pearance of the city, saying that it surpassed his expectations in every particular. The night that he was here, ten years ago, he walked only a few blocks from the steamer landing. The only places that were open were the saloons, and there was a "hot time in the old town" over the Chinamen. There was an agitator in every saloon making a speech from a rostrum, improvised from a beer table. He was not very favorably impressed, and after a brief survey of the streets near the wharf, he retraced his steps to the steamer.

FROM DAWSON IN TWENTY DAYS.

Bird, McKay and Shelp Ascend the River—Gold Dust by the Cord.

The Alaska Searchlight of August 21 says: "Joe Birch, James McKay and Archie Shelp, who left Dawson City, Klondike, on July 29, arrived in Juneau Thursday night, on the Sealolin. The party were a little over nineteen days from Dawson City to the headwaters of Lake Linderman, making the entire trip from Dawson to Dyea in twenty days. They started from Klondike with ten days' grub, but purchased some on their way out. They came up the river with paddles and a line, each man taking his turn to walk on the bank of the river and pull the boat. No poling was done.

"At Lake Le Barge they were stranded for about eighteen hours, but aside from this delay the boys worked twenty hours out of the twenty-four. Mr. Birch reports no extraordinary excitement in the Indian river and Stewart river districts, excepting $10 and $15 a day diggings. When he left Dawson there were four steamers up from the mouth, the Beaver, Belle, Weare and another. The quickest time on record that these steamers have made from the Klondike to the mouth of the river and return is eighteen days. The steamer Weare on its second trip is to go up as far as Pelly, which would make things a little easier for the miners in obtaining provisions.

"Mr. Birch says the Klondike will be full of slush ice by September 25, and advises all persons who wish to reach Dawson City this summer to start from the lakes not later than September 10. They passed the mail carriers August 12 near Pelly and the canyon. The Birch party made the trip into the Klondike from Juneau in eleven days, but, of course, they took nothing but sufficient grub and their blankets; hence packs were light. Birch brought out 100 letters."

Frank King, under date of Dawson City, July 23, writes:

"I have seen more gold and more money change hands than ever before in the same period of time. Claims on creeks flowing into the Klondike are so rich as to be almost beyond belief, $300 to $1,000 to the pan being of daily occurrence. Dick Lowe is worth $100,000. Jack Smith is worth about $50,000. Oscar Ashby and Billy Leak could sell for $150,000. Joe Brant is worth $10,000. He sold a lot today for $4,500. Sam Matthews is going out in a few days with a good stake."

Archie Shelp, who is just out of the Klondike, told an Alaska Miner man that he saw the gold dust piled up and measuring a quarter of a cord. It took two hours to get his sack from the heap. Eldorado is being mined to the top of the mountain on bench claims by rockers. No bench claim was located until the Fourth of July. William Kerr has a claim worth $80,000, and there are many Juneau men strictly in it. The first spring arrivals will get rich claims.

The Alaska Record estimates that 20,000 people will go to Alaska within the present year.

The Skaguay Wharf and Improvement Company, an organization by local capitalists, will immediately commence the construction of a wharf at Skaguay. The approach is to be 1,000 feet in length, and will extend far enough for the largest vessels to land at low tide.

LOW FARES, MANY PASSENGERS.

The Walla Walla Carries a Large Crowd to San Francisco.

Steamship Walla Walla carried a large list of passengers yesterday for San Francisco, the prevailing rate of $8 for first-class catching heavy business. Following is a list of those booked from this city:

Miss McNaught.	Mrs. E. D. Beattie.
Celia O'Connor.	G. E. Black.
Grace Folger.	A. F. Partridge.
Mrs. P. A. Lovering.	Mrs. B. Fifield.
Mrs. O. H. Sawyer.	Mr. and Mrs. R. H. Sink.
Mrs. A. E. Doucher.	
Jesse A. Dumm.	Ivan Deorp.
Mrs. O. Connor.	Mr. and Mrs. Nicholas George.
Jack Holmes.	
Gertr'd Mackintosh.	Miss C. George.
Helen Holmes.	Mrs. Geo. Nicholas.
Ora Brown.	Mrs. Marrige.
A. Winegard.	Mrs. Condogerge.
E. G. Winegard.	Mr. and Mrs. F. B. Willard.
M. E. Galleard.	
Charles Francis.	R. B. Smith.
E. C. Bonner.	G. C. Cornilius.
Mr. and Mrs. Hans Herlich.	Mr. and Mrs. O. M. Vesper.
Mrs. C. P. Craven.	Mrs. L. Jaffe.
Mr. and Mrs. R. H. Akers.	Lisabell Regan.
Georgia A. Selby.	Harry Henley.
Mr. and Mrs. E. H. Goetz.	D. W. Bawley.
	Mrs. Tripp.
Miss M. Goetz.	J. A. Weber.
John L. Frye.	Mr. and Mrs. John Martin.
Mrs. Geo. C. Folger.	G. A. Cook.
Irene Folger.	Miss Kent.
George D. Tantan.	Mrs. Emma Chapman.
Eugene F. Sayer.	
Grace Dinkelspiel.	W. Thomas.
W. G. Cole.	R. A. Gillespie.
Edwin Perine.	D. Odgers.
Edwin Stanton.	Miss J. Soper.
John Doe.	Miss F. Mae Walker.
Miss Agnes Barrett.	Mrs. C. Bucklin.
Susan Barrett.	Mrs. C. J. McCormick.
Mrs. Mary Jones.	
Arthur Russell.	J. H. Hetherenough.
Mrs. Geo. A. Smith.	D. Verrey.
Mrs. Easton.	R. R. Redland.
Alfred William.	Thomas Doyle.
T. C. Lazier.	John Doyle.
Miss McKenzie.	Sam F. Garches.
J. W. Virgin.	(2 second class.

