HERE THEY OUTFIT.

CHICAGO MINING CORPORATION SECURES SUPPLIES IN SEATTLE.

Mr. E. O. Crewe and W. M. Scott Fully Satisfied With This Port as a Supply Depot—Their Company Capitalized at $7,000,000—In the Spring Time Gold Hunters by Thousands Will Flock to This City.

For the past six weeks every avenue of commercial activity in Seattle has felt a volume impetus from the flow of people to the gold fields of the Klondike. In that time this city has demonstrated to the world that here is located the natural center of the Alaskan trade. Here gold hunters have found everything in the nature of supplies, clothing and provisions necessary for use in battling with the elements of the Arctic North. Here they have secured at reasonable cost all the implements and equipments necessary for a successful search for gold in its hiding places in the Yukon basin.

Conservative estimates of the number of people that have gone to Alaska from Seattle run all the way from 5,000 to 10,000. When the treasure-laden steamer Portland brought sixty-eight Argonauts from the Klondike with $1,250,000 in gold to Seattle, people have marveled at the rush northward. Transportation facilities have been exhausted—all manner of craft on the Sound and the Pacific coast have been hastily brought into requisition to carry the army of fortune hunters to the new Eldorado of the North.

Enormous as has been this emigration northward, it is as nothing compared to the hordes of gold hunters now preparing to leave the East and Middle West, and even staid-going, conservative old England, for the rich placers of the Yukon. Information reaches this city almost daily bearing the interest that has been aroused in the East by the Klondike placer discoveries, and always accompanied by the predictions that ten men would go North this spring where one has gone this fall. Confirmatory of the predictions concerning the immense number of men who will join the Yukon next spring is the statement made by W. M. Scott, a gold refiner and mineralogist, of Chicago, who arrived yesterday on the steamer Willamette in company with Dr. E. O. Crewe, of the same city, and C. J. Hall, of New York. This party constitutes one of the most noteworthy of the expeditions to be sent to the gold fields during the present year. Mr. Scott and Dr. Crewe are officers in the Arctic Mining and Development Company, of Chicago, capitalized at $7,000,000.

Its stockholders number the wealthiest men in Chicago. The financial standing of the company is illustrated by the fact that to incorporate a large stock company in Illinois is most expensive, and for its charter the Arctic company paid to the state treasurer the sum of $7,000.

These men are officers or directors in the company: W. F. Simmons, Hugh Mason, J. A. Cummings, J. C. Perse, C. E. Plumb and C. A. Denham. Dr. Crewe is general manager and Mr. Scott is vice president and treasurer. Mr. Simmons is president.

Dr. Crewe spent three years in Alaska. He went there for his health in 1893 and resided a year with the Jesuit Bishop Tod. He became interested in mines in the vicinity of Circle City and came back to civilization eighteen months ago with $3,000. Of this sum $48,000 was his own property.

The Crewe expedition will make Circle City its headquarters. It will carry on its operations exclusively in Alaska. Dr. Crewe believes that more gold will be produced on the American side than in the Northwest Territory. Primarily the object of the expedition is to develop quartz mines in Alaska of which Dr. Crewe has knowledge and in which ore is found running $100 per ton. The party is supplied with ample funds, however, and will be prepared to take up with any good proposition.

Mr. Scott is a gold refiner and mineralogist of long experience. Mr. Hall is the president of the Belding-Hall Silk Company, with headquarters in New York and branch houses in various parts of the country, including San Francisco.

Four men will be employed to help pack the outfits carried by the party over the Chilkoot pass. Two mules will be taken along as pack animals. It is the intention of the party to push through with all dispatch to Circle City. They are not taking a large outfit of provisions, preferring to purchase the necessary supplies in Alaska.

They bought a quantity of groceries and hardware here and, said Mr. Scott, they are well satisfied with the treatment afforded them by Seattle merchants. They found everything they required here and in a letter to the company at Chicago they advise that an expedition of 20 men, which is to be sent to Alaska next spring, be instructed to purchase their outfits in Seattle. Mr. Scott says that Chicago people are badly infected with the Klondike fever.

