EN ROUTE TO THE KLONDIKE.

BUTTE, MONT., WILL SEND A HEAVY CONTINGENT.

Scarcely a Prominent Firm There That Will Not Have a Representative—J. S. Lancaster Heads an Expedition to Leave Next Month.

Among the Klondikers who came into the city yesterday was J. S. Lancaster, of Butte, Mont., who will be accompanied on his trip by R. W. Calderhead and four others. Mr. Calderhead is a brother of S. C. Calderhead, the present chief deputy in the sheriff's office of this county.

Mr. Lancaster is not a stranger in Alaska, having resided for some time in Juneau, and although he has never been inland he has gained a practical knowledge of the country which will be of incalculable benefit to him in conducting his expedition. He has recently returned from a visit to Winnipeg, where he met some of the factors of the Hudson's Bay Company, from whom he obtained valuable and reliable information. He expects to go in from Dyea or Skaguay, probably the latter, with horses and sleds. He will carry four horses, and he is prepared to give good reasons for choosing this method of transportation. For months he has been investigating carefully the best method of making the journey from the coast to Dawson on the ice. At one time he had an idea of going down the lakes with an ice boat, but the obstacles presented by ice jams and the general uncertainty of the scheme caused him to abandon it. Then for a while he took up the plan of going in with a large dog train. But his visit to Manitoba caused him to abandon that plan also. From the Hudson's Bay Company people he learned that it would be perfectly feasible to go in with horses.

"There are many things to be said in favor of horses," said Mr. Lancaster to a Post-Intelligencer reporter last night. "Their carrying capacity is far greater than that of dogs, and they eat less in proportion. They eat far less than oxen, and are far more intelligent. The roughest trail in the West used to be the old Dixie trail from Utah into Arizona, and I have had some experience with horses on that trail, enough to convince me that they will follow a man and obey him under circumstances where no other animal would. As a last resort, of course, the horse can be used for food, and in such an extremity the flesh will present none of that repulsiveness with which we are inclined to view it here. I expect to have my sleds built here and take them up with me. I do not expect any trouble in getting over the pass, as I have good reason to believe that transportation there has so far progressed that a man can take over almost any kind of outfit.

"Yes, I expect to watch the progress of the proposed government expedition very carefully. If the expedition goes in, as I think it will, it is probable that I shall go just behind it. My reasons are obvious. It will break a trail large enough to make traveling in its rear perfectly feasible. I can take advantage of its experience in getting over or around ice jams in the river. Besides all that, the nearness of the train will give me added security in traveling in case of distress of any kind. We expect to take tents large enough to shelter our party and the horses, too. The latter will be well cared for. They will make better time than any other beast of burden. As long as the road is good and the trail is open the horses can be kept going. When rough places come the men can be put to work to pack over. Our horses will be properly shod and on level ground can pull just as much as can be piled on behind them. We allow 600 pounds of feed for them. They can pull it without feeling the additional weight. We expect to get other rough feed for them along the way, such as bark and twigs. There is not a doubt in my mind that we shall get through in perfect safety. We expect to start north in the latter part of January. I have first to make a business trip to California, but shall return here at once.

"Yes, there are a good many other people from Butte going to the Klondike. In fact, I am safe in saying that Butte will send more people than any other town of its size in the country. There is hardly a prominent firm there that will not have a representative of some kind in the field. You see there is plenty of money in Butte, and it is essentially a mining city. Most of the people are there simply until something better presents itself. This something better, or at least more promising, many think they have found in the Klondike, and consequently many people will be coming this way."

TEXAS AND MONTANA.

Young Men From Both Advise Their Friends to Outfit in Seattle.

Two strong, hardy young men, one from Texas, the other from Montana, both actuated by the same desire to dig gold nuggets out of the placer beds of the Yukon basin, are to sail for the north on the steamer Rosalie. They are Gaston Cogdell, of Granbury, Tex., and Tom Noyes, of Butte, Mont. Mr. Cogdell arrived in Seattle early in November from Granbury and has resided at the Rainier-Grand during his stay in this city. He says that every town of any size in Texas will send from two to twenty-five men bound for the Klondike and Alaska. Since his stay in Seattle he has been besieged with inquiries from friends in Texas, until his correspondence reached a volume almost justifying the employment of a private secretary.

