. At 2 o'clock in the afternoon Deputy Sheriff Atwell appeared on the dock with a levy and attachment on a lot of goods and supplies owned by Erick Lund. Lund had purchased a ticket for Dawson City and had arranged for the transportation of his outfit. The attachment was sued out on a note for $1,600 owned in the East. Lund spent the afternoon trying to settle the matter, but at last accounts had not succeeded.

Among the Humboldt's passengers are J. C. Flanner and Henry Shoemaker, who are in the employ of a big New York and London syndicate, represented here by Clarence King, the famous mining engineer of New York. These and other Eastern men on the Humboldt represent in the aggregate several millions in money, whose owners are anxious to invest it in the Klondike.

A party of three Klondikers from Minnesota arrived here Friday and will sail today on the Humboldt for Dawson City. They purchased their outfits here, and to a representative of the Post-Intelligencer last night gave the same testimony as to the quality of the supplies and the low prices asked, which is the burden of the song of all the gold hunters who buy of Seattle merchants.

The Minnesota party consists of F. E. Hertz, of Crookston, Minn., surveyor general for the northern district of the state; F. P. Hershberger, of Fosston, an old miner and prospector, and W. J. Helligoss, of St. Cloud, formerly a land cruiser in the employ of the Great Northern. Mr. Hertz did not resign his position on leaving for the Klondike, but employed a deputy to do the work of his office during his absence. Mr. Helligoss, however, gave up his job for a chance to win millions in the rich placers of Alaska.

The Humboldt will carry north about 300 pounds of mail destined for the interior of Alaska and for the Northwest territory. The mail was made up here and will be transferred to river steamers at St. Michaels. Numerous money remittances are in the packages of mail matter.

On the Schooner Moonlight.

A force of men has been busily engaged during the past two days in overhauling and refitting the schooner Moonlight, lying at Colman's wharf. The Moonlight is to be towed from Seattle clear through to Dyea and Skaguay bay by the ocean tug Colman. She is expected to sail Wednesday night.

The tug Colman has been secured by Capt. W. Smith to be operated on the mail route between Dyea and Juneau.

Kingston to Go North.

Owing to the non-arrival of necessary equipment for the City of Seattle, the Washington & Alaska Steamship Company has determined not to send her north this trip, but instead will dispatch the fine passenger steamship City of Kingston, one of the best known boats on the Sound, for Dyea and Skaguay. Manager Peabody announced last night that the Kingston had been selected for the run in place of the Seattle, but that the latter would make the trip on the return of the Kingston. All holders of tickets will be fully protected.

The City of Seattle will be placed on the Kingston's run during the latter's absence in northern waters.

The Kingston is a splendidly equipped vessel, capable of carrying upward of 300 passengers, and elegantly furnished and appointed throughout. She is a fast craft and ought to make the run to Dyea in record-breaking time.

UNDER FALSE PRETENSES.

Solicitors Obtain Money on an Advertising Book—Merchants Should Be on Their Guard.

It was reported last night that several of the merchants of this city have been induced to subscribe to a book purporting to advertise the city of Seattle in connection with Alaskan and Northwest territory outfitting. The statement is made by the men who are soliciting advertisements and subscriptions to the work that the book is to be issued with the indorsement of the chamber of commerce and under its supervision.

This statement Mr. Ling, the secretary of the Seattle Chamber of Commerce, emphatically denies. He says that the chamber has been approached by all kinds of men with all sorts of advertising propositions in relation to affairs in the North. For the purpose of bringing meritorious schemes of advertising to the attention of merchants the chamber has decided to refer all matters for which its indorsement is asked to a committee, which will give them a thorough investigation.

Mr. Ling states positively that the chamber has not now nor will it recommend anything in the way of advertising until it has received reports from its committee. Careful advertisers have said that in their belief Seattle people should defer any expenditures for advertising in the East until December or until the first of the year.

OGILVIE ON THE KLONDIKE.

Valuable Advice to Miners on Time and Manner of Going There.

