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ANOTHER NICE LOT, 8 CENTS PER DOZEN. SAME GRADE SELLING AROUND TOWN AT 15 CENTS PER DOZEN.

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5-pound Tins, 10-pound Tins, 20-pound Tins, 50-pound Tins. Each, 45c. 85c. \$1.65. \$4.05.

COOPER & LEVY

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



Go to Alaska Prepared For Emergencies...

OUR STAR MEDICAL CASE

IS a complete outfit of REMEDIES, APPLICATIONS and APPLIANCES likely to be needed on a trip north. Contains nothing useless—nothing to break or freeze. Any desired changes or additions made without extra cost.

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 Wear, Cudaby, 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.

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

DIRECTORS.

John J. Healy, Dawson, Klondike Gold Fields, Michael Cudaby, Chicago, Ill. E. E. Wear, Ft. Cudahy, N. W. T. Ernest A. Hamill, Chicago, Ill. Charles A. Wear, Chicago, Ill. Fortus B. Wear, Chicago, Ill.

SEATTLE CLIPPER LINE

Mercury for Skagway and Dyea, Camden for Fort Wrangel. Sailing February 25th. Space for live stock and all classes of freight. Arrington Dock, foot of University street. Telephone, Pike 74. Secure reservations now for St. Michael and Dawson.

MINERS AND PROSPECTORS

Come in and see our line of Hardware Made Especially for the Klondike Trade. WE HAVE NEW GOODS WHICH WILL INTEREST YOU.

SEATTLE HARDWARE CO. Wholesale First Av. and Marion St.

The Largest and Finest Stock of WATCHES, DIAMONDS, JEWELRY, SILVERWARE, CLOCKS, RICH CUT GLASS, ETC., Is to be Found at

Albert Hansen's Jewelry Store, 709 FIRST AVENUE.

Skilled workmen for fine watch repair ing. The most complete jewelry manufacturing department in the Northwest.

GOLD DUST BOUGHT FOR CASH IN ANY QUANTITY.

M. LEVY & CO., NO. 111 FIRST AVE. SOUTH, Terry-Denny Building. Importers and Jobbers of Telephone Main 57.

Cigars and Tobacco, Smokers' Articles, Etc.

FRISCH BROS. Jewelers and Watchmakers.

Largest Stock of Watches, Diamonds, Jewelry, Etc. 720 First Av., Seattle.

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

FRYE-BRUHN CO.

BONDING PRIVILEGE WILL BE WITHDRAWN.

Canadian Goods Must Pay Duty at Wrangel.

RETALIATION IS PROPOSED

The Attempt to Bottle Up the Yukon Country Resented.

Senator Hansbrough Introduces an Amendment to the Pending Alaska Land Law, Which Refuses the Bonding Privilege Until Canada Makes Concessions Permitting Transportation Lines to Be Operated Through the Northwest Territory to Alaska, and Also Withdraws Other Burdensome Rulings.

Special Dispatch to the Post-Intelligencer. WASHINGTON, Feb. 14.—Retaliation from the start is the underlying principle of the amendment to the Alaska land measure now before the senate committee on lands, introduced by Senator Hansbrough today. Drawn out as it was by the ratification by Canada of the contract with the Mackenzie and Mann syndicate, which is to build a railroad from Glendora to Lake Teslin, it does not stop at striking first at the business of that road, but goes further and practically demands that the president shall not permit the bonding of goods from Fort Wrangel, at the mouth of the Stikkeen river, through American territory, until Canada has made concessions which effect not only the Klondike trade, but will as well settle the fisheries question on the eastern coast. Hansbrough's amendment is as follows:

"That permission to enter goods under bonds or to place them in bonded warehouses at the port of Wrangel, in the district of Alaska, and to withdraw the same for exportation to any place in British Columbia or Northwest territory, shall not be granted until proclamation by the president of the United States that no exclusive privilege of transporting through British Columbia or the Northwest territory goods or passengers arriving from or destined for other ports in Alaska, has been, or will be, granted to any person or corporation by the government of the Dominion of Canada; and further, that the privilege has been duly accorded to responsible persons or corporations operating transportation lines in British Columbia or the Northwest territory of making direct connection with transportation lines in Alaska; and further, that the Dominion government has consented to, and is allowing the entry free of duty of all miners' outfits and a supply of provisions and clothing, the whole not exceeding in quantity 2500 pounds for each person proposing to engage in mining in British Columbia or the Northwest territory; and further, that fishing vessels of the United States having authority under the laws of the United States to touch and trade at any port or ports, place or places in the British dominions of North America, shall have the privilege of entering such port or ports, place or places for the purpose of purchasing bait and all other supplies and outfits, in the same manner and under the same regulations as may exist there applicable to trading vessels of the most favored nations, and of transshipping their catch to be transported in bond through said Dominion without payment of duty in the same manner as other merchandise destined for the United States may thus be transported."

