

story told by Capt. Struve may not establish the fact of the Anderson's wreck. It gives rise to grave fears for her safety.

STEAMER PORTLAND SAILS.

Among Her Passengers is Horace McClure, Special Correspondent of the Post-Intelligencer.

The steamer Portland, whose name will be henceforth perpetually associated with the great Klondike gold excitement, got away shortly before noon yesterday for St. Michael. She carried a good cargo and a fair passenger list. Among those occupying berths in her cabin is Horace McClure, of the Post-Intelligencer, who goes as a special correspondent for this paper, and who will on his return be able to present unquestionably one of the most accurate and intelligent reports yet written concerning the great movement in the far Northwest.

The Portland's passenger list was as follows:

Cabin. James Drener, E. E. McGavock, Paul Moran, Samuel Hubbard, Jr., Wm. Jacklin, Wm. Martin, L. W. Bennett, Miss M. A. Mellor, Louis Crosscut, Mrs. Ada Mellor, Geo. Rowland, H. Morgan, Mrs. Nellie Olcott, T. P. Scott, W. Wilson, J. H. H. H. H., N. B. Douglas, Josephine Barber, Harry Thayer, C. H. Barbee, Robert Gies, E. L. Griesmer, Mrs. E. J. Josia, W. A. S'iesie, Nick Furtz, Horace McClure, H. La France.

Steerage. Andrew Jensen, Wm. Kehoe, John Borg, John Kinnon, Fairfull, Peter Martin, Chas. Berg, H. A. Davis, Albert Olson, Amos Olson, Erick Peterson, G. H. Abel, J. H. Halpin, G. L. Manning, M. C. Bourne, Fred Taylor, Hans L. Walby, Adolph Closs, James Smith, Harry McCullum, E. C. Webster, Harry S. Hovers, S. Burkola, Wm. Heland, F. R. McLean, Geo. L. Robinson, G. R. Caruthers, E. J. Hestolina, J. F. Cady, John Cahill, J. H. Williamson, Erik Peterson, Lyman Minckley, E. C. Kellogg, L. M. Davis, John Sandstrom, J. W. Curry, A. W. Baker.

TOPEKA SAILS NORTH.

A Large Passenger List and 800 Tons of Freight.

Steamer Topeka sailed for Juneau, Sitka and other Alaska ports at 9:15 last night, carrying 160 passengers and 800 tons of freight. There were fifteen miners aboard, who were not deterred by the unfavorable reports from Skaguay, have resolved to attempt the trip overland into the Yukon. One of the miners had a number of dogs aboard, and these made the vicinity of the Ocean dock melonious with their whines. It is predicted that the dogs will take precedence as the most valuable animals in the Yukon, as soon as the snow flies and the rivers freeze.

George E. Kittinger returned to the Skaguay trail on the Topeka. As the Skaguay, he and the others bound for the steamer does not go clear through to pass will take the small steamers from Juneau.

Miss Turner, daughter of Lester Turner, Mrs. A. MacCluskey and daughter and William R. Richards, one of the trustees of the famous Boston library, were passengers on the Topeka. They are making a pleasure trip.

The Topeka's passenger list was as follows: H. E. Coner, W. P. Wilson, Mrs. A. Finlay, S. H. Goldstein, F. Ryus, C. C. Waller, May Arment, Geo. Chaussey, Annie May Sheets, Geo. Otterman, Mrs. L. H. Wake, E. A. Katond, Mrs. H. I. Lough, J. H. Walker, W. R. Morse, J. H. Walker, Thos. Farrell, T. J. Sunny, Z. B. Patrick, H. B. Ammery, Z. B. Patrick, A. H. Findlay, H. G. Fuller, Mrs. A. E. Mc-Culsky, R. Wigg, Miss McCulsky, Wm. Winn, Geo. Turner, Peter Anderson, J. Ferguson, John Faltom, H. R. Elliott, J. Murray, Dave Kennedy, J. R. Wakefield, A. H. Hazen, J. Walstrom, E. B. Chaussey, Thos. Cherry, N. C. Londen, Dave Merrill, V. C. Webster, C. C. Waller, A. M. Lennox, F. Youngberry, Henry Quinn, E. H. Moore, Robt. Dagleish, H. H. Rankin, David Dagleish, T. M. Rankin, Jas. Burkman, F. Halpin, E. Stove, Peter Haskett, F. Bird, A. Atwood, P. Leontis, H. E. Gardner, Jas. A. Farrell, Chas. G. G. Chiquette, W. R. Richards, G. Gosbee.