NEW YORK, Aug. 16.—A dispatch to the Herald from Washington says:

Secretary Gage has just received from the secretary of the interior of Canada an official report on the Klondike mining district. It is a condensation of the reports of William Ogilvie, the Dominion land surveyor, and contains other matters from other officers of the Canadian government who have previously visited the region or are there now.

At the outset the minister states that the report is published in response to numerous public demands. "The object," he says, "is not to induce anyone to go to that country at the present time. Until better means of communication are established, a man undertakes serious risks in going there unless he has sufficient resources to tide him over the long winter. After September egress from the country is practically impossible until the following June, and a person that has not been successful in locating a paying claim has to depend for subsistence upon finding employment. Wages are at times abnormally high, but the labor market is very narrow and easily overstocked.

"It is estimated that up to the middle of May 1,500 to 1,600 persons had crossed the Dyea pass this year. Several hundred more will go by steamers up the Yukon. Whether employment will be available for all and for the considerable population already in the district is somewhat doubtful. It will, therefore, be wise for those who contemplate going to the Yukon district to give serious consideration to the matter before coming to a decision."

An extract from the report of A. E. Willis, assistant surgeon general for 1896, is given to indicate the climate of the Klondike, characteristics of the inhabitants and the mode of living. He also describes the kind of men that should go to the Klondike. He says:

"The climate is wet. During the winter months the cold is intense, with usually considerable wind. A heavy mist rising from open plains in the river settles down in the valley in extreme weather. This dampness makes the cold felt much more, and is conducive to rheumatic pains, colds and the like. In selecting men to live in this country I beg to submit a few remarks, some of which will be of assistance to the medical examiners in making their recommendations.

"Men should be sober, strong and healthy. They should be practical men, able to adapt themselves quickly to their surroundings. Special care should be taken to see that their lungs are sound, that they are free from rheumatism and rheumatic tendencies, and their joints, especially knee joints, are strong and have never been weakened by injury or disease. It is important to consider their temperaments. Men should be of cheerful, hopeful disposition and willing workers. Those of morose, sullen natures, although they may be good workers, are very apt, as soon as the novelty wears off, to become dissatisfied, pessimistic and melancholy."

Mr. Ogilvie, chief of the boundary survey, in a report of a trip down the Yukon, says regarding the weather:

"It is said by those familiar with the locality that the storms which rage in the upper altitudes of the coast range during the greater part of the time from October to March, are terrific. A man caught in one of them runs the risk of losing his life, unless he can reach shelter in a short time."

Mr. Ogilvie on the same trip had much difficulty with the Indians, and they demanded $20 per hundred pounds for carrying his goods. On being told that the party had a permit from the Great Father in Washington to pass through the country, and that the Indians would be punished if they interfered, they reduced the price to $10. Mr. Ogilvie estimates that there are about 800,000 acres of land along the Yukon and its branches that might be used for agricultural purposes. Mr. Ogilvie gives the miners a bad reputation. He says:

"I may say that it is generally very difficult to get any exact or even approximately exact statement of facts or values from miners. Many of them are inveterate jokers, and take delight in hoaxing. The higher the official or social position of the person they hoax, the better they are pleased. I have several times found that, after spending hours getting information from one of them, it would be all contradicted by the next one I met.

"Another cause of difficulty in getting trustworthy information from them is that, in a certain sense, they consider every government official or agent their enemy, and that he is in the country to spy upon their doings and find out things which the great majority of them are very much averse to have known."

DIFFICULTIES NOT KNOWN.

San Francisco Business Man Dilates on Folly of Rush to Dyea.

SAN FRANCISCO, Aug. 16.—Thomas Magee, well known as a conservative business man and a careful observer, who accompanied his son to Dyea, writes to the Associated Press from that point to the effect that the ignorance displayed by the crowds who are flocking to the Klondike is lamentable. Of the 400 passengers who sailed with him on board the steamer George W. Elder, half of whom were from San Francisco, not one in twenty has any definite information as to how to reach his destination. While the routes were well known the details and conditions to be met with were not considered, most of the searchers for wealth hoping to settle all doubts and uncertainties when they reached Juneau. Instead, however, further confusion was created by the appalling statements that there were only two routes, each of which necessitated meeting apparently insurmountable difficulties.