The following passengers were booked from Tacoma:

Mrs. R. P. Shoemaker.	Morie Moore.
Sadie Brooks.	Eddie Dickson.
Mrs. L. E. Brooks.	H. C. Tillman.
Miss Carlson.	Frank Fogg.
Mrs. Johnson.	Arrion S. Kalonborn.
Otto Berman.	Jos. J. Chapman.
O. Christofson.	H. Morrison.
Miss Mollie Sloseth.	H. Trau.
Cora Morris.	P. A. Davis.
Cecil A. Manley.	Z. T. Pomey.
Dillon R. White.	Carl Searle.
Miss Field.	G. Wilson.
Mrs. Field.	Anton Pouza.
Robert Field.	Emilia Perry.
Mrs. Charles Puchbacher.	Manuel Perry.
	Manuel Diaz.
	B. Schiess.

TOPEKA SAILS FOR JUNEAU.

Passengers for the Klondike Will Have to Transfer.

Steamship City of Topeka was delayed in sailing for Alaska yesterday until about 5 o'clock in the afternoon. She only goes as far as Juneau, and any passengers desiring to go to Dyea or Skaguay take boats at Juneau to continue the journey.

The Topeka had four horses, six head of cattle and a full cargo of freight. Her capacity for carrying live stock is not great now, since a refrigerating plant takes up all space on the main deck formerly devoted to stock.

Following is a list of the passengers:

First Class.

William Gregan.	Katherine Soier.
J. Binswanger.	Gertrude Spier.
Mr. and Mrs. N. G. Kaufman.	Walter Wheeler.
	Mrs. S. McGee.
W. R. Johnston.	Mrs. Hellenbeck.
R. C. Johnston.	Thomas Burford.
James Bedal.	F. H. Oliphant.
J. Benninger.	N. Robey.
Lulu McGee.	H. C. Raser.
George McGee.	F. C. Lawrence.
Mrs. M. F. Becker.	George Hall.
Miss F. A. Sessions.	F. P. Kendall.
Miss Louie Hart.	

Second Class.

C. Ostand.	H. Phersen
Annie Pierson.	George C. Morse.
R. A. Nicols.	Isidore Damon.
Louis A. Guard.	Steve Berlich.
William Johnson.	John Repovich.
Edward C. Morse.	John Robanovich.
H. V. Garrison.	F. McPherson.
T. J. Breen.	J. McPherson.
John Kehoe.	Peter Berlin.
J. Wallace.	Ed Helgren.
F. Entingham.	Bernard Dolan.
J. L. Herdler.	C. P. Freshbeer.
George Rousler.	Gustav Bitten.
W. J. Hillman.	Richard C. Raddatz.
Mr. Somanura.	S. Wolsky.
S. Bruna.	

BEST COUNTRY IN THE WORLD.

Frank King, Formerly of Juneau, Writes About the Klondike.

That the Klondike is the richest place known to miners is shown by a letter from Frank King, formerly of Juneau. The letter was brought out by the McKay crowd, who left Dawson on July 29. King says:

"It is all right, in fact the best country in the world, today, to make a raise in. I have seen more gold and more money change hands than ever before in the same period of time. Claims on creeks flowing into the Klondike are so rich as to be almost beyond belief, $300 to $1,000 to the pan being of daily occurrence. I will mention a few who have struck it rich. Harry Ash left on the last boat for San Francisco. He leaves here with $50,000 sure, and leaves an interest in two claims worth fully as much more in charge of his brother. His saloon business was worth $1,000 per day. Gus Roake and Stevens bought his place and are doing a fine business. They are erecting an opera house to cost $12,000. Dick Lowe is worth $100,000; Oscar Ashby and Billy Leak could sell for $150,000; Sam Matthews is going out in a few days with a good stake; an old fellow, 'Razoo Billy's' partner—he chopped wood around Juneau—has been offered $60,000 and refused the same for his claims. Cornelius Edwards sold his claim for $25,000 and goes out this fall; Bert Schuler came in this spring; he is taking out $500 a day. An old fellow by the name of Whipple sold out for $10,000; Jack Smith is worth about $50,000; McCauley bought a lot here last fall for $50; it is worth $10,000 now; Joe Brant is worth $10,000; sold a lot today for $4,500."

