SAFE SHIPS FOR ALASKA

For Lynn Canal

March 15, Ship Lucile in Tow.

Now En Route to Skagway With Government Expedition.

For Copper River

March 1, Bark Kate Davenport.

For St. Michael

May 1, Bark Kate Davenport.

HAVNER & CO.,

General Agents,

SCHWABACHER WHARF. ROOM C, BAILEY BLDG.

New Steamer

WHITELAW

The Safest and Strongest Steamer on the Pacific Coast.

DYEA and SKAGWAY.

March 3d,

PASSENGERS, FREIGHT, LIVE STOCK.

Electric lights, fine accommodations. Speed 11 knots an hour.

C. A. HARP, Agent.

White Star Dock, foot of Spring st.

ALASKA.

Steamer

SIGNAL

SAILING MARCH 5th,

And every 18 days thereafter.

DYEA AND SKAGWAY DIRECT.

Freight and Passengers.

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For Sale.

PROPELLER FREIGHT AND PASSENGER STEAMER.

Draft, 8 feet; length, 90 feet; 109 tons; powerful machinery; newly equipped; first-class in every respect. Suitable for heavy towing or freight and passenger service.

Apply mornings at 602 New York block.

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—TO—

Vancouver, New Westminster and All Points in British Columbia.

The Shortest and Most Direct Route to the

CARIBOO and KOOTENAY MINING DISTRICTS

Shortest and Most Direct Route to the Mount Baker Gold Fields.

Train for Issaquah,* Snohomish, Arlington, Sumas and Canadian Pacific points leaves Seattle daily at 8:30 a. m.; arrives at 6:25 p. m.

Train for Falls City leaves and arrives at Issaquah Tuesday, Thursday and Saturday, connecting with Seattle trains.

*Except Sunday.

F. A. ALLEN,
Gen. Freight and Pass. Agt.

R. W. PRICE, Agent, Union Station, Seattle.

THE EVERETT & MONTE CRISTO RAILWAY.

The only route to the popular and active mining districts of Gold Basin, Gordon Creek, Marten Creek, Silverton, Deer Creek, Goat Lake and Monte Cristo.

The scenic route for tourists, fishing and camping parties.

For rates and other information address nearest local agent, or

S. N. BAIRD,
Gen. Frt. & Pass. Agt., Everett, Wash.

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PULLMAN SLEEPING CARS,
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St. Paul, Minneapolis,
Duluth, Fargo,
Grand Forks, Crookston,
Winnipeg, Helena,
Butte, Chicago,
Philadelphia, Washington,
New York, Boston,
And All Points East and South.

TIME SCHEDULE.

In Effect February 13, 1898.

TRAINS LEAVE SEATTLE.

For Spokane, Rossland, St. Paul and East	4:00 p. m.
For Portland ....5:00 a. m. and	4:00 p. m.
*For Olympia	7:30 a. m.
*For Aberdeen	5:00 a. m.
For Tacoma ...5:00, 7:30 and 11:00 a. m.; 4:00 and	7:00 p. m.

TRAINS ARRIVE AT SEATTLE.

From Spokane, Rossland, St. Paul and East	7:00 a. m.
From Portland ....6:20 and	11:30 p. m.
*From Olympia	6:20 p. m.
*From Aberdeen	6:20 p. m.
From Tacoma....7:00 and 8:10 a. m.; 12:15, 6:20 and	11:30 p. m.

*Daily except Sunday. All others daily.

This card subject to change without notice.

Through tickets to Japan and China via Northern Pacific Steamship Company.

For rates, routes, and other information call on or address

I. A. NADEAU,
General Agent, Seattle.

City Ticket Office, corner Yesler way and First avenue.

Depot Ticket Office, corner Western avenue and Columbia street.

A. D. CHARLTON,
Assistant General Passenger Agent.

No. 255 Morrison street, corner Third, Portland, Or.

STEAMERS.

FLY ON THE "FLYER."

SEATTLE TO TACOMA.

Four round trips daily, except Sunday. In one hour and twenty-five minutes.