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

There were plenty of advocates for both routes at Juneau, but most of them were found to be interested parties.

The starting points, Dyea and Skaguay, are separated by four miles of salt water. The Dyea trail goes over Chilcoot pass, which involves a climb of 3,500 feet, while the other has 2,600 feet of climbing over White pass, and, besides being six miles longer, is boggy in places. The Indians, who are the sole packers, all pack over the Chilkoot pass from Dyea. Nearly 500 pack animals are now en route and on arrival will be organized into regular pack trains, which will remove the chief obstacle for the transport of supplies over the thirty-five miles of land, which is much more formidable than that over 460 miles on the other side of the pass.

On August 7, a miner was drowned while packing his goods over a foot log about a mile and a half from Skaguay. A teamster charged $10 for bringing the corpse into the town, and this so enraged the people that he was ordered to leave town at once. He was offered $2,000 for his wagon and team before he left for Juneau.

WARNED FROM VICTORIA.

Seattle Miner Advises Friends to Buy Outfits at Home—Cheaper, Even With Duty Added.

That Seattle is the best place to outfit for the Klondike and the Yukon basin is shown by a letter written by S. C. Hamilton to a friend in this city. Mr. Hamilton was a passenger on the Islander, and was forced to pay duty on his outfit at Victoria. Nevertheless, he says he saved money by buying at home. It was Mr. Hamilton who recovered Dwight Fowler's body after the drowning at Skaguay. The letter, which is dated August 1, says:

"We are aground in Wrangel narrows, having struck at a few minutes after 9 a. m. today. They are trying to make it without an American pilot, and the pilot they have, it would seem, does not know the channel. He is trying to get off by reversing the engines, but still we stick, and we'll have to wait for the tide.

"Weather has been cloudy and cool since the day we left Victoria (Thursday), and we seem to be getting into the region of bad weather.

"We, the Seattle boys, are all in good health and spirits, with hope still high. However, if we had the start to make over again, I do not believe one of the Seattle crowd would come by way of Victoria, or on an English ship. They delayed us a day at Victoria, and cinched us for double the amount of freight we have. If any of your friends are coming, tell them to keep away from Victoria and the English and Canadians.

"They have some customs officers aboard. Some have paid their duties and others have not. We do not intend to pay until we have to. A United States customs officer came aboard yesterday evening, and now the Canucks are uneasy. One can outfit at Seattle enough cheaper than at Victoria to pay the duty, which in our case will be $50 or $60 each.

"The fare on the boat is reasonably good, considering the number they have to feed, except the coffee, which is vile. We have slept on the hurricane deck in our blankets every night except the night we left Seattle, on the Kingston. We began to rough it from the start, and I think we are getting toughened to it in good shape.

"LATER.—We are off the bar. Got off about 11 o'clock this morning. The captain thinks we will reach Juneau about 10 o'clock, and I want to mail this so it will come down on the Mexico. Conditions are not very favorable for writing. The sun came out about 3 o'clock, and remained bright and warm all afternoon, but we had passed the glaciers and icebergs and all the other scenery while it was cloudy, and we were sailing in a wide channel, so we couldn't get any pictures.

"We will get to Dyea some time tomorrow. The boat carrying our freight is a day or so behind. We passed the Queen yesterday afternoon.

"We calculated we had provisions enough for one year, but if our appetites continue as at present we will probably have shortage. Our hard work will probably begin about Tuesday."

Only Seattle Has Mastered the Art.