Much adverse feeling is aroused here by the action of the Canadian government in shutting out for five years any railroad line across the strip of American territory from Lynn canal, and then through Canadian territory, by means of the contract with the Mackenzie and Mann syndicate, and though the Hansbrough plan may be amended, yet it is certain there will be some such steps taken.

Senator Perkins said tonight while he did not believe in putting any other subject matter in the bill he would go to any length to compel the granting to this government of rights equal to those we grant Canada. He would insist upon the privilege of railroad connections and believes such retaliation really proper. Senator Carter, a member of the public lands committee, said that while not in favor of wholesale retaliation, he does think there should be a withholding of the bonding privileges until the Dominion government shall allow railroads starting on American soil to connect with the lines on the Canadian side of the line. He will not favor an extension of retaliation to all the subjects covered by the amendment, but will fight for some degree of pressure on Canada until these rights are granted to Americans.

Senator Hansbrough is outspoken in his opinion that the contract with the Mackenzie-Mann syndicate is an outrage, and will do more to injure the trade of the American cities of the Northwest than anything else, if this country goes on granting the privileges of bonding to the Canadian Pacific company and all its branches. He thinks by withholding this privilege now there can be forced such concessions as he has outlined.

At the treasury department it was said today that by this course every article imported at Fort Wrangel would have to pay duty. While it could be carried in British boats up the Stikkeen to Glendora under the provisions of the treaty of 1871, there is nothing in that convention to

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SPAIN WILL REFUSE TO DISAVOW DE LOME

Acceptance of His Resignation Is Enough.

SO THE CABINET DECIDES.

Minister Woodford Sends a Long Cablegram to Washington.

Note of the United States Demanded a Formal Repudiation of the Disgraced Minister's Utterances—Both Houses of Congress Ask the President for Information Relative to Cuba—The State Department Will Deliver the Intercepted Letter to Senor Canalejas' Attorney—Autonomy Is a Failure.

MADRID, Feb. 14.—The note from Minister Woodford demanded that Spain should formally disavow the insults to President McKinley contained in Senor Dupuy de Lome's letter to Senor Canalejas. The cabinet council today, it is reported, decided unanimously to reply to Minister Woodford that Senor de Lome's spontaneous resignation, and the terms of the decree accepting it, were considered sufficient satisfaction. It is understood that a long cipher telegram was sent to Washington.

On the Eve of Conflict. LONDON, Feb. 15.—The dispatches from the American correspondents of the morning papers all comment on the serious aspect of affairs between the United States and Spain but generally express the opinion that President McKinley's influence will be sufficient to avert a conflict.

LETTER WILL BE DELIVERED

De Lome's Missive to Be Forwarded to Canalejas—Poto Ernabe Chosen as Minister.

WASHINGTON, Feb. 14.—Actuated by a sense of honor and a strict idea of justice, the state department has taken steps to place in the hands of Senor Canalejas the epistle written by Senor Dupuy de Lome, which led to the resignation of the minister. The transaction is explained in the following brief statement given out by the state department:

"Recognizing that the legal ownership of the De Lome letter is in Mr. Canalejas and his agent and attorney, Mr. Carlisle having proper authority to receive the same, the letter was delivered to him today."

As explained in this statement, Mr. Carlisle was fully authorized to apply for and receive the letter, having the cabled authorization from Senor Canalejas. In the view of the state department the letter was a stolen document, and in that, like any other piece of property, it should upon application be delivered to its rightful owners. There was no other course left open for, in the United States as in all other countries having a code of laws, a letter becomes the sole property of the person to whom it is addressed as soon as it starts on its way from the sender. Even the latter cannot obtain possession of it without the consent of the person addressed; the limit of his powers legally being in certain cases to stop the delivery of the paper.

This letter has, besides, already completely served all of the uses for which it might have been applied by our government, and there are in existence facsimile copies of the paper that are so surely authenticated as to leave no legal doubt of their accuracy.

There now remains only the closing chapter of the incident to be written, for the end is already in sight. Notwithstanding all that has been said in the press about demands on Spain for apologies or retractions of the disagreeable things said by Senor Dupuy de Lome in his letter, it can be positively stated that at no time since the publication of the letter has the state department taken any such course. Instead it has relied entirely upon the sense of propriety of the Spanish government to do all that was proper and needful to wipe out the unpleasant impression produced by these statements, and it can now be said that this course has been fully justified and that the Spanish cabinet now being aware of the full text of the letter is expected in a day or two, to make such a disclaimer to the letter as is required by the circumstances.

