in Seattle, had crossed the trail safely several weeks ago and was on his way down the Yukon. Mr. Hammell was accompanied by his wife. They were taken across the summit with 2,000 pounds of provisions and supplies by George Ames with his pack train. At Lake Linderman they were fortunate in securing a boat, and started with only a few hours' delay.

Harry Struve, George Allen and John B. Wing had succeeded in getting their supplies nearly to the summit, fourteen miles from Skaguay. They were in a fair way to reach the lakes, and would soon be floating down the Yukon.

Another party that had reached the summit included Capt. Hogle, Ben Thompson, Griffith and Crawford. They went to work with tireless energy immediately on landing at Skaguay, and with their train of horses packed their belongings to the summit in short order. These parties, said Mr. Clancy, will probably get through all right.

Dave Faust, formerly of South Prairie, who went up with Mr. Clancy, sold out his outfit and returned to the bay, being convinced of the futility of trying to get through before winter set in.

Mr. Clancy will return on one of the first steamers to leave port this week. He will take material along for a hotel which he proposes to establish at Skaguay. He has secured a lot and has filed a water claim on a lake above the town, and proposes to pipe the water down to supply the inhabitants of the bustling city by the sea this winter. It would not surprise any who know Frank Clancy to see him a Skaguay magnate in more ways than one this winter.

Packing early in the rush to the Klondike was 12½ cents per pound over the Skaguay trail. When the Rosalie sailed 50 cents was being offered with few takers. George Ames made one trip with his train and then offered the men with whom he had contracted their money back or possession of the horses.

The Rosalie brought the following passengers:

George H. Hellar, Frank Clancy, W. L. C. Green, M. J. Turner, W. Zinns, L. J. Wilson, James Burke, H. L. Holbrook, A. L. Noyes, B. Craemer and Mrs. Archie McDonald. Turner was one of those who became disheartened at the Skaguay trail and sold out to come back to civilization. He lives at Oakland, Cal. He believes that few of those now at the pass will get through this winter.

The passengers adopted resolutions, expressing thanks to Capt. Oliver and Purser La Farge for the treatment afforded them. They also spoke in high terms of the ship. The resolutions were signed by the following committee: E. Irving Halstead, chairman; A. Wasson, of Port Townsend; H. J. Cole, of Spokane; J. Allan Hornsby, of Illinois; Harry Hirshfield, of New York city; F. D. Van Wagenen, of Seattle; W. W. Cobb, of Kankakee, Ill., and C. B. Zabriskie, of Tacoma.

The Rosalie is due to sail tonight or Wednesday morning.

ONE GRAND RUSH FOR GRUB

Linn Relfe Says Football Men Stand the Best Chance on an Alaskan Steamer.

The pleasures of life on board ship, bound for the North, are graphically set forth in a letter from Linn Relfe to his mother. Mr. Relfe writes as follows, under date of August 13:

"The first-class mess room is all right. If you are a good rustler and something of a football player you can get your grub all right. But the second-class is not so lovely. Imagine, if you can, a circus next door to a butcher shop, with the wrong end of a hotel kitchen on the other side. Then imagine 400 men trying to sit down on forty chairs, and you have a very fair idea of dinner time in the second-class mess room. I never before knew why they called it a mess room. In the first-class cabin they ring a gong fifteen minutes before meals, and then after all the ladies are seated the men are let in, and of all the center plays and flying wedges you ever saw at a football game, they are the worst. Your Uncle Charlie so far has always managed, by good interference and low tackling to down a chair and make a touchdown of a knife, fork, spoon and plate, but there are others who have not been so fortunate, and they have to take what is left.

"We have seen several whales and two icebergs, and some declare they saw a sea serpent.

"Every day the crowd gets up on deck and forms a ring. Then two volunteers put on the gloves and have a few rounds, when they are succeeded by two others. Then they sing and recite, and altogether it is the jolliest crowd you ever saw.

"A man on board has registered every one, giving age, residence and nativity. I looked it over yesterday, and there are people here from almost every civilized country in the world.

"Fully 60 per cent. of the people on board will never see Dawson City until spring, for they are either counting on packing their stuff over on their backs or having Indians to pack it, and either way it will take them six weeks at the very shortest. It is too bad, but people will rush in like a lot of sheep, without stopping to figure out the consequences. We expect to get through in about three weeks, and to make Dawson City about September 25."

