traffic for which she is so badly needed at present.

Did Not Sight the Cleveland.

One of the reasons why the Portland did not get away from St. Michael until the following Monday morning is said to have been this storm. C. K. Zilly, one of the passengers on the Portland, said last night:

"Early Friday morning, August 13, while we were at St. Michael, a fierce storm sprang up from the south or southeast, and for three days there was hardly any let up. This kept us back three days, and it was not until Monday noon that we hove anchor and started for Seattle. We reached Dutch harbor at 5 in the morning on the following Friday, and there learned that the Cleveland had left that point for St. Michael the previous Saturday, nearly a week. She was supposed to run the same course as we did betwen the two places, but somehow or other we missed her.

"It is 800 miles from Dutch harbor to St. Michael, and if the storm at St. Michael was only local it would not have reached the Cleveland, but if it was general in Bering sea the Cleveland, having left Dutch harbor on Saturday, while the storm commenced on Friday morning, would have been out in it one day and a half. This may account for our failure to meet the Cleveland, as she might have been blown out of her course.

"While we were coaling up at Dutch harbor the North American Commercial Company's steamer Del Norte came in from the Pribilof islands. Since that time she has made the run to San Francisco. Three days out from Dutch harbor we passed the steamer Humboldt. She was just splitting the water, and undoubtedly made a very fast trip. At the rate she was going she ought to have made St. Michael in eight days and a half, which will give her the record. We held her up for about an hour and exchanged greetings. So far as we could see, everything was harmonious aboard the Humboldt. Despite her fast run, I do not see how the passengers are going to get up the river this fall. If they do make the journey successfully, I will be greatly surprised.

"The next boat we met was one of the Japanese liners from Seattle. She saluted us and we responded. No stop was made. From that time on until we struck the tugs Wanderer and Sea Lion we did not see any boats."

Tidings of the Yukon Fleet.

The only complete report ever obtained about the Yukon river steamers and where they were in the latter part of July is given in the Post-Intelligencer this morning, and was obtained from Mr. Zilly. It is as follows:

"I left Dawson City July 14 on the river steamer John G. Healy. The first boat we met was the Kaiyah, which will be used on the run from Dawson City to Five Fingers, about 200 miles above Dawson City. The Kaiyah is a small boat and is owned by Mr. Beetles, the Alaska Commercial Company's agent at one of the trading posts down the river. She has been engaged as a trader on the Kaiyah river."

"The Kaiyah had only the men that brought her up. The engineer was a man named Straven. We were about half-way between Dawson and Forty-Mile when we met her.

"Eight miles above Forty-Mile we met the Bella. She was pushing a barge up river. She had some passengers from the Excelsior. At Forty-Mile we met the Alice. She also had passengers, the remaining portion of the Excelsior passengers.

The Weare and the Healy.

"About 300 miles below Forty-Mile we met the P. B. Weare. She had a full cargo of passengers and freight. She was going up with about 100 passengers that started on the Portland before the gold excitement spread. When we met her she was tied up along the shore. We stopped about an hour. The intention was to have the passengers of the Healy transferred to the Weare, and the Weare's passengers to the Healy. Then the Weare was to go back to St. Michael and the Healy was to go back to Dawson City. When we met they concluded to let things remain as they were. The Weare went on up the river and the Healy kept on down the river with us. So far as I knew, there was no serious trouble with the Weare, although for two years her machinery has been said to be in bad shape.

"We did not strike any more boats until we reached St. Michael, July 25. The four-masted schooner Alice Cook, schooner Fred E. Sander and the schooner J. M. Colman were all there. About an hour after our arrival the steamer Alice came in from the Yukon, and two hours later the Bella arrived in port. A few days later the schooner Courtney Ford, from San Francisco, put in her appearance. A few days after this in came the schooner Bering Sea, from Seattle, Capt. Frank Worth. The Bering Sea had aboard the lumber and machinery for Cowley and Prof. Richardson's new river steamer. Cowley is the man who used to run the crockery and glassware store in the basement of the Hinckley block, corner of Second avenue and Columbia street. The Bering Sea also had seventy kegs of whisky for a Dawson City saloon man.