FOR DYEA AND SKAGUAY.

Willamette and Detroit to Sail Today—Passenger Rush Abates.

The warehouse on Ocean dock is filled with freight for the steamship Willamette scheduled to sail this morning at 9 o'clock for Dyea and Skaguay. Passenger space to which so much attention was paid on the Willamette's former voyage, is being sacrificed to freight, and it will certainly be to the benefit of passengers that the number to be taken north will not exceed 250. That is quite a drop from 850, the number taken on the preceding voyage. Over 100 passengers have already been booked, and as many more are expected before the lists close.

The Willamette will take 200,000 feet of lumber and 400,000 shingles. She has 800 tons of coal, a part consigned to the Treadwell mine and the rest to Hunter's bay and the government at Sitka. There will be 100 head of horses and 40 head of cattle.

Steamer Detroit, scheduled to sail today, will carry about fifty passengers.

The Rapid Transit's sailing has been postponed until Monday.

To Survey Lynn Canal.

WASHINGTON, Aug. 27.—The coast and geodetic survey has authorized Augustus F. Rodgers, in charge of the bureau at San Francisco, to proceed with an assistant to the head of Lynn canal, Alaska, and make a thorough survey of that part of the Klondike route.

WEALTH FOR THE FARMERS.

Wheat Will Add Hundreds of Millions—Shipments Surpass Records.

WASHINGTON, Aug. 27.—Assistant Secretary Brigham, of the agricultural department, today expressed the opinion that the American farmers this year would receive in the aggregate from four to five hundred million dollars in excess of the amount received last year for their wheat.

SAN FRANCISCO, Aug. 27.—Wheat is going to make August one of the busiest months of the year in shipping circles. Already twenty-six vessels have sailed with cargoes valued at $1,210,000. Of these two went to Cape Town, one to Rio de Janeiro and one to Callao. There are forty-four chartered vessels in port, twenty-two of which joined the list this week. Of these, nine will load in Oregon and on Puget sound.

Hot Weather Over—Hauling Grain.

Special Dispatch to the Post-Intelligencer.

RITZVILLE, Aug. 27.—The weather here has turned much cooler since the heavy wind storm of the past few days, and it is thought that the fever panic is about over.

Harvesting is about over and threshing is in full progress. Considerable wheat-hauling has commenced, with a slightly varying market at about 76 cents. It is thought it will not go much higher or lower as the hauling continues.

St. Louis Wheat Market.

ST. LOUIS, Aug. 27.—A flood of bearish news sent the local wheat market down today. The market opened 2⅝c off from yesterday at 94½c. A further decline of 1c was made, followed by a rally of 1⅝c and a decline of 1½c. Finally the market closed with buyers ⅝c above the bottom. Compared with yesterday prices were 4½c for August, 4⅝c for September, 4⅝c for December and 4½c for May lower.

The Wheat Crop in Asotin.

Special Dispatch to the Post-Intelligencer.

ASOTIN, Aug. 27.—The weather is extremely hot, ranging from 96 to 106 degrees in the shade, and a dead calm. The wheat crop of this county is above the average, and is a good quality. Yesterday 37,000 bushels were bought here at 76 cents f. o. b.

A Boom in the Hog Market.

KANSAS CITY, Aug. 27.—There is a boom under way in the local hog market. Today's prices were the highest reached within nearly two years, going up from 10 to 15 cents a hundred, on top of a similar advance yesterday. Prices have advanced 40 cents since last Friday; 70 cents since August 1, and they are now a dollar higher than in the middle of July. The advance in prices is due to increased demand for meats rather than a scarcity of hogs.

Highest-Priced Hog on Earth.

SPRINGFIELD, Ill., Aug. 27.—At a sale of Poland China hogs here today, a boar named Klever's Model, sold for $5,100. This is the highest price ever paid for a hog. It was purchased by a syndicate known as the Klever's Model Breeding Association.

STORY OF A BOGUS $100 BILL.

Clark, Snatched From a Consumptive's Grave, Betrays Richmond.

PORTLAND, Or., Aug. 27.—F. L. Richmond was arrested here today on the charge of passing counterfeit money. The arrest is a sequel to that of F. T. Clark, who was recently arrested in San Francisco on a similar charge. Clark passed a counterfeit $100 bill on a saloonkeeper in this city. He claimed that he found the bill, which he supposed was genuine.

Soon after passing it he went to San Francisco, where he was arrested. While in jail he appeared to be in the last stages of consumption, and it was thought that he could never be extradited, and steps were taken to release him. These were recalled upon Clark's recovery.