Mr. Noyes is the son of John Noyes, who owns the building occupied by the Rainier-Grand hotel. Backed by the experience of his father, who spent forty years in the mining business, and by his knowledge of the ledges, Mr. Noyes hopes to find a new Eldorado in Alaska or the Northwest territory. He and Mr. Cogdell will make the Hootalinqua river country their objective point. They first contemplated going to Dawson direct, but believing that the Hootalinqua river drained a territory likely to be rich in mineral, they have decided to go there and prospect for the precious metal.

Mr. Cogdell resigned his position as vice president of the First National bank of Granbury, of which his father is president, and left his young wife at home in order to make a try at fortune in the gold fields of the north. He and Mr. Noyes have purchased an outfit of about 3,000 pounds in Seattle. This, together with a yoke of oxen, will be sent north on the Rosalie. Mr. Noyes is now in Skaguay, reconnoitering the pass to the lakes. On his advice they have decided to cross the White pass.

They will drive their yoke of oxen clear through to the Hootalinqua river. Their provisions and 1,000 pounds of hay and feed for the oxen will be placed on six sleds, to which the oxen will be yoked.

"I do not anticipate any difficulty whatever on the trip," said Mr. Cogdell in a confident tone last night. "I was raised on a farm myself, and I guess I know how to handle an ox team. I propose to shoe them myself whenever their shoes are worn out. We will take plenty of provisions and plenty of food for the animals. When it storms so as to make travel impossible, we will camp and then proceed again when the weather moderates. Thus we ought to make pretty good progress.

"When I came to the Coast I visited Portland, Tacoma and then came to Seattle. We have been well treated by the merchants of this city. You are at liberty to quote me as saying that we procured everything required for an outfit and at very reasonable cost. I have advised all who have asked me to come to Seattle to purchase their Klondike outfits. There is no other place that is so well situated or where such goods can be obtained."

FOR COPPER RIVER.

Another Party Leaves Boston in a Steam Yacht—To Be Joined at Seattle by Others.

Copper river promises to share the gold-hunting interest with the Yukon this year, and several well equipped expeditions have been organized in the East that promise to divert at least a part of the attention from the Klondike. Last Tuesday a party of well known Boston men started on a long sea voyage around the Horn for Copper river, in the steam yacht Siesta, expecting to put into Seattle for supplies and outfits. The expedition was organized by Albert C. Dowling, a club man and until recently president of the Suffolk Athletic Club. In memory of his old club he has christened the company the "Suffolk Mining Company." The membership is limited to twenty-five, and that number was readily made up long before the time set for the start. Each man has paid into the treasury $500 as a working capital. There are mining and marine engineers, carpenters, a blacksmith and machinists in the organization. Dr. W. J. M. Barry, the athlete who is at present in Australia, will join the expedition in San Francisco upon the arrival of the yacht at that port, and Dan Murphy, the rowing coach of Winnipeg, will meet it at Seattle and proceed north as one of the party.

The yacht Siesta was built by the Herreshoffs in 1882 and afterward sold to Charles A. Sinclair, who used her as a racing launch. The Siesta originally cost $31,000, and a $5,000 bonus was paid on her for exceeding the speed limit called for in the contract. She developed a speed of eighteen knots. She was purchased by Mr. Dowlings's party for $6,500. Her dimensions are: Length over all, 108 feet 6 inches; beam, 18 feet 5 inches; draft, 8 feet 6 inches; tonnage, 157 tons. She is finely equipped for the expedition.

From Boston the Siesta started southward towards the Straits of Magellan and thence along the Pacific coast. The first stop after leaving Boston was at Newport News for coal. It is proposed to make about ten knots an hour on the trip, and at this rate the party will reach its destination the latter part of March.

Capt. Harry Arey is in command of the Siesta. He is a retired United States naval officer with a distinguished record, and his long experience in the waters of the Pacific ocean, and particularly along the Alaskan coast, make him an ideal skipper for the long journey. He was attached to the Tuscarora when that vessel convoyed the monitor Monadnock from the Norfolk navy yard to San Francisco. Following that cruise, which consumed two years, he went to Boston, where he was, at his own request, honorably discharged.

ROUND FOR COPPER RIVER.

Company to Build a Town at Head of Navigation.

Five men, representing the Copper River, Alaska, Gold Mining & Improvement Company, left Denver a week ago via the Union Pacific railway for Seattle, whence they will embark for the mouth of Copper river and thence up that stream to the head of navigation. At this point they will begin preparations for extensive operations in mining and all other purposes of the company, including the establishment of transportation lines, townsites and depots of supply.