"The Alaska Commercial Company's steam barge, Margaret was nearing completion when we reached St. Michael. She started up the river before we left with a full cargo of liquor for the starving miners. The Alaska Commercial Company is rebuilding the steamer Beaver at St. Michael. She was completed originally two years ago, but her machinery was too heavy and powerful for her hull.

"There is a little stern wheel steamer, the name of which I do not remember, that is used on the run from St. Michael to the Russian mission, several hundred miles up the river.

"Before we left St. Michael, the North American Transportation & Trading Company's steamer Hamilton was launched, and work was commenced on a big barge."

SHOULD ARRIVE ON MONDAY.

The Cleveland Due Any Time From Today Onward.

PORT TOWNSEND, Wash., Sept. 4.—The steamer Cleveland, from St. Michael, is expected to arrive within the next five days. If she has experienced fair weather and has met with no accident, she ought to arrive on September 5, but in case unfavorable weather has prevailed she may not put in an appearance until September 10.

The Cleveland left Seattle on August 5, and should have arrived at St. Michael on the 17th or 18th. She was at Duten Harbor on the 13th, and the run from there to the mouth of the Yukon is about four days. It took the steamer Portland eleven days to discharge her cargo, and, although the Cleveland carried a heavier cargo, she is expected to discharge in three days' less time, as she had appliances for more speedily handling it. The Portland made the trip from St. Michael to Puget sound in twelve days, and the Cleveland, it is claimed, will make the passage in eleven. On this basis she should be sighted off Cape Flattery some time on September 6.

Three tug boats bearing representatives of the Associated Press and various newspapers left down Straits tonight to meet the Cleveland, and the race to the nearest telegraph office with news from the gold fields is expected to be exciting.

Klondyke Miners

had better get just the right sort of food. They had better be sure beforehand that their tea, baking powder, and coffee, are the best they can possibly get.

The explorer's life is hard enough under the most favorable circumstances; but if, when you get up there, where it is so awfully cold, you find that your coffee doesn't start the day right, and that your baking powder doesn't make nice cakes, and that your tea is vile harsh stuff, and that you are ever so much more homesick than you had any idea you'd be—you will wish you had tried a pound of the coffee you bought of your grocer before you bought 100 pounds.

Schilling's Best tea, coffee, and baking powder, will make the hardships of your journey as easy as it is in the power of food to make your search for gold.

A Schilling & Company
San Francisco 1

LOADING THE PORTLAND.

She Will Carry Three Yukon River Steamers to St. Michael—Maxim Gun Ready for Action.

Visitors at Schwabacher's dock yesterday afternoon were treated to the novel sight of seeing a gang of men putting a steel steamer aboard the Portland, to be taken to St. Michael and there put together and sent up the Yukon river. The steamer was the John C. Barr, which arrived here last week from Toledo, O. She was formerly the Valley City, and ran on the Maumee river. She was purchased by the North American Transportation and Trading Company, and will enter the service of the company on the Yukon river.

To the uninitiated land lubber the pile of steel frames and fittings lying at the dock would convey little idea of a steamer. The separate pieces were difficult to handle, and required the exercise of the greatest patience on the part of the stevedores.

Besides the Barr, the Portland will take parts of two wooden steamers, which will be put together at St. Michael. Altogether, the shipyard at the thriving metropolis of the Arctic circle should be the scene of great activity this winter.

J. F. Huber, the Maxim gun expert, was engaged several hours yesterday in instructing the officers and crew of the Portland in handling and firing the Maxim gun—the pirate destroyer that ornaments the ship's forward deck, starboard side. Capt. Kidston will have charge of the gun, and will be expected to use it if emergency arises.

Capt. Kidston was somewhat put out by the statement that the Portland was to have had a new rudder post put on while in the dry dock. He said that at no time had it been intended to supply the ship with a new rudder post, as there was no need for the improvement. The ship was placed on the dry dock to have the copper sheathing of her hull repaired and her bottom cleaned of barnacles.

THORNTON'S SILENT CITY.

Story of Alaskan Mirage Causes a Great Deal of Discussion.

The publication in the Post-Intelligencer Friday of C. W. Thornton's story about the Silent City seen from the Malaspena glacier by himself, Benno Alexander, E. Osberg, Francis Fiorini and William Steele, caused much discussion. Those who are inclined to discredit the story hesitate because they know that Mr. Thornton is a man who would not deceive the public with a "josh" story.

