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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, Cudaby, Hamilton, Healy, Power, Barr and Klondike for Circle City, Munook Creek, Fort Cudaby 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 Cudaby, 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. 918 First Avenue, Seattle, Wash. DIRECTORS: John J. Healy, Klondike Gold Fields, Chicago, Ill.; Dawson, Klondike Gold Fields, Chicago, Ill.; Ft. Cudaby, N. W. T., Chicago, Ill.; Charles A. Weare, Chicago, Ill.; Michael Cudaby, Chicago, Ill.; John Cudaby, Chicago, Ill.; Ernest A. Hamel, Chicago, Ill.; Fortuna B. Weare, Chicago, Ill.

SEATTLE CLIPPER LINE. E. E. CAINE, Manager. 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.

"WE ARE THE PEOPLE" FOR KLONDIKE HARDWARE. Come and See Us. We Have New Goods That Will Interest You. Seattle Hardware Co., HARDWARE ONLY. First Avenue and Marion Street.

The Largest and Finest Stock of WATCHES, DIAMONDS, JEWELRY, SILVERWARE, CLOCKS, RICH CUT GLASS, ETC., to be Found at Albert Hansen's Jewelry Store, 706 FIRST AVENUE. Skilled workmen for fine watch repairing. The most complete jewelry manufacturing department in the Northwest. GOLD DUST BOUGHT FOR CASH IN ANY QUANTITY.

PAINTS, Oils, Varnishes and Brushes. F. W. Devos & Co's Celebrated Mixed Paints, Window Glass, Mirror Plates, Glazed Sashes and Doors, Building Paper, etc. NELLE & ENGELBRECHT.

FRISCH BROS. Jewelers and Watchmakers. Largest Stock of Watches, Diamonds, Jewelry, Etc. 720 First Av., Seattle.

WASHINGTON RICE MILL. Rice mill capacity 1 tons daily; large line all kinds of rice always on hand. Broken rice for breweries; the best of animal food. S. R. WAGONER, D. D. S., Post Graduate. Wash Mounted on Rubber, Rubber Aluminum Lined, Celluloid, Aluminum, Gold and Continuous Gum Work. SPECIAL ATTENTION GIVEN TO IRREGULAR LINES OF THE NORTH AND NORTH. Parovian Crows and Jays. BEST RUBBER. 1882; 1883; 1884. 25-K GOLD CROWNS, 1884. OFFICE—15, 16, 17 HALLER BLOCK. Tel. Main 48.

M. LEVY & CO., NO. 111 FIRST AVE. SOUTH. Terry-Denny Building. Importers and Jobbers of Telephone Main 57. Cigars and Tobacco, Smokers' Articles, Etc. That does settle it, the Miners' Union has pronounced F. B. Co's English Breakfast Bacon the best for Alaska. FRYE-BRUHN CO.

"PLUNGER" LETTER CORNERS WHEAT.

Proving Himself a Remarkable Factor in Market.

BIG BATTLE BEING WAGED.

Armour Again in Conflict With the Young Napoleon.

Vague Rumors That Big Forces Were at Work Reveal Themselves in Facts—Armour Sends Out His Agents to Purchase All the Cash Wheat in Sight—Despite His Denials It is Asserted That He is a Heavy Borrower to Deliver to Letter on December Contracts—A Check for \$3,000,000 Deposited.

CHICAGO, Feb. 16.—The Post today says: Joseph Letter has securely cornered the May wheat market, plays fast and loose with what he fears is a tremendous short interest and is showing himself to be by all odds the most remarkable factor ever encountered in the local market. Once more the battle between Armour and Letter is being witnessed. Vague rumors from the Northwest, showing that some big forces were at work there, revealed themselves today in the shape of facts. Armour sent his brokers to the Northwest section some days ago to buy all the cash wheat in sight. It is held that Armour wants to return an equivalent for the wheat, which, despite his denials, it is asserted he borrowed from Peavy, to deliver to Letter on December contracts.

No sooner did Letter hear of this flank movement than he began to plan a coup. Today instructions were forwarded to all of Letter's brokers in the Northwest to follow up Armour's agents and bids 2, 3 and 4 cents higher than Armour on all wheat offered to the latter. Although Armour denies the report of borrowing from Peavy, a leading broker is authority for the statement that Armour placed a check for \$3,000,000 in the Northwestern National bank, payable to the order of Peavy, to insure the return of a vast quantity of wheat which Armour secured from Peavy to cover his December short line. To what extent Armour has obtained cash wheat to annul these obligations is a matter of conjecture. But one fact is certain, and that is Armour had to pay a premium and had to wrestle hard with Letter's agents to secure cash wheat in the Northwest.