THE STEAMER "FLYER"

Regular daily trips, Seattle-Tacoma route, as follows:

TAKING EFFECT TUESDAY, MAY 3.

TIME CARD.

Leave Seattle—7:45, 11:15 a. m., 2:45, 6:15 p. m.

Leave Tacoma—9:30 a. m., 1, 4:30, 8 p. m.

SUNDAYS.

Leave Seattle—7:30 a. m., 12 m., 5 p. m.

Leave Tacoma—9:30 a. m., 2:30, 7:30 p. m.

Landing at Northern Pacific wharf, Tacoma, and Commercial dock, foot of Marion street, Seattle.

Sundays, steamers Flyer and State of Washington.

SEATTLE & EVERETT NAVIGATION COMPANY.

GO ON THE GREYHOUND.

SEATTLE, EVERETT AND EDMONDS ROUTE.

Time Card—Leaves Seattle 7 a. m., 12 m. and 5 p. m. Leaves Everett 9:15 a. m., 2:30 p. m. and 7:15 p. m.

Three round trips daily, except Sunday. Connections—At Seattle with the steamer Flyer for Tacoma. At Everett with the steamer Mikado for Snohomish, and with the Everett & Monte Cristo railway for Monte Cristo and way stations.

Colman Dock, Seattle. Merchants' Dock, Everett. Telephone, Seattle, Red 331; Everett 63.

E. B. SCOTT,
Manager.

PACIFIC COAST STEAMSHIP CO.

FOR SAN FRANCISCO.

The Company's elegant Steamers UMATILLA, CITY OF PUEBLA and WALLA WALLA leave SEATTLE, via Port Townsend and Victoria, B. C., 8 a. m., Jan. 29, Feb. 3, 8, 13, 18, 23, 28, March 5, 10, 15, 20, 25, 30, April 4, 9, 14, 19, 24, 29. Leave SAN FRANCISCO for Seattle via Victoria, B. C., and Port Townsend, 10 a. m., Jan. 31, Feb. 5, 10, 15, 20, 25, March 2, 7, 12, 17, 22, 27, April 1, 6, 11, 16, 21, 26.

FOR ALASKA.

The Steamers QUEEN, VICTORIAN, CITY OF TOPEKA, AL-KI, COTTAGE CITY and CURACOA, leave SEATTLE, 9 a. m., Feb. 4, 7, 9, 14, 16, 17, 24, 27, 28, March 1, 9, 11, 12, 16, 19, 24, 26, 29, 31, April 5, 8, 10, 15, 17, 18, 20, 25, 28, 29, 30. The company reserves right to change without previous notice steamers, sailing dates and hours of sailing. For further particulars procure company's folders.

J. F. TROWBRIDGE, P. S. Supt., Ocean Dock, Seattle. City Ticket Agt., 606 First Ave., Seattle. Goodall, Perkins & Co., Gen. Agts., S. F.

ALASKA

West Coast Steam Navigation Company steamers Hueneme, Farallon, Scotia and steamers Hueneme, Farallon and Scotia will sail for Juneau, Skagway, Dyea and way ports February 19, 24 and March 1.

Passenger accommodations are A1. Ample room for freight and stock.

For freight and passage apply to

J. G. CARROLL, Agent,

Schwabacher's Wharf, foot of Union street, or C. F. Meyer & Co., 303 First ave.

Telephone, Pike 65.

PORT ORCHARD AND PORT WASHINGTON ROUTE.

STEAMER A. R. ROBINSON,

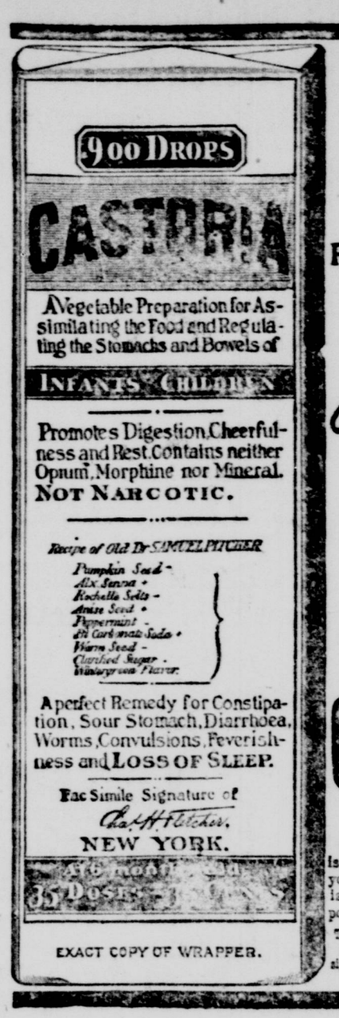
Carrying U. S. Mail.