"Every other man you meet talks of going to the Klondike next spring," he said, "and there will be the greatest rush you ever saw. More than 50,000 people are preparing now to leave for the gold fields in the spring and the number participating in the spring rush may exceed this several times. The number going North next year will only be limited by the transportation facilities."

Mr. Scott denies the story that Phil Armour is interested in his company. It is said, however, that the big pork packer will send out an expedition to the Klondike next year.

SPECIAL MEETING TOMORROW.

Chamber of Commerce to Discuss Means of Advertising Seattle.

Seattle is the natural and correct place to fit out for the Yukon, and the people of this state and of the Coast know it. But there is a large part of the people in the East who may not be so well posted, and the Chamber of Commerce is devising ways to advertise Seattle as an outfitting point throughout the East. The chamber had the matter up for consideration at its meeting last Wednesday, and several plans were suggested and discussed. The members feel that whatever is done should be done at once, without a day's unnecessary delay.

To facilitate the important move a special meeting of the Chamber of Commerce will be held tomorrow, Monday, evening at 8 o'clock to take up and settle the question. A large attendance is expected, as the matter is considered one of the most important which has come up recently for action.

NO EXTRA DUTY CHARGED.

Canada Collects Ordinary Tariff From Klondikers.

Special Dispatch to the Post-Intelligencer.

WASHINGTON, Aug. 28.—The treasury department has made an extensive investigation regarding the alleged extraordinary customs exactions by Canadian officials in the Klondike region upon miners arriving there from the United States, concerning which Representative Lewis has made frequent complaints on behalf of his constituents, who have deemed themselves unjustly treated. The matter was also brought to the attention of the British embassy by the state department as a result of Mr. Lewis' complaint, and the embassy communicated with the Canadian government regarding it. Sir Julian Pauncefote, the British ambassador, is not at present in the city, but the charge d'affaires of Great Britain has informed the state department that no special or unusual exactions have been made, and that the customs charges are those authorized by the ordinary revenue laws of Canada.

Many different reports having gone out concerning the amount of exemption to miners which has been granted by the Canadian government, it may be well to publish the official statement of the charge d'affaires that instructions have been issued by the Canadian government exempting from all duty miners' blankets, personal clothing in use, and broken packages of provisions being used, also cooking utensils in use, and 100 pounds of food for the journey, charging ordinary customs duty on everything in excess of this amount.

An official of the treasury department states that there is small likelihood of any retaliation on the part of the United States such as revoking the permission to land goods at Dyea or Skaguay in bond, inasmuch as the Canadian government is doing nothing more than this government would do under similar circumstances, namely, carrying out its existing laws.

ALLAN B. SLAUSON.

TO DREDGE FOR YUKON GOLD

Bowers Patent Appliances Will Dig Into the Sands of the Alaskan Placers.

The records in the office of the secretary of state at Olympia and in the office of the auditor of King county, at Seattle, are checkered with the filings of articles of incorporation of mining companies, some of which are absurd in the assumption of capitalization, the figures given for the par value of stock running riotously from a million to five million dollars—trivial matters that are disposed of with a snap of the fingers, leaving the average reader of the operations of filing awe stricken and dismayed by a contemplation of such wealth.

There are mining companies organized and incorporated under the laws of Washington that are as substantial as the rocks they propose to blast for gold, silver or copper, and there are others that have only the merit of being plates where money may be sunk to the lowest level of the drifts that they presume to bore through. The arrangements have been completed in this city and the articles of incorporation for a company (that bears on its face in the names of its incorporators the guarantee of genuineness) have been forwarded to Olympia.

A couple of weeks ago the Post-Intelligencer noted the arrival in Seattle of S. H. Saleno, the foreign representative of Alphonzo B. Bowers, patentee and owner of the Bowers dredger patents, who came at the request of some Seattle capitalists. The purpose of Mr. Saleno's visit was to organize a company for the application of the Bowers dredger to placer mining on the bed of the Yukon river. The practicability of the scheme was fully explained in the Post-Intelligencer article referred to, and it now remains to tell of the completion of the organization and the additional fact that the self-propelling dredger will be built in Seattle as soon as the plans and specifications can be prepared.