While in custody in San Francisco Clark told the secret service officers that Richmond gave him the bill to pass, and it was on this statement that Richmond was arrested. When he passed the bill Clark was in the employ of F. A. E. Starr, a son-in-law of Richmond.

The President's Yachting Trip.

CLEVELAND, Aug. 27.—Senator Hanna's yacht, with the presidential party on board, arrived in the inner harbor at 7 o'clock this morning. The naval reserve and Tippecanoe Club had prepared for a reception at 9 o'clock. They were notified of the early arrival and invited on board the yacht. The presidential party will remain here until next Wednesday, then leave for Fremont, O., to attend the Hayes-Smith wedding.

The assertion that some day man will be a hairless animal is scorned by scientists. Already Hall's Hair Renewer is accomplishing wonders in averting baldness.

To Juneau, Skaguay and Dyea.

Steamer Farallon will sail from Schwabacher's wharf, foot of Union street, August 30.

Tom Green's Recommendation.

In the summer of 1893, Mr. Tom Green, of Sutter Creek, California, had a sudden and violent attack of diarrhoea. He says two doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy cured him. He has since recommended it to many others and never known it to fail. For sale by druggists.

THE LE ROI SMELTER.

GRADING AND BUILDINGS AT NORTHPORT GOING AHEAD.

Brigantine Blakeley Runs Ashore in a Dense Fog and Is Pulled Off—Two Ozette Ranchers Drowned in the Straits—A Miner Injured on Boundary Creek — Nelson's New Sewer System.

Special Dispatch to the Post-Intelligencer.

NORTHPORT, Aug. 27.—Work on the Le Roi smelter is being actively pushed by a large force of men. The grading of the site is about completed and trainloads of stone are coming in daily from the quarry on the Spokane Falls & Northern railroad on the Columbia river, between this town and Boundary. The foundations of the west wall of the main building are about three feet up, and several carloads of heavy beams and floor timbers have arrived from Puget sound mills. The boarding house for the men is completed and opened for business yesterday.

The smelter grounds are located at the east end of town on a gravel flat back of the railway company's freight yards. A more convenient site for a smelter would be hard to find. On the company's ground inexhaustible deposits of limerock are found, and it can be delivered by means of a chute right to the smelter's mouth at a cost not exceeding 25 cents per ton. An ample supply of water will be flumed from Deep creek, a distance of about two miles from the site. The first consignments of machinery are coming from Milwaukee, and are looked for about October 1, at which time the buildings will be sufficiently advanced to receive them.

The San Francisco Bridge Company is making an effort to erect fresh false works in the river so that the two center spans of the big railroad bridge can be placed in position. The river rose last spring a month earlier than usual, and the false work in the center of the channel was unable to stand the pressure, so that the completion of the bridge had to be abandoned till the water receded in the fall. The work is in charge of William Bates.

Northport school district No. 53 voted yesterday to bond the district for the erection and furnishing of a permanent school house. Bonds to the amount of $6,500 will be offered for sale. The school directors met today and asked for plans and estimates for either a brick or frame building not to exceed $5,000, to be submitted by Saturday, September 4. Teachers were engaged for the fall term from September 20. The school census shows over 250 scholars now on the roll.

LOG-ROLLING ON STATE ROAD.

Rivalry of Towns Caused Charges Against Commissioner Dudrey.

Special Dispatch to the Post-Intelligencer.

COLVILLE, Wash., Aug. 27.—Col. Frazier, one of the three commissioners appointed to take charge of the state wagon road proposed to be built, arrived here today. Mr. Frazier is from the west side, and is ostensibly here for the purpose of conferring and comparing notes with his co-laborer, E. S. Dudrey, who is now engaged on the Colville reservation laying out the road from Marcus westward. But it is generally believed that the west side commissoner is not here for the simple purpose of seeing Mr. Dudrey. Representative Phelps, who less than a month ago headed a petition to the governor for Dudrey's removal, came also, and soon after their arrival in town a meeting of a number of the leading county officials was held. It is evident from this that Commissioner Frazier is here as an emissary of the governor of Washington to inquire into the methods of Dudrey and lay the facts before the executive.

Dudrey has had a hard time of it from the day he filed his bond and oath of office. He had always before been known as an exemplary citizen, and was looked upon as a man of prosperity, but his elevation to office brought out his aspiring foes in numbers formidable. A number of rival communities tempted him with fair offers of both favor and money, but he resisted with the right kind of courage and commenced to put the road where he thought it would do the greatest good to the greatest number. Designing friends of his sought to extract subsidies from some of the hopeful candidates for the terminus of the road by offering it as an inducement that their influence would bring Dudrey to time, and some went even so far as to raise subsidies, but this did not catch the sturdy farmer; but it caused talk, and a whole lot of it, and the result was the Populists, who feared that something was wrong, prepared a petition to the governor asking that Dudrey be fired instanter. Dudrey appealed to his friend, Representative Phelps, but was dumfounded when he learned that that official, who stands near to Gov. Rogers, had been the first to sign.

