



If the Men Folks Smoke,

AND MOST OF THEM DO, INSIST ON IT, IF THEY SMOKE AT HOME, TO USE GOOD TOBACCO.

COOPER & LEVY

NO. 104 AND 106 FIRST AVENUE SOUTH, SEATTLE, WASH.

Stewart & Holmes DRUG CO.

Alaska Medical Outfitters.

STAR MEDICAL CASE.



A complete outfit of REMEDIES, APPLICATIONS and APPLIANCES likely to be needed on a trip north.

Stewart & Holmes Drug Co., 703 First Av.

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 Wreah, 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 post—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.; E. E. Weare, Ft. Cudahy, N. W. T.; Ernest A. Hamill, Chicago, Ill.; Charles A. Weare, Chicago, Ill.; Fortias B. Weare, Chicago, Ill.

SEATTLE CLIPPER LINE

FOR SKAGWAY AND DYKAL, 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 74. Secure reservations now for St. Michael and Dawson.

Not the Cheapest, but the Best Outfit Is What You Want.

See Us for Hardware—Nothing Else.

SEATTLE HARDWARE CO.,

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.

M. LEVY & CO., NO. 111 FIRST AVE. SOUTH.

Importers and Jobbers of Telephone Main 57.

Cigars and Tobacco, Smokers' Articles, Etc.

F. B. CO. SPECIALLY CURED BACON.

FRYE-BRUHN CO., Packers and Jobbers.

DEEP-LAID DESIGN IN LOSS OF MAINE.

Spain's Explanations Hardly Worthy of Belief.

MANY SIGNS OF BAD FAITH

Just Before the Explosion the Alphonso Moved Away.

A Ward Line Steamer Arrives at New York With Passengers Who Say the Foreign Population of Havana Is Sure That Treachery Caused the Destruction of the Battleship—Her Magazines Are Said to Be Intact—Capt. Sigbee Testifies Before the Court of Inquiry—Englishmen Have War Vessels for Sale.

NEW YORK, Feb. 21.—The Ward line steamer Segurana arrived at quarantine today from Tampoco and Havana. The Segurana reached Havana at 10 o'clock on the morning after the disaster to the Maine and passed close by the wreck.

The Segurana's passengers said that great excitement prevailed at Havana, and at the time of sailing the foreign population were generally of the opinion that the Maine was destroyed by design.

MANY WARSHIPS BUILDING

Great Britain Has Them for Sale—Spain Takes Two Torpedo Destroyers.

LONDON, Feb. 21.—Six armored vessels, six protected cruisers, thirteen torpedo boat destroyers and five torpedo boats are now building in Great Britain for foreign governments, of which a number are purchasable, although Japan is supposed to have an option on several of them.

The warships which have been ordered for South American governments are considered as being for sale to the highest bidder.

SIGSBEE GIVES HIS TESTIMONY.

Board of Inquiry Will Reveal Nothing Until Findings Are Made.

HAVANA, Feb. 21.—The board of inquiry into the Maine disaster met on the lighthouse tender Mangrove at 10 o'clock this morning, with Captains Sampson and Chadwick and Lieut. Commanders Potter and Marx present.

Capt. Sigbee, the commander of the Maine, was the first witness. He was under examination until 1 o'clock this afternoon, at which hour adjournment was taken.

WORK ON SEA COAST BATTERIES.

Unusual Activity Displayed in the Various Fortifications.

NEW YORK, Feb. 21.—The World says: Nearly 100 telegraphic dispatches were sent during the past twenty-four hours from Governor's Island, the army headquarters, to various points of fortification along the seaboard from Eastport, Me., to Galveston, Tex.

All of these fortifications in which guns and mortars have been mounted are under the control of Gen. Merritt, commander of the department of the East.

Gen. Merritt spent very little of the day at the island, his staff attending to the usual amount of telegraphic correspondence.

During his absence Col. Barber, adjutant-general of the department of the East, was in charge. Col. Barber refused to discuss the reasons of the activity along the seaboard, except to say that everything now being done was merely the execution of a coast defense programme outlined several months ago.

It was learned from other sources that orders had been received on the island on Friday night to send from Fort Wadsworth to Sandy Hook twenty men to clean the big guns in the fortifications there and to transfer considerable quantities of ammunition. The same orders brought instructions to send forty men from Fort Schuyler to Willets Point to clean the guns there.

not interfering with the investigation into the causes of the disaster. He has notified the captain of the port that the wrecking tug Right Arm will be here tomorrow from the Merritt & Chapman Dry Dock and Wrecking Company. No objection will be made to the presence of the tug on her prospective work.

