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SAPOLIO That does settle it, the Miner's Union has pronounced F. B. Co.'s English Breakfast Bacon the best for Alaska. FRYE-BRUHN CO.

NONE TO TELL THE STORY.

Wholesale Humanity Dies With Wreck of the Nevada.

HOW MANY ARE GONE, A MYSTERY.

On the Night of February 5, Six Hours After Leaving Skagway, and With Wind Blowing Fifty Miles an Hour and Waves Dashing High, the Steamer Caught Fire and Exploded--All on Board Must Have Met a Death Terrible to Imagine--Lone Reward of Searchers Was the Finding of the Footprints of a Dog, Which Is Believed to Be the Only Living Thing to Escape From the Boat--Some Who Are Known to Have Met Death.

- Those known to have lost their lives on the Clara Nevada are shown in the list herewith. Besides these are the unknown passengers numbering from fifteen to twenty-five, the exact number being impossible to obtain at present. Al Noyes, of Juneau. Frank Whitney, of Cripple Creek. Hill, of Seattle. Harry Hunt, of Montana. A. Henke, of Portland. C. C. Lewis, of Portland, captain. Edward Kelly, of Port Townsend, pilot. Smith, of Seattle, first officer. Harry Bowen, of San Francisco, second officer. George Foster Beck, of Portland, purser. George Rogers, of Ilwaco, freight clerk. Four quartermasters. Two sailors. David Reed, of San Francisco, chief engineer. Tom Williams, of San Francisco, first assistant engineer, formerly of the steamer Farallon. Moser, of Seattle, second assistant engineer. Three firemen. Three coal passers. W. A. Jacobs, of Portland, carpenter. Latty Boyce, of St. Louis, carpenter's assistant. One night watchman. O'Donald, steward. Frank Emery, steward's assistant. Steering steward. Frank Bowman, of Connecticut, mess boy. Ernest Dohm, of Seattle, known as "Doughnuts," pantryman. Four other cabin boys. Two kitchen helpers. Three Chinese cooks. George Wroe, Seattle.

The last hope for the safety of the steamer Clara Nevada, with its precious cargo of humanity, has vanished. Almost without doubt the officers, crew and passengers, numbering perhaps sixty souls, have perished, either killed by the explosion which wrecked the boat, burned to death while fighting the flames, drowned in the icy waters of the far northern channel, or frozen and starved on the inhospitable shore. The elements conspired to destroy every witness of that horrible catastrophe and to leave not one single soul to tell the story of the most fearful marine calamity of the North Pacific coast. The blackened hull of the vessel has been found, burned to the water's edge, but not a trace of the hapless men and women who embarked on the fateful journey. It may be that the secret of the loss of the ship will never be known. Search is being made for survivors, but with no thought that any will be found. Fire and tempest have long since swallowed up the last spark of life which existed on the Clara Nevada. Wives and mothers, brothers and fathers of the known victims are in despair over the horrible calamity, which they have been hoping for three days would be denied. Hundreds of friends of the dead men are mourning their untimely and shocking deaths. Thousands of people are wondering if loved ones whom they knew to be in Skagway could have been on the lost steamer. There is scarcely a chance even that a list of the passengers exists, so that weeks, perhaps months, may pass before the full extent of the disaster will be known. The steamer Queen, which arrived early yesterday morning, and the Humboldt, reaching Seattle a few hours later, brought confirmation of the first story of the loss of the Nevada. The little steamer Rustler, sent out from Juneau to learn the fate of

FRANCES E. WILLARD DEAD.

The Organizer and Creator of the W. C. T. U. Passes Away.

DEATH WAS DUE TO ANEMIA.

A Life Work of Philanthropy and Reform, Which Has Achieved Wonderful Results in the Building Up of the Greatest Organization Ever Founded and Controlled by Women--A Life Well Spent.