Today the state department received official notice from Madrid of the selection of Senor Luis Poto Ernabe, as United States minister to succeed Senor De Lome. Senor Poto Ernabe is a son of Vice Admiral Poto, who formerly represented Spain in this country. Senor Ernabe is now engaged in a special department of the foreign ministry at Madrid dealing with commercial matters and consulates.

The resolution of Representative Lewis, of Washington, demanding Minister De Lome's recall, was introduced in the house today.

The state department officially denies the report that Consul-General Lee had tendered his resignation.

Autonomy is a failure. This is the meat of a voluminous report which Consul-General

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STEAMSHIP OREGON PUTS BACK ON FIRE.

One of Portland's Two Vessels Returns.

BIG BLAZE IN THE HOLD.

Timely Discovery Just Before Crossing Out to Sea.

Passengers Are Badly Frightened at First, but Cool Demeanor of Officers and Crew Quits Them—The Ship Is Safely Docked at Astoria, Where Unloading of Coal Is Begun—Spontaneous Combustion Found to Be the Cause—Damage Reported to Be Slight, and Vessel Proceeds on Her Way Today.

ASTORIA, Feb. 14.—But for the timely discovery of a fire in the hold of the Alaskan steamship Oregon the vessel might now be a mass of raging flames at the mercy of the waves and wind.

The Oregon sailed from her dock in this city at 12:30 o'clock today, carrying some 600 passengers, and as much freight as it was possible to place aboard. The steamer proceeded to the mouth of the river without accident. When just about to cross out smoke was discovered issuing from the bunkers, where 600 tons of coal were stored. The alarm was immediately given, but it was some time before the exact position of the blaze was ascertained.

In the meantime the passengers had learned of the fire, and for awhile there was consternation. The steamer was twenty miles from a suitable berth, and as the terrible possibilities of the situation dawned upon the fortune seekers the excitement was intense.

The officers of the Oregon alone were cool and went among the frightened passengers, assuring them that the fire would be extinguished without damage to life or property. The excitement then subsided, and the crew was better enabled to work at the bunkers.

The fire was at the bottom of the coal, and it was necessary to put back to port. The steamer arrived at her dock at 5 p.

WHAT STEAMER IS THIS?

Report of Disaster Off Seyward City South of Skagway.

THOUGHT TO BE THE CLARA NEVADA.

Residents of Berners Bay Said to Have Seen a Burning Vessel and to Have Heard a Fearful Explosion—Overdue Seattle Ship Carried Forty Passengers—Rough Sea and Bitter Cold Weather Make Escape Improbable—Capt. C. H. Lewis, Master; Capt. Edward Kelly, Pilot; First Officer Smith, Steward O'Donnel, Freight Clerk George Rogers, Purser George Foster Beck, Chief Engineer David Reed, and Others Known to Have Been on the Clara Nevada—The Islander Brings the News to Union, B. C.—Local Agents Do Not Give Up the Ship.

Special Dispatch to the Post-Intelligencer. NANAIMO, B. C., Feb. 14.—It was reported here from Union at 5:30 o'clock this afternoon by the Canadian Pacific Navigation steamer Islander that the fine steel steamer Clara Nevada, which sailed for Skagway from Seattle two weeks ago, was lost with all passengers aboard.

The details of information received is as follows: The Clara Nevada left Skagway for Juneau on her home trip, and when off Seyward City, in Berner bay, about thirty miles south of Skagway, she was seen by the residents of Seyward City all ablaze and was one mass of flames.

While the long wharf at Berner bay was crowded with spectators of the scene, a loud report was heard which resembled the explosion of boilers, and nothing more was seen of the ill-fated steamer.

The following day the beach was strewn with wreckage which resembled that of the Clara Nevada.

It is feared that the unfortunate forty passengers and the entire crew are lost, as no trace could be found of them along the beach of Berner bay.

The sea was rough and a furious gale blowing. It is thought she was trying to make Berner bay for shelter.