There was a wild market on the curb after the regular close, apparently owing to the Cuban situation. May wheat, which closed at \$1.07, sold as high as \$1.06 closing at \$1.05. July was bid up to 91 cents. The curb price made the advance for the day 5 to 7 cents per bushel. Put and calls were traded in at 11 cents spread on the May option.

P. D. Armour said tonight: "Letter can put May wheat to \$1.50 if he wants. He has only to keep still and do nothing; the shorts will do the rest. There will be good prices for wheat for another year at any rate. These matters go in long runs, years of plenty and then of scarcity. This wheat will go out at \$1.25. The turn has not been alone in wheat; it has been in everything. We took shipping room for 100,000 bushels of wheat for export today. We bought wheat at Minneapolis and are buying every bushel we can. We are not hedging a bushel of it. We are not afraid to move wheat abroad without hedging it, and to wait for the consumption market to follow. We expect to see them pass us."

RECOGNIZED THE PICTURE.

Victoria People Sent Harry Pritchard to Alaska—Identified Through Post-Intelligencer. Special Dispatch to the Post-Intelligencer. VICTORIA, B. C., Feb. 16.—In the provincial legislature this afternoon G. R. Pooley, president of the council, presented a statement of Cotton, a member for Vancouver, that Pooley and Premier Turner were decoy ducks for a British Klondike company, and challenged Cotton to repeat the statement outside of the house, at the same time going out of the house and waiting at the door. Cotton declined to follow, and those who were looking for a fight were disappointed.

Legislator Dons War Paint. VICTORIA, B. C., Feb. 16.—In the provincial legislature this afternoon G. R. Pooley, president of the council, presented a statement of Cotton, a member for Vancouver, that Pooley and Premier Turner were decoy ducks for a British Klondike company, and challenged Cotton to repeat the statement outside of the house, at the same time going out of the house and waiting at the door. Cotton declined to follow, and those who were looking for a fight were disappointed. Fire at Olympia. Special Dispatch to the Post-Intelligencer. OLYMPIA, Feb. 16.—The Turner cottage, on Eleventh and Franklin streets in this city was destroyed by fire last night. It belonged to Bush Baker, and, with its contents, was insured for \$1,000.

CAPT. SIGSBEE SUSPECTS SPANISH TREACHERY.

Thinks the Battleship Maine Was Destroyed by a Torpedo.

NO OTHER EXPLANATION.

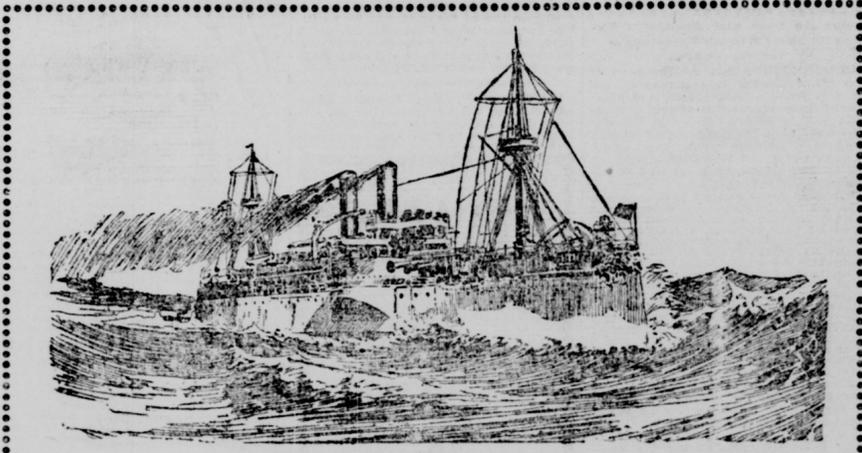
Positive Opinion Withheld Until the Government Can Investigate Fully.

Public Men Generally Fear That the Disaster Was Not an Accident—Senators and Representatives Sobered by the Serious Outlook—Congress Takes No Action, Beyond Passing a Resolution of Condolence—Secretary Long Awaits a Report From Experts—President McKinley Grieved at the Sacrifice of Lives—The Spaniard Everywhere Under Suspicion of Foul Play—Complete List of the Men Aboard the Battleship.