THE EUGENE GOING NORTH.

To Run Up the Yukon—Suicide of a Fireman.

PORT TOWNSEND, Aug. 23.—The stern wheel steamer Eugene arrived from the Willamette river today en route to St. Michaels, from which point she will be operated to Dawson City, connecting at St. Michaels with the ship Elder, running from Portland. When not loaded the Eugene draws eighteen inches of water, and three feet when carrying 200 tons. She was towed from Astoria to Cape Flattery by the tug Escort.

When off the mouth of Gray's harbor, Peter Neisman, a fireman on the tug, jumped overboard. Although rescued after being in the water ten minutes, he died after being taken aboard the Eugene. It was a clear case of suicide. The Eugene will be towed north by the Bristol on her next trip.

BOAT LOAD OF OREGON GIRLS.

Steamer Eugene Loaded With Young Women for the Yukon.

The river steamer Eugene, which was housed over and trussed for an ocean voyage at Portland, was reported yesterday afternoon as having made a very successful trip around as far as Port Angeles. She left the Columbia river bar 4 o'clock Friday afternoon. She will be towed up to St. Michaels by the steamer Bristol, leaving Victoria tonight. On board the Eugene are a number of girls and young women who are going north to seek employment at the towns and camps along the Yukon river.

AUSTRALIA SENDS ITS QUOTA.

Heavy Travel From the Antipodes Stimulated by Klondike Fever.

VICTORIA, B. C., Aug. 23.—The Aorangi, due here next week from Australia, New Zealand, Fiji and Hawaii, is bringing from Australia more passengers by long odds than have been carried on a Canadian-Australian liner since the line has been in existence. From Australia alone there are 245 second-class passengers and 30 saloon passengers, with more to be picked up at other ports of call.

It is just possible that this large passenger list is accounted for by the Klondike gold excitement, for Australians are ever ready to try new gold fields. Of the steerage passengers 85 are booked for Victoria and Vancouver, 20 for Portland and Puget sound ports, 196 for San Francisco and 40 for Eastern points.

$1000.00

Some one asks: can A Schilling & Co's employees compete for that thousand dollars?

Of course not.

Rules of contest published in large advertisement about the first and middle of each month. A20

OFF FOR THE MINES.

A Big Crowd Left Last Night to Go on the Bristol.

Yesler dock last night was the scene of another big outpouring of the people to see the crowd who had taken passage on the City of Seattle bound for Victoria, at which point they are to embark on the steamer Bristol for St. Michaels, having in tow the commodious stern-wheel steamboat Eugene, which takes her place on the Yukon river in the service of the Portland and Alaska Transportation Company.

It was with great satisfaction President H. P. McGuire, of the Portland and Alaska Transportation and Trading Co., upon entering his office at an early hour yesterday morning, received a telegram from Capt. Lewis, dated at Port Angeles, saying: "Arrived here safely and on time calculated last evening. Awaiting steamer Bristol." Capt. Lewis, who is to command the Eugene on the Yukon, is one of the oldest and most experienced navigators on the Pacific coast, and in the waters of Alaska is probably one of the most efficient and capable pilots known to that section. On arrival on the Yukon Capt. Lewis will remain in the employ of the company and operate the Eugene on that river.

The United States survey steamer Hassler is now the property of this company, and on completion of intended improvements to be made on her, will be placed in commission and operate between Seattle and St. Michaels, connecting then with the Eugene.

But to return to the scenes of last evening. It was an immense throng to be seen on the usual busy Yesler dock. The warehouse was piled high with the outfits of the adventurous prospectors, which the deckhands of the City of Seattle were hustling upon that boat.

Around the passengers were friends and their families, wishing them Godspeed on their journey of nearly 5,000 miles. With such scenes Seattle is now familiar, and this was but one of almost daily occurrence. One thing might be said, however, that probably no lot of passengers ever left this city better or more thoroughly equipped in every particular for a stay in Alaska and to combat the rigorous climate of that section than those which left here last night to go on the Bristol. They were all men of fine physique, men of apparently good circumstances and intelligence, who were going north with the intention of abstracting from nature the gold which all accounts show to be prolific in the icy region of the Arctic.