Ever since that time there has been a crossfire of appeals to the chief executive, and on a few occasions the governor has answered that he would investigate. On one occasion the governor stated that he had received the petition and would give the matter his attention, but would not be hasty. Furthermore, he would be inclined to treat his appointees with the greatest consideration, and would stand by them until it became absolutely necessary to make a change. In other words, Gov. Rogers will not make a dismissal until he has to do it. This trouble has been the cause of much hard feeling in Stevens county, and some strong factions have sprung from it. It has never become a matter of public notoriety who is responsible for his appointment to the office.

DROWNED IN THE STRAITS.

Two Ozette Ranchers Perish in Sailing Round to Townsend.

Special Dispatch to the Post-Intelligencer.

EAST CLALLAM, Aug. 27.—No doubt now remains that Alfred A. Silberg and Elias Hauland, the ranchers who sailed from the Ozette river around the cape to Port Townsend in the rowboat Fortune, have been drowned in the Straits. The boat was found bottom upwards about August 14 by two boys named Rasmussen, about nine miles west of Clallam bay and two miles from shore, and was towed to this port.

This boat has just been identified as the one they were sailing, to take it back to its owner at Port Townsend. They were both young men, who had proved up on their homesteads and were moving out of the country.

AN OLD LANDMARK GONE.

Fort Bellingham, Relic of Indian War, Destroyed by Fire.

Special Dispatch to the Post-Intelligencer.

WHATCOM, Aug. 27.—The old blockhouse known as "Fort Bellingham," built forty-one years ago when the few settlers were fearful of an Indian uprising, was destroyed by fire yesterday. It stood on the water front about three miles from town and was occupied by troops for three years under command of Lieut. Pickett, afterward General Pickett, of the Confederate army, killed at Gettysburg, and Lieut. Forsythe, lately retired as a major general.

Stolen Powder Found.

Special Dispatch to the Post-Intelligencer.

WALLA WALLA, Aug. 27.—Late last night the officers found the powder which was stolen from the powder house of the penitentiary several weeks ago. For some time Sid Williams and Kid Malloy, two boys who live in the vicinity of the O. R. & N. depot, have been suspected of having broken into the powder house. Officers went to the home of Mrs. Malloy and told her that they were after the stolen powder. The woman denied all knowledge of it until threatened with arrest, when she weakened and led the officers to an old shed. Under some straw the powder was found. Williams, who is 19 years of age, was arrested today and placed in jail. Malloy had not been captured up to a late hour this afternoon. Williams states that Malloy did the stealing, and, outside of knowing where the powder was stored, he had nothing to do with the affair.

THE BLAKELEY ASHORE IN A FOG.

She Ran on Dungeness Spit, but Was Pulled Off, Leaking.

PORT TOWNSEND, Aug. 27.—Brigantine Blakeley, thirty days from Bering sea, went ashore at 7 o'clock this morning during a fog on Dungeness spit, one mile below the light. Capt. McFee, of the Blakeley, claims the fog whistle was not blowing.

She was pulled off by the tug Resolute at high tide today and towed up Sound. Some damage was evidently done to the bottom of the brigantine, for when floated she had nearly two feet of water in the hold.

The Blakeley took a large party of prospectors to Cook inlet last year and, as nothing was heard from her for several weeks after leaving the Sound, it was feared she had struck something worse than a sand bar.

Teachers of Snohomish Schools.

Special Dispatch to the Post-Intelligencer.

EVERETT, Aug. 27.—The first term of the school year begins on Monday, September 7. The assignments of teachers are: Miss E. S. Yule, superintendent. High school—Mr. George A. Allen and Mr. H. P. Niles. Monroe school—Mr. A. H. Sherwood, principal; sixth and seventh grades, Mr. N. W. Merrifield; fifth grade, Miss Randall; fourth grade, Miss Hatch; third grade, Miss Reynolds; second grade, Miss Whiting; first grade, Miss Carver; receiving, Miss Charon. Jefferson school—Mr. James Brady, principal; fourth grade, Miss Porter; third grade, Miss Beecham; third and fourth grades, Mrs. Small; second grade, Miss Reichenecker; first grade, Miss Purham; receiving, Miss Bailey and Miss Rigby. Broadway school—Sixth and seventh grades, Mrs. Mackenzie; fifth grade, Miss Peden. Barge Works school—Miss Knapp.

News From Bucoda.

Special Dispatch to the Post-Intelligencer.

BUCODA, Aug. 27.—Forest fires are raging quite fiercely in the vicinity of Bucoda, and much valuable timber is being destroyed, and several residences have had narrow escapes.

We are now having fruit in great abundance, which is grown near town.