KEY WEST, Feb. 16.—The correspondent of the Associated Press has been assured in a reliable quarter that Capt. Sigsbee is under the impression that the warship Maine was blown up by a floating torpedo, and that he has communicated his impressions to Washington, asking at the same time that the navy department send naval engineers and mechanics to investigate the explosion.

WASHINGTON, Feb. 16.—The foregoing dispatch was shown to Lieut. Whittlesey, of the navy department, who had been deputed by Secretary Long to receive all dispatches on the subject of the disaster. He said: "We have had absolutely nothing from Havana or Key West since the last dispatch of Sigsbee, announcing the departure of the Olivette. I do not think the torpedo theory tenable, and I do not believe Capt. Sigsbee expressed such an opinion."

Victims of Spanish Treachery. JACKSONVILLE, Feb. 16.—A special to the Times-Union and Citizen from Key West says:



Battleship Maine.

The steamship Olivette arrived here tonight with a large number of the wounded and many other survivors of the Maine disaster. The officers were, as a rule, reticent and followed in line with their chief, Sigsbee, in saying that the cause of the explosion could only be ascertained by divers, but many of the sailors were outspoken in their declaration of the belief that the explosion was a deep-laid plot of the Spaniards. They are greatly incensed against the Havana people who have shown them small courtesy, who look upon their presence as a national affront and who have published anonymous circulars captioned "Down with Americans." They believe that the authors of such expressed cowardly hatred would hesitate at no terrible vengeance such as the blowing up of the Maine. Those sailors acquainted with the drills, discipline and ensemble of a man-of-war pool-pool the idea of an internal explosion.

WASHINGTON, Feb. 16.—The greatest interest prevails among senators and representatives as to the extent of the Maine disaster. The immense gravity of the situation, in case later advices show that the disaster was not purely accidental is admitted by all public men. Conservative public men, in the face of the appalling catastrophe, the meager information at hand, and the possible cause therefor, decline to express any opinion at this time. Senators and members of the house as a rule, express the opinion for publication

that the catastrophe was the result of accident and not of design, but there were some opinions, generally expressed under the breath, with the admonition not to publish, to the effect that the affair looked very mysterious.

As a rule Senators express the opinion that the department would and should make thorough investigation, and add that for the present it would be unnecessary for congress to take the matter up. Chairman Hitt, of the foreign affairs committee; Chairman Dingley, of the ways and means, and members of the naval committee of the house all say they prefer to await further information before expressing themselves. Mr. Hitt said it would be well for the public to follow the cue given by Capt. Sigsbee, and suspend judgment until the cause of the disaster was ascertained.

Senator Hale, chairman of the committee on naval affairs, said that he had just come from an interview with the secretary of the navy, and that he felt confident that the navy department would institute a thorough investigation into the disaster. Senator Warren, of Wyoming, said: "If it should develop that the Spanish had anything to do with it, both the United States navy and army ought to be summoned to take the matter up in earnest." Senator Carter expressed the opinion that no amount of investigation would clear up the mystery. The explosion would leave no trace of what took place before and the burning of the ship afterward would obliterate all possibility of learning much of what took place.

After a day of intense excitement at the navy department and elsewhere growing out of the destruction of the battleship Maine in Havana harbor last night, the situation tonight, after the exchange of a number of cables between Washington and Havana, can be summed up in the words of Secretary Long. When asked as he was about to depart for the day, would he have reason to suspect that the disaster was the work of an enemy, replied:

"I do not. In that I am influenced by the fact that Capt. Sigsbee has not yet reported to the navy department on the cause. He is evidently waiting to write a full report. So long as he does not express himself I certainly cannot. I should think from the indications, however, that there was an accident—that the magazine exploded. How that came about I don't know. For the present at least no other warship will be sent to Havana."

The appalling nature of the disaster and the gravity of the situation that would arise should investigation give a basis for the undercurrent of suspicion of treachery and foul play that ran through all minds, had a sobering effect on public men of all shades of political opinion. The

America Bows Down in Sorrow for the Many Victims.

CREW NEARLY ALL GONE.

Officers Jenkins and Merritt Are Both Numbered Among the Dead.

Hospital at Havana Crowded With Mangled Sailors, Who Bear Their Tortures in Silence—Among the Killed Are Brave Fellows Who Flooded the Gunboats to Prevent a More Frightful Explosion—When Ordered Below, They Went Unflinchingly to their Doom—Bodies Still Floating Ashore—President Orders All Flags to Be Half-Masted Until Further Notice—Capt. Sigsbee Has Hope of Raising the Wrecked Vessel.

majority is that the question will easily be settled by a simple observation of the condition of the ship's hull plates in the neighborhood of the hole which sank her, whether or not they are bulged out, as would be the case if the explosion came from the inside, or whether they were driven in, as would result from an attack of a torpedo or the explosion of a mine beneath the ship.