This company was organized under the laws of Colorado and Alaska November 23 last, and capitalized for $100,000, and its plans have met with so much favor that, according to the Denver Republican, it has been tendered all the money needed to carry out all departments of its work. The enterprise originated with E. E. Parsons, who has been connected with various papers on the Coast. A few months ago, while at Juneau in the capacity of correspondent, Mr. Parsons was shown some specimens of ore which had been brought from the Copper river region and which assayed $7,000 in gold and copper to the ton. He gained from the Indians considerable information concerning the great riches upon the headwaters of the stream and its tributaries. His subsequent investigations confirmed the most extravagant stories concerning the wonderful discoveries of a few straggling prospectors in that country a few years ago, and, thus becoming interested, he set about the organization of a development company, with favorable results.

The headquarters of the company and the center of its field of operations will be at the head of navigation on the Copper river, where a town will be started, to be known as Copper City. Its location will be at the foot of Mount Wrangel. Copper City will be only seventy miles inland, and 260 miles southwest of Dawson.

The company has secured rights of way and all necessary concessions in the Copper river country; two tunnel sites have been located, and an additional townsite established on the coast at the entrance to the river.

The official organization of the company is as follows: President, A. M. Beam; vice president, E. E. Parsons; secretary and treasurer, Van R. Kent; general manager, S. M. Rugg; general superintendent and assistant secretary, O. J. Hosford; attorney for the company, S. S. Large; members of the board of directors, F. R. Davis and R. H. Hosford. The five latter-named gentlemen compose the party now en route for Alaska. Mr. Parsons will follow in a few days, and while participating in the work of the company will employ much of his time in newspaper correspondence concerning the section of the country which he has adopted.

The company will devote the winter to the establishment of their transportation lines and facilities to building houses on the new townsites and making arrangements generally for active mining operations in the spring.

PROBABLY A JOURNAL FAKE.

Sensational Story About the City of Columbia Filibustering.

The New York Journal of December 19 contains a remarkable story concerning the steamship City of Columbia, about which a great deal has been said in relation to her entering the Seattle-St. Michael passenger business. A marked copy of the Journal's report was yesterday received by I. A. Nadeau from the New York office of the Northern Pacific with comments upon the way Klondike information is handled in New York, and the side remark that the reports printed in both the World and the Journal are not generally credited. The story that appeared in the Journal's issue of the date named stated that the City of Columbia had left her dock for Seattle; but that incidentally she was engaged in a filibustering expedition and that she would land a large amount of arms, ammunition and supplies in Cuba for the use of the patriot army.

The reason assigned for the side issue in Cuban waters was the failure of the Klondike expedition. The announcement was freely made that 500 passengers would go in the City of Columbia, and the features of the itinerary, with liberal comments upon the delights of the voyage and the prompt delivery of passengers in time for an early start up the Yukon, were freely made in the announcements of her sailing. The Journal says that the number of passengers was gradually reduced and that when the vessel really did slip her lines from the Old Dominion pier in New York there were but twenty-five passengers, seventeen of whom were women, started on the long journey from the mouth of the Hudson to the mouth of the Yukon, 20,000 miles away.

The suggestion that the City of Columbia was engaged in filibustering found its origin in the fact that her forward hatches were open when she cleared for Montevideo and that she dropped her anchor off Sandy Hook and remained there all night, instead of proceeding at once south.

Then the possibility of a newspaper fake of the most virulent description appears in the confession that the Journal reporter was unable to learn the amount of ammunition or the number of stands of arms that were placed aboard of the steamship, nor was it possible for him to ascertain the names of possible tugboats that might have visited her during the night. A great deal of importance is attached to the statement that the captain of the City of Columbia, Ezekiah C. Baker, was at one time in command of the steamship El Cid, afterwards renamed the Nictheroy, which was sold to the Brazilian government during the last revolution. The first and second officers and the chief steward of the City of Columbia occupied the same positions with Capt. Baker on the Nictheroy, and the Journal insists that that fact establishes that they are close in the captain's confidence and that color is lent to the belief that the mission of the City of Columbia is a confidential one. The belief is prevalent in shipping circles in New York that the steamship went direct to Montevideo and that she will be reported from there without any mention being made of having touched at any Cuban port, or, in fact, having pursued anything but a direct course, as was proposed.

THE STICKEEN ROUTE.

Henry Drum Thinks Canadians Will Give It Preference.

