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LIKE THE FIRST DAYS OF THE CIVIL WAR.

Rush at Watervliet Recalls Firing on Sumter.

MACHINISTS SET TO WORK

Christiansen, the Gun Expert, Begins a Tour of Inspection.

Will Examine Carefully All the Heavy Ordnance Set in Position on the Coast Defenses—Naval Court of Inquiry Will Revisit Havana During the Present Week and Secure Further Testimony From Divers at the Wreck of the Maine—Bill Introduced in Congress Appropriating \$20,000,000 for Ships.

ALBANY, N. Y., Feb. 23.—The activity at the Watervliet arsenal and gun foundry continued today.

Since the Maine disaster there has been a hush of anxious suspense about the place. Old residents in that vicinity, who remember the rush orders that were given when Fort Sumter was fired upon, state that the conditions are now the same as at that time.

Officers will not say anything. Twenty machinists whose names appear on the eligible civil service list were notified yesterday by the secretary of the local civil service board to report at the gun shops tomorrow, ready to go to work.

The master mechanic, Alfred Christiansen, an expert on the building of rifles of large caliber, will leave tomorrow, ostensibly for Washington, at the order of the war department, but in reality for the forts and coast defenses, where the guns which have been sent from the Watervliet arsenal are located. He will make a thorough examination of the condition of the huge pieces of ordnance.

Gen. Miles Starts for San Francisco.

CHICAGO, Feb. 23.—A special to the Tribune from Pittsburg says: Gen. Nelson A. Miles, of the United States army, accompanied by Rear Admiral Phelps, of the Pacific coast squadron, U. S. N., passed through Pittsburg last night, en route to San Francisco from Washington. It is reported that both are on their way to San Francisco, to look into the preparations being made to defend that port in case of war.

AMERICA'S WARSHIPS BETTER THAN SPAIN'S.

United States Naval Officers Have No Superiors in the World.

Special Dispatch to the Post-Intelligencer. CHICAGO, Feb. 23.—An interesting discourse on the American navy was given last evening at the St. Helens hotel in this city by one of the guests. A party of gentlemen were discussing the probabilities of war with Spain as a result of the disaster in the harbor at Havana the other day. Several of them expressed a fear that in the event of an outbreak of hostilities the American navy would be found inadequate to cope with that of Spain. A stranger, who, it was afterward learned, is a resident of St. Paul, who is a graduate of the Annapolis naval academy in the class of 1861, and who served on a number of vessels with some distinction until he left the navy to go into business a few years ago, warmly combated this idea.

"In the event of a war with Spain," said this gentleman, "it will be found that the Spanish ships will have no more chance with the American ironclads than a schoolboy would have in a sparring match with a professional pugilist. I hear a great deal about what alleged experts say to the discredit of the American navy, and I have been surprised to find that some conservative newspapers estimate the fighting strength of Spain on the water as near that of the United States. They assume that this is the case after comparing the number and tonnage of the ships belonging to each nation. Now, as a matter of fact, the Spanish ships are almost without exception back numbers. I have been on board several of their most powerful vessels, and I make this statement without reservation. There is not a vessel in the Spanish navy that was the equal of the Maine when she sailed into the harbor of Havana. Talk about any Spanish ship surviving a battle with the Oregon, Indiana or Massachusetts is the rankest kind of nonsense. I do not claim, of course, that the navy of the United States is equal to that of either of two or three of the first-class European powers; but I do claim, speaking as one who knows, that the ships of our navy built in recent years, are the most powerful fighting ma-

chines of their respective classes that are at sea today. Don't have any fears for the safety of the American navy, gentlemen, if we have war. It will uphold the honor of the old flag as nobly as in the past.

"Of course, I know that the modern ironclad has not yet been thoroughly tested in battle. The navies of the world are nothing but the work of theorists. But the skill of American designers and builders is equal to that of their foreign competitors anywhere. I will go further and say that a number of the men whose knowledge has been at the service of the navy department for the last twenty years are admitted to be the most scientific men in the world. Several of them rank as authorities by the admissions of the best naval experts of Great Britain.

"It is my good fortune to be personally acquainted with Capt. Stabee, of the Maine; with Capt. Taylor, and with other members of the court of inquiry that is sitting at Havana to determine the cause of the accident by which we lost the Maine. Let no American citizen suppose that in this emergency these men will not jealously guard the honor of their country, or that they lack the grit to probe to the bottom in making this investigation. If the destruction was due to treachery, and there is a way to get the facts, they will get them."

The gentleman said that he had been unable to determine, either by his knowledge of the details of the explosion that have been given or by the reports of discoveries that have since been made, what was the cause of the explosion that destroyed the Maine.