The majority of the naval officers are inclined to the belief that the explosion resulted from spontaneous combustion of a coal bunker, the overheating of the iron partitions between the boilers and the magazine, or from the explosion of a boiler, though the last theory finds little support.

The list of survivors that came to the navy department this afternoon in answer to the telegrams was inaccurate, and made out the loss eight more than the summary originally given by Capt. Sigsbee in an earlier telegram, so Secretary Long telegraphed for another corrected list, and also one that should show

THE CLARA NEVADA CONSUMED BY FIRE.

All on Board Find Graves at Bottom of the Sea.

SOME NAMES OF MEN LOST

Steamship Queen Brings News That Confirms Worst Fears.

While South-bound From Dyea and Heading for Juneau Fire Consumes the Steamer—Officers and Crew Numbered Forty—Passenger List Not Known, but Supposed to Be Small—No List of Those Employed on Vessel Was Retained in the Company Office, So it is Impossible to Tell Who Were Sacrificed.

Special Dispatch to the Post-Intelligencer. NANAIMO, B. C., Feb. 16.—The steamship Queen arrived here early this afternoon from Dyea. She brings the first authentic news of the burning of the steamer Clara Nevada, which confirms the first reports that indicated the total loss of the vessel and all on board. There can no longer be any doubt as to the fate of the Clara Nevada. She was headed toward Juneau, on her return trip from farther north, when she went up in a mass of flames. Her crew of officers and men, numbering forty, together with a few passengers, have undoubtedly found a watery grave. As the passengers were taken on at Dyea and Skagway, it is impossible as yet to ascertain their names.

WELL KNOWN MEN ON THE LOST VESSEL.

Capt. Lewis, Foster Beck and Others Surely Find Watery Graves—Some Hope for Rogers. The crew list of the Clara Nevada includes forty men, and that number at least is known to have been aboard the boat when she started on her return voyage from Skagway. As before stated, it is possible the freight clerk, George Rogers, may have remained in Skagway and it is also learned that several of the crew intended to desert in Alaska. A full list of those employed on the vessel was kept by Purser G. F. Beck, and it has been found impossible to get all of the names in this city. No list was kept in the company's local office and since the Nevada cleared coastwise no record of her crew was filed in the local customs house. As far as could be ascertained, the Clara Nevada carried the following officers and men:

- Capt. C. H. Lewis, of Portland. Pilot Edward Kelly, of Portland. First Officer Smith, of Portland. Second Officer Harry Bowen, of San Francisco. Purser George Foster Beck, of Portland. Freight Clerk George Rogers, of Portland. Four quartermasters. Two sailors. Chief Engineer David Reed, of San Francisco. First Assistant Engineer Tom Williams, of San Francisco, formerly of the steamer Farallon. Second Assistant Engineer Moser, of Seattle. Three firemen. Three coal passers. Carpenter W. A. Jacobs. Carpenter's Assistant Latty Boyce, of St. Louis. One night watchman. Steward O'Donald. Steward's Assistant, Frank Emery. Steerage steward. Mess Boy Frank Bowman, of Connecticut.

Pantryman Ernest Dohm, of Seattle, known as "Doughnuts." Cabin Boys Perkins and Butler. Butler is also known as Tascott. Four other cabin boys. Two kitchen helpers. Three Chinese cooks. The passengers who had purchased tickets for the next voyage north of the Clara Nevada and those who had reserved freight space yesterday received back their money. The company gave ticket holders their choice of getting back their money or being transferred to some other steamer. Altogether there was refunded \$3,000 passage money and \$2,000 deposits on freight. The McGuire have chartered the bark Oakland, and she will be brought here from Portland to load freight for Dyea and Skagway.

LEWIS IS TURNED DOWN.

Canadian Government Refuses to Authorize Issuance of Miners' Certificates at Tagish. Special Dispatch to the Post-Intelligencer. OTTAWA, Feb. 16.—The protests of the boards of trade of Victoria and Vancouver, backed up by the strong representations of British Columbia members of parliament, has led the Dominion government to decide not to make any addition to the list of places at which free miners' certificates may be obtained. Congressman Lewis was therefore informed today that his request for certificates to be issued at Tagish could not be granted.

Continued on Page 2.