STEAMER GEORGE E. STARR ARRIVES.

Steamer George E. Starr arrived from Skaguay and Dyea yesterday morning at 4 o'clock. She brought down twenty-five passengers, of whom eight were from the Skaguay trail. They gave up the job of trying to overcome the mountain barrier, with its attendant hardships. The Starr made good time from Skaguay, which place she left last Tuesday morning at 10 o'clock. Capt. Gilmore left the steamer at Skaguay, having secured a paying position there. The Starr will not run again to Alaska till next spring.

NEWSPAPER IN SKAGUAY.

Theater Also Possible Among the Tents on the Beach.

The "Skaguay Times" is the name of a newspaper that will make its appearance in the camp on the beach within the next three weeks unless the calculations of the projectors are wrong. The journal's venture is backed by Williams & La Patere, of Victoria, who have started the "First Bank of Skaguay," the safe for which was sent up the Chilkoot. The men who will conduct the "Skaguay Times" are J. W. Troy and G. T. Ulmer, both of Port Angeles. Mr. Troy was formerly connected with the Democrat-Leader of the sub-port on the claim beach down the straits, and he will write of himself as "we." Mr. Ulmer is an actor, promoter, agent and all-around hustler, and he will occupy a conspicuous niche in the affairs of the new paper.

Besides assisting in running a newspaper, Mr. Ulmer will employ part of his time in the stock yards, where Williams & La Patere are also starting, and for which Mr. Ulmer is to take up 100 head of cattle. Some lumber is also going up, and Mr. Ulmer says he must start a theater at Skaguay. The material for the newspaper office and the stock yards will be sent up to Skaguay on a barge that will be towed by the tug boat Redoute, Saturday. Norman Smith, also of Port Angeles, is to be the banker in charge of the "First Bank of Skaguay."

The provisional state committee of the Silver Republican party of Colorado has permanently organized and empowered the administration to call a state convention when it thinks best.

Money back if you don't like Schilling's Best Tea and money at your grocer's.

A Schilling & Co. San Francisco

THE HALF NOT TOLD.

NO PEN HAS YET DESCRIBED THE HORRORS OF SKAGUAY.

George Allen Returns From the Impassable Trail With a Realistic Account of Its Difficulties—Bound to Be Great Suffering.

"Skaguay is a hard proposition," said George Allen, son of ex-United States Senator John B. Allen, yesterday afternoon. Mr. Allen, who repeated the above remark, settled comfortably back among the silken cushions of a divan in the drawing room of his father's handsome residence on Columbia street. Mr. Allen, intending to go to the White pass to Lake Linderman, July 26. While he intends to go again next year, he will not attempt Skaguay, but will go to Dyea and through the Chilkoot trail, where he already has a tender to deliver his freight "from salt to fresh water," as the expression goes on the beach, at 12 cents a pound. This tender is made on the assumption that the new system for hauling goods over the worst part of the trail will be in operation.

"We succeeded in reaching a point twenty-seven miles from Skaguay," continued Mr. Allen, "and there disposed of our outfit (after finding that about a third of it had been stolen) to advantage. Our only loss besides our time was on our horses. We made five trips and brought three more up there. Then we rescued one horse that was stalled in the mud, whose owner had abandoned him, which was a sort of salvage operation. It proved to be one of the best of our animals. "The condition of the trail is frightful. At times we were encouraged to believe that there was a betterment, owing to the men's efforts to corrodure the bad places and the occasional glimpse of sun, but a night's rain would undo it all, and the morning would show it worse than ever. The horses founder over the boulders and through the mud, which is nothing more than decomposed vegetation, and break their legs. Then they are shot or knocked on the head. Lack of animals, and particularly the fact that it is impossible to move supplies, has led many to split up their outfits and hurry on with barely enough to last them until they reach the river camps.