Henry Drum, of Tacoma, who has gone to Alaska to engage in the customs brokerage business, was interviewed at Wrangel by a Post-Intelligencer special correspondent with regard to the spring rush to the Klondike. Mr. Drum said:

"The Stickeen route will undoubtedly be the favorite route for Canadians to enter the gold fields. If they go by Dyea or Skaguay they must either pay the customs charges to our government, or pay a convoy to accompany them through to the Canadian line. Either of these ways is so expensive as to discourage Canadians going in by the White or Chilkoot passes. On the other hand, the route from Wrangel offers many advantages to them. The Canadians can come to Wrangel and then make exportation entry of their effects, clearing them for Glenora, the British Columbia customs point at the head of navigation on the Stickeen. If the present move for closing the port of Dyea is successful, it will practically force all this class of trade by way of Wrangel."

Mr. Drum was for nearly three years deputy collector of customs in charge at Tacoma. He is thoroughly familiar with all the laws and regulations which will be in force at Wrangel when the rush commences, and he will be on the ground to instruct and inform Canadians who wish to get over the strip of American territory between salt water and the Northwest territory.

NOT THE NOWELL COMPANY.

Receiver Appointed for Companies in Which Nowells Are Interested.

In stating yesterday that E. F. Cassell had been appointed receiver of the Nowell Mining Company, an error was made. It is the Berners Bay Mining and Milling Company, the Northern Belle Gold Mining Company, the Seward Gold Mining Company and the Ophir Gold Mining Company, which are practically owned by Thomas Nowell and his associates, that were placed in the hands of E. F. Cassell as receiver.

The Alaska News, in commenting on the matter, says:

"This is no reflection upon the mines of the country, nor is it any indication that the mines of Berners bay and district are not as valuable as is generally conceded.

"Included in the possessions of the above company are some of the most valuable mines in Southeastern Alaska. The famous Comet mine has a reputation which is not confined to Alaska. The Kensington, one of the latest discoveries, is supposed to be on the mother lode of the district. It is very wide, and so heavily impregnated with mineral that it will crumble in one's hand by its own attrition.

"An enormous amount of money has been expended in developing these properties, and we understand that arrangements have been in progress for some time to place them on a financial footing more in keeping with their intrinsic worth."

NOWELL IS MYSTIFIED.

Does Not Understand a Receivership for the Companies.

NEW YORK, Dec. 27.—Thomas S. Nowell, of Boston, who is in this city tonight, expressed himself as completely mystified as to the reason for the assignment. He first received the news of the appointment of a receiver in Boston on Sunday. The dispatch he received gave no reason for the receivership. The Eastern officials of the two companies can only surmise that some local disturbance that the local management felt itself unable to deal with prompted the application for a receivership. Mr. Nowell said:

"The telegraphic report received today from Port Townsend is incomprehensible. Some official complication must have arisen in the absence of the company's financial agent, who was in the East, and is now in San Francisco, en route to Alaska, of which the Eastern office knows nothing. What I have received from Port Townsend is that the managers in charge during Fred Nowell's absence applied to United States District Judge Charles S. Johnson to appoint a receiver in order to protect the properties until the Eastern office would be notified. Judge Johnson therefore appointed E. F. Cassell, auditor of the companies, receiver for both. The financial operations of both companies are conducted through the Eastern office, and all drafts have been paid promptly up to date. I am advised from Boston today that all demands coming to that office will be promptly met.

"The Nowell Company was incorporated in 1891, and the Berners Bay Company in 1894, under the laws of Maine. Nominally the home offices are at Portland, Me., but the financial manager, my son, has his office in Boston. I myself, besides being president of both companies, own a majority of the stock of both companies and the other stockholders are among the solid men of the Eastern states. Not a share has ever been offered to the public, and the men who own the stock are not offering it for sale, but holding it as an investment."

ALASKA SAILINGS.

Steamer City of Seattle Will Have 300 Passengers.

The steamer City of Seattle, scheduled to sail for Dyea and Skaguay tonight, will have at least 300 passengers. The sale of tickets yesterday was fast and furious. Between 8 and 10 o'clock in the morning seventy-five passengers were booked, and before the office closed last evening almost 200 had purchased passage.

Steamship City of Topeka will sail for Juneau and Sitka, Alaska, Wednesday morning at 9 o'clock.

Steamer Rosalie will sail on January 2.

Steamer Farallon has been laid up for an overhauling and will not sail before next February.

Steamer Al-Ki is due from Dyea and Skaguay, Alaska, tomorrow. She is scheduled to sail next Friday.

