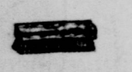
THE SEATTLE POST-INTELLIGENCER.

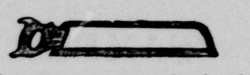
VOL. XXXIII., NO. 80. SEATTLE, WASHINGTON, WEDNESDAY, FEBRUARY 2, 1898. FOURTEEN-PAGE EDITION.

We are selling an excellent Tubular Lantern for 40c—selling around town at 60c to 75c for same style.

Every family should have a good scale; we have a number of styles, ranging at $2.00, $2.75 and $3.50 each.



If you are in need of a clothes brush we can show you good values ranging from 15 to 65 cents each.



These saws are very handy about the kitchen; we have them in 14 and 16 inch; the best quality ranges at 45 and 50 cents each.

COOPER & LEVY

NOS. 104 AND 106 FIRST AVENUE SOUTH, SEATTLE, WASH.

Every Intending Alaska Prospector

Is invited to inspect the shovels we sell.

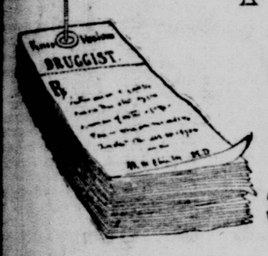
They are the very best made in the United States; cost a trifle more than the cheap grades, but are well worth the difference.

Come in and take a look at them.

Cooper & Levy,

Alaska Outfitters, Seattle, Wash.
104-106 First avenue south.

We Prepare Prescriptions.



We do not let the Alaska rush interfere with this important department.

TWO GRADUATES OF PHARMACY give their whole attention to our dispensary. They are not permitted to take part in any other work. We keep them away from it, so THEY CAN SERVE YOU ACCURATELY AND PROMPTLY. Nothing short of the best satisfies us.

Deliveries made anywhere in the city.

Stewart & 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

For Fort Get There, St. Michaels island, Alaska, mouth of the Yukon river, making connections with the river steamers Weare, Cudahy, Hamilton, Healy, Power, Barr and Klondike for Circle City, Munook Creek, Fort Cudahy and Klondike gold mines.

Reservations for Passage or Freight on Steamers May Now Be Secured by Making a Deposit.

Placer and quartz mines bought and sold. Investments in mining property made, saving expense 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, and Fort Cudahy, Dawson City and Klondike gold fields, Northwest Territory—at a charge of 1 per cent.

Large stocks of supplies of all kinds will be found at Fort Get There and Hamilton on the Lower Yukon. For particulars apply to

North American Transportation & Trading Co.

No. 618 First Avenue, Seattle, Wash.

DIRECTORS.

John J. Healy .....Dawson, Klondike Gold Fields.	Michael Cudahy .....Chicago, Ill.
Eli E. Weare, Ft. Cudahy, N. W. T.	John Cudahy .....Chicago, Ill.
Charles A. Weare .....Chicago, Ill.	Ernest A. Hamil .....Chicago, Ill.
	Portius B. Weare .....Chicago, Ill.

Lumber, Hay and Live Stock.

—SEATTLE CLIPPER LINE.—

We have space on the barks MERCURY and CAMDEN for DYEA and SKAGUAY. Vessels will sail February 10th and 15th and March 5th and 10th, in tow of powerful ocean tugs RESOLUTE and GOLDEN GATE. For rates apply to

Telephone, Pike 74. E. E. CAINE, Manager, Arlington Dock.

WASHINGTON WOOLEN MILL CO. "From the Looms to the Wearer."

Complete Alaska Outfits.

On account of not being able to wait on the customers yesterday, will extend the same specials for Tuesday.

$10 ALL-WOOL BLANKETS, 78x90, Per Pair	$6.75
45-OUNCE MACKINAW SUITS, With Hoods, per suit	$9.00
HEAVY ARCTIC UNDERWEAR, Per Suit	$2.50

Washington Woolen Mill Co.,

ALASKA OUTFITTERS,

820 Second Avenue. 907 First Avenue.

That does settle it, the Miners' Union has pronounced F.-B. Co.'s English Breakfast Bacon the best for Alaska.