All day yesterday the offices of the company were besieged with late comers, taxing the ability of Agent Gould and his assistants to the utmost to serve all applying for accommodations. President H. P. McGuire and Secretary W. W. McGuire were, in terms of the world, busy as nailers consummating the forwarding of their steamers and plans for the future of the company. It is conceded that Seattle requires no commendation as to her hustling abilities, and if such is the case, these two gentlemen require making no apology in the same direction. In fact, it was quoted upon the streets yesterday that the Messrs. McGuire, now identifying themselves with our city's interests, had set a pace which would add much to Seattle's progressiveness and welfare. A number of passengers who had decided to go in via Dyea or Skaguay, in fact were in possession of their tickets, sacrificed them at heavy discounts in order to reach Dawson City without the hardships of the pass or the overland route.

The weather indications as shown by the government charts show the most favorable probability for the Bristol with her tow, the Eugene.

Owing to the large amount of baggage and freight to be handled for her passengers, the Bristol will probably not be able to clear from Victoria for St. Michaels before Wednesday, so that those who were unable to get away on the City of Seattle last evening may leave here on this boat tonight and have ample time to connect with the Bristol on Wednesday morning.

To Prospect on Copper River.

SAN FRANCISCO, Aug. 23.—The topsail schooner La Ninta, which is fitting out for a voyage to the Copper river with prospectors in search of gold, will sail from here in a few days. The organizer of the expedition is Henry T. Renton, a wealthy real estate man, nephew of the late William Renton, the lumber king of Port Blakeley. A company has been incorporated under the name of the Southern Alaska Mining and Development Company, and the shareholders are all Oakland people. Capt. Sonerud, an experienced whaler, will be in charge of the La Ninta, which is being fitted up under his direction. About $20,000 is being put into the venture.

To Break in Chee-Chaoes.

J. W. Black and H. W. Bateman are in the city on their way East. They are old Yukoners, and are going East on the novel errand of teaching the Buckeyes and Badgers how to sluice out gold. They will have an actual sluice box and actual gold, and will give performances to which they will charge admission. Incidentally they will advertise Seattle and send people here to outfit.

MAIL FOR KLONDIKE.

WILL GO IN BY WAY OF VICTORIA THIS WINTER.

No Postoffice at Skaguay Nor at St. Michaels and Only a Monthly Mail Service to Dyea—Four Pounds of Letters Daily From Seattle to the Klondike—American Overland Service Only Reaches Circle City and Does Not Go Near the Great Center of Interest.

There is no United States postoffice at Skaguay. Though the whole country and every individual in it has the word on his tongue every day, it has not yet gotten into Uncle Sam's list of postoffices. Nor has Klondike a place on the map of mail stations, although one would think by the number of letters addressed to the magic place of untold wealth that are going through the Seattle postoffice, that Klondike had a postmaster and a force of twenty clerks.

There is a postoffice at Dyea, one at Circle City and one at Unalaska. Of course Sitka and Juneau are well equipped postoffices. But neither Skaguay nor St. Michaels has as yet been supplied with postmasters by the government. Of course the great need of postoffices at those points has been of such recent origin that the government is not to blame whatever for this condition of affairs, but owing to the accommodating officials of the steamship companies and others the lack of facilities for getting mail to the north has been greatly overcome.

The government has a contract with the Pacific Coast Steamship Company which takes mail to Juneau four or five times a month. On the City of Topeka there is an R. P. O. agent—the purser, W. R. Curtis. On the other boats of this line there is no mail agent. The Rosalie is to take the contract of the ill-fated Willapa on September 1st, which will increase the service to Juneau. From Juneau to Dyea there is only a monthly service and the Seattle postoffice sends all Skaguay mail to Juneau. How the Juneau postmaster gets it to the men who are toiling over the trail from Skaguay to Lake Linderman is a matter of conjecture. It is well, when addressing letters, to make a foot-note as to the probable whereabouts of the addressee, so that the postoffice officials may have some idea of where to forward the letters. Addressing them to Skaguay is a good plan, although there is not a postoffice there. However, there is no assurance that letters so addressed will be forwarded to the interior for there will be no possible way of knowing whether the parties have gone on or have come out; besides, the overland route to the interior starts from Dyea. The overland carrier system is to take letters over once a month, of course, to Circle City only, because Dawson City is not in Alaska. The Northwest mounted police, who are to carry mails for the Canadian people, have a monthly service and it is to this service that Americans are to be indebted for getting letters up to the Klondike for the present.