The high-class training of Seattle outfitters for the Yukon and Klondike trade is referred to by S. P. Lauritzen, a wealthy New Yorker, in a note to Sherwood Gillespy yesterday. Mr. Lauritzen, accompanied by his wife and son, is a passenger on the Humboldt, and will spend the winter in the Arctic. He says:

"I learn this morning that the Humboldt is at her dock, so we may get out this afternoon or evening, and I therefore take this last opportunity to thank you sincerely for the great trouble you have taken in introducing myself and my son to the merchants of your city. In coming over on the Canadian Pacific railroad I heard so much of the advantages of buying in Victoria that I began to feel I had made a mistake in my places, but after arriving here and seeing the stock your merchants were prepared with, I at once came to the conclusion that not only was I fortunate in not going to Victoria, but also in not fitting out in New York as I first thought to do, for I will tell you, as I have told several of your merchants, that New York does not know the A B C of fitting out for such an expedition, and the average prices here are as low for an ordinary buyer as in New York. I find that I have carted two Winchesters with me from New York and could have bought them here for the same money. Of course I may have had special advantage on account of your kind assistance, and my wife and son join me in expressing our thanks to you and regret that we may not be able to call on you and your family before leaving."

Everything at Reasonable Cost.

The Philadelphia party, which sailed on the Farallon last night, arrived here Friday, and its members were busily engaged until yesterday in purchasing their outfits. They have secured 5,000 pounds of provisions here and have arranged for the transportation of their outfits at Skaguay bay. Mr. Lockington said last night:

"We are especially well pleased with the treatment we have received here at the hands of the Seattle dealers. We have found everything that we need, and without any trouble to ourselves have secured an excellent and comprehensive outfit at a very reasonable cost."

EVERY MAN IN CORDUROY.

Five Gold Hunters From Plymouth—Chicago Company to Shorten the Dyea Route.

The Chicago Record of August 10 says:

"Five fair-haired, blue-eyed young men walked into the Leland hotel yesterday morning, and after they had registered announced that they were off to the Klondike that night. They wore corduroy, every man of them, and the shoes they wore, which they spoke of as boots, were heavy and nailed; but they spoke as five having authority, 'varsity education and bank accounts, and they ordered their lunch with discrimination. Their names, as they appeared on the hotel register, were as follows: W. H. Chambers, London, Ont.; J. C. Quinby, Birmingham, England; George O. Follett, Victoria, B. C.; Fred Hamilton, Plymouth, England, and Harry C. Taylor, London, England.

"Frank E. Jago, the bookkeeper of the hotel, is a Plymouth man, learning which Mr. Hamiltons insular reserve thawed and resolved itself into a dew of confidence. 'We are going to look the thing up, y' know,' he said, 'and if we find that it ain't what we want we shall chuck it and come back again. We're goin' to satisfy ourselves. Quinby here has been through the mill at Johannesburg, and he is goin' to see that no one takes advantage of our confidin' innocence.'

"Six weeks ago these young men were strangers to each other. They met in a hotel in London, and since then have been inseparable. When rumors of the Klondike excitement reached them they suddenly made up their minds to investigate, and packed their bullock-hide trunks, and started within twenty-four hours."

The same paper says that Chicago capital proposes to take some of the rough edges off the Dyea route, and at the same time clip a week or more from the time required to reach the Klondike district. A company is now in process of formation which proposes to build four or six small steamers of light draft, which will be launched in Lake Linderman, and will run in the chain of lakes, the Lewis river and the Upper Yukon river. The same company will build tramways, after the pattern of those in use by the Hudson Bay Company over the old route from the North, to overcome the difficulty of transportation at portage points.

No time is to be lost in getting the work under way. It is intimated that one of the railroads running to Seattle, which has steamer connection to Dyea, is interested in the enterprise, and that it will be a heavy stockholder in the lake steamboat company. Information on this score is being withheld, but it is said that the names of responsible parties will be made public just as soon as the company has been incorporated, which will be within a few days.

The plans for the boats are now being drawn in Chicago, and the material that will go into them will be shipped to this city. The boats will go to their destination in parts, and will be put together on the waters of Lake Linderman. They will be provided with all the comforts that make steamboat traveling enjoyable, and will be of sufficient tonnage to carry a considerable amount of freight on each trip.

With the proposed wagon road that the Dominion government and the Canadian Pacific railway are figuring on, it is thought there will be little trouble in reaching the gold fields, and those who are caught on the Klondike when the lakes and rivers are frozen over can get out by way of the northern route, which is through Edmonton. It is the intention to get the boats completed so that they can be placed in the service with the opening of next spring.

TUG MAYFLOWER IN PORT.