"I was bound to be great suffering. I asked men what they intended to do. They answered that they were going to keep going. Those that reach the lakes will be no milder than the slopes, but those who do not succeed in getting their supplies to the lakes will have to retrace their steps to Skaguay. The question after crossing is to be one of shelter, there is no shelter. It will be impossible to get them through this winter, and there is liable to be trouble and starvation. About 150 people are on the trail, and it is impossible to live here. It is too cold. Even the sea freezes over here in the winter. We may be frozen in going up the Yukon, but we are well fixed with a load of grub. We leave this evening." "To his children he writes one of those cheery letters which cheer the people as well as children enjoy. He says: "You are now sound asleep in bed while I am taking my dinner at 6 o'clock. The sea is very rough. Nearly every day the steamer was sick except me. I have not missed a meal yet. Take it all in all, we have had a very pleasant trip and remarkably good weather. Whales have been in sight every day. We passed one immense dead whale, with thousands of sea birds feeding on its backbone. A little white sea bird came aboard the steamer. It was very fat. We are sure it had the best of care. In fact, we took too good care of it; overfed it and it died from overfeeding. We called it the Klondike bird." "At Unalaska, where we stopped to take on coal and water, we found quite a little village, with two stores where you can buy the necessities of life at reasonable prices, with freight added. The best flour sells for \$1.50 per sack of fifty pounds. It is a beautiful harbor, surrounded by mountains, with good anchorage. It is 2,000 miles from Seattle. We have averaged 20 miles per day since leaving Seattle. On board the steamer Healy at St. Michael he adds: "I left on August 28: 'I leave today for the Klondike in good spirits and health. Remember that there are no little boys or girls in this part of the world. There are no little white boys or girls in this part of the world. I am 6 years old, and he went down on the steamer Excelsior. Good-bye. Our steamer is leaving."

THEY GOT ACROSS. Five Men Who Went From Skaguay Over White's Trail.

W. A. Stewart writes to the Post-Intelligencer of the successful crossing of the Skaguay trail by Messrs. Blyden, Tolner, Watt Kelly, E. Smith, W. Pratt and Henry Donaldson, whom he met on his return from Stewart river, where he has been since early spring. Mr. Stewart writes as follows: "Mr. Tolner, with whom I talked, informed me that they had left Seattle on August 2, on the Albatross. Arriving at Skaguay, they found themselves confronted with difficulties of which they had never dreamed, and their Eldorado seemed farther away than ever. But in spite of their disappointment they went resolutely to work and in a few days were fairly started on the trail. Here new difficulties and discouragements met them at almost every turn, and at one place they were compelled to stop and corrodure five miles of the trail. This was necessary to pack their boats over, which otherwise they would have been compelled to sell at Skaguay. They were all, however, equally determined to reach the goal, no matter what obstacles presented themselves, so that each encouraged the other to push forward the most trying circumstances, and on the eighth day they were safely at the lakes with all their provisions and their boats. From there to Stewart river the journey was comparatively easy and pleasant.

POOR MAIL FACILITIES.

No Postal Arrangements Yet Made for the Thousands Now at Skaguay.

