

Take a look in our window. You will see Pipes at 5 cents, 10 cents, 15 cents and 25 cents. They are regular beauties and you will wonder how we can sell them at any such price.

**COOPER & LEVY**  
106 AND 108 FIRST AVENUE SOUTH, SEATTLE, WASH.

**YOUR FEET**  
Are your best friends, and as a rule they receive the least attention. We take tender care of our hands and face, but our feet are left to blister and burn and ache and harden, while we limp and growl and lose our Christian grace without considering the cause of the remedy. A little **Clover Cream**. Applied at night will take the sting and the fever out of the feet and leave them fresh and soft and strong for the next day's work. Try it.  
Large bottles—Small price.

SWART & HOLMES DRUG CO., 703 First Avenue.

**KLONDIKE**  
A Commodious and Fast Sailing Steamer Will Leave SEATTLE ON OR ABOUT JUNE 10, 1898, And every ten days thereafter, taking freight and passengers.  
Get There, St. Michaels Island, Alaska, mouth of the Yukon river, making connections with the river steamers Wear, Cudahy, Hamilton, Healy, Power and Enslin for Circle City, Minook Creek, Fort Cudahy and Klondike gold fields.  
Reservations for passage or freight on steamers may now be secured by making a deposit.  
Furnish and quartz mines bought and sold. Investments in mining property in every branch of sending agents. Our agents and experts are on the ground and have been for years.  
We will issue letters of credit on our company at its posts—Circle City, Alaska, Fort Cudahy, Dawson City and Klondike gold fields, Northwest Territory—at a rate of 1 per cent.  
Large stocks of supplies of all kinds will be found at Fort Get There and Hamilton in the Lower Yukon. For particulars apply

North American Transportation & Trading Co.  
No. 618 First Avenue, Seattle, Wash.

**SEATTLE TO DAWSON CITY, \$200.00.**  
Via BOSTON-ALASKA TRANSPORTATION CO.'S  
**S. S. "DELAWARE."**  
The new and elegant steamer, 1,800 tons capacity, will sail from SEATTLE on or about **MARCH 16th, 1898.**  
Carrying freight and passengers. Connecting with new steel ribbed steamers at Dawson City, Dawson City and Yukon river ports, and making regular trips during the season.  
For freight rates and further information apply to **GEORGE J. WILLEY, Central Dock, Seattle.**

**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.  
Order to any of the following who have sold us gold dust:  
HARRY ASH, JAMES ROWAN, J. WYMEIE, A. E. CARL, J. W. WOODRIF, W. STRICKLAND, O. FINLAY.

**Os. Mayer & Bros.,**  
Successors to EMPIRE JEWELRY CO.,  
Manufacturing Jewelers,  
118 CHERRY STREET, Retail Dept., 705 SECOND AVE.

**Mackintoshes**... Latest  
The Washington Rubber Co., Inc., 714 First Av., Seattle, Wash.  
**P. A. MORGAN** MINES AND MINING INVESTMENTS.  
Special Investments to Investors on the Yukon.  
42 New York Block, Seattle, Wash.

**STRIKE SPREADS NORTH AND SOUTH.**

Whole District Around Hazelton Now Idle.

NO SIGNS OF DISORDER.

Troops Kept Busy by Rumors, Will Remain Indefinitely.

A Conference at Lattimer Results in Continuance of the Strike—Miners Demand Met With a Frank Answer—Wounded Miners Hover Between Life and Death—Marching Strikers at the Cox Mine—Priests Weld Influence for Peace—Resuming Work Around Pittsburg—Leaders Oppose Firebrands.

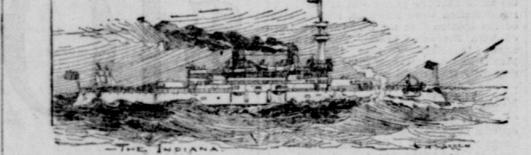
HAZELTON, Pa., Sept. 14.—Despite a variety of alarming rumors and a morning movement by a body of miners which looked formidable, today passed without serious disturbances in the strike region. Matters were such an uncertain aspect, however, that Gen. Gobin declares that

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**BATTLESHIP INDIANA'S PLATES ARE BULGED.**

Reports of Serious Damage to the Great Armor-Clad in the Halifax Dry Dock, Due to Lack of Care.