With Barge in Tow, She Arrives From Astoria—Bound for Dyea.

The tugboat Mayflower arrived in port last evening from Astoria, having in tow a seventy-foot barge, which is being sent north on a hunt for business. The parties owning the Mayflower and outfitting the expedition are all Astoria men, and the idea as set forth last night by Capt. Masney and Engineer Mahan, of the tugboat, is to put up a store at Dyea, for which the Mayflower is carrying supplies.

The trip is one of speculation, and after locating the barge at Dyea Capt. Masney is going to look for a route between Juneau and the beaches where those intending to cross the passes are landed. The run from Juneau to Dyea is ninety miles. The Mayflower has a Columbia river license for sixty-five passengers, and expects to find business sufficient in the North to keep her there. The trip up from Astoria is said to have been a rough one, and the Mayflower had to put in to Gray's harbor for coal.

Lumber to build the store with at Dyea will be loaded on the barge at Ancortes.

TELEGRAPH LINE TO KLONDIKE.

Canadian Government Proposes Construction Jointly With U. S.

WASHINGTON, Aug. 16.—The Canadian government has submitted formal proposals to this government to establish communication with the Klondike region in Alaska by the construction of a telegraph line from the head of winter navigation on the Lynn canal into the center of the Klondike district. The proposals have been taken under advisement.

The proposals, while reserving the rights of either country, pending settlement of the international boundary line between the United States and Canada, urge the expediency of establishing a permanent rule, giving access to the interior at all seasons of the year.

THE BLOCKADE ON THE TRAILS.

Commissioner Jones Predicts Great Hardships Among the Foolhardy.

WASHINGTON, Aug. 16.—William J. Jones, United States commissioner to Alaska, assigned to St. Michael's, has sent to the interior department the following report on the gold rush in a letter dated at Dyea, Alaska, August 4:

"There are nearly 1,800 people on the Dyea and Skaguay routes and both trails are blocked. They are throwing away their packs and rushing headlong to the mines. Great distress, hardships and suffering and possible death from hunger and exposure is sure to follow next winter."

Will Come Back and Buy the Ship.

SAVANNAH, Ga., Aug. 16.—The entire crew of the British steamship Dorothy deserted for the Klondike, and left a very sanguine note for their erstwhile captain, informing him that in about two years he might expect their return with enough gold to buy the ship and present it to him as a pleasure yacht. Several wealthy young men of Brunswick, Ga., combined with the deserters in the purchase of a small steam yacht, with which they will round Capt Horn for Alaska. The vessel is said to be well stocked with provisions and mining tools.

Dyea a Good Place to Avoid.

Special Dispatch to the Post-Intelligencer.

TACOMA, Aug. 16.—Mrs. W. W. Sprague, wife of Winnie Sprague, a well-known resident of Pierce county, has received a letter from her husband, who is at Dyea, in which he warns all prospectors to keep away from Alaska until next spring. He says that Dyea is crowded and there is no chance of the miners getting through until after the ground freezes. He says that the pass is in a deplorable condition and will be impassable for some time. Living at Dyea is expensive and there is much drunkenness among the miners.

Botanists Going to Alaska.

VICTORIA, B. C., Aug. 16.—A party of distinguished botanists is in the city. They are R. C. Sargent, of Harvard university; William N. Canby, of Wilmington, Del., and John Muir, of Martinez, Cal., after whom Muir glacier was named. They came straight through from the East, stopping only at Banff. They are at present picking up specimens in the vicinity of the city, and next week leave for Alaska.

Miners Swarm to the Klondike.

Special Dispatch to the Post-Intelligencer.

TACOMA, Aug. 16.—Deputy Sheriff Ross, who returned from an extended trip through the British Columbia mining district, says that in the Trout lake district alone there is an average of 100 men leaving each day for the Klondike and other Alaska points. He states if the craze continues the entire country in the vicinity of Trout lake will soon be depopulated.

The Miners Had Klondike Fever.

SAN FRANCISCO, Aug. 16.—The Alaska Commercial Company's schooner J. M. Weatherwax sailed yesterday for Unga with a cargo of supplies and six miners, who are to work in the company's gold mines on that island. The Klondike excitement struck Unga with full force and many of the miners who had been working there have gone to the new fields.

