

Hams, Not Picnics, But Genuine Hams, Home Smoked, 9c. PER POUND. ANY SIZE. This price for today only. Our guarantee with every Ham. COOPER & LEVY

A Nice Bottle of Perfume. Makes a most acceptable Christmas present. The majority of your friends will appreciate a gift of it. We have it in a variety of styles—domestic and imported—elegant, exquisite and unexcelled. Stewart & Holmes Drug Co.

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. North American Transportation & Trading Co.

DR BYEA AND SKAGUAY. First-class steamer Noyo will leave Seattle December 23, 1897, for above points. Accommodations for a limited number of passengers.

Special Today and Tomorrow. Extra Deep-Cut Prices on Jewelry of Every Description. JEWELRY

FRISCH BROS., Watchmakers and Jewelers, 720 First Avenue, Seattle.

CRAMP'S SHIPYARD COMING TO SEATTLE. Ten Million Dollars to Be Invested Here. TO BUY MORAN'S PLANT Union Iron Works Will Find Strong Competitor in the North.

Battleships Will Yet Be Built on Elliott Bay—Departure of the City of Columbia for Seattle of the Klondike Expedition—The New Company Acquires Valuable Tide Land Property, and Will Construct Immense Docks to Accommodate Vessels Drawing Thirty Feet.

Special Dispatch to the Post-Intelligencer. NEW YORK, Dec. 17.—William Cramp & Sons Ship & Engine Building Company, of Philadelphia, is going to construct a ship-building plant at Seattle, to compete with the Union Iron Works, of San Francisco.

The establishment of a steamship line by the Cramps is but the preliminary step in an enterprise which contemplates the expenditure of more than \$10,000,000. The new plant will be as large as, if not larger, than the one now being operated by the Cramps.

Among the persons who were on the dock to witness the departure from this city of the steamship City of Columbia for the Klondike Thursday were George L. Hammond and Frank Chadsey, of Chadsey & Young, Seattle, with two representatives of the newly organized State Steamship Company, which has purchased several of the American Line steamers for the Yukon trade.

"The significance of this steamship movement toward the Pacific coast, of which the establishment of the State Steamship line is the initial step, is not appreciated in New York, where it is regarded simply as an adjunct of the present Klondike rush," said Chadsey. "I have been east for some days, and am in active negotiation with Joseph P. Headley, first vice president of the State Steamship line, regarding the purchase of certain valuable tide lands which our firm holds, and which the State line needs for the establishment of the docks of the company. These tide lands, which are thirteen and a half acres in extent, are practically all that can be had in Seattle with absolute title. Vessels drawing thirty feet of water may dock at any tide, and the fact that we have had to make this guarantee to the steamship officials will indicate the size of the ships which they expect to be running there before long.

"The requirement of these tide lands by the State Steamship Company, while necessary, is but the preliminary step in this enterprise. The next movement is the purchase by the Cramp interest of the shipbuilding plant of Moran Bros. at Seattle, which is already very extensive. The enlargement of this plant to permit the building of the largest battleships will immediately follow, and San Francisco builders will then have a competitor most formidable.

"The undertaking is already far more advanced than is generally known, and is practically certain to be carried through." Chadsey is negotiating with the firm of Joseph Edwards & Co. for one of the largest "sand sucker" hydraulic dredgers ever built. It will be shipped overland in sections, and will be able to work with such rapidity that at least one of the great docks proposed will be ready for occupation by the middle of next summer.

By 6:30 the Hotel Dakota, Nash's wholesale grocery and the Grand Forks mercantile wholesale grocery were burned and all the buildings on both sides of Third street for two blocks had suffered loss. Plate glass windows were wrecked, and furniture from flats adjoining was strewn in all parts of the street in an indiscriminate heap.

Nash Bros. carried a stock of \$150,000, covered by insurance of about half, and the Grand Forks Mercantile Company about the same. The hotel is valued at \$175,000. All the buildings are owned by the Security Trust Company of Nassau, N. Y., and probably will not be rebuilt. The burned district is in the business portion of the city, and the blow to business is a most severe one. The burned wholesale buildings are valued at \$100,000.

W. W. Fegan, wholesale cigars; John Austin, hair renewer laboratory; Robert Bernhart, drugs, and the Peerless Machine Company occupants of the hotel, lost everything. The loss will aggregate \$400,000 on stocks, furniture, etc., and \$500,000 on buildings totally destroyed, and other losses will probably reach \$1,000,000. Six Lives Were Lost.