NEW YORK, Sept. 14.—A special to the Journal from Halifax says: During the recent docking of the battleship Indiana, her bottom bulged under the forward turret. The fault is attributed to Naval Constructor Boyles, of New York. He came here to see that the docking was properly done. The weight of the turret was so great that her bottom sank enough to seriously affect the turret supports. The dock officials say they have docked British naval vessels much heavier than the Indiana without trouble, and they regret the accident to the Indiana, because the critics in the United States will be disposed to



throw the blame upon them and accuse them of purposely trying to cripple one of the best vessels in the navy. A Washington special says that the safety of the Indiana was endangered by the failure of those in charge of the docking to observe the simple precaution of placing sufficient blocks under those plates along the keel where the greatest weight would be placed. The heavy oak keel blocks were too far apart to support the enormous weight, which in this case was on the line of the turret. After the ship had been in the dock a few hours, it was discovered that the keel was jutting through the

removal of the troops, of any portion of the vessel being damaged. The strike itself is spreading with great rapidity. Exact estimates of the number of men who have today worked are hard to obtain, but conservative figures place it close to 11,000, with indications that in a short time every colliery of importance in the region will be idle. Some disposition has been shown by small bodies of strikers in the outlying districts to make demonstrations, and the great majority of the men are idle.

Freeless Parley at Lattimer. At Lattimer this afternoon a largely attended and decided meeting of strikers was held to receive the answer of the company to their demands. With a large body of strikers gathered in the open square before the company's store, the president (Hako) came to the door and gave them their answer. It was short and to the point, and it was met with a storm of protest. The demands had been formulated as follows:

"We desire and wish the privilege of proper and decided meeting of strikers at the company's store. We want a 20 per cent. advance of all classes of labor. We demand the dismissal of all parties who took part in last Friday, September 11, in the shooting affray. We demand that all classes of labor be paid the same for work as after work on idle days. We demand that no man shall be discharged for acting on the committee." The company's answer to this was: "First, that the men are not and never have been obliged to buy exclusively at the company's store; second, that the advance would not be granted because the company was paying the average rate of the region; third, that the company absolutely refuse, without assigning any reason, to discharge anybody who participated in the shooting; fourth, that the men suspended on idle days have the privilege of taking some other person's place, thus making good the difference in rate between rock and coal work; and fifth, that no man shall be discharged for acting on the grievance committee."

Superintendent Eike made a short speech to the men, urging them to return to work and arguing that they would gain nothing by remaining idle. "Well you come back," there was a moment's buzz and a chorus of "No" went up. The superintendent, after further persuasion, and during the day a sheriff's deputy was seen about the streets guarded by two soldiers.

No More Deaths of Wounded. There has been no additional deaths today. Four or five men who have been hovering between life and death ever since the shooting were discharged, but all of the others were doing well, and many already have been discharged from the hospital. Guards are still kept on duty around the mine, and during the day a sheriff's deputy was seen about the streets guarded by two soldiers.

Marching at the Cox Mine. News has been received that District No. 4, where the Cox mines are located, is in fact this morning with hands of marchers. No word has yet come from the cavalry troop sent to the scene this morning. The advertised miners refused to return to work today. The strikers went out, and the indications are that the whole

**TO SUBDUCE THE HOSTILE HORDES.**

Great British Army on the Indian Frontier.

ONE FORT SORELY BESET.

Troops Are Hastening to Its Relief and Flash Signals.

Pucky Garrison Drives Back Assaults—Some of the Tribes Are Already Losing Heart and Laying Down Their Arms—Russian Commander in Central Asia Returns Post Haste From Petersburg After Conference With the Czar—Funeral of Lieut. Von Hahnke—American Trade in the Colonies.