The Islander Sails for the North.

VANCOUVER, B. C., Aug. 16.—The steamer Islander left here today for Skaguay bay and Dyea with 122 passengers, of whom 41 were mounted police. The Capilano leaves tomorrow with a big cargo of freight.

Eggs on the Klondike.

Miners and prospectors should go to Louch, Augustine & Co.'s, 815 First avenue, and see evaporated eggs and vegetables cooked and try them before ordering supplies. For sale by all grocers.

For Juneau, Skaguay, Dyea and Sitka, The Pacific Coast Steamship Company's steamer Queen sails from Seattle promptly at 9 a. m. August 22.

Room for a few more horses on Rapid Transit, sailing the 20th. See Caine, Arlington dock.

Langer & Lueben's band at Leschi park tonight.

Room for a few more horses on Rapid Transit, sailing the 20th. See Caine, Arlington dock.

STRIKE ON THE FORTS.

LABORERS DEMAND HIGHER WAGES FOR A SHORTER DAY.

Their Places Cannot Be Filled—Gov. Rogers Denounces the Single Tax as Ridiculous and Its Advocates as Fools—The Great Wheat Harvest—Lewis County Commissioners Yield a Point.

Special Dispatch to the Post-Intelligencer.

PORT TOWNSEND, Wash., Aug. 16.—Present indications are that the long-delayed construction of the Puget sound fortifications is yet to be delayed until an understanding between labor and capital is reached. Up to Saturday evening the men were paid $1.65 per day for ten hours' work, and allowed to board themselves. They were then informed that hereafter they must board at the contracting company's "cook house," for which $4.50 per week would be deducted from their wages. As the cost of reaching the fortification site Monday morning and return Saturday night is 50 cents, laborers would have only a balance of $4.90 for a week's work, or a fraction over 8 cents per hour.

This morning the laborers refused to go to work until the contractor acceded to their request, which is $2 per day, eight hours to constitute a day's labor. The contractor made a requisition for 100 laborers on an up-Sound employment agency, but was informed that only on a guarantee of $2 per day of eight hours could men be furnished.

As matters now stand, there will be a practical standstill of all work until a concession is made by the contractor, or some sort of compromise is effected. The contractors referred to are the Pacific Bridge Company of Portland.

ROGERS ON THE SINGLE TAX

The Governor Denounces It as Ridiculous and Impracticable, Its Advocates as Fools.

Special Dispatch to the Post-Intelligencer.

OLYMPIA, Aug. 15.—The single taxers of this city have been indulging in protracted meetings during the past week, and each evening have been addressed by Dr. Longstreet.

In discussing this theory yesterday, Gov. Rogers expressed opinions which indicate that he is not in harmony with a large proportion of his party on the subject of which Dr. Longstreet is now the especial champion in the Northwest. Said he:

"The trouble with the single tax is its entire and absolute impracticability. The idea of loading all the expense of government upon one class of citizens, the landholders, is monstrous, and would be seen at once, if ever put in operation, to be suicidal. No government can long exist unless the owners of homes and the cultivators of land are happy, contented and prosperous. The chief and greatest difficulty with the people of our nation today is that this very class have now too many burdens to carry. What would come to pass if all taxation should be loaded upon them may be faintly imagined, and yet this is the result arrived at by the single taxers.

"The single taxers are earnest and energetic. They induce people to think. But their remedy is simply ridiculous and there isn't the slightest danger of its ever being adopted—as preached by them. Good, sensible single taxers drop onto this in about five years; that is, the single tax fever lasts that long on an average. Fools, however, seem to possess the ability to keep it up indefinitely. But I think they do good—in a way."

Help Allowed County Officials.

Special Dispatch to the Post-Intelligencer.