On Port Orchard and Port Washington route, leaves City dock, foot of Main street, 8:30 a. m., calling at South Beach, Burchell, Brick Yard, Bremerton, U. S. Navy Yard, Sidney, Charleston, Tracyton, Chico, Silverdale. Leaves Port Orchard Navy Station at 2 p. m.; arrives Seattle at 4 p. m. E. N. Robinson, master. Lilly, Bogardus & Co., agents. Telephone, Main 81.

SKAGIT RIVER ROUTE—Steamer City of Champaign—Weekly Time Card.

Leaves Seattle Feb. 21 at 10 p. m., Feb. 27 at midnight, Feb. 25 at midnight; leaves Mt. Vernon, Feb. 22 at 8 a. m., Feb. 28 at 9 a. m., Feb. 27 at 2 p. m., calling at Tulalip, Stanwood, Pt. Skagit City, Mt. Vernon and Avon.

For passenger and freight rates apply at City Dock. W. P. Gilkison, Manager. H. H. McDonald, Master. Telephone Main 97.



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Castoria is put up in one-size bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get C-A-S-T-O-R-I-A.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

STEAMERS.

FOR VANCOUVER, VIA ANACORTES AND WHATCOM.

The elegant Sidewheel Steamer

OCEAN WAVE

Clancey, Master

Will leave Yesler wharf, Seattle, every Sunday, Tuesday and Thursday at 11:30 p. m., for Anacortes, Fairhaven, Whatcom and Vancouver. Passengers may go on board and occupy rooms at 8:30 p. m. Returning will leave Vancouver every Monday, Wednesday and Friday, at 11 p. m.

This steamer has superior passenger accommodations. Table service unsurpassed.

For freight or passage apply on board or at Yesler wharf.

WASHINGTON STEAM NAV. CO.

STR. MULTNOMAH

(DAILY)

LEAVES FOR TACOMA AND OLYMPIA

AT 1 P. M.

FARE BETWEEN SEATTLE AND TACOMA, 50 CENTS.

ROUND TRIP, 85 CENTS.

Tel., Main 87. CITY DOCK, Agent.
CAPT. L. WILLEY, Manager.

PUGET SOUND & ALASKA STEAMSHIP COMPANY.

VICTORIA ROUTE.

Steamer City of Kingston between Tacoma, Wash., and Victoria, B. C.

8:00pm Lv	M	Tacoma	110 Ar 4:00pm
10:00pm Lv	28	SEATTLE	82 Ar 1:45pm
1:00am Lv	72	Pt. Townsend	38 Ar 10:45am
3:45am Ar	110	Victoria	M Lv 8:00am

*Daily except Saturday.

This steamer furnishes first-class accommodations, carrying both freight and passengers, and leaves from Yesler wharf, Seattle, for Victoria, at 10 p. m., and for Tacoma at 2:15 p. m.

Passengers for Victoria can occupy staterooms until 7 a. m.

For rates, tickets, etc., inquire of

E. T. POPE,
Agent, Yesler Wharf, Seattle.

I. A. NADEAU,
General Agent, N. P. Ry., Seattle.

STRAITS STEAMSHIP COMPANY.

STRS. GARLAND AND EVANGEL.

