

Our City Trade

Is increasing day by day. Must be some very good reasons for it. Possibly our tempting prices and prompt service have a good deal to do with it. Watch this space—you will make money by it.

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.

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, Michael Cudahy, Chicago, Ill.
Dawson, Klondike Gold Fields, John Cudahy, Chicago, Ill.
E. E. Weare, Ft. Cudahy, N. W. T., Ernest A. Hamill, Chicago, Ill.
Charles A. Weare, Chicago, Ill., Portus B. Weare, Chicago, Ill.

SEATTLE CLIPPER LINE

FOR SKAGWAY AND DYEA. E. E. CAINE, Manager. Columbia, Feb. 25; Mercury, March 5; Camden, March 10.

Space for live stock and all classes of freight. Arlington Dock, foot of University street. Telephone, Pike 14. Secure reservations now for St. Michael and Dawson.

Seattle Hardware Co., AGENTS FOR THE SAVAGE RIFLE.

A White Man's Gun, with a Red Man's Name.

See Our Stock Before Buying Your Hardware.

First Avenue and Marion Street.

SEED

WE HAVE JUST RECEIVED A CAR LOAD OF CHOICE SEED FROM THE EAST. WE ALSO HAVE BANNER SEED OATS, SEED WHEAT, BARLEY, PEAS, ETC.

SEND FOR OUR PRICE LIST.

LILLY, BOGARDUS & CO., Inc., Seattle, Wash.

Hay, Grain, Flour, Feed, Cereals, Beans, Dried Fruit, Etc.

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

M. LEVY & CO., NO. 191 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 to be the best for Alaska.

FRYE-BRUNN CO.

MAINE BLOWN UP BY SUBMARINE MINE

No Ship's Powder Where Havoc Was Wrought.

MAGAZINE NOT EXPLODED

Sigsbee Perfecting Arrangements to Examine the Wreck.

Spanish Authorities Apply for Permission to Examine the Hull Jointly with the Americans—Excitement at Washington Abates, Pending the Report of the Court of Inquiry—Congressmen Favor Heavy Appropriations for New Naval Vessels—Provision to Be Made for the Families of Victims.

NEW YORK, Feb. 19.—A copyright cablegram to the Evening World from Sylvester Scovel, under today's date, from Havana, via Key West says:

"The consensus of opinion of those who have studied the wreck closely is now that the explosion was caused by a submarine mine. The forward magazine, it is now generally supposed, is intact; also the forward six-inch magazines.

"This leaves only a few saluting charges and a few small calibre shells in the pilot house which could have possibly exploded the ship.

"At the same time the fearful damage is too big for any but an extremely large torpedo. If it were a torpedo, the divers will find the torpedo fragments; but if it were a submarine mine, no trace will be found.

"All the American officers are internally boiling. There is not one of them, from Capt. Sigsbee down, who is not fairly convinced a submarine mine did it.

"The Spanish dailies are loudly clamoring 'accident,' 'accident,' when even now the fact is known that the whole middle deck, which was blown straight up, never had an ounce of ship's powder under it, and that was where the first flame was seen."

INQUIRY INTO THE CAUSE.

Capt. Sigsbee to Conduct the Examination of the Maine's Shattered Hull.

WASHINGTON, Feb. 19.—Secretary Long and Assistant Secretary Day, of the state department, had an interview with the president this morning, lasting nearly an hour. Mr. Day read a cablegram from Consul General Lee, at Havana, transmitting a request from the Spanish authorities in Cuba, that Spanish officials be permitted to join with our people in making an investigation into the cause of the disaster to the Maine.