NEW YORK, Feb. 18.—Miss Frances E. Willard, president of the Woman's Christian Temperance Union, died shortly after midnight this morning, at the Hotel Empire, in this city. At the bedside of Miss Willard at the time of her death were her niece, Mrs. W. W. Baldwin; Mrs. L. M. Stevens, vice president of the W. C. T. U.; Miss Anna M. Gordon, Miss Willard's secretary, and Dr. Alfred K. Hill. Miss Willard had been ill for about three weeks. Dr. Hill made the following statement tonight:

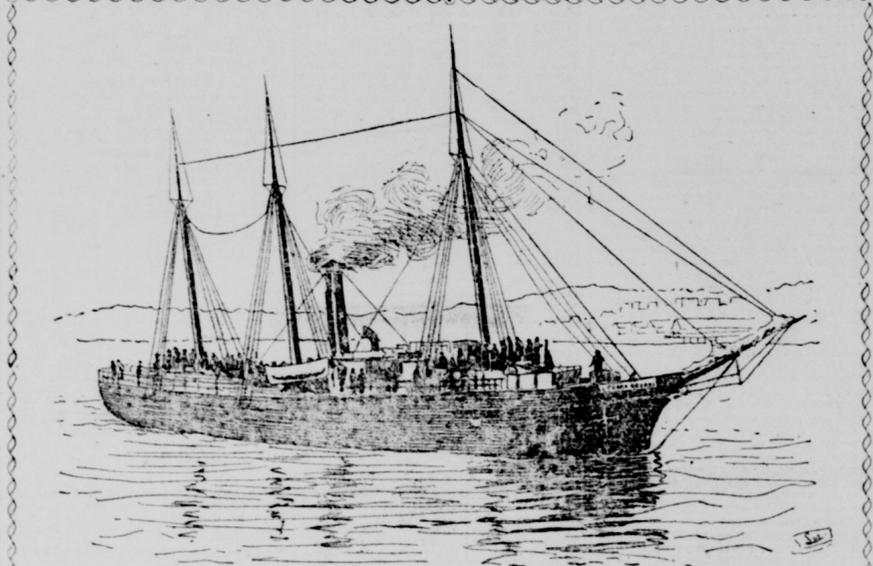
"Miss Willard had suffered for some years from profound anemia and on several occasions had been given up to die. Last summer she seemed to take on a new lease of life, and gained in weight and strength, so that she went through her convention work at Toronto and Buffalo, which was most arduous, and came out much better than was expected, but on her arrival five weeks ago, she was much prostrated and readily took the grippe, which attacked the stomach, liver, intestines and later the nervous system. The disease progressed favorably and in many respects she had considerably improved when the fatal issue came and overwhelmed the nerve centers. There was no capercous degradation of any organ as has been stated."

There will be funeral services in New York city and later in Evanston, Ill., Miss Willard's home, where the body will be taken.

Frances Elizabeth Willard, author and reformer, was born in Churchville, near Rochester, N. Y., September 23, 1839, and was in the ninth generation from original Puritan stock. Her father and mother removed to Wisconsin in 1848, where the former engaged in farming and the latter taught school. In 1857 Miss Willard went to Milwaukee College for Women, and in 1859 was graduated from what is now the woman's college of Northwestern university at Evanston, Ill., a suburb of Chicago, which town has been her home ever since. She began teaching in 1861 and rose to be dean of the college and professor of aesthetics in her alma mater in 1870-74.

She traveled and studied languages and history of the fine arts in Europe and the East from 1878 to 1879. From 1886 down to the present time she has been engaged in literary work, publishing many books, mainly bearing upon the reforms in which she was interested.

She early became the leader of the new movement of the modern temperance reform growing out of the woman's crusade of 1874, and for sixteen years she traveled almost constantly in its interest, visiting every important town in the United States. The World's Woman's Christian Temperance Union was projected by her, and she is its president. The 10,000 local societies of the W. C. T. U., with all its scores of helpful enactments and enterprises, illustrate applied Christianity as hardly any single object lesson in this country has yet done.