Tomorrow morning Consul General Lee will escort the officers of the court of inquiry to pay visits of ceremony to the captain general and Admiral Manterola.

Today the divers found a copper cylinder used in conveying charges to the six-inch guns. The fact that it had exploded seems to show that there was an explosion in the magazine for fixed ammunition on the port side forward.

This afternoon the court of inquiry personally inspected the wreck of the Maine. By their invitation Capt. Peral, appointed by the Spanish government as a special judge to investigate the disaster, and his secretary, viewed the divers at work. Capt. Peral expressed his appreciation of the courtesies shown him by the court of inquiry.

A number of bodies were discovered today in the forward hatch. It was not possible to remove them, but they probably will be removed tomorrow.

THOUSANDS EAGER TO ENLIST.

American Citizens Request Admittance to the Navy.

WASHINGTON, Feb. 21.—Steps have been taken by the navy department to fill the vacancies in the enlisted branch of the navy caused by the loss of most of the crew of the Maine. The legal quota is now about 300 short, and arrangements have been made for the immediate enlistment of about that number of men.

Telegraphic orders have been sent to the recruiting officers in charge of the recruiting ships at New York, Philadelphia and Norfolk, authorizing them to enlist immediately forty apprentices, forty landmen, ten shipwrights, fourteen machinists, second class, and forty coal passers.

These enlistments are in addition to those previously authorized to complete the crews of the monitors Puritan and Terror and the dispatch boat Dolphin. In each case it was specified that the recruits should be citizens of the United States.

Numerous letters and telegrams have been received at the department from individuals desiring to join the navy, asking to be enlisted immediately.

A telegram was received today from an organization in Detroit, offering the immediate services of 10,000 citizens of that city in case of war.

Patriotic offers also have been received from other places.

HER MAGAZINES INTACT.

Discovery by Divers Which Will Cause a Revision of Theories.

NEW YORK, Feb. 21.—A dispatch to the Herald from Key West says: It is learned from what may be considered a semi-official source, that divers sent down on behalf of the United States to examine the wreck of the battleship Maine have made a preliminary report of the result of their work.

Incredible as it may seem, it is said that after a partial examination of the magazines of the Maine, the divers report that the one in which the explosion is supposed to have occurred is intact.

According to the correspondent's informant, the contents of the magazine are unharmed. Therefore if this report be true, an entirely different aspect is given to the terrific explosion which brought death and destruction to the Maine.

The report reaching Key West has caused the members of the court of inquiry to decide to proceed to Havana and begin their investigation at once, instead of organizing the court here. At any rate, the lighthouse tender Mangrove, with the court of inquiry aboard, left for Havana yesterday evening. Upon reaching Havana the court will make a personal examination of the wreck and will then take testimony regarding the loss of the vessel.

When the Mangrove sailed it had not been decided where the board would convene, but Admiral Sigsbee told your correspondent this evening it would probably meet either on board the Mangrove or the Fern, the supply ship of the North Atlantic fleet, which is now at Havana. The admiral added that the court would, in all probability, hold another session in Key West before its final conclusions are reached.

WORK ON SEA COAST BATTERIES.

Unusual Activity Displayed in the Various Fortifications.

NEW YORK, Feb. 21.—The World says: Nearly 100 telegraphic dispatches were sent during the past twenty-four hours from Governor's Island, the army headquarters, to various points of fortification along the seaboard from Eastport, Me., to Galveston, Tex.

All of these fortifications in which guns and mortars have been mounted are under the control of Gen. Merritt, commander of the department of the East.

Gen. Merritt spent very little of the day at the island, his staff attending to the usual amount of telegraphic correspondence.

During his absence Col. Barber, adjutant-general of the department of the East, was in charge. Col. Barber refused to discuss the reasons of the activity along the seaboard, except to say that everything now being done was merely the execution of a coast defense programme outlined several months ago.

It was learned from other sources that orders had been received on the island on Friday night to send from Fort Wadsworth to Sandy Hook twenty men to clean the big guns in the fortifications there and to transfer considerable quantities of ammunition. The same orders brought instructions to send forty men from Fort Schuyler to Willets Point to clean the guns there.

Gen. Lee says the Spanish officials are

Continued on Page 2.



BOSS WAY—"You just bet we've got them organized."

ZOLA PLEADS VAINLY TO UPHOLD TRUTH.

Very Life of France, He Exclaims, Is at Stake.

AN APPEAL TO THE JURY.