FRYE-BRUHN CO.

FIERCE BLIZZARD STRIKES THE EAST.

Fearful Storm Destroys Life and Property.

WORST IN MANY YEARS.

Railroads Blocked and Business Completely Prostrated.

Furious Gale, Accompanied by Snow, Moves From New York City to New England—Boston Is Blockaded, and Cut Off From the Outside World—Live Electric Wires a Source of Peril—Gloucester Harbor Strewn With the Wreckage of More Than a Dozen Vessels—Lakes Nipped by Wintry Weather.

NEW YORK, Feb. 1.—The storm which began Sunday night swept over New York state with great fury, and today was central in the New England states. Northern New York is snow-bound and the extent of damage in New England cannot be approximated. Reports from Boston, with which place communication was established tonight under great difficulties, after that city had been shut off from New York for many hours, indicate some loss of life and an immense amount of damage to property. Business has been at a standstill in many of the smaller towns; wires all over the country are down; roads are blockaded and railway traffic greatly impeded.

The "up the state" residents have suffered with cold which ranged as low as 20 degrees and more below zero. At Albany, Troy, Saratoga and many other places in the state as much as two and three feet of snow has fallen, and reports tonight are that the blizzard is still raging, the worst storm since the memorable one of 1888. The residents of this city have had to battle their way to business against a gale of wind that at times swept along at forty miles an hour and carried sheets of snow with it.

Much delay was caused to the railroad mail service; that from the northern part of the state has been practically cut off, and trains running on the New York Central were from four to five hours late.

From 10,000 to 20,000 men have been at work with thousands of teams on the streets clearing away the snow, and yet there has been no appreciable decrease in the amount that has piled up in every direction.

Portions of Long Island suffered almost as much from the storm as the towns far up the state. The east end of the island has been blockaded by the drifting snow. The Long Island railroad was completely closed today. Snow plows driven by five of the most powerful engines of the road are now battling with the drifts on the eastern section of the road, which may be clear by tomorrow.

places of employment, all suburban trolley lines having been abandoned at midnight, and the steam railroads being unable to run more than two or three suburban trains during the forenoon.

All through trains from New York and the West, as well as those from the East, were from four to six hours late, and many did not get in until late in the afternoon. The tracks were not only blocked with snow, but masses of broken poles and wires were encountered at many points. Tonight the few trains moving are running without a telegraph service.

The city and suburbs are covered with broken poles and tangled wires. Many horses were killed in the streets by stepping upon the end of telephone wires which had fallen across the trolley wires.

Tonight the situation assumed such a dangerous aspect that Mayor Quincy ordered that none of the electric lights be turned on except in districts where the wires are under ground.

It will require weeks to restore the telephone and telegraph service. Not a single telegraph wire out of Boston was in operation all day, and the telephone wires were in almost as bad condition. This afternoon a telephone service as far as Worcester was established.

The wholesale and most of the business districts of the city were deserted all day. The stock exchange was lifeless, and transactions were very limited.

Shipping in the harbor was damaged greatly, and it is feared that many disasters to coast shipping will be reported when telegraphic communication is restored.

A three-masted schooner, believed to be the Charles S. Briggs, of Bath, Me., laden with coal, was wrecked off Little Nahant last night. It is believed there were eight men on board and all are thought to have been drowned. The vessel is a total wreck. The vessel is believed to have been wrecked about 8 o'clock last night. She struck upon the ledge north of Egg rock light and was smashed to pieces. From the moment that she struck there was no possible chance for the members of the crew to save themselves, as the rough sea rendered the saving of life impossible. The body of one of the crew, a man about 35 years old, was found this morning among the wreckage. It was frozen to a plank and was much disfigured.

The center of the storm appeared to be in the vicinity of New Bedford, and the brunt of it fell on Boston and territory within a radius of fifteen or twenty miles. From meager reports received from the middle and western parts of the state, the storm there was less severe.