Seattle and Townsend-Neah Bay Route. Steamer Garland leaves Yesler dock Sundays, Tuesdays and Thursdays at 11:30 p. m. for Port Townsend, Port Williams, Dungeness, Port Angeles, Port Crescent, Gettysburg, Pysht, Clallam Bay and Neah Bay; returning, arrives at Seattle 3 p. m. on opposite days. Steamer Evangel leaves Yesler dock for Port Townsend, Port Angeles and Victoria Mondays, Wednesdays and Fridays at 6:30 p. m.; arrives Seattle alternate days at 7:30 p. m. Tel. Main 496.

STR. CITY OF ABERDEEN
LEAVES FOR TACOMA AND OLYMPIA
AT 7:30 A. M.
DAILY, EXCEPT SUNDAY.

STEAMER GLIDE

Leaves City Dock every day (except Sunday) at 9 a. m. for Tacoma. Fare 25c.

PORT ORCHARD AND PORT WASHINGTON ROUTE.

STEAMER MARY F. PERLEY

Leaves Galbraith dock, foot of Washington street, for Sylvan Grove, Port White, Bremerton, U. S. Dry Dock, Charleston, Sidney, Tracyton, Silverdale daily, except Saturdays and Sundays, at 2:30 p. m. Saturdays at 2:30 p. m.; Sundays at 3:00 p. m. Returning, leaves Silverdale at 7:00 a. m., Dry Dock 8:30 a. m. Saturday nights leaves Silverdale 6:30 p. m., Dry Dock 7:00 p. m. Telephone, Red 151.

PACIFIC NAVIGATION CO.

Seattle, Everett & Whatcom Route.

State of Washington leaves Seattle daily except Saturday at 10 p. m.

Seattle, Everett and La Conner Route.

Steamer Fairhaven leaves Seattle daily except Saturday, at 10 p. m., calling at Everett going north Monday, Wednesday and Friday, going south Tuesday, Thursday and Saturday.

Telephone, Main 278. Yesler dock.

STEAMERS.

SAN JUAN ISLANDS.

STEAMER LYDIA THOMPSON,

Carrying United States mail, leaves City dock, foot of Main street, Sunday, Tuesday and Thursday at 12 o'clock midnight for Port Townsend, San Juan islands and New Whatcom. Returning, leaves New Whatcom Tuesday, Thursday and Saturday at 4 a. m. J. R. Thompson, manager-owner. Lilly-Bogardus & Co., agents. City dock. Telephone, Main 87.

WHATCOM, SEATTLE AND TACOMA ROUTE.

Take Steamer BAY CITY for Anacortes, Fairhaven or Whatcom. Leaves Commercial dock, Tacoma, 2 p. m.; City dock (foot of Main street), Seattle, 8 p. m., Tues., Thurs. and Sat. Returning, leaves Whatcom 8 p. m.; Fairhaven, 8:15 p. m., and Anacortes 10 p. m., Sun., Wednes. and Fri. Fares—Seattle $1, or $1.50 round trip; Tacoma $1.25, or $2 round trip.

W. H. ELLIS.

HOOD CANAL ROUTE.

U. S. MAIL.

STEAMER DELTA

Leaves Galbraith dock, foot of Washington street, Tuesdays, Thursdays and Saturdays at 7 o'clock a. m., for Kingston, Port Gamble, Seabeck, Brinnon, Holly, Dewatto, Lilliwaup Falls, Hoodsport and Union City. Returns alternate days.

D. TROUTMAN, Master.

Telephone, Red 151.

BANKS.

PEOPLE'S SAVINGS BANK.

Occidental Block, Seattle, Wash.

Capital $100,000

—OFFICERS AND TRUSTEES—

Jacob Furth .....President
Arthur A. Denny .....Vice President
John Leary .....Second Vice President
James R. Hayden..Manager, Cash'r, Sec'y
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Sigmund Schwabacher, John Collins, E. C. Neufelder, J. T. Greenleaf.

Transacts a savings bank business exclusively.

Deposits received from $1 to $10,000.

Interest allowed per annum: Six per cent. on term deposits; 4 per cent. on ordinary deposits.

Dividends declared last days of May and November. Loans made on real estate or approved collaterals only.

THE PUGET SOUND NATIONAL BANK OF SEATTLE.

Capital stock paid in $528,000
Surplus 35,000

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Correspondence in all the principal cities in the United States and Europe.