The apparent difficulty of sending down divers to the Maine was relieved, if not entirely removed, by a statement today by Senor Du Bose, of the Spanish legation, that a complete and harmonious understanding between Capt. Sigsbee and the authorities at Havana had been reached on the matter of divers, and that the Spanish authorities viewed the Maine as a part of the sovereign territory of the United States, the same as a United States legation situated on foreign territory. The waters of Havana harbor are, of course, Spanish territory, and some confusion has been aroused by the idea that this jurisdiction over the waters attached also to the wreck in its present helpless condition at the bottom of the bay. Capt. Sigsbee will be recognized as the one to direct operations, and to send down government divers for such inspection as he sees proper to make.

Senor Du Bose feels assured, however, that Capt. Sigsbee will extend equal facilities to Spanish divers, so that the inspections may proceed together. The interesting feature of the day's news at the navy department was the decision of the government to allow concurrent investigations of the cause of the Maine disaster, for its own part making an independent inquiry through the naval court of inquiry already appointed. While permitting the Spanish authorities to make such investigation as they desire, this arrangement commended itself to naval men alike as fair to all, and at the same time as calculated to develop the exact facts in a manner that could not be questioned.

Secretary Long wired Admiral Sigsbee today, after his consultation with President McKinley, telling him briefly what answer had been returned to Gen. Lee's application in behalf of the Spanish government for permission to examine the Maine. He also instructed the admiral to press forward as rapidly as possible the work of survey of the Maine's hull, and to have the court of inquiry proceed to Havana as soon as possible. It is scarcely expected at the department that any information as to the cause of the explosion will be available until the court has begun the formal inquiry.

The divers now at work in the wreck are understood to be employed in securing dead boxes, and in the removal of the ship's papers and small articles of value, so that it is unlikely they would give any



MR. WAY—That's great, Calderhead; now let the morality campaign begin.

U. S. ARMY READY FOR INSTANT SERVICE

Orders Sent to Posts All Over America--Utmost Activity Is Observable--Troops Preparing to Move to the Coast.

CHICAGO, Feb. 19.—Since Friday morning Fort Sheridan, where the Fourth Infantry and the First cavalry are stationed, has been in a state of the utmost activity.

Soldiers have been polishing their weapons, arranging mess kits, grooming horses and preparing generally to march at a moment's notice.

Col. Robert H. Hall, in command of the forts, yesterday received a telegram, among the many measures delivered to him daily, which caused him to take action. He at once ordered that general preparations for a possible immediate summons be made.

Accordingly every man at the fort was set to work. Every man of the 700 soldiers at the fort busied himself, arranging his army belongings. Every man has been supplied with ammunition sufficient for 100 rounds of shot. This is in both the cavalry and infantry.

Orders were issued to the soldiers to turn defective weapons into the ordnance department, and new ones have been supplied.

Today final preparations in compliance with the orders were completed, and those stationed at the forts were in readiness to receive orders of any character.

Guarding San Francisco.

SAN FRANCISCO, Feb. 19.—The Call says:

It is definitely known that the department at Washington has wired Gen. Shafter to use the utmost vigilance in guarding the guns in this harbor. The telegram from Washington to Gen. Shafter is elaborate, and gives instructions in detail regarding the desired preparation.

Gen. Shafter, who was in Bakersfield when the message came, at once ordered the necessary precautions. In obedience to orders, the guards at Fort Point, Lime Point and at the mortar and dynamite batteries were doubled. Yesterday the regular force of patrol guards was largely increased.

The instructions by wire from Washington go further than directions for added vigilance in guarding the heavy ordnance. Orders came to have ammunition ready for immediate use.

A careful inspection of all the batteries has been ordered by Gen. Shafter. He gave his orders by wire from Bakersfield. Every gun is being minutely inspected. The stock of ammunition for the twelve and ten-inch rifles and the mortars is not very large, but is sufficient for any immediate requirement in event of hostilities between the United States and Spain.

The reserve supply for the batteries of this harbor is stored in Benicia arsenal. Troops Inspected in Marching Order.

FORT LEAVENWORTH, Kan., Feb. 19.—In accordance with orders received from Washington, the troops of the garrison here were inspected today in heavy marching order, and, it is stated, the regulations of war was read. The marching inspection is unusual for this time of year.