STEAMER CLARA NEVADA.

NEW CUSTOMS REGULATIONS. Vessels Clearing for Puget Sound Ports Must Have Three Manifests. SAN FRANCISCO, Feb. 12.—The secretary of the treasury has ruled that vessels clearing coastwise for Puget sound ports and Port Townsend direct must have three manifests, instead of two, as heretofore. One of these manifests must be filed at the port of clearance, and two must be taken by the master. These two manifests must be presented to the deputy collector in charge at the sub-port of destination, and one of them will be forwarded by him to Port Townsend to be there placed on file.

R. C. Smelter, of Spokane, one of the passengers down on the Queen, was on the wharf at the time the Nevada sailed from Skagway on her fatal voyage. He says he thinks there were from twenty-five to thirty passengers on board, five or six of whom were women. Some were bound for Juneau. He did not know who any of the passengers were. If Mr. Smelter's estimate is correct, the total number of victims, counting officers and crew, is from sixty-five to seventy. Al Noyes, the Juneau merchant and well-known packer of Dyea and Skagway, is numbered among the fatalities. Frank Whitney, of Cripple Creek, took passage on the

SPAIN UNDER THE CLOUD.

Treachery Still Suspected in the Sinking of the Maine.

SICARD WILL CONDUCT AN INQUIRY.

Many Experts Refuse to Believe the Disaster Due to Accident—Capt. Sigsbee Yet Declines to Express an Opinion—Report That Evidences of a Torpedo Explosion Have Been Found—Naval Board Will Not Be Able to Submit Findings for Several Days—The Battleship to Be Raised—Full List of the Dead, Wounded and Injured—Funeral of Victims in Havana--Spain Apologizes for De Lome--Clara Barton Ministers to the Wounded.

WASHINGTON, Feb. 17.—The government has settled back into a waiting attitude in respect to the terrible marine disaster in Havana harbor. The great shock caused by the news has given way to a calmer and more judicial state of mind, and a realization from the events of the day that a court of inquiry is the sole dependence in the search for the cause of the Maine's disaster. Naval officials are now resigned to await the results of that inquiry by a court opened today by the navy department.

There was little news to add to the sum of information as to the disaster during the forenoon. No telegrams came, and all that could be gleaned was a denial of some absurd story or other that had crept into print or become current gossip.

All the news of the day came in the late afternoon, in the shape of Capt. Sigsbee's report of the authorization of the funeral of his dead sailors, and Gen. Lee's graphic story of the terrible struggle for life in the dark hull of the Maine.

The officials at the navy department devoted the day to the effort of correcting the list of living and dead; to answering frantic telegraphic appeals from relatives of men on the battleship, and last, but not least, in meeting with unwavering courtesy and patience the exacting demands upon their time of the press reporters.

Capt. Dickens, acting chief of the navigation bureau, has arranged for the disposition of the survivors as well as could be from this distance. The wounded sailors in the Havana hospitals, on the Spanish flagship and elsewhere, not in condition to be brought back to Key West, will be carefully looked after by Miss Clara Barton, who has been given carte blanche to buy any and everything necessary, food, delicacies, and hire, if necessary, nurses and physicians. The wounded able to get across to Key West will be taken care of in the marine hospital there. The sound survivors will be given quarters in the army barracks there.

As for the Maine herself, notwithstanding discouraging reports from Lieut. Hood as to her condition, the navy department will make an effort to raise her. While this is required by every creditable sentiment, they say they are bound to remove the hull from the small harbor in any case, and it may be as easy or easier to raise her as it would be to destroy the hull and machinery by the use of divers and dynamite. It is believed this work can be done by private wrecking corporations, and negotiations are already afoot for placing the contract, based on work by the day, at an estimated cost of \$200,000.