The postoffice at Seattle a few days ago received an order from Chief Clerk C. M. Cotterman, of the railway mail service, at Portland, as follows:

"Mail for the following offices and localities in Northwest Territory, Canada, should be dispatched to Victoria, B. C.: Bonanza Creek, Fort Reliance, Dawson, Fort Selkirk, Eldorado, Forty-Mile (Northwest Territory, not Alaska), Fort Cudahy, Klondike."

In accordance with these instructions Chief Mail Clerk George E. Williams has been sending all Klondike mail to Victoria. For a month or so the quantity of such mail has been very large. The letters for the Klondike dropped into the Seattle postoffice amount to about a hundred a day, and the daily package weighs two pounds. About the same amount comes into the office daily from outside and is packeted here, which makes four pounds a day of letter mail for the Britishers to take into the Klondike to our absent sons and husbands. This accumulation in a month would amount to 120 pounds, which is an armful for even a big policeman to carry in his saddlebags. It is very likely that a good share of this Klondike mail is addressed to men who are now blockaded at Skaguay.

To get mail into the Klondike by way of St. Michaels is not much more satisfactory than the overland route, except in the summer time, when through boats are utilized. The contract which the government made for the summer with the steamers Cleveland and Portland has expired. On her present trip the Humboldt has a special contract for carrying the mail. Steamer Cleveland, which left Seattle the 5th inst., took 2,715 letters and twenty sacks of mail. The Humboldt took 1,366 letters and five sacks of mail, the whole weighing 257 pounds. This St. Michaels mail will be turned over to the pursers of the North American Transportation and Trading Company's steamers on the Yukon, who have been sworn in to carry mail by the government.

Mail for St. Michaels hereafter will be sent via Sitka, to which place there will be a railway postoffice service four times a month, and from Sitka to Unalaska once a month, leaving Sitka the 5th of each month. This latter trip requires fourteen days. There is still a long distance to complete the trip to St. Michaels, and so far as is known there is no regular way to cover this stretch of sea. Probably the Portland on her next trip up will pick up the accumulation at Unalaska, and perhaps get a contract for future service of the same kind.

Letter mail only will be taken into the Klondike this winter, and there is no use of trying to send papers. Neither of the two governments will handle them, and it is probable even that a big share of the letter mail will be until spring in getting in to its destination.

BILL WHITE IS GOING IN.

Democratic Warhorse Eager to Prospect Copper River, With the Kuhn Party.

W. H. White, better known as "Warhorse Bill," who is Democratic national committeeman from the state of Washington and who was one of the most ardent supporters of William J. Bryan in the Chicago convention, which made him the standard-bearer of the silver party for president, announced yesterday that he intends to leave soon for Alaska. White will not go to Dyea and attempt to cross the pass; he will not seek Dawson City by way of St. Michaels with every chance in his favor of spending seven or eight months in a river boat somewhere up the frozen Yukon. White is going to Prince William sound, there enter Copper river and not return for two years.

The Democratic national committeeman will have forty-nine comrades. He and ex-Superior Judge Joseph Kuhn, of Jefferson county, will be the leaders. "We want to start this year," said the warhorse. "If we had our men we would leave at once. However, we hope to get into the country by the middle of October. What do we propose to do? Listen. We will organize a company of fifty men. We don't want poor men. We propose that each man shall put up $1,000. That money will go into a common fund for the purchase of supplies and outfits and river boats. We will appoint a committee to make the purchases. Then we will get a schooner, charter it for the occasion, and proceed to Prince William sound. The party will be one for exploration. We must have men who have faith in the country; who are willing to lose $1,000 if necessary, for it may be that we will not get any gold. I assure you that I believe we will get gold. I am so well satisfied of it that I will not only put my own $1,000, but will put up $1,000 for another man who will accompany us. Mr. Kuhn has favored the postponement of the project until spring, but men with whom I have talked say 'go now,' and if we can get our men, as I believe we can, we will be in the Copper river country by October.