The company has been named the Bowers Seattle-Yukon Gold Dredging Company, the head office of which will be located in Seattle. The capital stock, in comparison with some mining incorporations, is modestly placed at $1,000,000, divided into 10,000 shares of the value of $100 each. The list of incorporators includes the names of Robert Moran, Eugene Semple, John A. Campbell, George M. Paschall, E. W. Andrews, Edgar Ames, J. O. Hestwood, C. S. Holmes, A. S. Kerry, John B. Agen, S. G. Simpson and S. H. Saleno. The board of trustees and the officers are Robert Moran, president; Engene Semple, vice president; John A. Campbell, second vice president; George M. Paschall, secretary; E. W. Andrews, treasurer; A. S. Kerry, S. G. Simpson and S. H. Saleno making up the remaining members of the board.

Mr. Saleno explained yesterday that the company had been granted the exclusive franchise for operating the Bowers machines and process of dredging on the Yukon river. The drawings that were brought up from the San Francisco office show a dredging machine with a capacity of handling 100 yards per hour that it is intended shall be operated by two shifts of workmen, ten hours to each shift, making a daily handling of ten tons. The company will place 2,500 shares of preferred stock, paying an annual dividend of 8 per cent. on the Eastern market, for which purpose Mr. Saleno and Gov. Semple will leave early this week and be joined at Chicago by Mr. Hestwood. The party will then visit New York, Boston and Philadelphia. Sufficient of the stock has been subscribed by the local company to complete the dredger and deliver it at the Yukon.

Besides the dredger itself, there will be two barges attached upon which all of the operations of sluicing will be carried on by machinery. There will be a series of sluice boxes arranged to lead from the discharge pipe to the waste at the end of the last barge. The same system of handling the dredger, in its application to placer mining, will be employed as described in a previous article printed in this paper.

THE TERRORS OF THE TRAIL.

Magee Pictures Them by Reciting Cold and Miry Skaguay Facts.

SAN FRANCISCO, Aug. 28.—Thomas Magee, sr., who is en route to the Klondike gold fields with a party of San Franciscans, writes to the Associated Press from Lake Bennett, B. C., under date of August 15, confirming previous reports of the terrible condition of the White pass trail from Skaguay, and relating the almost insurmountable difficulties to be encountered by the gold hunters who prefer that route to the more formidable Chilkoot pass route.

He and his party left Skaguay on August 10 with nine burros, and during the four and one-half days consumed in making the trip of forty miles to Lake Bennett, met with innumerable adventures. Twenty-five times some of their pack animals were bogged, necessitating not only the unpacking of each load, but also the lifting of the animals bodily from the mire, as the burros refused to make any attempts to extricate themselves when their small hoofs stuck fast in the marshy ground. Another trouble was the narrowness of the trail in places, which necessitated the unpacking of the burros and transporting the supplies by hand over these spots.

The Magee party took a boat up from San Francisco in sections, but was compelled to leave it on the beach at Skaguay, as it was utterly impossible to carry it over the trail. At the head of Lake Bennett, however, they found a firm of boat builders, who charged no more for a good boat than would be paid in San Francisco, $140. They had orders ahead for forty-five boats, which would occupy them until September 20, at least.

Mr. Magee says that the majority of the crowd now at Skaguay and Dyea will have to abandon all hope of getting into the Yukon country this year, and is certain that late comers have no chance of doing so. He also deplores the fact that, once started from Dyea or Skaguay, food and other supplies are not to be purchased for love or money, as no one has any more than he absolutely needs for himself. He thinks that 750 pounds is about the right amount for each man, but says that hundreds are starting out with less than one-half of that amount, and predicts disaster for them.

ADVENTURES OF THE MOONLIGHT.

Passengers for Dyea Almost Mutiny at Carelessness of Officers.

VICTORIA, B. C., Aug. 28.—A special to the Times from Nanaimo says: The schooner Moonlight, in tow of the J. M. Colman, arrived today. The Moonlight had eighty passengers aboard, and left Seattle Wednesday night, bound for Dyea, in tow of the Colman. According to the passengers, who are in a state bordering on mutiny, they took passage on the Moonlight at $16, to be landed in Dyea in six days. They say further that the passage so far has been most dangerous, as the captain of the Colman left without a chart, and below Port Townsend they ran into a shoal of rocks and afterwards almost landed on a sand bar. The steamer broke down three times between Seattle and Comox.