SEMI, Sept. 14.—There are now 50,000 British and nine gins, including 10,000 mobilized, working into the garrisons. Everything is ready for the advance from Shadkari. The lower Mahmands on the border are anxious to submit on any terms, but the main body is still determined to fight. It is reported that the Mullah of Haddah has failed to raise the gathering he expected and will retire to Tirah.

Fort Guletian is still hard pressed by the enemy. In a sense, the garrison succeeded in capturing three standards. Gen. Yeatman Biggs, advancing on the Samana ridge to the relief of Fort Guletian, found the enemy entrenched in considerable force from the Gersa hills. The third Gurkha regiment stormed the position. One Sepoy was killed and five were wounded. Yeatman Biggs relieved the garrison at Fort Guletian that he was coming. The commander also sent guns to the foot of the hill to shell the enemy. He shellied the enemy, and so diverted the attention from the fort. The enemy is visible in strong force at Garahari, and it is feared that the garrison at Fort Arthur is destroyed. The damage to the fort is so serious that the small garrison will be unable to hold out until the relief force arrives.

LONDON, Sept. 15.—According to special dispatches from St. Petersburg, Gen. Kravopkin, commander-in-chief of the Russian forces in Transcaspia, after interviews with Emperor Nicholas, has suddenly shortened his furlough and returns to his central Asiatic headquarters. It is rumored in Russian military circles that his return is connected with the troubles of the northwest frontier of yesterday.

THE KAISER SENT A WREATH. Funeral of Von Hahnke, Who Met a Dark, Mysterious Fate. BERLIN, Sept. 14.—The funeral of Capt. von Hahnke, son of the chief of Emperor William's military cabinet, who met his death by drowning in July last, while accompanying his majesty on his trip to the northland, took place today with full military honors. In the presence of large numbers of military and naval officers, the ceremony, which was most impressive, was witnessed by an immense concourse of people. Beautiful wreaths were sent by the emperor and by Prince Leopold of Prussia.

ENGLAND'S COLONIAL TRADE. Still Supreme, Except in Hardware, Where American Beats Her. LONDON, Sept. 14.—A bluebook has been issued giving the replies of the colonial governors to the dispatch of the colonial secretary, Mr. Joseph Chamberlain, in 1886, sent with the view of ascertaining the extent of the displacement of British goods by foreign goods. The main conclusions reached are that the British manufacturer is still supreme in the best classes of goods, with the exception of machinery and tools of certain matters, in supplying which the United States is most successful, although Canada is often a successful competitor in these lines.

Roumania Joins the Dreibund. BUDAPEST, Sept. 14.—It is announced that King Charles of Roumania will arrive here as the guest of Emperor Francis Joseph on September 27. His majesty's

CAVADA'S LABOR CONGRESS. Stricter Alien Labor Laws Desired—Sympathy With Striking Miners. HAMILTON, Ont., Sept. 14.—The thirteenth annual meeting of the trades and labor congress of Canada is in session today. The subject of the day is the Dominion parliament at its last session was discussed at some length by the president in his address. "The law," the president said, "does not cover the ground, nor does it embody the chief aim of organized labor. The law sought after, and which would have covered all that was looked for, was an act which provided that the term 'alien' should apply to any person from outside of Canada."

Power of Removal Confirmed. WASHINGTON, Sept. 14.—Judge Cox of the supreme court of the District of Columbia today dismissed the bill of complaint of John G. Wood, superintendent of mails at Louisville, asking that Postmaster General Gary and Assistant Postmaster General Healy be enjoined from removing him from office. The bill had been considered in the nature of a test of the power of removal and the delivery of the opinion drew the attention of many public officials, including members of the civil service commission.

There is nothing to prevent anyone concocting a mixture and calling it "sarsaparilla" and there is nothing to prevent anyone spending good money testing the claims of several of the concoctions made, and during the day a sheriff's deputy was seen about the streets guarded by two soldiers.

Van Camp's Pork and Beans. Prepared with Tomato Sauce, 10c, 15c, 20c.