DEXTER HORTON & CO., BANKERS.

Incorporated 1887.

Capital $200,000
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Vice President .....W. M. Ladd
Manager .....N. H. Latimer
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Sight exchange and telegraphic transfers on New York, Chicago, St. Paul, San Francisco, Portland and various points in Oregon and British Columbia.

Sight bills of exchange on London available elsewhere in Europe.

Collections made at all points on favorable terms.

Bonds, stocks and other valuables received on deposit for safe keeping.

NATIONAL BANK OF COMMERCE.

Paid-up capital $300,000

Transacts a general banking business.

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Safety Deposit Boxes for Rent.

THE FIRST NATIONAL BANK OF SEATTLE.

Paid-up capital $150,000
Surplus 150,000

Maurice McMicken .....President
J. H. McGraw .....Vice President
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General banking business transacted.

Sight and telegraphic exchange payable in all the principal cities of the United States and Europe.

Letters of credit furnished on Alaska, payable at all trading posts of the N. A. T. & T. Co.

Clover and Grass Seeds,
Spring Wheat and Rye,
Banner Oats, Seed Potatoes,
Garden Seeds,
Klondike Seeds.

Only the CHOICEST at the LOWEST prices.

E. J. BOWEN

212 Occidental Av., Seattle.

EAST AND SOUTH.

SOUTHERN PACIFIC COMPANY — SUNSET, OGDEN & SHASTA ROUTES

TICKETS TO ALL POINTS IN THE WORLD

Via the following Popular Routes:

Shasta —Through Oregon and California, passing Mt. Shasta.

Ogden —Through Sacramento, Salt Lake and Denver.

Sunset —Through Los Angeles, El Paso and New Orleans.

Same rates as via Northern lines.

$16—To San Francisco—$16

From Seattle, tourist; $22 first-class; both including berth, for trains leaving every day at 5:00 a. m. and 4:00 p. m.

Tickets to all points in Japan, China and Hawaiian Islands.

THOS. A. GRAHAM, Dist. Pass. and Freight Agent, 619 First Avenue, Seattle, Wash.; 561 Pacific Ave., Tacoma, Wash.

CHARLES H. MARKHAM, Gen. Frgt. and Pass. Agt., Portland, Ore.

OCEANIC Steamship Company

For Hawaii, Samoa, New Zealand and Australia, S. S. Mariposa sails from San Francisco for Honolulu, Auckland and Sydney, on Wednesday, February 23, 1898, at 2 p. m. S. S. Zealandia to Honolulu on Saturday, March 12, 1898, at 2 p. m. T. A. Graham, agent, 619 First avenue, Seattle; J. D. Spreckels & Bros. Co., San Francisco.

CANADIAN PACIFIC RAILWAY

—AND—

SOO-PACIFIC LINES.

New Tourist Car Service to the East.

Commencing February 24, and every Thursday thereafter, through tourist car,

Seattle to Portland, Maine, Without Change.

Also daily tourist to St. Paul; every Sunday to Toronto and every Wednesday to Boston.

These cars are models of comfort and elegance.

Train for all Eastern points daily at 8:30 a. m.

Steamers to Japan and China, and Honolulu, Fiji and Australia every four weeks.

For rates and other information apply to E. W. McGINNIS, Freight and Passenger Agent, 609 First avenue,

Or to E. J. COYLE, District Passenger Agent, Vancouver, B. C.

O.R.&N.

—AND—

OREGON SHORT LINE.

LOWEST RATES. SHORTEST ROUTE.

Seattle to all points East and Southeast, via Portland, Salt Lake City and Denver. Pullman palace sleepers, upholstered tourist sleepers and free reclining chair cars, steam heat, Pintsch light. For tickets to or from any points in the United States, Canada or Europe, call on or address

E. E. ELLIS,
Gen'l Agt.,
618 First Ave., Seattle.

W. H. HURLBURT, G. P. A., Portland.

GREAT NORTHERN RAILWAY City Ticket Office 612 First Ave.