When opposite Savory island and during a gale of wind, the steamer cast the schooner loose and started for Nanaimo. The schooner drifted about all night, and when morning broke hoisted sail and made her way here. Although the captain of the steamer cast loose on the ground that the steamer broke down, the passengers suspect he came to Nanaimo for a chart, fearing to proceed without one.

Still further indignation was caused by the passengers being put on two meals a day, at 9 a. m. and 5 p. m., and the manner of serving them. The passengers universally condemn Steamboat Inspector Bryant, of Seattle, for allowing the Colman to put to sea.

UP THE SHUSHITNA.

W. A. DICKEY RETURNS ON THE HELEN FROM COOK INLET.

Schooner Arrives From the Erstwhile Rival of the Klondike—News of the Mines—Rich Copper Find Near Montague—Nature of the Shushitna River—Difficult to Ascend and Profitless—Plenty of Colors, but No Gold—Dickey Compelled to Return by Worn-Out Companions.

The twenty-seven-ton schooner Helen came in last night after a voyage of thirty-five days from Cook inlet and docked at Ainsworth & Dunn's wharf. She had left the inlet with eighteen passengers, seven of whom disembarked at Sitka, intending to go from there to the Klondike, preferring to cast their lot their rather than in Cook inlet. Eleven passengers came to Seattle. Most of the news they brought was anticipated two weeks ago by mail, which left the inlet by the steamer Dora and arrived here two weeks ago.

Among the passengers was W. A. Dickey, who, at the head of a party of four, returned after having ascended the Shushitna river to a canyon 200 miles above the mouth. This is further than the river is shown on the government charts.

"There is little of importance to tell of Cook inlet," said Mr. Dickey yesterday. "It is the same story told last year, with few variations. The Apollo Mining Company on Mills creek is planning to flume the whole creek. They will require 35,000 feet of lumber for the flume. They are taking out $15 and $20 a day to the man. Smith, on Lynx creek, the next richest on the inlet, is working twenty men. A week's clean-up showed $1,200, or $60 a week per man. Bear creek has paid better than ever, $30 a day per man being common.

"A new find of copper has been made on an island of Prince William sound, near Montague island. The discoverers are Beatson, an expert said to represent a California syndicate; Messrs. Gladhaugh and Ripstein, two old Cook inlet residenters, and two others. The lead is 300 or 400 feet wide, and there is 1,000,000 tons of peacock copper ore in sight. The copper in that district carries a good per cent. of gold. The mine will be developed by California capital."

Mr. Dickey left here on the Mexico April 9, accompanied by H. J. Kenaston and Messrs. Decker, Judson and Girdwood. The party landed in Cook inlet April 20, before the Stella Erland, which left here in March. They were delayed from landing at Tyoonic one day by the ice, and had to wait for the ice to clear from the Shushitna river before attempting to enter it in a small boat. Mr. Dickey had been up the river before, he being the discoverer and namer of Mount McKinley, a peak 17,000 or 18,000 feet high, near the headwaters of the Shushitna. He was also responsible for important corrections in the government charts of the Shushitna, the course of the river as first laid down having been corrected to correspond with his observations. In speaking of his trip up the river, Mr. Dickey said:

"We went up the Shushitna for 200 miles, reaching the canyon. At this point the river rushes swiftly for four miles between perpendicular walls which are at some places 1,000 feet high. In order to pass this a portage of forty miles is necessary. Above are three sets of falls which must be portaged, and offering discouragements hardly to be braved by human endurance. This canyon has always been known as a falls, but such is not the case. It is a dangerous place. Years ago twenty Indians were drowned there.

"Contrary to the prevailing impression, we found the Indians disposed to be very friendly. They are just beginning to feel the influence of civilization. For years they have camped out all winter long. Now they are starting to build permanent homes. For a bear skin I traded them a whipsaw, the first they ever possessed.

"At the mouth of the river twenty men encamped, and early in March went up the river on the ice as far as the canyon. Nine, led by Capt. Andrews and Mr. Jacks, formerly in business in Sitka, penetrated far into the interior, and have not yet been heard from.