Chief of Police Reed is greatly interested in the story, especially since he lived at Scott City, Kan., where a remarkable mirage can be seen mornings when the air is very clear. About thirty-five miles from Scott City is an immense rock, dignified by the name "Mountain Rock." Three miles from this rock, and between it and the city is a hill 300 feet high. Frequently this rock can be seen from the city, the mirage placing it above the hill.

Councilman Tom Navin, who used to live in Dakota, said last evening that he did not see why any one should doubt the story.

"I do not think," said he, "that any one who has seen the mirages in Dakota will ridicule the Silent City story from Alaska. Miller and Mitchell are two towns in Dakota, fifty or sixty miles apart. There is quite a range of mountains between them, but I have stood in Miller on an October morning and watched trains moving out of Mitchell. The mirage placed the city apparently above the mountains."

RETURN OF THE ROSALIE.

Quick Voyage From Skaguay—Disgusted Miners Desert the Trail.

The trim little steamer Rosalie, Capt. Oliver, arrived in the harbor at 7 o'clock yesterday morning from Skaguay bay, Dyea and other Alaska ports. She left the camp of the disconsolates—Skaguay—Monday afternoon, and made a quick trip down. She brought eleven passengers to Seattle, but several others left Skaguay and got off at Juneau, where they will winter.

The Rosalie's trip north was without unusual incident. She unloaded her passengers and freight quickly at Skaguay and got away promptly. Following is her passenger list to Seattle: Charles Nestelle, R. H. Stretch, J. B. French and son, Harry Frederick, F. Goss, T. G. Allen, Theo. Kruse, F. Alton, L. H. Wilson and J. P. Moore.

Purser La Farge went over to Tacoma to visit relatives and friends yesterday.

KITTINGER FULL OF YARNS.

Back From Skaguay on a Flying Trip, He Tells Incidents.

PORT TOWNSEND, Wash., Sept. 4.—Steamship Queen arrived at 10 o'clock from Alaska. Among the passengers is George B. Kittinger, who comes out on a flying business trip and will return on the same steamer to Skaguay en route to Dawson City. Mr. Kittinger has been over part of the Skaguay trail himself, and was the center of a large crowd on the street corner here tonight, where he told interesting stories of the scenes, amusing and pathetic as well, that he had witnessed on the pass.

The Queen left for Seattle at 11 o'clock. She has thirty-four disgusted Klondikers on board.

Has Had Enough of Skaguay Trail.

Special Dispatch to the Post-Intelligencer.

WHATCOM, Sept. 4.—John Woods, one of the first party of Klondikers that left here in July, returned yesterday fully satisfied that it is the sheerest folly to try to reach the Yukon this year by any route. He fully indorses and commends the article on the Skaguay trail by Will Ewing, published in the Post-Intelligencer yesterday.

More Steamers for the Yukon.

SAN FRANCISCO, Sept. 4.—The Alaska Commercial Company has ready for shipment to St. Michael a new river steamer, which will be ready for service on the Yukon when navigation opens, next summer. The company has also decided to have ready next spring two more ocean steamers to ply between San Francisco and St. Michael, anticipating the spring rush to the Yukon.

They Drank Wood Alcohol.

The authorities at Juneau have traced the death of the two Indians who recently died there, and the illness of a number of others, to the drinking of wood alcohol. A man suspected of selling the stuff to the Indians has been placed under arrest, pending further investigation.

On the Klondike Cinder Path.

The Mining Record has recently received a letter from Massachusetts, in which the rider asks whether it would be feasible for him to ride his bicycle from Seattle to the Klondike. He seemed a trifle uneasy about the condition of the public roads north of Juneau, and explained that he would expect to walk up the steeper hills.

Horses for Skaguay Trail.

Special Dispatch to the Post-Intelligencer.

BUCODA, Sept. 4.—Mr. Horace Bunnell took several horses to Tacoma yesterday, to be shipped on the City of Seattle to Skaguay. They are the property of Dr. C. A. Mead, who also sailed on that steamer.

War on Alaska Mosquitoes.