"The trip will be a hard one. We expect to secure several Indian guides to go with us. We may have some difficulty in getting them. The Indians in that part of the country do not love the white man. Several parties have been there and each time they made love to the Indian women, who are very pretty, and tried to induce them to accompany them. We will be under military organization and will assure the Indians that any member of the party who attempts to make love to an Indian maiden will be severely dealt with.

"There is gold in the Copper river country, and we hope to find it. After entering the river we will proceed up about forty-five miles. There we will encounter glaciers, over which we will have to pass. With our Indian guides, who know the country like a book, we will accomplish the feat, hard though it may be. Once over the glaciers Copper river is very delightful to navigate. The summers there are much longer than in the interior, and the fact that the country is so close to the coast gives the climate many advantages over that of the interior. There is a possibility that we will not get started until spring, but at the present time we believe that we will be able to leave the Sound next month."

"Will you resign as national committeeman before leaving for the north?"

"No, sir; I will not. I am Bryan's friend and while we may not be able to explain why it is that silver is down and wheat is up, I am for silver and will return in 1900 to vote for William J. Bryan for president."

For Skaguay Direct.

The steamer George E. Starr leaves Arlington dock Thursday, August 26, at 9 o'clock a. m. Room for 100 horses. Telephone Pike 74.

THOMAS O'SHAY'S LUCK.

He Clears $30,000 on Stewart River Claim in Eight Months.

PORT TOWNSEND, Aug. 23.—For many years Thomas O'Shay was employed here on the revenue launches as a decker. Eight months ago he went north and drifted to Stewart river, where he located a claim and went to work. At first he took out only a small amount, but three months ago he struck good dirt. Word comes out on the steamer George E. Starr to the effect that O'Shay sold his claim for $30,000 spot cash. He is still on Stewart river working another claim.

Old Friends Meet on Skaguay Trail.

Frank Berry, representing a London syndicate, writing to his sister, Miss Katharine Berry, in Seattle, from Skaguay, tells a vivid story of the hardships of the trip. He has cut down his outfit to 1,000 pounds, and made a contract to have it taken over at 35 cents a pound. He says prices are advancing, as winter is approaching and everything is confusion on the trail. On the way up Mr. Berry tells of meeting the Twomley family, Mrs. Sloan, daughter of Commodore Vanderbilt, and her daughter; Sylvester Scoville, the World correspondent, and his wife and several others.

For Skaguay Direct.

The steamer George E. Starr leaves Arlington dock Thursday, August 26, at 9 o'clock a. m. Room for 100 horses. Telephone Pike 74.

Baldness is nothing new; it dates back to the early ages. How to restore the hair is modern. Hall's Hair Renewer, the best product of science, will restore it.

For Dawson City Direct.