While Mrs. Koons was coming to town with a load of vegetables her horse ran away, throwing her out. Her injuries consisted of a broken toe and several cuts and bruises on the head and face.

While Lone Garland was returning from a camping trip his team's harness broke, the horses became unmanageable and a wheel passed over his leg, badly bruising it.

A breakdown has caused the mill to be idle for several days.

A Negro Shot by an Officer.

Special Dispatch to the Post-Intelligencer.

SPOKANE, Wash. Aug. 27.—Deputy Sheriff Brown, of Cheney, this evening shot and seriously wounded J. C. Allen, known also as "Colored," who is wanted in Spokane for robbing a farm hand named Doyle, last night. Allen alighted from a freight train and Brown placed him under arrest. Another negro, also wanted was seen by Brown coming into town on a bicycle. Brown tried to get both. Allen broke away and ran. Brown fired two shots to scare him, and then shot him in the neck, the bullet lodging in the mouth and tearing away part of the jaw. Allen is said to be the negro who shot Hawkins in Butte a short time ago.

Liberals Organize at Greenwood.

Special Dispatch to the Post-Intelligencer.

GREENWOOD, B. C., Aug. 27.—The following appointments have been made in connection with the local Liberal Association: President, Thomas Hardy, Anaconda; vice presidents, C. Scott Galloway and George R. Naden, Greenwood; Thomas McConnell, Boundary Creek City; W. H. Morris, Midway; G. B. Taylor, Rock Creek; H. Nicholson and R. G. Sidley, Camp McKinney; D. H. Carmichael, Fairview. Executive committee, George A. Guess, Andrew Leamy, J. H. McFarlane and A. D. Morgan. Duncan Ross is secretary-treasurer. A committee to draft by-laws was appointed, and it was decided to meet again in about a fortnight.

Nelson Will Hurry Its Sewers.

Special Dispatch to the Post-Intelligencer.

NELSON, B. C., Aug. 27.—Many cases of typhoid fever, though most of them are mild, have decided the city council to push the sewer system vigorously. Among the latest victims is Alderman Fletcher's wife.

The minister of finance has declined to return one-half of the money collected by the government for licenses for the six months prior to June 30, 1897.

The new city jail was occupied for the first time on the night of August 24. The first prisoner was a negro named Kinney, formerly a porter in the Phair hotel, who is wanted for stabbing a woman lying in Kaslo, three years ago.

New Washington Postmasters.

Special Dispatch to the Post-Intelligencer.

WASHINGTON, Aug. 27.—The following postmasters were appointed today: W. W. Cole, Christopher, King county, vice E. L. Merrifield, removed; Frank Selden, Cle Elum, vice Rebecca Smith, resigned; E. O. Rickson, Parkland, vice C. E. Temple, removed; Thomas Clark, South Park, vice G. W. Brown, removed; Isaac Felds, Woodland, Cowlitz county, vice C. C. Bozworth, removed.

An Incident of Life in the Woods.

Special Dispatch to the Post-Intelligencer.

GREENWOOD, B. C., Aug. 27.—William Eller, a charcoal-burner near here, narrowly escaped death on Saturday. A tree fell on his tent, crushing it and imprisoning him. He crawled out just in time to escape a fire caused by the upsetting of the stove. J. H. M. Custance, of C. A. Shaw's survey party, hastened to his aid and put out the fire, but not till it had burned $50 in bills paid to Eller a few hours before.

Big Deal in Golden Cache Stock.

VANCOUVER, B. C., Aug. 27.—Probably the largest mining deal ever put through in this city occured today, when the Dominion Development Company sold 100,000 shares in the Golden Cache mine on Cayoosh creek, Lillooet district, for $180,000 cash. The purchaser was Mark Oldroyd, a member of the imperial house of commons, who already holds in the neighborhood of 100,000 shares in the mine and thus nows owns a controlling interest.

Accident in Boundary Creek Mine.

Special Dispatch to the Post-Intelligencer.

GREENWOOD, B. C., Aug. 27.—A bucket fell down the fifty-foot shaft of the Golden Crown mine at Wellington camp on Monday night and struck W. Hanna on the hip and back. He suffered internal injuries, the extent of which is unknown. Only a few weeks ago his partner, George Rankin, was crushed by falling rock in the Sunset tunnel at Deadwood camp.

Tonnes Murder Trial Set.

Special Dispatch to the Post-Intelligencer.

SIDNEY, Aug. 27.—John P. Tonnes was arraigned in the superior court of Kitsap county yesterday, charged with murder in the first degree in killing John Janssen at Port Gamble on August 1. He pleaded not guilty and his trial was set for September 7.

Logger Killed by a Rolling Log.

VANCOUVER, B. C., Aug. 27.—George Casey, foreman of a logging camp a few miles from here, was killed last night by a log rolling on him.

To Be Tried for Embezzlement.

VANCOUVER, B. C., Aug. 27.—L. J. Edwards has been committed for trial on a charge of embezzling $1,000 from the Kamloops Cattle Company.