Special Correspondence of the Associated Press. SKAGUAY, Alaska, Sept. 7.—But four mails have been received "officially" at Dyea, the only postoffice north of Juneau, by the distance of 100 miles—since November 16, 1896. In that time 15,000 people have been unloaded here for the interior, about one-half of whom are still between Lake Bennett and the beach. There are 5,000 at Skaguay, where there is no "official" postoffice. They are coming in at the rate of 1,500 a week. The topography carries the mails between the Sound and Juneau twice a month, but no farther. The department notified the postmaster at Dyea, S. J. Herron, on November 18, 1896, of his appointment as postmaster, the order for the office arrived January 16, 1897; the first mail by the Yukon mail carrier July 1, 1897, all mail in the interim being brought and paid for by the postoffice at Dyea. It was noted that a contract had been let to deliver mail between Juneau and Dyea twice a month, both ways. Up to August 30 two mails were received, and one taken away. When an order for 100 boxes of postage stamps is received, \$5 worth is sent, and while the legitimate business of the office is being done, the postoffice is kept open. The cancellations are being made, rather than hold the mail, maybe for months, for the regular carrier, the postmaster sends the mail out by the first steamer to reach the destination. The mail that comes in, comes in much the same irregular way, the postmaster at Juneau taking the responsibility of sending it on by the first steamer, if he has time to sort it. At Skaguay, although a city now of over 5,000 people, there is no postmaster. By common consent a physician has been delegated to receive what mail comes on the steamers, and is allowed 5 cents each for mailing letters on outgoing steamers, as compensation for handling the incoming mail and outgoing mail. Postage stamps sell for 5 cents each, and often cannot be got at all. In order to get mail through to Dyea, Skaguay or Dawson City, it should be addressed to "John Doe, Skaguay, Alaska, care of Pacific Coast Steamship Company, Seattle," or "Portland, Or.," or "Care of the Washington & Alaska Navigation Company, Tacoma, Wash.," or "Seattle, Wash." The purveys kindly take care of mail and deliver it as near the destination as possible. The postmasters at this end do their best then to deliver it forward to the parties addressed. The postoffice department should unloose the red tape which hedges their office around and give us a better service at once.

BUSINESS AT SKAGUAY.

Thirty-Five Restaurants in Town, and More Building. Special Correspondence of the Associated Press. SKAGUAY, Alaska, Sept. 5.—And still they come. The Seacoin, Willamette, Detroit and City of Seattle have discharged cargoes at Skaguay this week, bringing 800 passengers and over 1,000 tons of freight. The City of Seattle, though last in, was the first to leave, having followed the record for quick discharge. The Rosalie and the City of Seattle have uniformly made the best time in discharging cargoes and passengers of any vessels arriving at this port. Notwithstanding the reports brought in of the condition of the Skaguay trail, the men are coming in much more merrily on the condition of the ham and the last thing heard at night and the first in the morning; but the sound of the anvil seems never to cease. The showing of horses goes on night and day, and thirty-five restaurants in the town and more ready to be set up. All businesses are crowded to the limit. Not too much stock, but too many dealers. Hides, furs, lumber and produce are not worth freight and sound prices. Horses are a drag in the market.

HE QUIT THE TRAIL.

CAPT. HARRY STRUVE THINKS SKAGUAY ROUTE IMPASSABLE.

Men Wasting Energy, Time and Money in an Effort to Accomplish an Impossibility—Discouragement Causing Many to Turn Back.

FROM W. A. HARRINGTON. Amid General Discouragement He Remains Firm and Hopeful.

Among the letters received by the steamer Cleveland from St. Michael were several from W. A. Harrington, of this city, to his wife and children. Having just arrived at St. Michael, August 18, he writes: "I have succeeded well thus far and arrived here all right. Several of the passengers left last night for Dawson City. They were detained here twelve days on account of the river boats not making connections, and the men likely to remain here for some time. There are now three steamers here from San Francisco, viz: the Excelsior, the Bertha and the Bay City. In all there are 30 passengers waiting transportation. Several are on the docket to get away. The San Francisco passengers are billed through by the Alaska Trading Company, and we are on the assumption that the Northern Transportation and Trading Company. Some of our passengers are already planning to go back. You may be sure that I am not." "This is a desolate and God-forsaken place; nothing here but Indians, and a dirty tribe at that. If one had the gold dust here in the state of Alaska, it could be made in furs. I have in mind one white polar bear skin which I could get for \$50, and which I think nicely mounted would bring \$50 in the East on account of its immense size. It is a beauty. "Another steamer has just arrived from San Francisco, the South Coast, bringing 60 passengers. They are well fixed. They have the men over the steamer Excelsior and can get ready in a few days and go right along." "Ten days later he is still at St. Michael, and writes as follows: "Our trip up from Seattle occupied thirteen days. We made just one stop, at Unalaska, a place of 600 people. This is the only place where the Alaskan natives are at present. The Cleveland, the Bertha, the National City, the South Coast and the Excelsior are all loaded with men and passengers. They cannot all get through. A great many are turning back."