CHEHALIS, Aug. 16.—The county commissioners a few days ago re-elected Treasurer Maynard when it was found that the Populist selected after his resignation could not give a bond. They concluded to allow him $50 per month for clerk hire. The two Populists on the board thought this sufficient justification for allowing other officials help at the county's expense, and they gave Auditor Schooley, a Populist who has been paying his clerks out of his own pocket, as he was pledged to do by the convention which nominated him, help to the amount of $400 a year, starting from April 5. They also allowed Sheriff Carpenter, a Republican, $300 a year for assistance. Saturday the matter of help for the sheriff was brought up again, and the resolution giving him help was rescinded.

Great Harvest in Adams County.

Special Dispatch to the Post-Intelligencer.

RITZVILLE, Aug. 16.—The harvest in this section this year has exceeded the wildest expectations of the farmers and has proved to be the largest ever known here. The fall grain is all cut and they are now harvesting the spring grain. Several threshing machines have started and the average yield per acre has been from twenty-five to thirty-five bushles. The price of wheat is still on the advance, and yesterday reached 75 cents. Should the farmers take advantage of the present high prices, it will place at least 90 per cent. of them out of debt and give them a start for next year. Harvest hands can hardly be secured at any price. They are getting from $1.75 to $4 per day, and several farmers have had to postpone harvesting till they can secure hands.

IF You Love Your Wife Buy Her A Gas Stove.

Stmr. Noyo for Dawson

The first-class steamship NOYO will leave San Francisco AUGUST 22d, Seattle AUGUST 25th, for DAWSON CITY, via St. Michael's.

Fare, $400,

Including 1,150 pounds freight free. In case of river freezing, company will furnish subsistence until navigation opens and arrival at destination without extra cost. This company has the fastest and staunchest ocean and river boats in the Yukon trade. No barges to build to detain you at St. Michael's.

For full particulars address STEAMER NOYO, Arlington Dock Company, Seattle.

THE RAINIER-GRAND HOTEL

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The Only Strictly First-Class Hotel in Seattle

Located on First Ave., Between Madison and Marion.

A Final Clean-Up

Of Remnants and Broken Lines.

During our Great Mid-Summer Clearance Sale, just closed, we have unavoidably accumulated a large stock of remnants and odd lots, consisting of

Broken lots in Ladies' Jackets and Capes.
Odd sizes in Ladies' Shirt Waists.
Broken lines in Hosiery and Underwear.
Half dozens Napkins.
Odd pairs in Lace Curtains.
Broken lines in Corsets.
Remnants of Wool Dress Goods.
Remnants in Wash Dress Goods.
Remnants in Embroideries and Laces.
Remnants in Ribbons and Silks.
Remnants in Table Damasks and Linings, etc., etc.

All of which we shall close out this week at

A Positive Sacrifice.

THE REMNANT SALE WILL BE ON WEDNESDAY AND THURSDAY NEXT, AND NOT BEFORE.
ODD LOTS AND BROKEN LINES AT CLOSING PRICES TOMORROW.
The following items are a few of hundreds equally cheap:

E. W. NEWHALL & CO.

Cor. Second Av. and Madison St.

Musical Supplies.

Of every description are what we sell. We have all kinds of musical instruments; mandolins, violins, banjos, guitars, etc., at bottom prices. Will give you a good guitar for $3.50, and other instruments in proportion. Our stock of violin bows, strings, cases and the different parts for the various instruments we sell enables you to purchase a complete outfit from us. We also sell instruction books, studies and sheet music. All sheet music we sell at half price.

Winter & Harper

Burke Building, Seattle.

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Washington and Alaska S. S. Co.'s Steamship

City of Kingston

In Place of the City of Seattle,

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SEATTLE to DYEA and SKAGUAY.

This magnificent steel screw steamship will sail from Seattle for Juneau, Skaguay Bay and Dyea the morning of August 18th and 28th. Her accommodations are unrivaled. She is the finest, fastest and most comfortable vessel on this route. In connection with above

The Alaska S. S. Co.

Will operate their elegant and fast sailing steamship

"ROSALIE."

From Seattle on the 24th of August and 5th of September for Skaguay Bay and Dyea direct.

For freight and passage apply to

C. H. J. STOLTENBERG, General Ticket Agent, Under N. P. Ticket Office.
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CHARLES E. PEABODY, Manager.

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

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