Gov. Swineford Goes to Alaska.

LANSING, Mich., Dec. 27.—It is announced that Hon. A. P. Swineford, ex-governor of Alaska, will go to Alaska early next year to take charge of the interests in that section of the United Mines Company, of New York. He is a stockholder in the company, having turned in his interests in properties secured when territorial governor of Alaska. The company has a capital of $1,500,000.

TO CURE A COLD IN ONE DAY

Take Laxative Bromo Quinine Tablets. Druggists refund money if fails to cure. 25c. Genuine has L. B. Q. on each tablet.

IF you are sending East for any friends, call and see the Northern Pacific agents about it. They will arrange to your satisfaction and on the shortest notice.

WILLIAM D. O'TOOLE IS DEAD.

WELL-KNOWN CITIZEN OF SEATTLE EXPIRES AT LOS ANGELES.

Finally Succumbs to a Complication of Ailments—Visit to California in a Vain Quest for Health—A Graduate of the West Point Academy.

A telegram received at a late hour last night by John Y. Terry, receiver of the United States land office, brings news of the death in Los Angeles of Capt. William D. O'Toole, former register of the land office.

Capt. W. D. O'Toole had been a resident of this state for fifteen years or more, and was among the best known of our citizens. He was a graduate of West Point, and served in the army until he obtained the rank of captain. Ill-health finally induced him to resign, just prior to his coming to this state to make it his home. On his arrival here he located in Skagit county, where he resided for some years on a homestead claim, and acquired interests in coal and iron properties, which, however, have never been carried beyond the preliminary stages of development.

During the last administration of President Cleveland Capt. O'Toole received the appointment of register of the land office. His term of office expired some weeks since and he was succeeded by E. P. Tremper.

For several years past Capt. O'Toole has been in feeble health, suffering from a complication of ailments, and at times has been very ill, so much so in fact that his death was momentarily looked for. Last spring he had a particularly severe attack, from which, in fact, he never recovered. His death, therefore, while deeply regretted by his numerous friends, was not at all unexpected. He went to California in the hope of prolonging his life some time since.

Capt. O'Toole, during his entire residence in the state, has been prominently identified with the Democratic party, and has been a prominent figure in every county and state convention.

He was twice married, but leaves no child. His second and surviving widow is a sister of the Hon. Jefferson Chandler, of Missouri, assistant attorney general during Cleveland's first administration.

DEATHS.

John Cosgrave.

ALBANY, N. Y., Dec. 27.—John Cosgrave, a well-known athlete, is dead in the city hospital after an operation for appendicitis. He was a member of the New Jersey Athletic Club, the Ridgefield Athletic Club, and the Tenth Battalion, A. A. O. F., of the National Guard. Cosgrave won the all-round athletic championship of America in 1895, and finished second to Clark, of Boston, in this year's competition. Cosgrave's work has always been considered of the highest order, and in all-round work in the athletic field and the track he had few superiors.

Col. George Whitney.

ROYALSTON, Mass., Dec. 27.—Col. Geo. Whitney, a prominent member of this town, died yesterday after a month's illness. He was born here in 1817 and for fifteen years drove a stage coach between Royalston and Boston. The opening of the Fitchburg railroad put an end to the stage business and Col. Whitney turned his attention to other pursuits. After some years engaged in the lumber and chair business he became interested in the manufacture of woolens and continued it till his death.

Henry Hersey.

NEW YORK, Dec. 27.—Henry Hersey, a well-known promoter, fell unconscious in a restaurant last night and died shortly afterwards. Mr. Hersey was 74 years of age. Joseph Lemar, a civil engineer, who has had business relations with Hersey said that Mr. Hersey was a former president of the steel manufacturers' association and that he was the inventor of the open hearth steel process. For a year, it is said, he has been concerned in a large land speculation at Berryville, W. Va. He is said to have left a large estate.

Capt. G. B. Hayes.

PITTSBURG, Dec. 27.—Capt. G. B. Hayes died suddenly aged 68. Friday night while walking from Osborne to Haysville he was overcome by the cold and fell in the road and was rapidly freezing to death. He was found by John and Harry Bishop and carried to their stable, where he remained all night. Later he was removed to his home. At New Orleans in 1861 Capt. Hayes hauled down the Pelican flag of Louisiania and ran up the stars and stripes. This act cost him his steamboat.

Mrs. Mary Barnette.