CASTORIA. It is a purgative.

Steamer Cleveland is being loaded with machinery for the Yukon river between St. Michael and the mines, is also going loaded as rapidly as possible and will get away the latter part of this week. An important part of her cargo will be stores and provisions to be sent to the mines early next spring.

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**FROM COOK INLET TO THE KLONDIKE.**

Schooner Erland Arrives With Men and Gold.

NO BIG FINDS REPORTED.

People Come Out to Go to the Newer Eldorado.

Twenty-five Miners Bring Out About \$25,000—Only One Mine Owner Among Them—The Season's Cleanup Will Be About \$200,000—Hydraulic Mining Proves to Be a Failure—A Few of the Prospectors Get Good Things—A. K. Beaton, the Discoverer of a Rich Copper Lead, One of the Passengers.

COOK INLET, Alaska, once extolled as the land of gold, is being depopulated by the Klondike craze. Twenty-five miners arrived here early yesterday morning on the schooner Stella Erland, sixteen days from Turnagain arm. Small sacks of gold dust, slip of a coin. In 1886 there was little to say about it. If anything, Cook Inlet was supposed to have the advantage. The unforeseen discoveries on Bonanza and Eldorado creeks have driven the Cook Inlet population out of the race, and the disheartened population is ready to emigrate.

Seattle People. The Stella Erland left here July 11 and reached Sunrise City, August 10. She sailed on the return voyage August 28, a fair wind bringing her to this port in sixteen days. The returning twenty-five men are nearly all Seattle people. Among them are Alvin P. Vinneberg and his son Webb Vinneberg, whose family formerly of Seattle, is now living in North Bend. He has done fairly well, but after an experience of two years has returned to prepare for a trip to the Yukon next spring. Other Seattle men are James Myers, Mrs. Mrs. H. R. Fulsom and son, Edw. Manning, P. J. Palmer, Mr. Burke, F. J. Henry and W. D. Keefer.

The remaining passengers were A. K. Beaton, of Coeur d'Alene, Mr. Blakemore, of San Jose; John Ward, of Colusa county, Cal.; R. F. Patten and son, of Auburn; W. H. Beaton, of Seattle; Herdman and son James Herdman, of Westport, Grays harbor; William Meyers, of Sonoma, Cal.; K. Johnson, of San Francisco; William Jones, of Astoria; Mr. Longfellow, C. E. Clay and H. R. Darwin.

A \$200,000 Cleanup. The cleanup of the Cook Inlet country for this season will come out in October on the Stella Erland. It is estimated that in the neighborhood of \$200,000 worth of gold has been taken out of the land, excepting the Stella Erland, are not mine owners, but men bent on reaching the Yukon as soon as possible, willingly sacrificing their interests in the end. The pay mines on the inlet could be counted on the fingers of your two hands. The Beeds brothers, George, William and Alonzo, have claims on Canyon creek, and are doing very well. They will bring out about \$10,000 each this fall. The Polly Mining Company, on Mills creek, will clean up about \$50,000 to \$75,000 this season. They are going to fume the creek, and have ordered 60,000 feet of lumber. There are also claims on Lyax creek and Powers on Mills creek, who are making the country pay. When you name

the results of their work in the inlet, will be used by these men in purchasing outfit and passage for the Klondike. Almost to a man they have been lured from the inlet by the same stories which have fired the balance of the world, and they will try fortune in the new field, buoyed by the same hope which filled them when they joined the mad rush to Cook Inlet in the spring of 1896. Individual sums held among the twenty-five passengers vary from \$50 to \$1,000, and aggregate between \$15,000 and \$20,000. Almost without exception they will strike for the Klondike next spring. All, save those who, by reason of having too many or too few interests in Cook Inlet, cannot get away, will reach the Yukon as soon as possible. News of the exciting developments on the Yukon reached Cook Inlet through the Post-Intelligencer, the arrival of which by steamers from Juneau and Sitka was looked for eagerly. Many of the miners had decided between Cook Inlet and the Yukon by the

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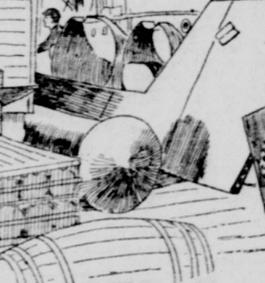
schools close because children find and Chicago swelters. CINCINNATI, Sept. 14.—Reports from the Ohio valley show the hottest September here for the past eight days has averaged about 90, according to the weather bureau, the hottest weather in September for many years. There have been two fatalities and several prostrations during the week.