Three Times He Proclaims That Dreyfus Is Innocent.

Riotous Audience in the Court Room Interrupts and Jeers the Speaker—La Borie's Eloquence Only Causes an Uproar—Zola Did Not Insult the Army, but Used Emphatic Language in Declaring That the Military Trial Was Irregular—The Advocate General Finishes His Address, Asking for a Conviction.

PARIS, Feb. 21.—Rains today drenched the crowd that approaches to the assizes court, though the courtroom was packed with people. Zola was hissed when he reached the court. The advocate general commenced his address. He declared that Zola's assertions to the effect that the Esterhazy court-martial acquitted a guilty person in accordance with superior orders remained entirely unproved.

Esterhazy, he added, could not be the author of the bordereau, and he protested against certain newspapers accusing officers of seeking to overthrow the republic. He severely criticized the attitude of Col. Picquard and M. Lablache, and regarding the reproach that the court-martial of Maj. Esterhazy was conducted behind closed doors, he said that "when a question of foreign affairs is under discussion the matter must be judged among Frenchmen." He added:

"The Esterhazy court proved the fact that they were divided in opinion on the question of the trial taking place behind closed doors, but they were unanimous in acquitting the officer."

When the session was resumed Zola read an address to the court, in which he said:

"The premier, M. Meunier, had the air of giving the jury, who are charged to protect the national honor, an order to find me guilty." (Loud protests.)

The presiding judge said: "You cannot say that the premier has given an order to condemn you."

Continuing, Zola said: "Such proceedings are an abominable piece of political manners. I have never insulted the army, as has been said, but I have raised a cry of alarm, and I leave history to judge and to appreciate my acts. These who dishonor France are those who mingle cries of 'Vive l'armee' with 'A bas les Juifs' and 'Vive Esterhazy' after the letters he has written. If I am here it is because I wish it. I asked to appear before you, who are the voice of justice. It is for you, gentlemen, that I raise the cry of alarm, and that I wish to bring out the truth, perhaps unsuccessfully, but here I stand before you and await your judgment."

Zola complained of the public state of lassitude and exclaimed: "Your thoughts, which I think, I can read on your faces, are: 'We have had enough of it. The matter must be brought to an end.' I am not defending my liberty, gentlemen."

Zola said to the jury:

"In presenting myself to you, I am defending the truth. Look me in the face, gentlemen. Have I been bought, or am I a traitor? I am a free writer who intends to resume his vocation and again take up his interrupted labors. I indignantly protest against the charge of being an Italian."

"No," he added, "I am not defending my liberty. Condemn me, then, if you wish. It can be but an additional error. It will be the seed which will germinate and prevent France from falling into infidelity."

"If the country is in fault, the fault lies with the government, who, in the hope of saving some culprit, has tried to prevent the truth from coming into the light of day."

"The very life of the people is at stake. It is for you, gentlemen of the jury, that I utter the truth upon this affair and render justice."

Zola dwelt upon the fact that the entire people had been thrown into painful anguish through doubts of the guiltiness of Dreyfus, and said:

"The government, who know all, and who, like you, are convinced of the innocence of Dreyfus, will one day make it known and will publish it without running any risks."

Then, raising his voice: "Before all the world, I swear Dreyfus is innocent."

Loud murmurs and hisses from the back of the court greeted this utterance. Zola concluded by saying:

"The day will come when France will thank me for saving her honor." (Prolonged uproar.)

M. La Borie, counsel for Zola, followed with an eloquent speech. His opening words, "We are here in defense of justice and right," were hailed with loud protests from the back of the room, and counsel continued, reproaching the authorities for being "led astray by passing interests," and with "not wishing to deal with the Dreyfus affair, although there are few senators or deputies who doubt his innocence." M. La Borie continued:

"Nevertheless, truth will prevail. The elections will not be allowed to pass amid mystery and ambiguities." (Renewed protests.)

M. La Borie then thanked "all those personages of the intellectual elite of France who have had the courage to seek for truth and light." Counsel referred to "the inspired articles in the press," intended to deceive the country, and said:

"If a syndicate exists, it is a syndicate of good faith and loyalty, whose aim is to obtain justice and right in the interests of the entire country, and this syndicate has the greatest faith in your perspicacity."

This caused a violent uproar, against which M. La Borie vehemently protested. An individual in the back of the court room shouted:

"How much have they paid you?"

To this M. La Borie retorted:

"If he had been paid, such people would have applauded us."