Here about twenty inches of snow fell.

The "P.-I.'s" Reception Today.

From 1 to 5 o'clock this afternoon all of the mechanical departments of the Post-Intelligencer will be open to public inspection, and Seattle and its visitors are cordially invited to come and see the work of the most complete and up-to-date newspaper plant in the Northwest. Everybody is interested in the making of a big daily, and the very latest mechanical devices that are employed in turning out Washington's leading newspaper will be fully exhibited today. Everybody will be welcome.

BOSTON'S WORST STORM IN TWENTY-FIVE YEARS

Fifty-Mile Gale Blows Down the Wires—No Trains Moving—Damage to Shipping.

BOSTON, Feb. 1.—A northeast snow storm, which set in yesterday and raged until this afternoon, completely paralyzed all branches of business and street car and steam railroad traffic, and for a time shut off the city from communication by wire with all places outside of the limits of Boston. The storm was the most severe this city has experienced in twenty-five years and caused the loss of several lives, besides doing a money damage of hundreds of thousands of dollars.

Between 1 and 5 o'clock this morning, a foot of heavy wet snow settled over the city and leveled wires in all directions. The snow clung to the poles and wires and, aided by a wind blowing at the rate of fifty miles an hour, prostrated all telephone and telegraph lines out of the city. More than half the electric lights of the city went out, and in suburban towns the fire alarm service was crippled.

In Newton broken wires falling across others started a fire in the electric room of the elegant residence of Charles J. Travelli, a wealthy Pittsburg steel manufacturer, and in two hours nothing remained but a pile of ruins. Mr. Travelli's family escaped in their night clothes without saving anything. The loss amounts to about $100,000, the house being valued at $55,000 and furniture and art treasures at $45,000.

In the business district it was nearly noon when many employes reached their

GLOUCESTER HARBOR STREWN WITH WRECKS.

More Than a Dozen Ships Drive on Shore—Mariners Perish in the Waves.

GLOUCESTER, Mass., Feb. 1.—The most violent storm known here since 1851 swept the shore of Cape Ann last night and early this morning, causing heavy loss of life and about $200,000 damages. More than a dozen vessels are ashore here, at least four more are lost, and many others damaged.

The water front of Gloucester harbor and along the cape is dotted with wrecks and wreckage, schooners, sloops and other vessels having been driven ashore by the fierce gale.

The schooner Mary A. White, of Rockport, laden with stone, was sunk in the harbor. The crew escaped. The schooner Bertha Nickerson, which arrived here yesterday and anchored off Ten Pound island, is missing.

It is also reported here that four unknown vessels are ashore at Houghs Neck. One of them was rapidly going to pieces late this afternoon. Four bodies were washed ashore at Houghs Neck.

Yesterday afternoon the schooners Albert H. Harding, Sarah Jane, James Holmes and an unknown vessel were at anchor near Jewett. They were not seen today and it is believed they were wrecked.

At Pigeon cove five vessels were totally wrecked. Antone Enos, Alpheus Pierce and a Swede named Nelson, three of the crew of the Daniel Webster, were drowned.

The schooner Clay Sewall reports the loss of Henry Knuth, one of her crew.

It is feared that several missing vessels have been lost, together with their crews. The storm did an immense amount of damage on land as well as off the coast.

The car sheds of the Gloucester street railway were blown down this morning, demolishing a number of cars.

Wires are down in every direction. The first train to leave the city today was one which managed to get to Boston at 4:40 this afternoon.

TRINITY BAY ICE FLOE CARRIES MEN SEAWARD.

Lives Endangered by the Blizzard, With the Thermometer 20 Degrees eBlow.

ST. JOHNS, N. F., Feb. 1.—A blizzard is raging here today. A large number of men have been driven off by an ice floe in Trinity bay, and it is feared there will be a

Continued on Page 8.

RELIEF FOR YUKON MUST GO AT ONCE.

Capt. Ray's Report Placed Before the Cabinet.