"Most of the coin apparently is going by way of San Francisco, owing to the accommodations offered by the Alaska Trading Company. They seem to spare no expense to accommodate the people and hold the trade. The amount of goods here to be sent to Dawson City is a beautiful thing. It will be impossible to get them through this winter, and there is liable to be trouble and starvation. About 150 people are on the trail, and it is impossible to live here. It is too cold. Even the sea freezes over here in the winter. We may be frozen in going up the Yukon, but we are well fixed with a load of grub. We leave this evening." "To his children he writes one of those cheery letters which cheer the people as well as children enjoy. He says: "You are now sound asleep in bed while I am taking my dinner at 6 o'clock. The sea is very rough. Nearly every day the steamer was sick except me. I have not missed a meal yet. Take it all in all, we have had a very pleasant trip and remarkably good weather. Whales have been in sight every day. We passed one immense dead whale, with thousands of sea birds feeding on its backbone. A little white sea bird came aboard the steamer. It was very fat. We are sure it had the best of care. In fact, we took too good care of it; overfed it and it died from overfeeding. We called it the Klondike bird." "At Unalaska, where we stopped to take on coal and water, we found quite a little village, with two stores where you can buy the necessities of life at reasonable prices, with freight added. The best flour sells for \$1.50 per sack of fifty pounds. It is a beautiful harbor, surrounded by mountains, with good anchorage. It is 2,000 miles from Seattle. We have averaged 20 miles per day since leaving Seattle. On board the steamer Healy at St. Michael he adds: "I left on August 28: 'I leave today for the Klondike in good spirits and health. Remember that there are no little boys or girls in this part of the world. There are no little white boys or girls in this part of the world. I am 6 years old, and he went down on the steamer Excelsior. Good-bye. Our steamer is leaving."

DISGUSTED WITH THE TRAIL. Intending Yukoners Return on the City of Seattle.

The steamer City of Seattle arrived from Skaguay yesterday afternoon after noon with twenty-four first-class and four steerage passengers. Among the first-class passengers was Mrs. N. Van Buren, of Snohomish, widow of Mr. Van Buren, who succumbed to heart failure on the Skaguay trail. Charles King and A. McL. Hawkes, of Tacoma, were the only two who came to Skaguay for business and pleasure combined. Both went up on the trail.

BUY THE BEST.

Speger & Hurbut

When Taken Sick He Was Actually Scared to Death.

A letter received from George Dunn at St. Michael, dated August 24, brings information of interest. He says: "Since the departure of the Portland the steamer Cleveland, the National City and the Bertha have arrived, and the sailing vessel Volante. The National City brought

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Fifty Years Ago.

Who could imagine that this should be the place where, in eighteen ninety-three, that white world-wonder of arch and dome should shadow the nations, polychrome... Here at the Fair was the prize conferred on Ayer's Pills, by the world preferred. Chicago-like, they a record show. Since they started—50 years ago.

Ayer's Cathartic Pills

have, from the time of their preparation, been a continuous success with the public. And that means that Ayer's Pills accomplish what is promised for them; they cure where others fail. It was fitting, therefore, that the world-wide popularity of these pills should be recognized by the World's Fair medal of 1893—a fact which emphasizes the record:

50 Years of Cures.

A small steamer and a scow. While unloading the scow, an accident occurred which carried away the foremast of the National City. No one was hurt, however. "On August 15 a singular death occurred at Capt. Worth's camp. A carpenter named George Greiner some time ago dreamed that he was going to die at St. Michael. One morning he was taken sick with pains in the stomach. A doctor was called and he pronounced the patient suffering from cholera. Greiner would be better if his nervous system did not collapse, but early the following morning the man died from fright. He was buried close to Father Bernhard's house and the father conducted the funeral services.

"The steamer J. J. Healy is reported as lying at Stevens, weather bound. She passed the Wear on near Circle City high and dry on a bar. Capt. Mariner, of the Healy, Capt. Healy, of the N. C. City, and Mr. Wear got off the Healy to try and dig a channel for the Wear to get out in, but it is very doubtful if they succeed. "The little schooner Selma parted her cables in a heavy blow this morning and drifted on the rocks. I fear she will be a total wreck. "The Healy passed the Hamilton 400 miles up the river, doing remarkably well, steaming at night with her searchlights. They say that when the natives saw the light, they ran away into the bushes in fear." "On August 28 Mr. Dunn adds: "The J. J. Healy arrived here on the 28th, bringing only forty-five passengers, some of them very well off and some who had only gone in this spring and who came out for fear of starving to death. The Bella arrived the same day with ninety passengers. All did well, they say, and have from \$2,000 to \$40,000 each. These passengers went south on the Excelsior, which left yesterday. The Excelsior took \$40,000 out in gold."