Dr. Armand Ravol, a St. Louis bacteriologist, is reported to be going north next spring with a plan for exterminating the Klondike mosquitoes.

TASK IS HOPELESS.

EVERY ATTEMPT TO CROSS WHITE PASS RESULTS IN FAILURE.

Skaguay Trail Declared Open for One Day—The New Road Is Quickly Cut to Pieces, and the Blockade Becomes Worse Than Ever—Seattle Men Will Winter on the Coast—Ben Trenaman and Others Building Cabins.

The Skaguay trail over White pass is beyond the power of human effort to remedy. Hundreds of miners at the new camp on the Alaska shore have given up all hope of getting through this winter. They are preparing to winter at Skaguay, Dyea and Juneau. Hundreds more are selling their outfits and preparing to return to civilization and warm firesides in the states.

A few hardy spirits, animated by grim determination to do or die, have remained on the trail and will camp where their goods lie till the first freeze comes this fall. Then they will be able to cross the bogs that make the trail a terror alike for man and beast, and when snow flies they hope to penetrate the Yukon valley by dog sled.

This is the story brought down from Skaguay by Harry Frederick, a well known young business man of this city. Mr. Frederick went to Skaguay August 12 for the purpose of ascertaining what, if any, inducement there might be for one to embark in business there. He returned home on the steamer Rosalie, which left the camp of disheartened gold hunters Monday, arriving here yesterday morning.

Mr. Frederick gave the names of the following Seattle men who are now at Skaguay, unable to cross the summit: Capt. Harry Struve and party, who were bound for Stewart river; George Noble, Wesley Young, John B. Wing, George Allen, the son of ex-Senator John B. Allen; Dave Boyd, A. J. Madigan, John Mather, Ben Trenaman, formerly instructor at the Seattle Athletic Club; Julius Augustine, Mat Scurry and party, Frank Boarman, H. S. Turner, J. Evans, and Mr. Haddock. The outlook for any of these getting over the trail before winter sets in is very dubious, says Mr. Frederick.

The trail had been closed for three days by the miners, and a goodly number of them set to work blasting out the obstructions that lay in their pathway to the gold fields beyond the mountain barrier. Others went to work to corduroy the road where rain and the bogs had made the trail impassable for either men or animals. A few of the worst spots were fixed, and then the horde of miners began to grow impatient for another trial at the pass. On Monday morning last, the trail was opened. At daybreak 2,000 men and as many horses stood ready to cross over. Some of the first succeeded in getting a little way. The first that went over the soft places, where logs had been laid in an effort to make it a corduroy road, spoiled the trail, and made it as bad as before. The logs and timbers slipped quickly out of place, there being no foundation to the road. Added to this, came rain and cold, chilling blasts on the tops of the mountains. Horses sank down beneath their burdens and died. In a little while the trail was again blocked and hundreds of angry, desperate men turned back, cursing their fate and the man who built the trail.

"I have gone part way over the trail myself," said Mr. Frederick yesterday, "and have talked with many who have been to the other side. The trail was opened Monday morning at daybreak, and at noon a man came down saying that there was a blockade and that the horses were making the boggy places as bad as ever. A jam resulted, and when I left the situation was not the least bit more reassuring than before.

"At Skaguay I saw Capt. Harry Struve. He had lost some of his horses, but had managed to get his goods part way over. He was back in Skaguay, though, and it was said that he had given up all hope of getting through this winter. There was a rumor that he was coming back here.

"John B. Wing and George Allen will winter at Skaguay. I heard them tell Ben Trenaman that they had sold their outfits and were going to stop there till next spring. Trenaman is building himself a cabin, and I expect the boys will live with him. They said they had made a little money out of the sale of their goods. They expect to earn something at Skaguay this winter. Their horses gave out near the summit.

"Mat Scurry I saw at Skaguay a day or two before the Rosalie sailed. His party had not gotten over. George Kittinger is coming home on the Queen, on business, I believe. I do not know whether he intends going back or not.