CASTORIA.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

ITS WORK COMPLETED.

GRAND ARMY ENCAMPMENT DOES BUSINESS QUICKLY.

Election of Officers and Adoption of Reports Occupies the Final Day—Readjustment of Widows' Pensions and Old Age Pensions Is Recommended—False History in Southern Schools — Appomattox and Other Battlefields for National Parks.

BUFFALO, N. Y., Aug. 27.—The Grand Army has elected its officers for the ensuing year, and the encampment of 1897 has adjourned to meet at Cincinnati next year. Today's session lasted from 9:15 o'clock this morning until 3:45 this afternoon without intermission. Opening under the order of business, the encampment took up the election of senior vice commander-in-chief. Comrade Alfred Lyth, of Bidsell-Wilkson Post, of this city, was elected unanimously, there being no other nominations.

The election of a junior vice commander-in-chief was not accomplished until after noon, there being four candidates and several interruptions to the proceedings of the encampment by speeches and the admission of a commission from the Woman's Relief Corps. On the first ballot F. B. Allen, of Connecticut, the candidate of the naval veterans, led and he was elected on the second ballot.

Dr. David Mackay, of Dallas, Tex., was elected surgeon general unanimously, and Rev. Frank C. Bruner, of the First Methodist church, of Chicago, was in a like manner elected chaplain in chief.

Post Commander in Chief Walker, of Indiana, was presented with a silver service by the encampment.

Among the reports which received favorable consideration from the executive session of the encampment was that of the pension committee. It recommended a readjustment of widows' pensions and presented a form of proof and application in pension claims. The report also recommended that congress pass a service pension law to apply to all veterans who have reached the age of 62 years.

The report of the committee having in charge the memorializing of congress to purchase several of the most important battlefields about Fredericksburg, Va., and connect them by government roads, was adopted.

Another committee reported favorably the proposition to establish national parks at the battlefields of Vicksburg, Stone river and Appomattox.

The report of the committee on text books used in the public schools was adopted. The report deals severely with some of the histories used in the South, charging that they misstate the facts as to the cause of the rebellion and present them from a Southern standpoint.

The Woman's Relief Corps today elected Mrs. Sarah J. Martin, of Missouri, president; Mrs. Robert P. Atkins, of Buffalo, senior vice president, and Mrs. Kate Jones, of Vermont, junior vice president. Mrs. Belle T. Bagley was re-elected treasurer.

ARGUING THE SEALERS' CLAIMS.

Their Attorney Wants Compensation for Their Prospective Catches.

HALIFAX, N. S., Aug. 27.—The Bering sea commission resumed its session today. The argument was opened by Hon. F. Peters on behalf of the British government. The ground taken by Mr. Peters was that the United States did not seize the property of the sealers for its intrinsic value, but to prevent the carrying on of the sealing business by such vessels. This, it was claimed, was done in the face of promises given by the United States government that a recurrence of the seizure of 1886 would not be repeated. This promise had not been observed.

He further claimed on behalf of his government reimbursement for all damages arising from loss by prospective catches. This latter contention is strongly disputed by the United Seates representatives. Both sides have cited many cases on this point, and the latter part of Mr. Peters' address was wholly taken up in establishing this point.

NO DANGER OF LYNCHING.

Moral Effect of Troops—Vanily Will Likely Die of Wounds.

COLUSA, Cal., Aug. 27.—No talk of lynching Pedro Vanily, who committed a murderous assult on Miss Poirier, three days ago, has been heard since the militiamen reached here last evening. The town is quiet tonight and there is no apparent indication of trouble. Two companies of the National Guard, Company B, of Colusa, and Company D, of Marysville, are under arms at the jail and subject to the order of Sheriff Jones. Company D will probably return to Marysville tomorrow, but the sheriff says he will keep Company B on hand until he is satisfied all danger of an attack has passed.

Miss Poirier is now resting easily and the attempts at lynching her assailant will not likely be renewed unless the girl takes a decided turn for the worse.

Meanwhile Vanily, in the jail is gradually growing weaker. It is unlikely that he will live long enough to receive legal punishment for his crime.

HE INSULTED JOE WALCOTT.

An Insolent Amateur Receives a Severe Lesson in Pugilism.

SAN FRANCISCO, Aug. 27.—E. L. Andrews, a coal merchant, had an experience tonight that he will not forget in a hurry. Andrews was on his way to the ferry in a street car, in which were sitting Joe Walcott, who conquered George Green last night; his manager, O'Rourke and George Dixon. Andrews, who did not know his fellow passengers, began to denounce "niggers," especially prizefighters, when Dixon entered a mild protest, to which Andrews responded with a blow on the little fellow's jaw.

O'Rourke interposed, and further trouble was averted until the ferry landing was reached, when Walcott, boiling over with rage, caught Andrews a right hander on the jaw, sending him a dozen feet across the road. Andrews retreated, the sluggers caught their boat.