SITUATION IS MOST GRAVE

Advices to Be Referred to Congress for Immediate Action.

Official Statement Says "Hundreds Are Now Scattered Along the River Destitute of Food, Clothing and Money"—Strong Detachment of Troops Needed to Repress the Organized Lawless Element Infesting the Yukon—Light Draft Steamer Necessary for River Patrol—Portland Expedition Delayed

WASHINGTON, Feb. 1.—Under instructions from Gen. Merriam, Capt. W. W. Robinson at Seattle yesterday opened the dispatches brought by Special Messenger Wells from Capt. Ray, the war department's special representative on the Yukon, and telegraphed an abstract to the department.

Acting Secretary Meikeljohn was so much impressed with the statements wired that he submitted the dispatch at once to Secretary Alger, and the paper was finally sent to the White House, where it formed the subject of consideration at the cabinet meeting today.

It is said the report fully justifies all that has been done to relieve the situation in the Klondike. The report is particularly acceptable, in view of the conflicting statements as to conditions in the gold fields, for it is not doubted that Capt. Ray had a broader field of observation than others who have made reports.

This report is taken as establishing the fact for all official purposes that the state of affairs in the Klondike as thus reported is worse than suspected at the war department.

So large is the task that remains to be executed in order to insure safety to life and property that the cabinet concluded to advise congress as to the facts and place upon the legislative branch the duty of devising ways and means to meet the exigencies of the case.

Capt. Robinson's abstract of Capt. Ray's report is as follows:

"Complying with telegrams of today, five letters and two packets from Capt. Ray, addressed to you, in the hands of Special Courier E. H. Wells, have been intercepted by me. The substance is as follows:

"The latest bear date November 1 and 3. They refer to the attempted robbery of caches and recommend that the United States government take steps to effectually check immigration to the interior of Alaska of all persons not fully supplied with provisions to last two years. They give as a reason that there is no way to earn a living, and say that no new discoveries have been made within the last eight months, either in Alaska or the Northwest territory. There is no employment for any large number of people in any capacity. All values are speculative. There is no fixed standard for labor.

"There is not now, nor is there liable to be within twelve months, efficient means of supplying the people now in Alaska or the Northwest territory. Capt. Ray is of opinion that about 7 per cent. of all people entering during the past year have earned their living, and he says hundreds are now scattered along the river, destitute of food, clothing and money. People coming in have not the faintest conception what to do to earn a living, and after spending the money they bring, they become dazed and helpless.

"Capt. Ray states that the rush will be great next year, and any step that will prevent people coming in through ignorance will be an act of charity.

"In view of recent developments, and the knowledge that the lawless are banding together along the river for the purpose of robbery, Capt. Ray renews the suggestion for government troops, and recommends the placing on the river of small, light draft steamers of high power, armed and for use in patrolling the river and the placing of detachments as the movement of the people demands.

"The courier was sent with dispatches by the 4 p. m. train today to report to Gen. Merriam.

"Capt. Ray also recommends a preliminary survey from Cook inlet to the interior for an all-American road.

"ROBINSON, Quartermaster."

STEAMER ELDER BEHIND TIME.

Portland Relief Expedition Cannot Leave Until Friday.

PORTLAND, Or., Feb. 1.—The government relief expedition which was scheduled to sail from here tonight on the steamer George W. Elder will probably not leave before Friday, owing to the failure of the steamer to return from Alaska in time. The Elder lay all day at Astoria discharging a cargo of coal and she will not arrive here until tomorrow morning.

Gen. Merriam, commanding the department of the Columbia, will endeavor to hasten the departure of the relief expedition owing to the alarming condition of affairs in Alaska, as set forth in the report of Capt. Ray.

TO EXPLORE ALASKA FOR THE GOVERNMENT.

Frank Phiscator, of Baroda, Will Join an Expedition, Leaving Seattle Early in March.