BELLAIRE, O., Sept. 14.—The public schools here were forced to close today on account of the heat. Several children fainted during the morning and there was no school in the afternoon. The schools will not open until better weather.

CHICAGO, Sept. 14.—The mercury took another flight today, and Monday's heat record was surpassed by a maximum of 91 for the day. The humidity was also greatly increased, and the indications are for no better weather tomorrow. There were several prostrations today.

Fire at Iron Mountain, near Redding, Cal., has destroyed the machinery, buildings and a number of cottages owned by the Mountain Copper Company, aggregating \$200,000 in value, and two men are believed to have lost their lives.

LOADING THE CLEVELAND.



complete the construction. All material for the boat's is furnished under contract by the Morans. The Cleveland will be loaded as rapidly as possible and will get away the latter part of this week. An important part of her cargo will be stores and provisions to be sent to the mines early next spring.

**ABE SPRING REACHES KLONDIKE.**

An Encouraging Letter From Dawson City—Making Ready for the Winter.

The friends of Abe Spring will be glad to learn that he and his party have arrived safely at Dawson City. A letter has been received here, dated August 25, in which he says: "I arrived here yesterday, and am very busy finding a location to strike camp, and am getting generally prepared to store away my goods in a safe place. I am very tired from my trip, but I will get the goods in shape. We had a good many narrow escapes going through the canyons and rapids. We had a good little boat, and it took us safely through, and I am here in fairly good health. After a few days' rest I hope to be in top condition before the start for the Yukon."

"Now, as for the camp here, the claims are undoubtedly the richest ever discovered, although they are not as extensive as people presume. Over two millions in gold has been shipped out of here in the past, and the ore that was taken out last winter and stacked on the banks for the spring washing, turned out much richer than the most sanguine anticipated. At present everybody who wants to go to work in town—and this is a town of about 2,000 people, not including the population in the mines—gets all the work he wants to do at \$15 a day. In the mines they pay \$15 a day, but work there is not plentiful. Still, it is a man looks hard for work in the mines, and is willing to do what is right, he can get to work either for wages or on shares. I will write again when I have been to the diggings, which commence about six miles from here and run in various directions for twenty-five miles. Traveling here in the summer is very slow and difficult, owing to the deep swamps. It may be three weeks before I write you again."

Dan LeCler writes that in going through White Horse rapids he had a very narrow escape. The steering gear broke, and the boat headed for the shore on a current. Fortunately a shore current turned the bow of the boat back into the water and it was saved. The stream there is only about sixteen feet wide and the shore consists of rocks about 20 feet high and almost perpendicular.

LeCler was one of the party in the same boat with Mr. Spring. The results of their work in the inlet, will be used by these men in purchasing outfit and passage for the Klondike. Almost to a man they have been lured from the inlet by the same stories which have fired the balance of the world, and they will try fortune in the new field, buoyed by the same hope which filled them when they joined the mad rush to Cook Inlet in the spring of 1896. Individual sums held among the twenty-five passengers vary from \$50 to \$1,000, and aggregate between \$15,000 and \$20,000. Almost without exception they will strike for the Klondike next spring. All, save those who, by reason of having too many or too few interests in Cook Inlet, cannot get away, will reach the Yukon as soon as possible. News of the exciting developments on the Yukon reached Cook Inlet through the Post-Intelligencer, the arrival of which by steamers from Juneau and Sitka was looked for eagerly. Many of the miners had decided between Cook Inlet and the Yukon by the

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