"Nothing must be taken for granted by the public. None of the reports in the newspapers must be relied upon implicitly," he said. "Not a word of information that is official will be given out either at Havana or Washington. Every member of the court of inquiry is pledged to secrecy, and he would violate his pledge at the peril of a court-martial. Every witness is sworn to secrecy. It will be noted that none of the correspondents have sent out any reports of the evidence given before the court. That is only because they cannot get it. It is proper that such precautions should be taken. If there is going to be a war over the Maine incident, it is best that our government should have all the advantage that can be had from keeping the results of the investigation quiet."

The ex-naval officer positively refused to allow his name to be used in connection with any matter for publication. He said that while he is not now in the employ of the government, if there is to be war he will be called upon and will expect to respond promptly. It would be unprofessional for him to permit his name to be used or himself to be quoted in regard to these matters.

BILL FOR \$20,000,000 TO BUY NEW WARSHIPS.

Bromwell, of Ohio, Introduces a Measure Making an Immense Appropriation.

WASHINGTON, Feb. 23.—Representative Bromwell, of Ohio, today introduced in the house the following resolution:

"That the secretary of the navy be and he is hereby authorized, whenever in his judgment it shall become expedient, for the best interests of this country to do so, to secure options upon and consummate the purchase of such battleships, cruisers, rams, torpedo boats or other form of naval vessels as are of the most modern type and ready for immediate use, together with the necessary armament and equipment for the same as in his judgment are necessary to place the naval strength of the country upon a proper footing for immediate hostilities with any foreign power with which the same may be threatened; and for the purpose of consummating such purchases there is hereby appropriated the sum of \$20,000,000, to be immediately available."

The resolution was referred to the naval committee.

TO TAKE THE TESTIMONY OF THE MAINE'S DIVERS.

Court of Inquiry Will Return to Havana During the Present Week.

WASHINGTON, Feb. 23.—At the close of office hours a telegram came to the navy department from Admiral Seward, at Key West, in the following terms:

"Key West, Feb. 23. "To the secretary of the navy, Washington, D. C.: Court of inquiry will commence session at Key West today. They must resume the session at Havana to obtain evidence of divers after further work on the wreck. "SICARD"

The important feature of this communication is the declaration that the court will return to Havana. It sets at rest the rumors that have been current for days that the court was not to return to Havana for the reason that it had discovered the cause of the sinking of the Maine was not an accident and that they had consequently no further business in Havana.

One important deduction to be drawn from the message was that the report of the court of inquiry can scarcely be expected for several weeks to come. The court will be occupied at Key West for some days in taking the testimony of the survivors there. Then, upon the return to Havana, it is expected that a good deal of time must elapse before the divers can get through the mud which now encompasses the lower part of the wreck of the Maine, and examine the bottom. After this is done, the court must deliberate in order to secure an agreement upon the findings. The prevalent belief at the navy department is that at this moment, the court has not once undertaken to compare notes and endeavor to reach such an agreement.

Lieut. Bianchin was before the court for about an hour. The naval officers sat in Judge Locke's private chambers. No marines were on guard, but all the doors were closed. The officers of the Maine lounged around the court room until summoned to give testimony. Those who were called as witnesses before the luncheon recess were Lieut. Bianchin, Hood, Jungen and Blow and Cadets Bronson and Boyd. No enlisted men were examined at the morning session. Lieut. Commander Marix, who was among the witnesses, said the inquiry was progressing well.

A Cuban mail was received during the day, and, with the courier which has so

Continued on Page 2.

ALL RATES ARE CUT SQUARELY IN TWO.

Tickets to Seattle Are Reduced by \$36.

FARES TO GO STILL LOWER.

New Schedules Announced by Railroad Men in Chicago.

American Lines Combine to Force the Canadian Pacific to Terms—No Sign of Abatement in the Contest—Reduced Schedules From All Missouri River Gateways—Many Difficulties in Adjusting conflicting Interests of the Roads Involved—Eastern Lines Undoubtedly Will Soon Make Reductions.

Special Dispatch to the Post-Intelligencer. CHICAGO, Feb. 23.—Thirty-six dollars will be clipped from the passenger rate of all lines between Chicago and Seattle and other North Pacific coast points tomorrow, and hereafter will be \$11.50. Up to today the authorized charge has been \$47.50 on the same class of transportation. On unlimited transportation it has been as high as \$81.50.

No higher charge will be put into effect until the warfare between the American lines and the Canadian Pacific is settled. The prospects for yet lower charges are exceedingly bright, as the American lines are determined to make the fight bitter, and the Canadian Pacific shows no signs of weakness. The rate of \$11.50 will be applied through Omaha, Kansas City and other Missouri river gateways, as well as through St. Paul.