MILWAUKEE, Wis., Dec. 27.—Mrs. Mary Barnette, who was connected by marriage with the family of President McKinley, is dead, aged 89. Mrs. Barnette was born in Deervock county, Antrim. Her husband's mother was named McKinley and her mother was a Douglas, a relative of Sir Charles Douglas. Mrs. Barnette's husband, who was named Stewart McKinley Barnette, died many years ago.

Ella Dana Conway.

NEW YORK, Dec. 27.—Ella Dana Conway, wife of Moncure D. Conway, the author and lecturer, is dead at her home in this city, aged 64 years. She had been failing for more than a year, and in June last Mr. Conway, who was filling a pulpit in London as minister of the South Place Ethical Society, resigned on account of his wife's health and brought her back to her native land to die.

Judith Moore.

NEW YORK, Dec. 27.—Aunt Judith Moore, the first colored woman admitted to membership in Henry Ward Beecher's church, is dead at her home in Brooklyn, aged 74. It is said that Mr. Beecher, in his will, requested that she be cared for. She was one of the original members of the Christian Endeavor Society.

O. S. Long.

CHARLESTON, W. Va., Dec. 27.—O. S. Long, clerk of the state supreme court and lieutenant grand commander of the Scottish Grand Masonry for the Southern jurisdiction of the United States, died last night of dysentery after a short illness.

Moses Edison Worthen.

NEW YORK, Dec. 27.—Moses Edison Worthen, one of the leading men of affairs in Passaic, N. J., is dead of typhoid fever, aged 60 years. He leaves an estate said to be worth a million dollars.

James Noble.

CINCINNATI, Dec. 27.—James Noble, who was private secretary to United States Senator Thomas Corwin, died here yesterday of old age. For the last thirty years he has been the confidential bookkeeper of the Longworth estate in this city.

James W. Allen.

WORCESTER, Mass., Dec. 28.—James W. Allen, of the banking firm of Winslow & Allen, died in this city of pneumonia, aged 37 years. He was United States consul at Zanzibar from 1882 to 1885.

John Donaldson.

CLEVELAND, Dec. 27.—John Donaldson, the well-known sporting man, Sullivan's trainer and Corbett's second, died here tonight.

Rev. W. W. Taylor.

WILMINGTON, Del., Dec. 27.—Rev. W. W. Taylor, aged 86 years, the oldest Presbyterian preacher in this state, died yesterday. He was graduated from Yale sixty years ago. At one time he waspastor of the church which President McKinley's wife's parents attended and officiated at their marriage.

Ayer's Cherry Pectoral

costs more than other medicines. But then it cures more than other medicines.

Most of the cheap cough medicines merely palliate; they afford local and temporary relief. Ayer's Cherry Pectoral does not patch up or palliate. It cures.

Asthma, Bronchitis, Croup, Whooping Cough,—and every other cough, will, when other remedies fail, yield to

Ayer's Cherry Pectoral

It has a record of 50 years of cures.

Send for the "Curebook" —free.

J. C. Ayer Co., Lowell, Mass.

HE COMMITTED HARI KARI.

Convicted Criminal Disembowels Himself With a Razor in His Cell in Jail.

RENO, Nev., Dec. 27.—A special to the Gazette from Quincy, Cal., says: In the county jail here on Sunday morning at 9 o'clock one of the most horrible tragedies known for years occurred. Lowell Maxwell had been convicted of burglary in the first degree on two charges, one for entering the express office last October and taking an express box out and robbing it of $3,800. The other, for entering the Welch hotel, in Humbug valley, last September and taking a suit of clothes. For the offenses Judge McLaughlin was to pass sentence today, the 27th.

Yesterday morning Sheriff Bradsford gave Maxwell breakfast as usual. When this was finished the prisoner asked permission to shave himself. This he had been accustomed to do since incarceration. Not suspecting any rash act, Sheriff Bradsford gave him a mug and razor. Maxwell said he also wanted to take a bath and requested the sheriff to bring more water. When the officer stepped out after the water, the prisoner called out to C. J. Lee and F. J. Hall, who were in the sheriff's office in front of the jail proper, and said: "Good-bye, boys."

When Lee stepped to the door, there stood Maxwell in his cell with a frightful cut across his abdomen below the navel, and his intestines protruding. After the rash deed the prisoner stated he wanted to get rid of this hell on earth and he heaped curses on those who brought about his conviction. Dr. Sonagle was called, but after a hasty examination he pronounced the case hopeless. In the afternoon Dr. McChesney, county physician, sewed up the intestines, but pronounced the case hopeless. Maxwell died at 11:15 p. m.