Leave		Arrive
4:00 p. m.	Overland Express	7:00 a. m.
8:15 a. m.	Pacific Coast Lines	6:15 p. m.

Japan-America Line

STEAMSHIP TENSHIN MARU

For Japan, China and All Asiatic Points.

About March 6th.

FORTUNES FOR A FEW.

THE CHANCES OF THE GOLD-SEEKERS.

Prizes Distributed With as Much Favor as in a Lottery—Some Estimates as to the Value of the Discoveries in the Klondike.

"More money has gone into the Klondike already than has come out of it," said a scientist in the employ of the government recently. "People have spent more to get there than they have brought back. When a man finds a nugget or strikes gravel that pays $2 to the pan you always hear of it, but you never hear of those who don't. Gold stories are like fish stories, and miners, like fishermen, are always liars. I have no doubt there is an enormous amount of gold in Alaska, but 80 per cent. of the people who go there after it will not pay their expenses. That is the record of every mining craze that has ever struck this or any other country. It is the doom of the majority to get left. For every man who has got rich prospecting for gold or silver ninety-nine have forfeited their entire time and investment. Just about as many people make fortunes in mining as draw prizes in lotteries, and the chances of getting rich are about even between the two methods."

In their annual statement, which is considered as high authority, the Wells-Fargo Express Company give the gold product of Alaska for 1897 as $3,571,000, of which about half came from the Treadwell and other established mines and the balance from the Klondike. The duty of collecting statistics regarding that country belongs properly to the Canadian government, so that Dr. David T. Day, chief of the mineralogical division of the geological survey, is able to give only a personal estimate in regard to the output.

"It is my judgment," he said, "that the product taken out has been greatly exaggerated, but be that as it may, there is no doubt that enough gold has been taken out to make really a sensational amount, considering, of course, the limited facilities in the way of machinery, and the unskilled character of the labor. The amount that has been taken out per day's work has been very large. In other words, the average per pan is comparable with the placers of California in the days of '49. This washing pan, though looking like an ordinary dish pan, is really a tool, the slant of its side being a matter of careful calculation, so that it will perform the greatest amount of work posible. Each wash of a pan yields about 50 cents, and the men using pans are undoubtedly washing about $25 worth of gold a day apiece.

"A great deal of the amount of gold that has been brought from the Klondike has not been washed, but has been picked up in the shape of little nuggets, of which there seems to be an unlimited quantity. It is reported that one man picked up in a single day $200,000 worth of gold. This report has not been verified and, though probably true to some extent, has been magnified. There is no doubt that enormous sums of gold have been gathered in this way."

Then picking up a little piece of gold, about the size of a small china button, he said: "This is worth about 50 cents, and came from the Bonanza mine, which was the second opened in the Klondike."

Continuing, Dr. Day said: "Depending on the present wages, which are largely based on the cost of supplies, neither the miners nor their employers can afford to touch dirt which will yield less than $10 a day to each man employed. That is, each man must earn at least $10 every day, otherwise it is unprofitable for them to work at all. Under present conditions there is very little gold work being done there which is yielding less than $20 a day to the man, in other words, as soon as they exhaust the earth that pays $20 in one place they move on, the probabilities being that just as good dirt is found as soon as they finish work on their present stake. It is very likely that improved methods and considerable capital will be put in there so as to make it pay to work $5 dirt, and as soon as this is done and the less richer earth is worked there will be an enormous increase in the quantity of the gold output; for, instead of having to hunt around for the creamy spots, they will be able to work everything right along. I judge that the output will be increased twenty times.

"What is more valuable, particularly to the American side, is the probability of striking quartz veins of sufficient value to justify the putting up of improved machinery to extract the gold, and I feel quite sure that as soon as that is known as a matter of fact there will be more than enough capital ready to start the work in the hope of making a big strike. In a word, the prospects of gold from the Yukon are excellent."