NEW CARLISLE, Ind., Feb. 1.—Frank Phiscator, of Baroda, who sold his claim for $1,000,000, has left for Alaska with a company of prospectors. He was recently in Washington conferring with Secretary of War Alger in regard to explorations in Alaska. He agreed to accompany a party of explorers in the interest of the government and they will leave Seattle March 1 to begin their work. Phiscator, before leaving, said:

"The greatest drawback to the country now is the lack of provisions, but this will soon be overcome, as I believe that a year from now will find railroads running to all points in Alaska. I am taking a number of good, strong men back with me, and I will devote the greater part of my time to the government's interests."

Iowans Join the Rush.

DUBUQUE, Ia., Feb. 1.—Between forty and fifty gold-seekers will leave here for Alaska within the next two weeks. Two parties will leave tomorrow. They will go by way of Skaguay pass without dogs. A third party will also leave tomorrow from Clayton and Allamakee counties. A party of ten will leave here next Monday for a point 600 miles north of Dawson with twelve dogs, and will go via Chilkoot pass. James Elwell, of Cassville, Wis., who came down from the Klondike last fall with $75,000, starts February 16 with a party of twenty-five and a car load of dogs.

The first party of men to go from Eldorado, Ia., to the Alaska gold fields left last evening, headed by William Holley, a veteran miner.

Going In by Edmonton.

CHICAGO, Feb. 1.—Thirty-one prospectors under the direction of the Yukon Valley Prospecting and Mining Company left for the Klondike in a special coach last night. From St. Paul the party will proceed by way of Winnipeg to Calgary, from which point the overland route with sledges by way of Edmonton will be taken. An outfit of huge flat sledges with seventy-five horses as the motive power, is in waiting to take the party and its freight over the 1,000 miles of snow and ice to its destination at the headwaters of the Pelly river. It is expected that the trip overland will take sixty days. A farewell dinner to the prospectors was given by the Yukon Valley Prospecting and Mining Company at the Tremont house in the afternoon. Forty-five other guests, all stockholders in the company, were present. The men who are bound for the gold fields represent almost every trade. Two are expert and practical miners.

Dogs for the Gold Fields.

WASHINGTON, Feb. 1.—Consul Dudley, at Vancouver, B. C., reports the arrival there January 19 of 100 trained Newfoundland dogs for use in carrying freight in to the Klondike.

Many Passengers for the North.

VICTORIA, Feb. 1.—Steamer Islander sailed tonight for Northern ports, carrying the banner crowd of miners for the season. She is crowded with passengers and full of freight.

Reindeer Arrive at New York.

NEW YORK, Feb. 1.—The steamer Hekla, which arrived today from Copenhagen, brought thirty-five reindeer for the Koindike.

Griggs at the Cabinet Meeting.

WASHINGTON, Feb. 1.—Attorney-General Griggs sat in his first cabinet meeting today. The cabinet proceedings were rather brief, and aside from some expressions of opinion upon the results of the silver vote in the house of representatives yesterday the principal topic of discussion was the state of affairs in the Klondike as revealed in the reports coming to the war department from its agents in Alaska.

WAY-HART FACTION HAS ITS INNING.

Anti-Officeholders Resolution Repealed.

BUT JORDAN WILL FIGHT.

Friends Say Corruption Brought About Committee's Flop.

Charges of Intimidation and Undue Influence by Those Holding Public Position Freely Made—Winsor Utters a Note of Warning to the Wreckers—Declares That All Officeholders Should Be Kept Out of the Convention—Way and Hart Direct Their Lieutenants—Tonight's Meeting at the Jefferson.

The breach that exists within the People's party was not healed, nor were efforts made to bridge it, at the meeting of the city central committee, held last night in the municipal court room. The meeting was called by adherents of that faction of the party reputed to possess as its leaders Eugene Way, Sheriff Moyer and Assistant Prosecuting Attorney John B. Hart. Way and Hart were present and evidently gave instructions to the committeemen allied to their interests. They controlled the action of the committee on the proposition to rescind the anti-office holders resolution, the vote standing, when the issue was first put, at 19 to 14.