Maxwell's criminal career began in 1884, when he killed a man named Rabe in a saloon row in Greenville. For this he was not entirely to blame, but he was sent to prison for ten years. After serving six he was pardoned and conducted himself well a few years, but again entered upon a criminal career.

TAMMANY GIVES OUT OFFICES.

Plum for "Cholly Knickerbocker"—Croker Slate Goes Through.

NEW YORK, Dec. 27.—Mayor Van Wyck has selected John W. Keller for commissioner of the department of charities. The place is worth $7,500 a year. Keller was editor of the Truth at the time of the appearance of the famous Morey letters in the Garfield campaign. Later he became managing editor of the Recorder and when that paper suspended he went on the staff of the Journal and Advertiser, writing the column signed "Cholly Knickerbocker."

Col. Asa Bird Gardiner, district attorney-elect, has selected his assistants. They are John F. McIntyre, Col. Robert Townsend, Henry W. Unger, ex-Congressman James J. Walsh, Moses Hermann, an ex-assemblyman, and James Grady, a brother of Senator Grady.

The Democratic members of the board of aldermen held a caucus in the city council chambers today to select officers of the board. What is known as the Croker slate was adopted as follows: Thomas F. Woods, president of the board; William H. Gledhill, vice president; Michael F. Blake, clerk, and Robert Muh, chairman of the finance committee. Mr. Woods is a horseshoer, and has not held office before.

NOVEL DEPARTURE IN SURGERY.

Apoplexy Treated Successfully by Trephining the Patient.

NEW YORK, Dec. 27.—One of the most notable surgical operations performed recently took place at the New York Post Graduate hospital.

This operation was that of trephining, the cutting of a hole in the skull of the patient, through which the effused blood resulting from a stroke of apoplexy was allowed to escape and it was performed before a body of clinical students and doctors from all parts of the country, who were in New York with a view to "brushing up" on the latest developments in the work in their profession. The patient was Henri Chevallier, a French dressmaker, 58 years of age, and the operation was thoroughly successful.

Engagement in High Life.

CHICAGO, Dec. 27.—A special to the Times-Herald from Richmond, Ind., says: The engagement is announced of Miss Margaret Vance Courtland Ogden, of New York, and Frank McNutt, of this city. Miss Ogden is said to be worth $20,000,000. The wedding is announced for January 4. Mr. McNutt was a member of the American legation at Rome under Minister Albert G. Porter.

You Ought to Know

That the Weekly Post-Intelligencer is issued on Thursdays.

That the price to any part of the United States or Canada is 50 cents for six months.

That 5 cents handed in at the business office will pay for a single copy to any part of the United States or Canada.

That it contains twelve pages of selected matter, and to acquaint friends of the doings in Seattle, state or Alaska there is no better paper.

KODAKS and other cameras for holiday presents can be obtained at 211 Columbia street, opposite postoffice. Washington Dental and Photographic Supply Co.

JACK WELCOMES THE CHANGE

NEW CAPTAIN TO TAKE CHANGE OF THE OREGON.

Capt. Barker, Who Assumes Control of the Naval Station, Will Be Succeeded by Capt. McCormick—The Fourth-Class Men Greatly Pleased.

Special Dispatch to the Post-Intelligencer.

PORT ORCHARD, Dec. 27.—The fourth-class men aboard the Oregon are jubilant over the prospect of a new captain taking charge of the ship. The present captain, A. S. Barker, will, it is said, assume charge of the naval station here, and will be superseded in command of the Oregon by Capt. McCormick, of Boston navy yard.

It is a custom for an officer when taking command of a ship in the new navy to make all hands first-class; that is, to start out by giving everybody a fair show. There are four classes—first, second, third and fourth. A man is classed for an offense committed, and if made second class is restricted to the ship for one month; third class, three months, with one shore leave at the end of two months; and a fourth-class man has to stay aboard six months, with one leave at the end of three months. When first class, a man can "go ashore," as it is called, as often as he desires, besides drawing all the pay his rate calls for each pay day. A fourth-class man is allowed to draw only $3 a month, the balance being held back until he is first class once more. For these reasons a change of captains is most desirable to a certain element on board a man-of-war.