At the navy department specific denial was given of a report emanating from Madrid, that a torpedo flotilla was about to leave Key West for Cuba. It was stated that only two torpedo boats, the Cushing and the Ericsson, are at Key West, and these have not been ordered and will not be ordered, according to the present plans, to Cuba. It was strongly asserted that no present purpose existed of sending another warship there.

Senor Du Bose, the Spanish charge d'affaires, had received no instructions up to 6 p. m. as to going to New York and stopping the Spanish ship Vizcaya from entering the port, and reports to that effect were discredited.

The air of suppressed excitement which characterized the movement of the employees and visitors at the White House yesterday was not noticeable today. There were comparatively few visitors during the morning hours, and for a considerable time in the middle of the day the White House bore an almost deserted appearance. Only a limited number of members of congress called during the morning, and the interviews were brief. Postmaster-General Gary was the only member of the cabinet who called, and his business related entirely to departmental matters.

Assistant Secretary Day saw the president for a few minutes, but he had nothing of importance to communicate until after 4 o'clock, when he carried to the White House official information of the closing of the De Lome letter incident.

So far as could be learned, the only information as to the situation in Havana that reached the president direct came through the Associated Press.

On the streets there was noticeably less excitement than yesterday, when the people were loth to believe that the loss of the Maine could be traced to other than Spanish sources.

All the flags throughout the city, including those on the capitol and the department buildings, are flying at half-mast today, and among the others is conspicuous that of "Cuba Libre," which flies from the staff on the Hotel Raleigh, the headquarters of the Cuban junta.

The evening in Washington was absolutely devoid of interest, so far as official calls was concerned. At the White House there was not a single visitor, aside from the correspondents in search of news which did not arrive.

The navy department received but one dispatch, a message from Sigsbee announcing the funeral of the victims in Havana, and everywhere there was evidence of the relaxation following the preceding forty-eight hours of intense excitement and suspense. It was said at the navy department that no news was expected before Saturday, when some results might begin to appear as a result of the court of inquiry at Havana, and meanwhile the officials seemed well content to wait and get a modicum of sleep, which has been a luxury for many of them since the first bulletin announcing the disaster Tuesday night.

THE EXPLOSION WAS NOT IN THE MAGAZINE.

Eminent Experts Give Reasons Why Such Could Not Have Been the Case--May Be Due to Torpedo.

NEW YORK, Feb. 17.—A dispatch to the Herald from Havana says: The officers of the Maine fall utterly to account for the disaster on the theory of an internal explosion, but they also agree that no torpedo could have caused the damage that this explosion wrought. The captain choked down his emotion when asked of the disaster. "There is very little I can tell you," he said. "I was in the cabin at the time, I had just finished a letter to my family when that enormous crash came. The ship lurched heavily to port, and I knew in an instant what it all meant—that my ship had blown up. All the cabin lights were put out, and as I groped my way out of the apartment I met my orderly running toward me. Reaching the deck, I gave orders to post sentries, keep silence and flood the magazines. The magazines were already flooding themselves. I saw then that the disaster was complete; in fact, I noticed a few of our men struggling in the water."

"Only three boats were left of the number we carried. These were the gig, barge and second whaleboat. They were lowered as quickly as we could get them in the water. There was a big hole knocked in the side of the barge, and it is a wonder that it did not sink with the few who had climbed into it."

"What do you think caused the explosion?" "You will have to excuse me from answering this," he replied. "In such cases it is best not to think; it is best to know. That requires investigation and time."

It is argued that a small torpedo might have struck the side of the Maine and, exploding, set off one of the magazines, some of which are located forward. Still again, it is hinted that this was a Cuban mine that failed in its mission to destroy the Spanish cruiser.

A dispatch to the Journal from Washington, dated 12:50 a. m., says: Capt. Sigsbee has telegraphed the navy department, using the English cipher, that in his opinion the destruction of the Maine was the act of an enemy. This dispatch has been suppressed by the department, but it is known to have been received. He requested an