"I do not believe, from what I heard that more than fifty people have crossed the summit of White pass. Not half have their goods farther than the first hill. At the foot of this is a big camp of tents and miners. There is another at the beach. I was told that on Sheep camp, on the Dyea, or Chilkoot pass, 1,500 men were camped. A few were getting over that way, but very slowly. The Indians receive from 38 to 45 cents per pound for packing over the Chilkoot. I heard that two big Swedes were working there and carrying 225 pounds each. They were making nearly $100 per day.

"A number of men are working at packing over the Skaguay trail. They get $8 per day. Each can carry about seventy-five pounds four or five miles in a day.

"Cabins are going up rapidly. People are getting ready to winter at Skaguay and lumber is in demand. I learned that at Lake Linderman a number of miners who could not get their goods over the pass, had secured work building boats for the more fortunate ones. They were making good wages. I was told that the boat builders had orders far ahead.

"Mrs. Church, of this city, has a restaurant at Skaguay and is doing a good business. She gets 50 cents per meal. Skaguay is lively enough for any one. The two saloons and dance house sell lots of bad liquor, and there appears to be plenty of money in circulation."

F. A. Wing, father of John B. Wing, received a letter from the latter yesterday, in which he speaks of the loss of a horse on the trail. The letter does not give any indication of the writer's intention of selling his outfit and camping at Skaguay until spring breaks. The letter was written on the trail August 28. Mr. Wing is anxiously waiting for further news from his son.

Judge Struve was somewhat worried yesterday on account of a rumor which reached this city that Capt. Harry Struve had suffered some injury on the trail, or was ill. Apparently, the story was without foundation. Mr. Frederick reported that Capt. Struve was in excellent health and as good spirits as could be expected from any one who had attempted to surmount the inaccessible heights of the White pass.

The friends of the Seattle men now stalled at the foot of the pass will feel a deep interest and concern in their failure to get into the promised land. It is held that if Capt. Struve and George Kittinger's parties were not able to get through, few of those now there will see the lakes before next spring. The striking feature about the account of the condition of affairs at Skaguay, as given by Mr. Frederick, is that the 6,000 gold hunters at the foot of the pass have been unable to centralize their energies and numbers on the difficulties that beset the way to the Klondike and remove them for good and all.

J. M. Hagerty, the Associated Press correspondent at Skaguay, under date of August 30 gives an account of a robbery—the first of any consequence since the army of gold seekers gathered on the beach at the base of the mountain wall. W. H. Davidson, of Seattle, was the loser, and the amount is given at $1,400. Mr. Hagerty states that the money was taken from Davidson's tent while he was absent looking after a disabled horse. The directory does not give the name of W. H. Davidson.

The correspondent, writing of the condition of the trail, says that it has been improved 100 per cent. for the first fifteen miles, but here the worst hill of the whole lot is encountered, and no work whatever had been done on it. It was proposed to assess each man $5 for the purpose of hiring men to make a cut-off, saving three and a half miles and avoiding the worst hill. The proposition met with favor until a newspaper correspondent, who opposed the plan suggested by Sylvester Scovel, the World representative, delivered a wild harangue against the plan. The meeting broke up without any scheme being adopted. At daylight the next day the trail was crowded from the beach to the first hill with 3,000 men anxious to participate in the first rush. Mr. Hagerty ends by predicting the blockade spoken of by Harry Frederick.

CREEPING ALONG THE TRAIL.

Young Carnahan's Party Going Ahead Slowly but Steadily.

William Carnahan, writing home from Skaguay under date of August 23, tells his father, A. E. Carnahan, of this city, the same story of obstruction, delay and hardship at the pass that has been narrated by more fluent pens. He says:

"I suppose you will be surprised to hear from me here; but this is as far as we have got. Our camp is seven miles from the boat landing. We have 300 pounds of our freight ten miles further on, and 500 about eight miles. The rest of our freight is in camp. You will no doubt think we are awfully slow. On the contrary, we are doing finely. We are passing lots of people who have been here much longer than we have. It is estimated that there are about 3,000 people camped between the bay and the summit of the pass. Very few have gotten completely over yet, and only about a dozen have gone on down the river. Lots of them are giving up every day and going back. Some are going to camp at Skaguay for the winter. We think if we have good weather we will get over the summit in about twenty days. Ten days more will carry us to the lakes. I am afraid we shall be too late to start down the river, but we shall be ready for an early start in the spring.