The most common offense for which men receive restriction is drunkenness. When given liberty to go ashore, they must be aboard by a certain time, drunk or sober, and, if drunk, so much the worse for Jack. The worst offense of this kind is called "drunkennes aboard, not the result of liberty," caused usually by whisky being brought off by a friend, and which usually results in a court-martial for the persons interested. But once in a great while the thirst for liquor overcomes all sense of prudence or duty, and, as was recently the case on the Oregon, some of the men raided the alcohol chest. By a regulation of the navy, this chest is kept above decks and easy of access, and it was only necessary to force the lock to get at the alcohol. This was done and some twenty-three gallons of the fiery liquid taken out in pails. For this offense five men were court-martialed, and four of them were discharged from the service. A sentry now watches this chest day and night. Verily, the thirst for liquor will move men to do wonderful things.

When the big battleship was in the dock last time it was a favorite pastime for a chosen few to make what was called the "100-yard dash" from the ship through the woods to a saloon, getting liquor and sneaking past the sentry back to the ship. Large and high board fences now will render this task very hazardous. But men have been known to drink red ink on ships for the alcohol in it, and will stick at nothing when the mad thirst is on them.

The marine on guard where the offense is committed usually puts the offender under arrest, and if one man be an old offender or the break a serious one, the officer of the deck orders him to be put in the "brig," as the cells are called, to await action. At the pleasure of the captain, all offenders are "brought to the mast," as the saying is, to be punished. In the old wooden ships they were taken to the foot of the mainmast, where the captain held his court, himself being judge, jury and prosecuting attorney. The expression still lives, although the modern warship has no masts worthy of the name. These steel towers convey no ideas of lofty rigging and snowy canvas, but the seances sometimes held at their foot still possess as much interest as of yore. It has often been said that it is almost impossible to prove anything on board a warship, and attendance at a "mast" will prove this. For instance, a coal passer is absent from roll-call. He is sent for and asked to explain his absence. He swears he was there at roll-call, and says he can prove it by John Jones and Bill Smith. Smith and Jones are sent for, and solemnly assert that their friend was in the ranks and answered his name. In the face of such as this, the officer smiles a knowing sort of smile and lets the matter drop, as he cannot well do anything else. The proverbial antipathy bluejackets have for marines has even vanished in cases of this kind, and they have stood by each other aboard and ashore.

Take it all in all, the bluejackets are a most contented lot, well paid, well fed and well clothed, and any punishment meted out to them is nearly certain to be well deserved.

A Winning Mess.

There was feasting on board the United States battleship Oregon Christmas day, and artistic feasting, for each mess endeavored to outdo the other and win the approbation of the captain. It has been the custom of the captain to inspect each mess on Christmas. Following is the menu of the winning mess of 1897:

SOUP.
Oyster.
ENTREES.
Ham, a la Hollandaise. Fillet de Boeuf.
Salmon de Columbia.
ROAST.
Turkey with Chestnuts. Cranberry Sauce.
Stewed Onions.
Sweet Potato Croquettes.
Bordelaise Tomato Farcie.
Champignons Frais.
SALAD.
Salade Celert. Giblet Pie.
DESSERT.
Mince Pie. Cake. Pumkpin Pie.
Ice Cream.
Nuts. Raisins.
Glace Fruit.
Salted Almonds.
Chewing Gum. "Tutti Frutti."
Cafe de la Empress Eugenie.

WHALEBACK CITY OF EVERETT.

Steamer Doing Considerable Freighting Since Reaching Calcutta.

WASHINGTON, Dec. 27.—The American steamer City of Everett, which made the trip from San Francisco to Calcutta with a cargo of food for the starving Hindoos, is now on her way across the Atlantic from Spain with a cargo of ore for Charleston, S. C., where she will arrive about New Year's.

After discharging her cargo at Calcutta she passed a trip to Madras with coal, and returning to Calcutta she took on a small cargo of jute for Valencia and Bilboa, Spain, via the Suez canal. Discharging the jute in Spain, she got a cargo of iron ore for the United States. This is the first voyage of this kind ever made by an American steamer.

Hot Fire on a Cotton Steamer.

ST. JOHNS, N. F., Dec. 27.—The fire in the cotton cargo of the British steamer Lamberts Point, Capt. Humphreys, from Norfolk, Va., for Liverpool, which arrived here yesterday after forty hours' battling with the flames, resists all efforts to extinguish. Two tugs and several fire engines are now pumping water into the blazing mass.

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Ladies' Gloria Umbrellas, storm frames, steel rods, natural or fancy Dresden handles ..... **$1.00 Each.**

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