CHICAGO, Dec. 17.—A special to the Record from Grand Forks, N. D., says: At least six persons lost their lives in the burning of the Hotel Dakota this morning. The names of the dead could not be learned except those of Mr. and Mrs. H. G. Howe.

Heavy Loss to Stockholders. NASSAU, N. Y., Dec. 17.—News of the fire at Grand Forks, N. D., caused gloom here among the holders of stock in the Security Trust Company, of this city. The hotel which was burned cost \$175,000, and was built with the trust company's money. The assets and the Nash buildings are also mortgaged to the trust company. The total loss to the trust company is about \$1,500,000, and as the insurance does not reach \$500,000, the net loss is \$950,000.

FEDERATION OF LABOR. Pass Resolutions on Cuba and Government Ownership of Telegraphs. NASHVILLE, Tenn., Dec. 17.—When the American Federation of Labor met today the report of the special committee on convict labor, which was presented yesterday, was read, and the resolutions of the committee adopted, after discussion. Several spirited speeches followed the introduction of a resolution pertaining to the situation in Cuba. The report declared that it is the sense of this convention that the United States congress should waste no more time in debate and diplomatic negotiations, but should take such immediate action as may tend to end the indiscriminate murder of the common people of Cuba by the Spaniards.

A resolution was introduced declaring it to be the sense of this convention that Cuba should have absolute freedom. A resolution favoring government ownership of the telegraph lines of this country was adopted. A resolution protesting against anti-scalping legislation by congress was adopted.

THEY NARROWLY ESCAPED. One Hundred and Fifty Guests Flee From a Burning Hotel in the Early Morning Hours. MINNEAPOLIS, Dec. 17.—A special to the Journal from Grand Forks, N. D., says: Fire broke out at 4:30 o'clock this morning at Nash Bros' wholesale grocery store and by a half hour later had gone into the Hotel Dakota, where nearly 150 guests were housed. The "Lady in Black" company escaped, as did the other people in the hotel, by the fire escape, a ladder, one foot wide, running from the sixth floor to the first. The fire department rescued a large number, and but for the timely assistance many persons would have been burned. Half the people in the hotel were almost pulled out of bed and then shown the only way of escape was by the iron ladder.

FROM THE MOUTH OF COPPER RIVER. Steamer Wolcott Returns With Latest News. TWO HUNDRED MEN THERE They Await in Camp a Chance to Start for the Interior.

When Valdes Pass Opens Twenty-six Prospectors Will Cross Over—Small Parties Scattered Along Copper River for Several Miles Up—Richer Discoveries Reported Twenty Miles From the Junction of the Chittyna and Copper—Capt. Handy Gets Up Fifty Miles and Returns—A Rush Is Coming.

Steamer Wolcott, Capt. Snow, which sailed from here November 20, with twenty-six passengers for Copper river, returned yesterday, after a voyage marred by no unpleasantness. She had two returning passengers, one of whom was Capt. F. N. Handy, managing owner of a line of schooners with headquarters at Orca; the other was a photographer who had made the round trip. When the Wol-

cott left Orca there were in the vicinity of the mouth of the Copper river about 200 prospectors awaiting a favorable opportunity to get up to the headwaters. The present situation is given in the following special correspondence to the Post-Intelligencer from Orca:

Two Hundred People There. ORCA, Prince William Sound, Dec. 3.—A month ago the snow lay on the ground about five feet in depth at this point, but the weather has since been very mild, with copious rains, and the ground is again bare. During the past few weeks the schooners Phelps and La Nina, and the steamers Alice Blanchard and Wolcott have landed nearly 200 people here, all intent upon reaching the upper Copper river as soon as practicable.

From Eyak all along a trail on the west side of the delta to a point about ten miles above Algnank village, there are camped parties, the first of whom left here on the 12th of last September. Reports from those at the farthest camps state that the strong, cold northerly winds which continually sweep down the river during the winter months have already begun and that they will make no attempt to ascend farther until the latter part of February.

While in the coast cities the writer constantly met men who had conversed with others, claiming to have made the ascent of the Copper river from its mouth, Jack Shepard, an old resident and guide, states that in his nine years' residence here he has known but three white men who have made the trip. By that is meant going through the passes leading to the Yukon, or back to the coast at Juneau. Many others have been from twenty to eighty miles, but no others have gone through.