"We found no gold worth working, though indications were good. On the lower river pans showing 200 and 300 colors have been taken. The river is wide and swift. In many places it runs in as many as eight channels, and is two miles wide. It is nearly as large as Copper river, and drains a very moist country.

"After having occupied three weeks in ascending the river to the canyon I was compelled by my companions to return. They were almost worn out, and threatened to leave me with the boat if I persisted in continuing further. Our trip down the river occupied but three days, and we left Cook inlet on the Helen in the latter part of July."

WILLAMETTE SAILS NORTH.

Carries 250 Passengers and a Quantity of Freight.

Steamship Willamette was busily loading freight all day yesterday, and did not sail until after 9 o'clock last night. She will have altogether 250 passengers for Dyea and Skaguay before leaving the Sound. Passenger space was sacrificed for the sake of freight. Among those going north was G. P. Sproul, who will carry the United States mail from Dyea to Circle. He will be accompanied by H. U. Woodin and James F. Hardin.

The Willamette has 100 horses, 10 mules and 40 head of cattle, 300,000 feet of lumber, 40,000 shingles and 800 tons of coal.

Following is a list of her passengers:

First Class.

S. S. Bush.	Frank Clancy.
R. M. Allen.	E. B. Webster.
George F. Ruble.	Mrs. S. S. Gay.
J. F. Hardin.	H. Ayers.
G. P. Sproul.	H. Anderson.
H. U. Woodin.	John Newlands.
Jesse A. Murphy.	

Second Class.

V. H. Maddock.	D. O. Breen.
Will Kinney.	C. E. Whitaker.
G. W. Bradley.	John Newman.
H. Judd.	Otto Storm.
W. Tobey.	D. Werden.
Fred H. Bawitz.	R. Sheckel.
L. Fergenbend.	C. Dole.
A. M. Niles.	R. Anderson.
J. A. Halta.	W. Linsay.
B. Chandler.	S. F. Johnson.
F. E. Ferguson.	A. J. Rochon.
M. J. Colliga.	H. N. Shaw.
George Harrison.	E. L. Merrill.
T. T. Nickle.	W. H. Link.
Mr. and Mrs. F. Fitzgerald.	E. S. Hinks.
M. L. V. Smith.	R. B. Madill.
B. Delanoy.	D. B. Madill.
B. J. Maginis.	Orrin Carson.
Sam Gould.	F. W. Steele.
A. Amundsen.	Fred Benott.
Joseph Lapost.	Isaac Carrier.
F. L. Dellister.	W. H. Nelson.
P. Money.	Frank Nelson.
M. Murray.	I. Gau.
A. C. Palmer.	Dr. E. O. Crewe.
J. D. Vance.	W. M. Scott.
W. E. Fulil.	C. J. Hall.
Joe Pincus.	Ross Patton.
B. A. Chilberg	W. W. Hale.
N. Chilberg.	Henry Moller.
H. Reilly.	Charles W. Linsley.
H. Reed.	Fred J. King.
H. M. Dinero.	William Hoggarty.
David Breen.	S. S. Gay.
James Eagle.	Charles Beckett.
H. Kauppila.	Perry E. Jackson.
P. Mataro.	Earnest Hickman.
Victor Louise.	B. F. Hershey.
J. Roberts.	John Bering.
Frank Galy.	Joseph Bellinger.
H. Martin.	P. Burke.
John Jubald.	Albert H. Betts.
T. J. Milroes.	Charles Miller.
George Newland.	William McCormick.
	M. D. Crocker.

BAD NEWS FOR AN ARGONAUT.

On Coming From the Klondike He Learns of His Father's Death.

Charles H. Metcalf, of Detroit, who for the past three years has been engaged in mercantile pursuits in Dawson City and who went across the Dyea pass early in the year, was one of the passengers to this city on the schooner J. M. Colman, arriving at Port Townsend Wednesday night. Mr. Metcalf is a member of a large dry goods firm in Detroit, which was started there many years ago by his father.

Upon his arrival in this city he was the recipient of the sad intelligence of his father's death. Mr. Metcalf had been out of communication with civilization for several months and stated last night that from the limited information that he had received his father must have died early in May. Mr. Metcalf left Dawson City July 20. He will spend the winter in Detroit, returning in the spring.