Van Camp's Macaroni and Cheese.

Free at Abbe & Pfaff's today.

CASTORIA. The following is the list of passengers on the City of Seattle, it is evident that those who are lucky or persevering enough to get to the Yukon from Dyea and Skaguay are going in very light. The great majority have discarded all of their outfits, save about 600 pounds on an average, including clothing. Of course, the amount of food will not keep them long, and it is feared that many of the newcomers into the Klondike will suffer from the food shortage, which is being felt in the golden Eldorado of the north into a starvation-stricken India. "Capt. Struve tells of many Seattle men who at Dyea were about to be abandoned to quit the trail. Falcon Jostly was one of these. Capt. Healy's party was on the summit with fairly good prospects of getting through. "Those who have gone over the Chilkoot pass and the few who make the ascent over White pass will have great trouble in securing boats to take them from the lakes to the Yukon. The boats are being built by the boat builders are completely swamped with orders. It costs \$600 to get any kind of a craft, and then the chance is against you."

Tom Nelly, formerly a White river valley rancher, was reported as having arrived at Dyea from Dawson City two days before the City of Seattle left for this city. He was accompanied by another man and they poled up the river from the Klondike, making the trip in twenty-nine days. They brought out very little gold. Society of food compelled them to leave the mines. Jack Madigan, John Mather and J. A. Jackson, who were in the Struve party, are still on the trail and have not given up hope of getting through all right, although the outlook is not encouraging.

WILSON HEATER

Will wear longer and burn less fuel than any heater. Special features: Cast swing cover, cast pipe collar, cast outside draft.

WILSON HEATER

BUY THE BEST. Speger & Hurbut

TODAY Opening Display of Dry Goods Novelties

Fall Season, 1897.

IN ADDITION TO THE POSSIBILITY OF GETTING A HANDSOME GIFT IF YOU PURCHASE ONLY ONE DOLLAR'S WORTH, YOU CERTAINLY GET THE VERY BEST POSSIBLE VALUE PROCURABLE ANYWHERE FOR YOUR MONEY. LADIES WHO SPEND ONE DOLLAR AND UPWARDS IN OUR STORE TODAY ARE RESPECTFULLY REQUESTED TO READ OUR ANNOUNCEMENT IN THIS SPACE TOMORROW.

E. W. NEWHALL & CO.

Cor. Second Av. and Madison St.

SPOT CASH

FULL ASSAY VALUE FOR

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 awaiting returns from some other city.

SAVE EXPRESS CHARGES AND COMMISSIONS.

We refer to any of the following who have sold us gold dust:

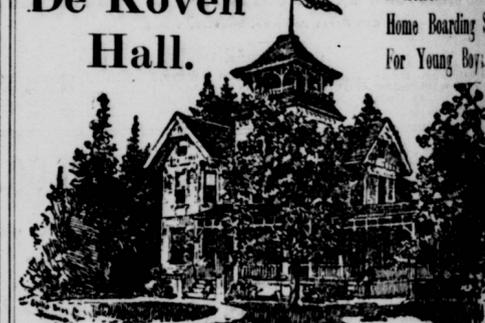
- HARRY ASH, JAMES ROWAN, J. M'NAMEE, A. E. CARR, J. W. MOORE, O. FUNTAD, H. DORE, JENNY PROTEAU, HOS. DOMOSH, C. M. ANDERSON, R. H. BLAKE, F. BELANGER.

Jos. Mayer & Bros.

Successors to EMPIRE JEWELRY CO., Manufacturing Jewelers, 110 CHERRY STREET. Retail Dept., 705 SECOND AV.

MISS F. WILZINSKI, Graduate Optician, has her office in our store.

De Koven Hall.



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