Valdes Pass Yet Closed. At the hands of Valdes bay, near the foot of the glacier, we found twenty-six men in four different camps awaiting an opportunity to push on into the interior. In response to a query, the information was given that there were no "quitters" there. The glacier is yet impassable, as the warm rains and lack of wintry weather and snow has kept the crevasses and fissures formed in the summer yet open.

of the argonauts. The route they have laid down for themselves they claim to be the best one and has the advantage of being all-American. As far as known, their faith seems to be well founded, and it may prove to be a fact that in routes to the good districts from the coast, as in many other things, the best is reserved till the last.

Fifty Miles Up the River. Capt. F. N. Handy, who was a passenger on the steamer Wolcott, made a trip over the frozen surface of the Copper river to a point about fifty miles in the interior, in company with two Indian guides and two white men whom he employed. His trip was one of reconnaissance and exploration. He was gone from Eyak, the starting point of the Copper river route, eight days, and was forced to return by rain storms and thawing weather, which made travel on the snow and ice difficult.

Capt. Handy talked with the Indian Chief Nicolai and with other residents of the Copper river country. He reports that there are upwards of 150 gold hunters scattered along the river from Orca to Sheep camp, a distance of about fifty miles in an air line from tide water.

At Algnank, about forty miles from Orca, he found a party of well-provisioned men bound for the gold fields of the interior. Although these fortune-seekers were reticent and non-communicative, a tributary of the Chittyna river, about twenty miles from its confluence with the Copper. He was informed that one of the locators of the region, whose name he did not learn, had taken out \$80,000 during the past season, and that supplies were being taken to him and to the others with him in the American Klondike.

Prospectors who claimed to be well posted on the new mining region told Capt. Handy that the diggings would rival the Klondike in richness. He was informed that some of the first men in the district had located about 250 acres of very rich gold-bearing gravel and that the mines would be worked all winter. "There are about 150 gold hunters scattered along the route from Orca to Sheep camp," said Capt. Handy at the Butler hotel yesterday. "I saw the Haines party, of Boston, at Orca. They are well fixed for provisions and were trying to determine whether to proceed up the river over the ice or to go through the Valdes pass.

"Houses have been built at Big house, Bear house and at Sheep camp and the different California parties are pushing their way slowly into the interior. They are using these houses as a base of operations every day that the weather permits they move a portion of their goods up the river, caching them and covering them with tents. They do not expect to leave their permanent camps until about the latter part of February or the first of March. As this season of the year the Indians come down the river on the ice with furs to trade at the trading posts below. The American gold hunters expect to find the road opened up by the Indians and to learn something from them as to the route as they proceed northward.

There are about sixty men camped at Algnank and e-Bar house. At Eyak the Haines' camp, near the water, there are sixty more, and the Haines and Stockton parties were located at Orca when I left." Head of the Chittyna Rich. Capt. Handy believes that there will be a great immigration into the Copper river country next year. He says that the country in the vicinity of the headwaters of the Chittyna river is rich, according to reliable information furnished him. The parties bound for the interior are well provisioned and all seem determined to reach a certain locality where they say they will find the gold.

Capt. Handy owns the schooner Phelps, which brought a party of 42 gold hunters into the Copper river country last fall. He is also interested in several other sailing vessels and a steamer. He contemplates making this city his headquarters in the future. He lived here for a while shortly before the fire.

Permanent Steamer Line. The Wolcott was the first of the regular line of steamers which has been established between Seattle and the mouth of the Copper river by the Pacific Steam Whaling Company. Orca was reached at noon yesterday, and about discharging the passengers the Wolcott left next day for Uyak bay and Kadiak. Returning to Orca, she left on the return to Seattle December 8. No rough weather was encountered either way. It seems somewhat remarkable that the Wolcott should have escaped the storms which have been playing havoc during the last few weeks. The passengers appreciated the treatment received at the hands of the Wolcott's officers so much that they adopted resolutions of thanks, and the Haines party.

FIRST STEP TAKEN TO RELIEVE DAWSON.

War Department Asks for Information. OF COURSE FROM SEATTLE Altogether Likely the Expedition Will Be Formed Here.

Brigadier General Merriam, at Vancouver Barracks, instructs Capt. W. O. Robinson to Advise Him Fully as to When Steamers Leave Seattle, Best Trail and to Furnish Other Necessary Data—Tacoma, Portland and Spokane Making Frantic Efforts to Boost Themselves into the Band Wagon.