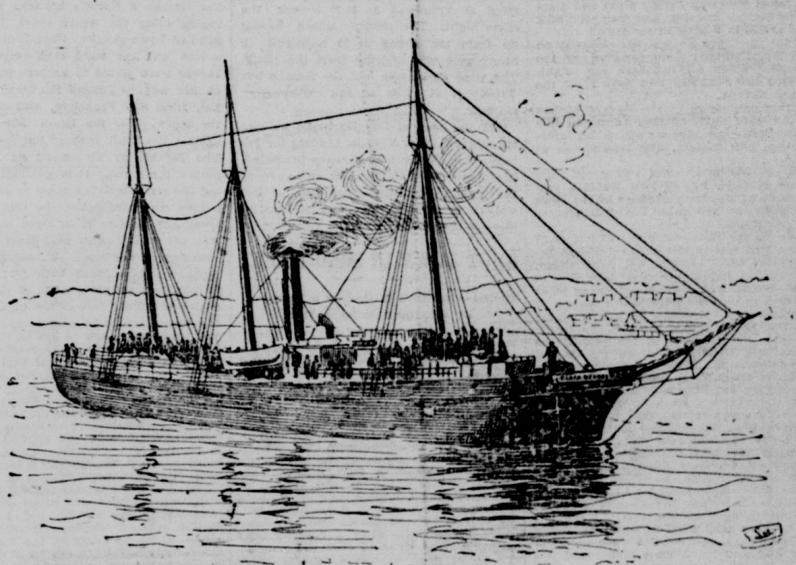
This was the first trip of the Clara Nevada, and she was due to leave Seattle last Saturday on her second trip, with all berths sold.

The steamer Ripter has left for the scene, but no report from her is obtainable. The Islander reports terrible weather at Skagway and along the coast.

Report of Disaster Reaches Victoria. VICTORIA, B. C., Feb. 14.—Steamer Clara Nevada, of Seattle, formerly the Hassler, of the United States coast survey service, is reported to have burned in Lynn canal, and there are grave fears for the forty men who were aboard.

The Nevada is said to have left Skagway for Juneau on February 5, and when the Islander, which arrived at Comox this morning, reached Juneau, the Nevada had not arrived there.

The day that she should have reached Juneau fire was seen on the waters of the canal, and the opinion is general that the flames were from the burning steamer.



THE OVERDUE STEAMER CLARA NEVADA, SAID TO BE LOST.

m. and the work of unloading the coal commenced.

The fire was caused by spontaneous combustion. The damage is very slight and the Oregon will sail again tomorrow morning.

CHOSEN FOR NORTH YAKIMA.

Miles Cannon Nominated for Receiver of Public Money.

WASHINGTON, Feb. 14.—The president today nominated Miles Cannon, of Washington, to be receiver of public moneys at North Yakima.

The senate today confirmed these nominations:

George M. Bowers, of West Virginia, to be fish commissioner.

T. J. Lynde, to be United States marshal, district of Montana.

Herman J. Nickerson, of Lander, Wyo., to be Indian agent at Shoshone agency, in Wyoming.

Commodore F. M. Bunce, to be a rear admiral.

May Vote at School Elections.

SALEM, Or., Feb. 14.—The supreme court today handed down a decision which grants to women the right of franchise in all elections for school purposes.

Dropped Dead in the Street.

BERLIN, Feb. 14.—Prof. John Fulkman, of Chicago, who was visiting here, dropped dead in the streets. He was 88 years of age.

In case the vessel burned, it is doubtful whether passengers and crew reached land, or whether they perished. It is feared that they met with death, as there have been terrible wind and snow storms in the north, and small boats could hardly live.

The reports received from Union of the loss of life by the burning of the steamer are conflicting. One report states that there were forty passengers besides the crew; another states that this number includes the crew. If it does not include the crew, the loss of life will be seventy, if not eighty.

Capt. Lewis was in command of the steamer San Vincente when she was burned off Pigeon point, some years ago.

The steamer Queen, now due from the north, is expected to bring details of the disaster.

THE CLARA NEVADA WAS RIGIDLY INSPECTED.

Before Sailing for Alaska She Was Pronounced All Right by the United States Inspectors.

The reported destruction of the steel steamer Clara Nevada by fire in Lynn canal caused a wave of excitement in this city yesterday. At first came rumors which seemed founded on vagueness, and doubts of the authenticity of the report were freely spoken. A list of the officers, as full as could be obtained yesterday, is as follows:

Capt. C. H. Lewis, master.

Purser George Foster Beck.

Capt. Edward Kelly, pilot.

Engineer David Reed.

First Officer Smith.

Second Officer Gibson.

Steward O'Donnel.

Freight Clerk George Rogers.

Six sailors, three cooks, five cabin boys.

There is a possibility that Freight Clerk George Rogers is safe, as he was instructed to remain at Skagway to act as agent for the company operating the vessel. He used to be with the Ilwaco Transportation Company, on the Columbia river.

Capt. C. H. Lewis, of the steamer Clara Nevada, has been in the employ of the