For Using the Mails for Fraud.

SAN FRANCISCO, Aug. 27.—Sigmund Morris, who is wanted in Brooklyn, N. Y., for having violated the postal laws in connection with an alleged directory swindle, is under arrest here. He was taken before Commissioner Heacock today and arraigned upon a complaint sworn to by Postal Inspector Erwin of this city, upon information furnished by the authorities in Brooklyn, the specific charge being that of having used the mails for fraudulent purposes. Bail was fixed at $2,500 pending examination, but it is believed that Morris will waive examination and ask that he be sent East for trial immediately. Morris was for many years a newspaper reporter in Los Angeles, at which place his brother, Hugo, was recently arrested upon a similar charge, and taken East for trial.

Only Export Duty Is on Sugar.

WASHINGTON, Aug. 27.—Ambassador White, at Berlin, in a dispatch to the state department, says that so far as he can learn, the only article upon which Germany pays any export duty is sugar.

HALF THE HORSES LAME.

Drivers Inflict Sufferings They Do Not Realize.

In my work in the Society for the Prevention of Cruelty to Animals I am constantly pained by seeing lame horses on our streets, says a writer in an Oakland paper. Recently in talking with a gentleman interested in the subject I asked the question: Why are there so many lame horses driven? Is it possible that nature has made a mistake in forming the foot of this most useful animal? His answer was so reasonable and convincing that I asked him to put his reasons on paper, which he has done:

"Most people advocating reform seem to deal with the effect, and overlook the cause. Now the cause of much of this cruelty is surely a lack of knowledge, and is there not some way to impart this knowledge to those whose duty it is to handle and care for horses? No man prefers to drive a lame horse, yet it is safe to say that half the horses driven on the streets of Oakland are crippled in some way. In some the lameness is perceptible only to the experienced eye. Others get along fairly well at about half their natural rate of speed. Still others in trying to save the tender spot from striking the ground fall on their knees repeatedly until they are cut to the bone; while some, more afraid of their feet than the whip, are being pushed along by a continuous effort of the driver.

"This lameness and suffering is nearly all caused by improper care of the feet, through ignorance on the part of the owner or shoer or both. Owners as a rule expect the shoer to look after the needs of the feet. But suppose the smith knows less than the owner who admits that he knows nothing in that line, then unless dame nature does all the poor horse is doomed to suffer.

"I say suffer. Did you ever wear a new pair of shoes that after a short time would press on your joints so severely that you would prefer to walk home in your stocking feet than to endure the pain? Now think of being compelled to keep those shoes, that so tortured you, on night and day until they are worn out. Then you will have some idea of what many a faithful horse suffers. An over-tight check rein, an overload, a whipping, traveling out in the storm, or even being poorly fed, are all temporary suffering compared to this constant agony in the feet, which ruins many a horse before he reaches his prime. In many cases the lameness comes on so gradually in both front feet that the driver fails to notice it.

"I have asked men if they knew what lamed their horses, and with a none-of-your-business look they would reply that he was not lame; that he would travel twenty miles a day and not limp. But when I would show them the unnatural shape of the feet, that the horse did not step more than one-half his natural length and did not stand square on both front feet twenty seconds at a time, the driver would admit there was something wrong, but the shoer said the feet were all right. I have prevailed upon some of these men to find a blacksmith who knew the remedy and they are always glad to testify to the benefits derived.

"At the free market you can see horses with two or three inches of dead surplus hoof, shod with a heavy shoe, upon which are corks and toe which sets the horse on stilts. Suppose a man should strap a three-inch block of wood to the bottom of his shoe, then lace it tightly to the foot, what splendid action he would have in getting over a rough road, especially if an impatient driver is applying the lash and jerking a bit in his mouth every time he makes a misstep. Many of these horses are fourteen hours in the harness; it takes them four or five hours more to eat, if they get it, which leaves them five or six hours for rest.

"One of the causes of all this lameness is due to lack of rest. Most of the horses are in the harness early and late, six days in the week, and some of them seven, fifty-two weeks in the year, and for four or five years, if they do not break down before. Ah! some will say, but my horse doesn't do much; he stands most of the time. Try how much you could rest to stand five or six hours on a pavement without leaning against anything. Few of those horses have a proper place to rest while out of the harness. Horses in a pasture will naturally find a level place to stand. If forced on sidling ground they will stand with front feet the lowest. Stalls are invariably made to slant back with a drop of from two to four inches just back of the horse's hind feet, so that he never stands level, and when lying down part of the body projects over this jog in the floor. All this keeps certain cords and muscles of the limbs in an unnatural position; they never relax, and must soon give way. Again, many stalls are so narrow that a horse cannot stretch out to rest.

"A night man in a large stable will tell you that it is a common thing to find horses lying on their backs with feet high up