The first step to be taken by the war department initiatory to the Dawson relief expedition is embodied in a telegram received by Capt. W. O. Robinson, quartermaster of the United States army, of this city, from Brig. Gen. Merriam, directing him to interview returning Klondiker and ascertain from them the exact condition of the trails, the extent and amount of the food supplies at Dawson, and other information of value to the department in this crisis.

Following is the text of two telegrams received from Brig. Gen. Merriam by Capt. Robinson yesterday: "Vancouver Barracks, Wash., Dec. 17.—Capt. W. O. Robinson, Seattle: Endeavor to communicate personally with persons arriving in Seattle who have come recently from Dawson and ascertain condition of trails, supplies and most practicable route and means to get supplies into Dawson and the upper Yukon country, and any other information pertinent. Report this by mail. Inform by wire if any such persons come to Portland. "MERRIAM, "Brig. Gen. Com. Department Columbia."

"Vancouver Barracks, Wash., Dec. 17.—Capt. W. O. Robinson, Seattle: Please ascertain and report by wire when the next steamer leaves Seattle for Juneau and also whether there is any communication by water with the mouth of Copper river. "MERRIAM, Brig. Gen. "Capt. Robinson, acting on these telegrams, yesterday sought out Joe Kastner and George McLaughlin, who came out from Dawson, arriving here on the Corona. Both left the city yesterday. "While it appears that the first steps to be taken for the relief of the grubbers Americans in the Johannesburg of the North will be directed from Vancouver, it is entirely probable and almost certain that the forming of the relief expedition and gathering of the supplies will be done in Seattle. As indicated in Gen. Merriam's dispatch to Capt. Robinson, the department is in urgent need of late and authentic information concerning the exact condition of affairs at Dawson, so as to be able to determine to what extent there is suffering.

Another important point to be decided upon—and in this the knowledge and experience of men who have crossed the frozen ice and snow trails of Alaska in mid-winter will be invaluable—is that of the best route and means to be chosen to land the food in Dawson. Gen. Merriam's second dispatch indicates an interest in the new route by way of the Copper river country, but it is believed that trails that are more generally known will ultimately be selected.

SPOKANE TELEGRAPHS TO JONES. Supplies Offered for Transportation by Lake Teslin. SPOKANE, Dec. 17.—The Spokane Chamber of Commerce sent the following telegram tonight to Congressman Jones: "Believing that Teslin lake is the natural base of supplies for the relief of Klondike miners, and that the Spokane overland route is the most feasible and certain route thereto, the citizens of Spokane desire you to tender to the government \$500,000 of provisions for transportation over that route to Teslin. "E. D. OLMSTEAD, President.

Dominion Land Surveyor Peadar, who was employed by the Canadian government to survey and map a large area around the headwaters of the Yukon, said today that he did not consider the action by the United States government necessary. "American Alaska," said he, "is well supplied with provisions, and the only shortage is at Dawson. The Canadian government has a commissioner at Dawson with full power to act, and the officials there are proceeding with the correct method of sending the population to the food supplies. "If the shortage should continue, it would not be difficult to move men up the river to Teslin lake, where supplies are now gathered. The distance, roughly speaking, is only 500 miles. "Many experienced prospectors are rendezvousing in Spokane, to take the overland route in the spring. Many of those outfitting here do not expect to go through the castle gate, but will investigate the rich strikes reported on the Hootlough, the outlet of Teslin lake. The route from Spokane is chiefly through prairie country. OFFICERS NOT YET NAMED. Gen. Merriam Carrying Out Secretary Alger's Instructions. PORTLAND, Dec. 17.—Gen. H. C. Merriam, commanding the department of the Columbia, was in consultation this afternoon with a committee of the Portland Chamber of Commerce regarding the transportation of relief to the Yukon miners. Gen. Merriam, in accordance with instructions from Secretary of War Alger, will detail two officers, who will probably leave here by Dyes on the steamer Kider, which sails December 23. Gen. Merriam has not yet designated the officers who are to proceed to Dyes, but will probably issue the order tomorrow. The Klondike relief committee has engaged eighty-five men, whose services will be offered to the war department in transporting supplies to the North. Hugh Wallace Wires Secretary Alger. TACOMA, Dec. 17.—Hugh C. Wallace, president of the Chilkoot Railroad & Transportation Company, today sent the following message to Hon. R. A. Alger, secretary of war: "Please wire what amount of supplies you contemplate sending to Dawson. This