Preparing to Move.

JUNCTION CITY, Kan., Feb. 19.—The fact that the troops at Fort Riley were busy all day yesterday preparing their equipment and packing personal effects and that all furloughs to officers and men are refused, pending further orders, has given rise to the report that orders have been received to be in readiness to move on short orders.

Rushing on Coast Defenses.

BOSTON, Feb. 19.—The Evening Herald says: In compliance with telegraphic orders received at Fort Warren last evening a detail of one corporal and thirteen men has been sent to reinforce Lieut. Ketchum, in command of the mortar battery at Grover's cliff. It is explained that this movement has no particular significance, but is a part of the routine of the navy department determined upon long before this incident occurred.

"Rush orders" have been received at the fort directing the commander, Col. Woodruff, to send a detachment of one corporal and eight men to Fort Winthrop, where they will get eight-inch converted rifle guns to the dock in readiness for shipment. The guns are to go to Mobile, Ala., where carriages from New York have been sent to mount the rifles on. The big guns will go all the way by rail.

It was learned today that orders received some time ago from the department at Washington bearing on the equipment and efficiency of men are being carried out at the navy yard, and that every marine remaining there has been inspected, his equipment increased to that of active service, and extra drill is being held daily. The apprentices on the Wabash, as well as the regular seamen and recruits, are being given practice at the guns and with outlasses.

Inspection of Fort Stevens.

ASTORIA, Or., Feb. 19.—Gen. H. C. Merriam, commanding the Department of the Columbia, and Capt. W. L. Pike, United States engineers, today inspected the new fortifications at Fort Stevens at the mouth of the Columbia river. Orders have been issued to Gen. Merriam to move one com-

pany of the Sixteenth infantry from Fort Sherman, Idaho, to Fort Stevens, and it is probable that the troops will be at the entrance to the Columbia within a few days. It is understood that the movement of troops to Fort Stevens is in accordance with the announced policy of the war department to afford better protection to the new fortifications.

Hurrying Work on Torpedo Boats.

NORFOLK, Va., Feb. 19.—Orders have been received at the navy yard to keep the force working on the monitors Puritan and Terror and torpedo boats Foote and Winslow at work tonight and all day tomorrow. These vessels will be ready for duty by Wednesday. Over fifty men were taken on at the yard this morning.

Torpedo Boat Gunn Launched.

BRISTOL, R. I., Feb. 19.—The twenty-knot torpedo boat No. 16, known as the Guenn, was launched, all completed, at Herreshoff's yard today. The boat was launched unfinished several months ago, and then hauled out again to be completed. As soon as she was put over today steam was gotten up and her engines were set at work.

No Connection With Maine Incident.

WASHINGTON, Feb. 19.—The officials of the war department are annoyed at the circulation of rumors that seem to connect an actively now observable at sea coast defenses with the Maine incident. The attention of Acting Secretary Meiklejohn was this morning called to several stories coming from widely separated parts of the country. He promptly declared that this movement had no connection with the Maine affair, saying:

"There have been increases of the garrisons of the sea board ports, but this has been going on for six months, and only marks a step in the development of the scheme of coast defense planned by the fortifications board some time ago."

"It is following out the policy of the department which has been pursued ever since the ordnance department turned over to the engineers the modern guns which they had manufactured. When these are placed in the coast fortifications it will be necessary to have them carefully protected, and this work has been going on for six months. Guns have been sent to the Delaware fortifications, Flans point, Fort Moultrie and other defenses on the Atlantic coast. Congress has been aware of this, and the department has called its attention to the need of at least two additional regiments of artillery to man these ports and take care of these guns as fast as they are installed."

The letter of Assistant Secretary Meiklejohn is now before congress, and has been printed. Meanwhile, in the absence of specific legislation, the department is making the best possible distribution of its small forces to carry out its policy.

RAILROAD WAR ON IN EARNEST.