Resolutions were adopted repealing those adopted several weeks ago, and which formed the first rock on which the ship of harmony was dashed to pieces. Charges of corruption, the offering of positions and the use of money on the committeemen were freely made. The tide of factional bitterness ran high, and frequently there were scenes of disorder and dispute rarely ever equaled, even in a Populist gathering.

Dr. J. Eugene Jordan, who formally withdrew Monday from the contest for the Populist nomination for mayor, was absent from the committee. It was given out last night, however, by those in a position to know that Dr. Jordan has not laid aside his armor, but has girded his weapons about him and announced his determination to fight to the last ditch before he will suffer the office-holding wing of the party to assume the absolute dictatorship which he believes is threatened.

Both sides will enjoy a breathing spell this morning, before beginning preparations for tonight's mass meeting, in the Jefferson theater. John B. Hart, in the exuberance of victory last night, termed the meeting tonight one of "ratification," and Eugene Way invited all of the members of the committee to attend it.

Dam Offers Resolutions.

The committee wasted nearly two hours of precious time in attending to matters foreign to the purpose of calling the meeting. No direct issue was brought to the front until the following resolutions, offered by Committeeman C. P. Dam, were laid on the secretary's desk:

Whereas, on the —— day of January, 1898, this body passed certain motions in regard to the qualifications of voters at the coming city People's party caucuses and primary election which appear on record in our proceedings as follows:

"On motion the committeemen are in-

HE WHO OUTFITS ELSEWHERE MAKES A MISTAKE.

Statements From California and Oregon Men to the Effect That Seattle Is the Only Place to Buy.

Seattle is receiving so many compliments these days from the thousands who are outfitting here that it must be an unusual one to attract any great attention. A day does not go by without the heads of outfitting parties making the statement that "Seattle is the only place to buy." As Portland, San Francisco and several British Columbia cities go so far as to believe that they are as well qualified as Seattle to outfit for the Alaska trade, little statements, coming as they do, every day or two, from Oregon, California and British Columbia residents, to the effect that men bound for Alaska turn toward Seattle as the Mussulman turns toward Mecca, are given the publicity they deserve. Below is a statement made by Strobel & Co., representing Z. C. Woodworth, W. A. Dailey, M. Gastren, C. G. Taylor, W. A. Sale, E. J. Lesley and Otto Strobel. These men outfitted in Seattle. They are all residents of California, and concede that the man who goes to any other city than Seattle to outfit makes a mistake. There is also given an interview with G. F. Nichols, an Oregon man, who says that he has investigated other cities and will advise a party of Easterners to come here to outfit. Strobel & Co.'s letter is as follows:

"Seattle, Jan. 31, 1898.

"This is to certify that we, the undersigned, citizens of Los Angeles, Cal., after correspondence concerning, and personal examination of, the outfitting facilities of Victoria, and American cities, have found that we could do better in price and quality by outfitting in Seattle than in any other city, and we have bought our outfits for the Yukon here. We certify further that the reports being circulated south of Seattle adverse to the merits of this city are false. We find the merchants of Seattle honorable and reasonable in their dealings, and the accommodations and prices of living satisfactory and cheap.

"STROBEL & CO."

G. F. Nichols, of Cottage Grove, Or., is a guest at the Stevens. Mr. Nichols is a pioneer of Lane county, Or., and is on his way home from an extended visit in Iowa. His business in Seattle has to do with the Klondike rush, although the old pioneer is not going north himself. He is 72 years of age. Mr. Nichols said last night:

"I have just come back from Woodbury county, Ia. I have a number of friends there who will leave shortly for the Klondike, and they commissioned me to investigate outfitting facilities in Portland, Tacoma and Seattle. For that reason I am here. I don't think that Portland is the proper place for a man to outfit for the Klondike, and Seattle surpasses Tacoma. I will write my friends to come here. When I was in the East a friend here sent me a big bundle of Post-Intelligencers, which I loaned to my friends. They read them with interest, and the papers did more good, I believe, than all the advertising matter that Portland has sent into that country."