"It is awfully hard to get over the trail; there are so many horses along it. Our camp is right at the bottom of what is called Paradise ridge. We often see 200 or 300 horses go by in a row. If you are going that way you are O. K., but if you happen to be going the other way, it's all off. This is about the hardest work I ever saw, but I am standing it all right.

"It rained today, so we went to town. There are now three large steamers in port, and more to come. It's a shame so many are coming so late. They will not be able to make the first move this winter. We hear that everything in Seattle is on a boom. If you see any one coming this way, tell him not to come. A person ought not to start with less than $1,000, unless he wants to be a whole season crossing the pass. The best way to go is by the river route. It is much cheaper and a whole lot easier. Lots of horses are lost here every day. The smell along the trail is something awful.

"We are now packing 300 pounds ten miles a day. We have about 3,000 pounds, counting horse feed."

FROM SKAGUAY TRAIL.

J. W. Swope Tells of His Experiences on White Pass.

J. W. Swope, who left here on the Islander for Alaska with a party of employes of Louch, Augustine & Co., writes from the Skaguay trial an interesting letter describing the condition of the famous pass and throwing some sidelights on the trials of the horde of gold hunters now stranded away up in the clouds, half-way between the sea and the lakes.

Describing the weather on the trail, he says that during the day it is often clear, but with the night comes a heavy fog, and this soon turns into rain. Two nights the party slept in the rain, but the third was quite comfortable, except for the wet blankets.

Mr. Swope says he saw many at the foot of the pass that came from Seattle. Among these were George B. Kittinger, Mr. Parker and others. This is the instruction Mr. Swope gives to the correspondents of those now at Skaguay: "When you mail a letter here, drop in your letter and a nickel." It is presumed he means that the postage to Skaguay is 5 cents.

Again he says: "We heard that the Portland came in with $8,000,000. Is that so? If so, the people will be crazier than ever."

The blacksmiths of the new camp must be getting a taste of the Klondike. They are kept busy shoeing horses at $6 each.

Mr. Swope says that his party would get through to the lakes by the first week in September. In speaking of the boom in Skaguay lots the writer says that they regret that they did not take up a number of lots, as they might have done, and sold them for $200 each. The letter ends with a reference to the saloons and dance houses, which are doing a great business.

PUSHING THROUGH TO DAWSON.

Leavenworth Klondikers Over the Pass Going Down the River.

Special Dispatch to the Post-Intelligencer.

LEAVENWORTH, Wash., Sept. 4.—The Leavenworth contingent of Klondikers are making the progress on their way to the gold fields anticipated for them at the time of their departure from this place. All those who started through via Dyea or Skaguay have already reached Lake Linderman, and ere this are under headway for Dawson City. Those who went from here were numbered among the most sterling citizens of this section, and many of them held responsible positions with the Great Northern Railway Company. Among this class were Byran Thorpe Carr, dispatcher; John L. Ferryman, chief clerk to Division Superintendent Riton; "Scotty" Allen and A. L. Martin, clerks in superintendent's office; George H. Woods, conductor; Robert Bridges, superintendent of pumps; Matthew Duffy, locomotive fireman. Aside from these one rancher left here—John Schmidt—all of whom have made as good or better progress on their way than the average adventurer. Letters received by your correspondent and other friends indicate that these men have made an accurate diagnosis of conditions, and are determined to persevere to the end.

Probably no town of equal size in the state gave up as many of her prominent citizens to the gold excitement as did Leavenworth, and even the children discuss their progress and chances of making it through this fall with great fervor and enthusiasm.

COLLEAGUE OF BISMARCK.

Louis Vereck, a Relative of William I., a Passenger on the Queen.

Among the passengers to Juneau on the last trip of the steamer Queen was Louis Vereck, a former member of the German reichstag, and a colleague of Bismarck from 1884 to 1887. He is an interesting figure, well-known in London clubs and continental society circles. The Alaska Miner refers to a mystery connected with his life. The fact seems to be that Mr. Vereck has Hohenzollern blood in his veins, and an open secret connects him directly with Emperor William I., the present emperor's grandfather. His visit to Alaska is purely one of pleasure.