Director of the Mint Preston could not be seen today, being in Philadelphia. It is, by the way, his last day as director of the mint. Mr. Roberts, of Iowa, succeeding him and taking full charge on Saturday. Mr. Preston's estimate of the amount of gold taken from the Klondike, is, in round numbers, $6,000,000. It is at present, however, exceedingly difficult to obtain anything like authentic figures on the output of gold, as the treasury department here only has quarterly returns from the mint at San Francisco, and what is received there by no means covers the amount brought into this country. Some is deposited at Helena, Seattle and quite a quantity has come as far East as Chicago. A good deal also goes to private refineries, and reports from them are only received annually; so it is plain to see that anything like accurate figures will not be had for some time.—Chicago Record.

LADUE HAS GONE EAST.

Statement Made Confidentially by a Friend—Is Not in Tacoma.

Special Dispatch to the Post-Intelligencer.

TACOMA, Feb. 23.—Joseph Ladue, the father of Dawson, for whom the Seattle police are searching, was in Tacoma yesterday. He took no pains to keep out of the way, and late in the afternoon returned to Seattle. What happened there is not known here, but today, according to a report from the Seattle police, Mr. Ladue left Seattle presumably for Tacoma. A visit about the prominent hotels develops that if Mr. Ladue returned here today he is not here now; or, if in the city, is for some reason not approachable. Rumor says that he has possibly made a trip to Portland to personally interview Manager Rosenfeldt, of the company.

A friend of Ladue's says he left here for the East today, making the statement confidentially. The story cannot be confirmed.

CHANGES HIS FAITH.

R. Cunningham Abandons the Copper River for the Yukon.

R. Cunningham, of Los Angeles, one of the passengers that came down on the steamer Humboldt from Copper river, does not think much of the country. He is now getting ready to go to the Yukon. He left Seattle last October on the steamer Alice Blanchard with a large party. They prospected the stream for sixty miles and also every creek emptying into it, but found nothing to reward their efforts.

"It is a shame," said Mr. Cunningham, "for all these people to go up there, as they are doing now. They had better learn something from those who have been there, rather than go over the same ground others have traveled. Our party had a terrible time. The cold was intense and nine of the party had their feet, ears and cheeks frozen, so that some of them will be disfigured for life. One man had his ears frozen to his head in such a manner that they were attached there as if it was a natural growth. At the time I left, February 2, they were still nursing their frozen parts and their sufferings were simply indescribable.

"There is no man living who can stand the cold wind that prevails in that country, and I don't care how well he may be bundled up. Nine of our party started one day to cross a glacier, but we failed in the attempt and had to stay out all night and then came near freezing to death. We finally managed to retrace our steps and got back on land.

"This statement about wharfage facilities at Port Valdes is all wind. Why, it is the most barren place imaginable; no wharves nor nothing, and as a consequence they use lighters for unloading the steamers. The snow and ice was fifteen feet deep when we left, February 2, and there were no accommodations whatever for the crowds that are coming."

Reindeer Reach Vancouver.

Special Dispatch to the Post-Intelligencer.

VANCOUVER, B. C., Feb. 23.—A party of Laplanders has arrived here with several reindeer for the United States relief expedition.

ALL DROWNED BUT THREE.

Sea Swallows Up Eighteen From the Wrecked Ship Asia, Off Nantucket.

PROVINCETON, Mass., Feb. 23.—The Mercury T. has arrived here, bringing news of three men of the crew of the British ship Asia who were rescued yesterday. The men were taken from a piece of wreckage on which they had been floating for twenty-four hours. The Asia struck on Great Round shoal, off Nantucket, during the gale Monday and went to pieces. Only three of those on board were saved. Following is a list of those lost, eighteen all told:

Capt. G. M. Dakin, Mrs. Dakin, Lena Dakin, First Mate Thomas Cook, Second Mate Crosby, James Murphy, Michael Doyle, Charles Stone, Frank Waite, Charles Wina, George Johnson, Charles Ramba, Charles Williams, Charles Carlton, John Fielding, Burnett Burnson, Alfred Oldbury, Fred Lencheste.

The three men who were rescued were taken to Hyannis today by the United States steamer Azalea, where they told the story of the wreck. The ship struck on the shoal at 11 o'clock on Sunday last. The crew was engaged in shortening sail at the time. After she struck she floated and then struck three times more, and at last the crew were unable to get her off in the fierce storm that prevailed. Tremendous seas swept over the ship, which began to leak.