M. La Borie then proceeded to reproach the premier for refusing to allow generals to be judged before a jury, and he asked:

"Are generals, then, above the legal conscience of the country? Our opponents talked of confidence in the army. We, too, have no confidence in it; but it is not an insult to the army to raise a cry of alarm as M. Zola has done. He spoke in strong terms, but he did not insult the army."

In conclusion, M. La Borie declared that he intended to prove Zola's good faith and review the whole affair, "groping into things hitherto unknown."

The court then adjourned.

Japan Mobilizing Troops.

LONDON, Feb. 21.—A dispatch to the Times from Hongkong says that the Tonquin newspapers, referring to the reported mobilization of 7,000 troops at Mongkiet, Tonquin, close to the Chinese frontier, openly state that these are destined to occupy Hainan.

Lost Fishermen Found.

MARINETTE, Wis., Feb. 21.—The twelve fishermen who started from Green Island for Marinette during the blizzard, and thought to have been lost, have been found alive and well.

THEY USE JOE LADUE'S GOOD NAME

Police Jail a Big Concern's Local Agent.

SWINDLING IS CHARGED.

Snow & Ice Transportation Co. Under a Serious Cloud.

J. R. Smiley, the Company's Local Manager, and His Assistant, Hanna, Arrested on Complaint of a Woman, Who Says She Was Swindled Out of \$300—Joseph Ladue, the Father of Dawson, Is Advertised as President, but He Arrives in the City and Repudiates All Connection With Concern.

J. R. Smiley, local agent for the Snow & Ice Transportation Company, and his assistant, Phillip Hanna, were arrested last evening by Police Officer Loveland on the charge of obtaining money under false pretenses. After Chief of Police Reed had looked into the case, he wired the Portland police to arrest E. L. Rosenfeld, general manager.

Chief Reed is of the opinion that a gigantic swindle has been unearthed, and after an interview late last night with Joseph Ladue, founder of Dawson, whose name has been used as president of the company, he said he was more convinced than ever. Mr. Ladue repudiated all connection with the company, and said that he had warned Rosenfeld not to associate him with the concern.

Chief Reed has been investigating the Snow & Ice Transportation Company for several days, owing to three complaints to the effect that the company had not met its obligations, and that Manager Rosenfeld had skipped out to avoid meeting holders of tickets.

He discovered that the company was supposed to have a general office in the Chamber of Commerce building in Chicago and a freight and general ticket office at 144 First street, Portland. Its local office was at 112 Cherry street. Things were in an unsettled condition when the climax came last evening in a most unexpected manner. Officer Loveland noticed a woman and two men at the corner of Second avenue and Columbia street. The woman was talking in an excited manner and using threats. Loveland inquired what was the matter, and the woman said she had been swindled out of \$300, and that if she did not get her money back she would fill one of the men, Smiley, full of lead. She said that Smiley had represented to her that the Snow & Ice Transportation Company expedition to Dawson was related in some way to the government. She paid for a ticket, and on looking the matter up was convinced that something was wrong.

"Well," said the officer, "we will go to headquarters and you can talk with the chief." Smiley said that it was true he had received \$300 from the woman, but he could not turn it back now as he had sent it to the head office. He would telegraph about it to satisfy the woman.

Both Men Locked Up.

At headquarters Smiley and Hanna were locked up. The woman gave her name as Mrs. Minnie Cronin, and said she was from Missoula, Mont. She arrived in Seattle with the intention of going to Dawson, and, on hearing of the Snow & Ice Transportation Company, purchased a ticket, paying \$300. She was told to come around to the office on Wednesday. The expedition would sail from Portland February 27 and she would be sent there to join it.

"What boat were you going on?" inquired Chief Reed. "I don't know," replied Mrs. Cronin. Then she showed her ticket. It was a long piece of yellow cardboard, bearing the name of the Snow & Ice Transportation Company, and stating that it was for transportation from Seattle to Dawson. It was not stamped, and the coupons, from Seattle to Lynn canal and from there to Dawson, were blank. There was not a scratch of a pen to indicate what steamer Mrs. Cronin was to go on. The following was a part of the ticket:

"Contract between the Snow & Ice Transportation Company (below a snow locomotive, with cars attached, for the expedition to Dawson. Upon said cars the company will furnish a bunk for second party and ration of good food during the trip, to be determined by the commissary of the company. Coupons are hereto attached for the steamer and train transportation."

"Third—The company will forward second party a notice by mail or telegraph to reach the address given by him to the company, at least one week in advance of the time and place of sailing of the steamer; the second party does not reach and take the steamer at such