Beauty is your Duty

Abundant, glossy hair, is beauty's crowning glory.
To wear this crown, use

AYER'S HAIR VIGOR.

A WOMAN WITHOUT FEAR.

With Her Three Children and Six Horses, Mrs. Dan Pullen Will Cross the Skaguay Pass.

PORT TOWNSEND, Sept. 4.—The terrors of the Dyea and Skaguay passes have caused many strong hearts to quail, but it remains for Quilayute, on the west coast of Washington and the United States, at a point on the bleak Pacific shore south of Cape Flattery, the most desolate nook between Valparaiso and Sitka, to furnish a heroine.

She arrived today on the mail boat from down the straits in the person of Mrs. Dan Pullen, who with three children was deserted by Dan several months ago. Mrs. Pullen continued to sow and reap and care for her family, and success crowned her efforts. Two weeks ago the Klondike fever pervaded her isolated home. The result was she gathered together her grit, three children and six horses and started for Neah Bay, where she shipped the outfit to this place to await the sailing of the next ship for Alaska. Mrs. Pullen proposes to utilize her six horses to carry her children and outfit over the divide. Mrs. Pullen says she expects to get over the pass this fall.

The largest item in her outfit is clear-cut grit. She is a slender, red-haired woman, who tips the scales at 125 pounds. Her oldest child is a boy 12 years old. She says she would not take a partner for the trip, even if the Prince of Wales was to offer his assistance. The assertion is ventured that people who keep posted on matters pertaining to the Chilkoot pass will never read of Mrs. Dan Pullen sitting on the beach weeping.

DRIVEN BACK BY THE MUD.

Four Argonauts Come Back From Skaguay on the Al-Ki.

PORT TOWNSEND, Sept. 4.—Steamer Al-Ki, which left Skaguay August 27, arrived here tonight with twenty-four passengers, four of whom went north for the purpose of entering the gold fields. They started over the pass, but became discouraged, and after selling their outfits, returned to Skaguay.

W. S. Morley, of Seattle, who went north on the ill-fated Mexico, was a returning passenger on the Al-Ki. He and his partner succeeded in reaching a point about twenty miles from Skaguay, and there he became discouraged and sold out to his partner. They had 2,600 pounds of freight and one horse. Morley says only a very few will reach the lakes this winter, as the mud is now waist deep and the trail is practically impassable.

Gen. J. S. Wicher, paymaster U. S. A., at San Francisco, who left for the north August 2 for the purpose of starting his two sons over the trail, returned on the Al-Ki. He says his sons are well equipped and will undoubtedly reach the lakes in a short time.

On her up trip the Al-Ki broke one of her propeller blades, which caused two days' delay.

HELD UP THE VIGILANTES.

One Man Got Over Skaguay Trail—What Kills Horses.

PORT TOWNSEND, Sept. 4.—Frank L. Crampton, of Mount Vernon, is one of the passengers down from Skaguay on the Queen. He went up to look over the situation, and took a trip over both passes. He says that the killing of horses is caused largely by novices, who do not know how to load them. In many instances the pack saddles are allowed to wear great holes in the horses' backs.

The men who are fixing the trail expect to profit by it. This has been decided by the vigilance committee, and no man can go on the trail with packs without a certificate from the secretary that he has done so much work on the trail. One man, whom Mr. Crampton saw, had not gotten all his outfit over the trail when it was closed for travel. The committee refused to let him take the remainder of his pack over. His entreaties did no good. In desperation he went back and got a Winchester and two revolvers, and he held up the committee and went through.

At Dyea and the Chilkoot pass the conditions are much the same as on the Skaguay trail. The price for packing by the Indians is 38 cents per 100, and all classes of Indians are employed. Tents are scattered every twenty feet along the trail. The trail is lined with tired and distressed men from one end to the other.

ANYTHING TO GET A GRUBSTAKE.

John Jones Accused of Selling His Neighbor's Horse for It.

OAKLAND, Cal., Sept. 4.—An officer left today for Portland, Or., for the purpose of bringing John Jones back to this city, where he is wanted for felony and embezzlement. He was authorized by J. B. Dalziel, of this city, to sell a valuable horse on commission, and after disposing of the animal, appropriated the whole amount realized and started for the Klondike, but was intercepted at Portland by the police of that city at the telegraphic request of Chief Lloyd.