At 2 o'clock Monday morning it became certain that she would soon go to pieces. An attempt was made to launch the boats, but as fast as one was lowered it was smashed to pieces against the vessel until they were all destroyed. Capt. Dakin then decided to build a raft, but before he could accomplish anything he was swept overboard and drowned.

First Mate Cook then ordered the crew to prepare to leave the vessel on any pieces of wreckage they might be able to lash together. Part of the starboard planking of the deck had been wrenched loose by a tremendous sea. This was torn off and it was found that it would float with several persons on it. Mrs. Dakin and her daughter, in charge of Mate Cook, James Murray, Michael Doyle, Charles Stone and Frank Waite took places on it and were launched from the ship on a huge billow.

William F. Smith, Jacob Steburg and James Pace, the men who reached Hyannis today, left the vessel soon after on another mass of wreckage, which they had hastily fastened together with ropes, and at the same time the other men, under the direction of Second Mate Crosby, were prepared to commit themselves to the sea. The raft bearing the three sailors soon sighted the one on which were Mate Cook, Mrs. Dakin, her daughter and the others and kept it in sight until dark Monday night. At daylight the next morning they had separated.

The wreckage to which the three men still clung drifted toward the Handkercht lightship, and at 10 o'clock in the forenoon they were rescued by the crew of the vessel. The men were so far gone that they were unable to give either their names or that of their ship. On board the lightship prompt remedies were applied, and the men revived and were soon able to tell enough of what terrible experiences they had passed through.

Word having reached Hyannis of the wreck, the United States steamer Azalea started this morning to cruise along the sound among the wreckage of the Asia in search of possible survivors and to pick up the bodies of the victims.

TO MEET CANADIAN CUT RATES.

Western Roads Ask for Suspension of Short-Haul Clause.

WASHINGTON, Feb. 23.—Application was made to the interstate commerce commission today on behalf of a large number of railroads, asking for suspension of the fourth section of the interstate commerce act, known as the long-and-short-haul clause, on through Pacific coast passenger business. This action is taken with a view to meeting the cuts made by the Canadian Pacific road on Alaska and Pacific coast business. The roads which joined in the petition include practically all of the transcontinental roads and their tributaries west of Chicago.

PROTECTED BY THE POLICE.

Referee McArthur Makes an Unpopular Ruling at Oakland.

OAKLAND, Cal., Feb. 23.—Martin McCue, of New York, and Jimmy Lawler, of San Francisco, fought an eight-round contest before the Reliance Club tonight. At the end of the seventh round Lawler was practically whipped. After the eighth round Referee McArthur declared the fight a draw, a decision which was very unpopular. McArthur was obliged to stay in the ring guarded by the police until the gymnasium was partly cleared, so great was the feeling against him over the decision.

BILL FOR NEW DRY DOCKS.

Barrett, of Massachusetts, Favors an Expenditure of $5,735,000.

WASHINGTON, Feb. 23.—Representative Barrett, of Massachusetts, has introduced a resolution allowing the naval affairs committee to incorporate in the naval appropriation bill an appropriation not to exceed $5,735,000 for new dry docks or extensions to existing ones at New York, Norfolk, Port Royal, New Orleans and Mare island, California.

Simon Lazard Dead.

PARIS, Feb. 24.—Simon Lazard, founder of the banking firm of Lazard Freres, is dead.

Personals.

Fred Bagwell, of Tolt, is stopping at the Diller.

W. Scroggin, of Rat Portage, arrived at the Diller yesterday.

J. W. Thompson and wife, of Hartford, are among the Diller arrivals.

A. S. Taylor, a prominent Everett business man is at the Rainier-Grand.

John E. McManus, a well-known mining man, is registered from Everett at the Hotel Stevens.

Ralph E. Blewett, who has large mining holdings on Tuxedo island, is a guest at the Hotel Northern.

J. W. Peck, of Tacoma, agent for the Merchants' Despatch Transportation Company, was in the city yesterday.