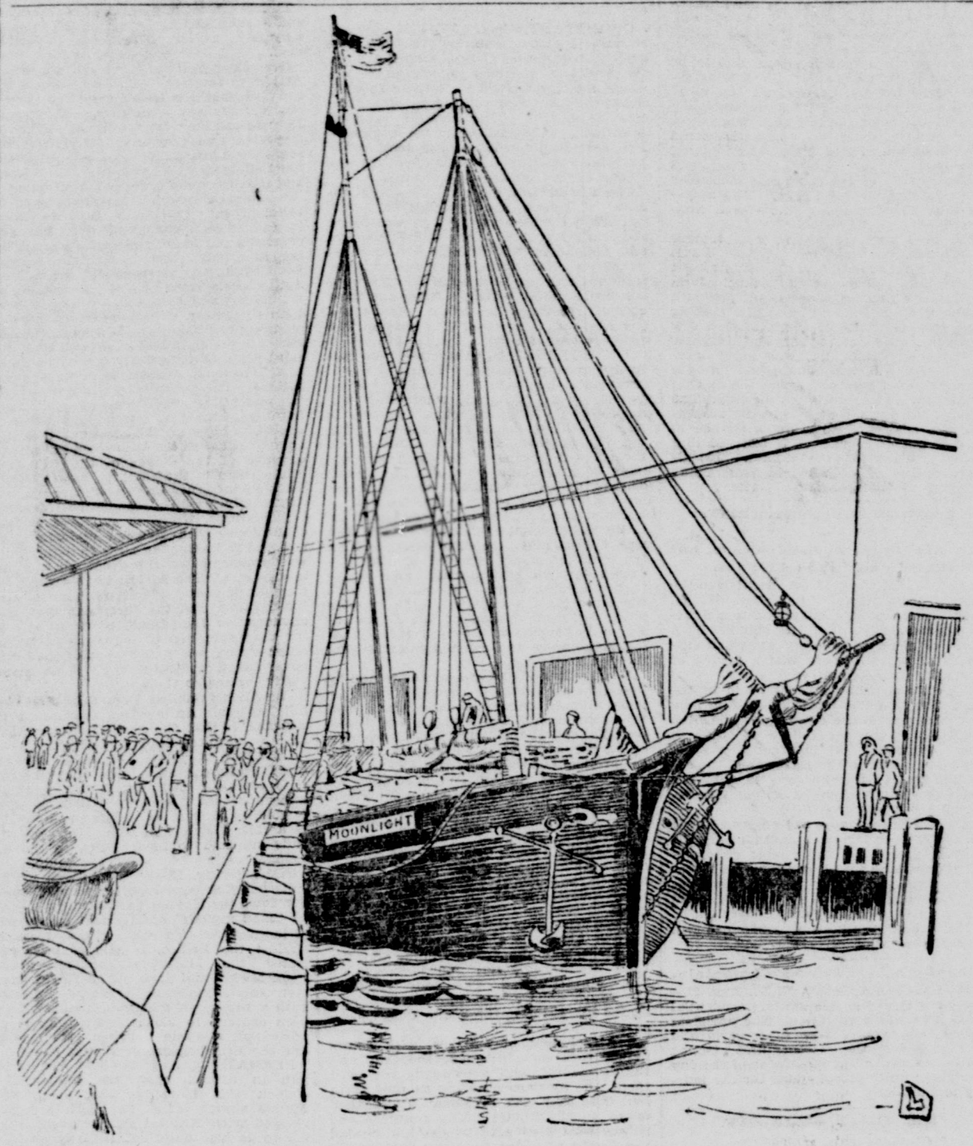
Steamship Noyo will sail from San Francisco August 22, from Seattle August 25, making close connection at the mouth of Yukon with river steamer for Dawson City. No delay. Inquire E. E. Caine, agent, Arlington dock, Seattle.

Room for a few more horses on Rapid Transit, sailing the 28th. See Caine, Arlington dock.

For Skaguay or Dyea, take steamer Utopia August 26.

Van Camp's Macaroni and Cheese.
A new delicacy. At your grocers.

Room for a few more horses on Rapid Transit, sailing the 28th. See Caine, Arlington dock.



SCHOONER MOONLIGHT LOADED AT THE DOCK.

Beautiful eyes grow dull and dim
As the swift years steal away.
Beautiful, willowy forms so slim
Lose fairness with every day.
But she still is queen and hath charms to spare
Who wears youth's coronal—beautiful hair.

Preserve Your Hair

and you preserve your youth. "A woman is as old as she looks," says the world. No woman looks as old as she is if her hair has preserved its normal beauty. You can keep hair from falling out, restoring its normal color, or restore the normal color to gray or faded hair, by the use of

Ayer's Hair Vigor.

The Excitement Continues.

The Rush Is Now to Stewart River.

Why buy inferior grades when we offer you the best in the market at less money.

Mackinaw Coats of all descriptions.
Mackinaw Pants.
Fleece Lined Coats.
Duck Coats, Slicker Lined.
Duck Pants, Wool Lined.
German Sox.
Heavy Wool Sox.
Buck Mittens.
Wool Mittens.
Corduroy Suits.
Corduroy Pants.
Fur Sleeping Bags.
Fur Robes and Fur Caps.
Blankets.

Rochester Clothing Co.
GOLDENSON & SONDHEIM, Proprietors,
No. 805 First Avenue, Colman Block.

Await Notice of Blanket Sale.