THOUSAND MEN MAKING TRAIL.

Building Sleighs Ready for Snow—Another Big Strike Announced.

VICTORIA, B. C., Sept. 4.—Steamer Queen has arrived from Skaguay, bringing thirty men who have given up the idea of getting across the passes. A thousand men have gone to work on the Skaguay trail to try to open it, no one being allowed in the meantime to go through. Many men will wait until snow falls and take their outfits over on sleighs. In fact, sleighs are already being used to cross the summit on the Dyea trail.

There have been twenty desertions from the United States steamship Concord at

SPOT CASH VALUE FOR FULL ASSAY

GOLD DUST

WE HAVE A COMPLETE PLANT FOR MELTING ASSAYING AND REFINING

BY SELLING YOUR DUST TO US YOU KNOW EXACTLY WHAT YOU ARE GETTING AND GET CASH IMMEDIATELY INSTEAD OF WAITING RETURNS FROM SOME OTHER CITY

SAVE EXPRESS CHARGES AND COMMISSIONS

JOS. MAYER & BROS.

SUCCESSORS TO EMPIRE JEWELRY CO.

MANUFACTURING JEWELERS.

116 CHERRY ST. RETAIL DEPT 705 SECOND AV.

Miss Wilzinski, Graduate Optician, Has Her Office in Our Store.

Store closes at 2 o'clock tomorrow, Labor Day.

October Fashions and Catalogues next week.

Total sales in "Oregon City" Fine Wool Blankets yesterday, 342 pairs. Still unsold and awaiting purchasers, 158 pairs.

FALL SEASON 1897.

Anticipating the passage of the "Dingley" tariff bill, which has materially increased the cost of almost every article in Dry Goods, and expecting an increased trade this fall, we placed unusually heavy orders in the following lines for our Fall trade:

COLORED AND BLACK FANCY SILKS,
VELVETS, VELVETEENS, CORDUROYS,
DRESS TRIMMINGS AND FANCY BRAIDS,
LADIES' JACKETS, CAPES AND SKIRTS,
YOUNG LADIES' JACKETS, CHILDREN'S REEFERS,
MACKINTOSHES, UMBRELLAS,
HOSIERY AND UNDERWEAR,
LACES, GLOVES, WOOL AND VELVET WAISTS,
EIDERDOWN WOOL FLANNELS, DOUBLE AND SINGLE FACED,
FANCY FRENCH PRINTED FLANNELS,
MUSLIN UNDERWEAR, FLANNELETTES,
WOOL YARNS, ZEPHYRS, ICE WOOL, PERSIANS,
FASCINATORS, SHAWLS, HOODS,
PORTIERES, LACE CURTAINS, DRAPERY GOODS,
TABLE DAMASKS, NAPKINS, CRASHES, BLANKETS,
AND IN FACT EVERYTHING IN DRY GOODS CARRIED BY FIRST-CLASS DRY GOODS STORES ANYWHERE.

All of which, we take pleasure in stating, we have purchased as cheap as any retail store on this continent, and which we place before our patrons as usual

At Exceedingly Moderate Prices.

We do not deal in inferior or trashy goods.

ANNUAL FALL OPENING

We beg to announce our Fall Opening for this season on Monday, September 12th, to which we respectfully invite our patrons and the public generally.

As mementoes of that event, every purchaser of $1.00 and upward will receive a ticket for the following articles which will be given away to our patrons on that day:

One Handsome Silk Dress.
One Silk Umbrella.
One Silk Shirt Waist.
One box of Cashmere Hose.
One Leather Shopping Bag.
One dozen Fine Linen Napkins.
One Lady's Jacket.

Please Note.

Employes in the store will not receive tickets.

Ladies will deposit their own coupons in box.

Drawing will take place in store Monday evening, and winning numbers be published in Tuesday's papers.

We guarantee a square and satisfactory method of drawing.

Country Orders.

For every dollar ordered by mail during the next week we will deposit a coupon in ballot box.

Store Will Close at 2 O'clock Tomorrow in Honor of Labor Day.

E. W. NEWHALL & CO.

Cor. Second Av. and Madison St.