For three years he has taken his goods for his store at Dawson over the Dyea trail, which he says is the only trail worthy of the name leading to the interior. He has used both dogs and horses.

TO KLONDIKE BY EASY STAGES.

Schooner Berwick Will Sail for St. Michaels September 5.

An expedition which will not hurry itself to the Klondike, but which expects, nevertheless, to get there in due course of time, will leave San Francisco for St. Michaels September 5 on the schooner Berwick. Passengers booked here will leave September 1 on the steamship Umatilla for San Francisco, and will there board the schooner.

The plan of the cruise is not to hurry, as the Berwick does not expect to get its passengers to Dawson City before next spring. The party going from here will number about twenty-five, and will be in charge of R. F. Kelly, representing the Colonial Investment Company, which is operating the Berwick jointly with R. D. Hume & Co., of San Francisco.

The Berwick will go first to Copper river, allowing any who so desire to prospect there, remaining all winter if necessary, or if so decided by the passengers, going on to St. Michaels through the Unimak pass, arriving at that port in March and then up the river to Dawson. The company will feed the passengers free until the boat goes into winter quarters, when the passenger draws on his own supplies. A house will be built on the forward deck, holding ten berths and stove.

Three double-end Columbia river fishing boats and a barge 70x200 feet accompany the expedition, and will be towed up the Yukon river by a launch of 15-horse power and 2½ feet draught.

The Berwick is a 100-ton schooner, with a carrying capacity of 200 tons. Fifty passengers will be taken.

KLONDIKERS FROM THE ORIENT.

Four Come From Yokohama—Collision Is Narrowly Averted.

VICTORIA, B. C., Aug. 28.—The story of the wealth of the Klondike has reached the Orient, for on the steamer Columbia, a new addition to the Northern Pacific line, which arrived this morning, were four miners from Yokohama who will outfit here for the gold fields.

The Columbia, which is commanded by Capt. Hill, brought a large and valuable cargo. She was filled up with silk and rice. About 500 tons were unloaded at Victoria, sugar and rice for the most part.

A collision with the Walla Walla, bound for San Francisco, was, according to the story told by the officers of the Columbia, narrowly avoided yesterday evening about 10 o'clock. The Walla Walla, the officers say, broke all laws and rules of navigation and, after changing her lights several times, ran right across the ocean liner's bow. Had the two ships collided an awful calamity must have resulted, for the Walla Walla was crowded with passengers. As the ship was lying up to the outer wharf this afternoon there was a collision, but of a different kind. It was a scrap between several officers, and there was a warm time on the steamer until the captain took a hand and stopped the fight.

AN ALL-CANADIAN ROUTE.

Surveyors Going North to Explore Entrances to Yukon Valley.

VANCOUVER, B. C., Aug. 28.—W. F. Jennings, of Toronto, the engineer engaged by the Dominion government to explore the all-Canadian route into the Yukon gold fields arrived here today, en route north. In an interview Mr. Jennings stated that he would leave for the North tomorrow on the Dominion government steamer Quadra. He has three surveyors under him, one of whom is William Ogilvie, son of Surveyor Ogilvie, who has been engaged for several seasons on the Alaskan boundary survey. Jennings says that he will explore all the present routes into the Yukon and report on which is best, but special attention will be paid to the Stickeen river route, since this is entirely through Canadian territory.

New Mining Incorporation.

Articles of incorporation were filed yesterday with the county auditor of the Seattle-Alaska Trading and Mining Company. Capital stock is $50,000, divided into 5,000 shares of $10 each. The trustees are George F. Raymond, John W. Pratt, James B. Eagleson, Herbert S. Upper, James Weed, A. P. Burwell and Samuel Rosenberg. The objects of the company are to acquire placer and quartz claims and operate mines in Alaska and the Canadian Northwest Territory; to buy, sell and operate steamboats and water craft of every description on the waters of Puget sound, the Pacific and Arctic oceans and the Yukon river.

Arrangements for Klondike Mails.

OTTAWA, Ont., Aug. 28.—The postmaster general has telegraphed the Washington authorities that he has completed the arrangements for carrying the mails between Dyea and the Klondike. The first mail steamer leaves Seattle on September 11 and takes on the British mails at Victoria, B. C., the same day. The mounted police will convey the mails from Dyea to Dawson City, and after September the service will be monthly.