SPECIAL HOSIERY VALUES

The Best Values You Can Possibly Buy.

Children's Heavy Ribbed Fast Black Hose, all sizes, regular value 10c, now... 5c a Pair
Children's School Hose, fast black, non-poisonous dye, double woven throughout, tough as wire, at ..... 12½c a Pair
Ladies' Heavy Seamless Hose, fast black, double soles and heels, a splendid wearing hose, at ..... 12½c a Pair
Ladies' Imported Hermsdorf Black Hose, full finished and regular made, regular value 25c a pair, all sizes, at ..... 18c a Pair

Misses' Cashmere Hose at 18½c, 25c, 35c and 50c a pair.
Ladies' Cashmere Hose at 25c, 35c, 50c and 75c a pair.
Fancy Cotton Hose in large variety—plaids, dots and stripes.
Infants' Cashmere Hose, all colors and qualities.

Muslin Underwear.

We offer the best values in Seattle in Ladies' Muslin Underwear, direct from the manufacturer. We invite inspection.

Standard patterns and publications.

E. W. NEWHALL & CO.
Cor. Second Av. and Madison St.

M. LEVY & CO. 111 FIRST AVENUE S. Terry-Denny Building. Telephone
Importers and Jobbers of
Cigars and Tobacco, Smokers' Articles,

Moran Bros. Company,
MANUFACTURE ALL KINDS
Mining Machinery

The Only Manufacturers in the City.
Blanket Clothing for the Klondike
Seattle Woolen Manufacturing Co., 1119 First Ave., Seattle.

WASHINGTON RICE MILL
215-217 Fourth Ave. South. P. O. Box 224.
Rice mill capacity 7 tons daily; large line all kinds of rice always on hand. Broken rice for breweries; rice bran for animal food. Fifty tons fireworks all kinds just received.

IF YOU LOVE YOUR WIFE BUY HER A GAS STOVE.

To DAWSON CITY DIRECT
Will Also Call at Copper River.
The Colonial Investment Company will dispatch the swift sailing schooner
"BERWICK"
On or about Sept. 1, to Dawson City, Via St. Michaels.
Every Passenger Will Be Given the Following Provisions Free:

400 lbs flour.	24 cans condensed milk.
100 lbs. dried fruit.	5 lbs. baking powder.
100 lbc rice.	1lb. citric acid (for vinegar).
50 lbs. oat meal.	30 lbs. lard.
100 lbs. bacon.	100 lbs. pilot bread.
25 lbs. coffee.	10 lbs. matches.
25 lbs. tea.	25 lbs. coap.
40 lbs. dried potatoes.	50 lbs. sugar.
40 lbs. dried vegetable.	5 lbs. pepper.
	1 can mustard.

A winter home on board ship until landed at Dawson City.
A powerful steam launch and large boats accompany the schooner.
150 pounds of baggage carried free. Money refunded if our contracts are not fulfilled.
Fare to Dawson City Direct, $300.00.
Apply at once to Gilmore & Thurston, 109 Cherry St., Seattle, Wash.

If you love Your wife
Buy her a Gas Stove.

CHAS. G. HOLCOMB
OPTICIAN
FREE
218 BURKE BLDG.

If you love your wife buy her a GAS STOVE

Stmr. Noyo for Dawson

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

Fare, $250,

Including 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 strongest ocean and river boats in the Yukon trade. No barges to build to delay you at St. Michael's.

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

If you love your wife buy her a GAS STOVE

More Healthful,
More Agreeable,
More Economical
TO USE A GAS STOVE
Because
Gas is clean—coal is not.
Gas does away with unnecessary labor.
Gas is not wasteful—coal is.
NO. 216 CHERRY STREET.

KLONDIKE

Str. FARALLON
Will sail from Seattle Aug. 30, 1897, for
JUNEAU, SKAGUAY BAY and DYEA
Carrying Freight and Passengers and Ample Room for Horses.
For information call at Schlacher's wharf, foot of Union st.

If You Love Your Wife
Buy Her A Gas Stove.

Washington Dental and Photographic Supply Co.
Opposite Postoffice, 211 Columbia Street.
—CAMERAS—
We keep the best styles. Any one can use them. No charge for showing you how. Mail orders solicited.