East and West Bound Rates Badly Shattered.

A CHANCE FOR SCALPERS.

American Roads Carry the Fight Into Canadian Territory.

Present Reduced Rates Will Surely

Continue for at Least Ten Days,

and May Go on for Many Weeks.

All Roads South of the International Boundary Line Are in It.

Regardless of the Outcome the Corporations Will Lose Many

Thousands—War Conceded to Be

Greatest Since 1888—Eastern News.

Demoralization, as concerns the railroad rate war, to all appearances thrives upon itself, and nothing for years in railroad traffic has approached the present condition of things, for which the Canadian Pacific is charged as being responsible. The roads which are driven to meet the ruinous rates that are now in existence for both east and west-bound travel are the sufferers, and the public is benefiting by a tariff that can only have a subsequent injury upon all departments of railway operation.

Yesterday morning's announcement in the Post-Intelligencer of the receipt of a new east-bound tariff sheet, naming rates from Puget sound to St. Paul and Minneapolis at \$5 and \$20 for first and second class; \$31.50 and \$26.50 first and second class to Chicago, and \$40 and \$20 first and second class to New York, attracted a great deal of attention, and a considerable section of the public that has intended going East started yesterday, and another section is planning its trip for the immediate future. The present rates will be in operation for at least ten days, as it is compulsory with the railroads to give a ten days' notice to the interstate commerce commission of their intention to raise their rates. But three days' notice is necessary for a lowering of rates. There is hardly any likelihood of the war being over in ten days, the last announcement from St. Paul being of the most sensational character.

A Further Cut.

Yesterday's dispatches brought the news of a further cut in west-bound rates by the Soo Pacific line from St. Paul and Minneapolis to Puget sound points, the first class being \$15 and the second class \$10. St. Paul and Minneapolis to Portland is given as \$20 first class and \$15 second class. The dispatch conveying this intelligence stated that Friday morning a first class rate of \$25 was made to Puget sound in order to meet a reduction by the Northern Pacific and Great Northern, which had chopped down the rate from \$40. When it was later learned that the Northern Pacific and Great Northern would put their new rates into effect yesterday, the Soo line promptly cut them in two, and announced that it will continue to meet any further reduction.

Instead of any adjustment being reached, as was hoped last week, the situation becomes daily more complicated. Yesterday Commissioner Farmer, of the Trunk line passenger committee, appointed General Passenger Agents Roberts of the Erie, Daniels of the New York Central, and Passenger and Traffic Manager McCormick, of the Big Four, as a committee to go to Montreal to confer with the Canadian Pacific officials regarding the present demoralization in the rates to Alaska and Northwest territory points. It is hardly likely that the Canadian will change its policy, as its independent attitude was assumed after what it claims was proof that the Western lines had been secretly cutting rates, and it was to meet this underhanded cutting that it assumed to create an independent tariff. The Canadian and Soo lines have both issued open circulars.

Good Chance for Scalpers.

None of the local railroad offices had received any west-bound tariffs yesterday, and no knowledge prevailed anywhere on the subject, beyond the information that was conveyed in the Associated Press dispatches in the Post-Intelligencer. Inquiries at the different offices were met by a statement of the regular schedule of west-bound rates, supplemented by wire inquiries at the different headquarters' offices. The answers were based upon the published schedule of the special rates. Yesterday afternoon a subsequent order was received from St. Paul, making over the Great Northern and the Northern Pacific the same rate to and from Portland as applied to Puget sound points. The Great Northern rate is applied to the haul over the O. R. & N. from Spokane to Portland, and the Northern Pacific over its own line, via Tacoma.

It was stated that the taking off of the additional \$5 on the Portland rate, as first issued, was to defeat the scalpers. As it is, the field is a prolific one, and it was stated yesterday that there are today operating in railroad tickets "four of the hottest ratemakers in the country." The best kind of a chance is now in existence for clever team work by Portland and Seattle.