Violated the Rule of the Road.

Special Dispatch to the Post-Intelligencer.

VICTORIA, B. C., Aug. 28.—Capt. Hill, of the Northern Pacific liner Columbia, just arrived from Japan, claims that the Umatilla almost cut into him at the entrance of the straits and was guilty of a breach of sea law in showing a light to starboard and then suddenly altering the lights and course.

Ordered to Survey Lynn Canal.

SAN FRANCISCO, Aug. 28.—Capt. Augustus F. Rodgers, who is in charge of the San Francisco bureau of the United States coast and geodetic survey, has been ordered to proceed to Alaska without delay and make a thorough survey of the navigable waters at the head of Lynn canal, the approach to Dyea and Skaguay bay.

Alaska Transportation Notes.

Steamer Detroit, scheduled to sail yesterday for Dyea and Skaguay, will get away tomorrow at noon. She is delayed for passengers coming from the East.

It is probable that the barges Ajax and Bjax, which went to Skaguay in tow of the tug Pioneer, may remain in Alaskan waters. The return of the tug is expected daily.

The steamer Rapid Transit has been chartered by Mr. Wachter, a cattleman from east of the mountains, who will take to Skaguay 100 head of cattle. The Rapid Transit was to have left here tomorrow, but under the new arrangement will not sail until next Thursday.

Hope for Consumptives.

I am prepared to treat consumption and bronchial troubles by methods which are the best and surest known to the medical world. My new invention and treatment by medicated air kills all germs and acts directly upon the lungs and blood. Consumption can positively be cured by this treatment. The public is invited to inspect my laboratory and treatment rooms.

DR. A. M. BURNS,
Masonic Temple, Seattle.

The Ebb And Flow

OF THE TRADE TIDE IS LIKE THAT OF THE OCEAN. THE SLACK WATER OF SUMMER BUSINESS IS NO SOONER REACHED THAN THE FLOOD TIDE OF FALL SETS IN. THIS WILL SOON BE UPON US IN RESISTLESS VOLUME. WE FORESAW IT. WE'VE BEEN PREPARING FOR IT FOR WEEKS. WE ARE READY FOR IT. BEEN DOING SOME MASTERFUL BUYING FOR YOU. LOTS OF NEW THINGS ARE HERE FOR YOUR INSPECTION AND APPROVAL.

The..... Dress Goods Section

Invites you with a truly magnificent assortment of rich radiance.

France, England, Germany and last, but not least, America, all contribute their quota towards the make-up of this rare aggregation.

Art has borrowed from the rich autumnal colorings of nature. Nothing glaring, nothing pronounced, but rich suggestions of color and tone, such as any woman of refined taste would admire.

Many of these woven beauties are confined to us for this section.

Come In and Look Them Through.

View them by the clear light of day. Buy them now if you are ready; if not, why the examination of them will be of assistance to you in making your selections when you are ready.

We've Got A New Line Of Capes.

Come and take a look at them. The first shipment of Mackintoshes has arrived and the prices are extremely low.

Fall Hosiery ...AND... Underwear.

Better change from the thin sorts to the medium fall weights in time and thus, perhaps, save a severe cold.

The stocks are all in and ready for your approval.

There's a fascination about fine linens.

Every housewife likes to own one or two nice tablecloths. Come and select from our stock. We are offering some special bargains this week.

W. P. BOYD & CO.

621, 623 First Avenue.

$1.75.

LAMPS

We are daily receiving our new line of Lamps, and can now show the handsomest line of

Banquet, Parlor, Bedroom,

or any kind of Lamp you want at the lowest prices. We offer for next week a fine decorated Glass Lamp, with decorated shade, a burner and chimney, for $1.00, the former price of which was $2.00.

Bargains in Graniteware, Tinware, Crockery, Glassware, etc.

Pictures framed to order.

Golden Rule Bazaar Co.

Opp. Rainier-Grand.

..NOTICE..

Not having had room to unpack all the goods at first, we herewith give notice that fifty more cases of goods have been unpacked and placed on sale at

708 SECOND AVENUE

To be sold at the following prices:

200 Men's Cheviot Suits in brown, Oxford grey and blue grey, fall weights, these are good wearers, well finished, former price $12, now $4.65.

150 Young Men's Medium Weight Cheviot Suits, ages 15 to 20, in brown and Oxford grey, former price $8, now $3.45.

300 Men's Fedora Hats, fine quality, worth $2.50, $3 and $3.50, in black, brown and grey, at $1.35.

175 Men's Nobby Dress Suits in summer shades of imported and Oregon Cassimeres, former price $15, now $4.75.

Children's Ox Blood Dress Shoes, former price $1.50, now 95c.

Men's Grain Leather and Kip Nailed High Top Boots, worth $3.50 and $4, for $1.65.

300 pairs of Seamless Hose in brown and tan, worth 15c, now 7c.

24 pair Grey Blankets, worth $1.25, now 85c per pair.

78 pairs 10-4 Gray Blankets, worth $1.50, now 85c per pair.

50 pairs 11-4 Gray Blankets, worth $2, now $1c per pair.

30 pairs Tobasco All-Wool Blankets, worth $4.50, now $1.95 per pair.

20 pairs Heavy California Blankets, worth $6.50, now $3.25 per pair.

240 pairs Heavy All-Wool Sox in blue and gray, worth 45c, now 19c per pair.

100 dozen Men's Cotton Hose, worth 10c, now 2½c per pair.

300 Boys' Knee Pants Suits, ages 5 to 12, worth $3, $3.50 and $4, your choice of any suit for $1.19.

200 Boys' Fine Wool Hats in navy, black and tan, worth 75c, your choice for 25c per pair.

500 pairs Girls' and Boys' Iron Frame Hose, fast colors, worth 12½c, now 5c.

100 dozen Medium Weight Cotton Underwear, worth 50c, now 15c.

50 dozen Heavy Ribbed Underwear, Satin Facing, Pearl buttons, worth $1, now 45c.

50 dozen Swiss Conde, best grades all-wool underwear, worth $1.50, now 65c.

500 pair Heavy Webb Suspenders, worth 25c, now 9c.

Gents' 3-ply Linen Collars, worth 10c, now 2½c.

Gents' White Handkerchiefs, worth 10c, now 2½c.

450 pairs Young Men's Calf Shoes, sizes 8½, 4, 4½ and 5, worth $2.50, now $1.19.

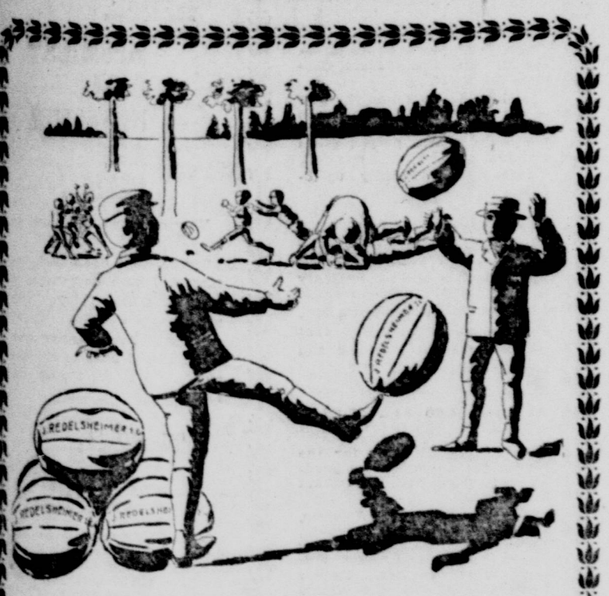
Misses' and Ladies' Rubbers, worth 50c, now 15c.

Children's Rubbers, worth 35c, now 10c.

And thousands of other items in Men's, Ladies' and Children's Shoes, Furnishing Goods, Hats and Clothing at equal reductions.

Bear in mind that all the goods contained in 708 Second avenue are of first-class quality. Being sold at these great reductions does not lessen the value of them. It is not wise to buy inferior goods because they are sold cheap, but when you get honest value at about half what you pay elsewhere, that is the time to lay in a good supply.

708 SECOND AVENUE.



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