The Canadian Pacific rate from all territory east of Buffalo is \$40. The rate agreed upon by the Western lines, therefore, leaves the Grand Trunk, which will work with them, a margin of \$3.50 for traffic between Buffalo and east thence to Chicago.

The Western lines are still in session in this city, having many details of the warfare yet to settle. The Chicago Great Western, for instance, insists upon applying flat rates from all points on its line between Kansas City and St. Paul, arguing that it cannot meet the Canadian Pacific competition if it sells tickets on the rebate plan. The Union Pacific, realizing that considerable business from Western Iowa will move to St. Paul if flat rates through that city are applied, and if the rebate plan is in vogue through Omaha, combats the proposition.

It is now only a question of time when all the Eastern lines will join with the Western roads in fighting the Canadian Pacific. With the Grand Trunk working with the Western lines and applying low rates from New York and the East, the other Eastern lines will secure no business unless they place themselves upon the same basis. Already there is a sign that some of them are breaking away from the understanding that they are to make no reductions, for the Western passenger men are getting offers of assistance from individual lines. This means simply that each Eastern line suspects every other, and a general co-operation with the Western roads is but a question of a few days.

New Tariff on Grand Trunk.

BUFFALO, N. Y., Feb. 23.—A new passenger tariff went into effect on the Grand Trunk road today. It quotes the same rates from points in Ontario, Quebec, New Hampshire and Maine to points in the Northwest, British Columbia and Alaska via Port Huron and Chicago as the Canadian Pacific, and a great reduction has also been made in local rates.

Fruitless Effort to Compromise.

NEW YORK, Feb. 23.—No reply has been received yet from any of the railroads to which were telegraphed the recommendations for a settlement of the Canadian Pacific rate war, agreed upon at Montreal by General Passenger Agents Daniels of the New York Central; Roberts, of the Erie, on one side, and President Van Horn and Passenger Manager McNeill, of the Canadian Pacific, on the other. As a result, the effort to end the strife is at a standstill. It is understood that the Western lines desire that the Grand Trunk should first take the initiative and then the Western lines would follow suit.

CIRCUIT COURT OF APPEALS.

Cases Disposed of From Oregon, Montana and Alaska.

SAN FRANCISCO, Feb. 23.—Three decisions were rendered today by the United States court of appeals.

In the circuit court for Oregon, L. S. Logan, as executor of the last will and testament of Thomas J. Logan, had recovered judgment for \$10,000 on an insurance policy against the Mutual Life Insurance Company of New York. The decision was reversed and the case remanded for a new trial.

In the case of the Montana Ore Purchasing Company et al. against the Montana Consolidated Mining Company, the decree of the circuit court for Montana, granting a temporary injunction, was reversed, on the ground that the complaint on its face did not present a Federal question. It was left for the court below to determine whether the complaint can be

so amended as to present a cause within its jurisdiction.

The ruling of the district court for Alaska, in the trial of Max Endiemann and Edward Lord for selling intoxicating liquors in and near Juneau, was affirmed. Endiemann and Lord were indicted and demurred to the complaint. The demurrer was overruled, and on trial Endiemann was found guilty and ordered imprisoned. Endiemann appealed.

SHERIFF MARTIN'S TRIAL. Defense Showing That the Strikers Were Somewhat Aggressive.

WILKESBARRE, Pa., Feb. 23.—The trial of Sheriff Martin and his deputies for the shooting of strikers at Lattimer was resumed this morning. Miss Cora Heimbach, who lives at Lattimer, testified that on the day of the shooting she heard a woman who was running past her house call out that the strikers from Harwood were coming.

"I was afraid they would blow up the town," continued the witness, "so I ran to the schoolhouse and asked the teacher to excuse my little sister, as I knew she would be safer at home."

Stephen Guttenmiller gave the first evidence to substantiate the assertion of the defense that a man stood behind the line of deputies and urged the strikers on.

George Mane, of Hazelton, said that he was with the sheriff at Crystal Ridge a few days before the shooting, and saw the sheriff disperse a number of strikers. As they went away one cried: "We'll come back tonight to burn the breaker."

LAND GRABBER TURNED DOWN.

Supreme Court Holds That Government Officers Could Not Locate.

WASHINGTON, Feb. 23.—The United States supreme court today decided that a United States official could not take advantage of his office to secure advantages over others in the location of government land. The opinion was rendered by Justice White, and was given in the case of Ransom Payne, who was a deputy United States marshal in Oklahoma and on the ground when the land of that territory was thrown open to settlement. He took advantage of this opportunity to locate a tract of land.

The secretary of the interior refused to issue a patent on the ground that Mr. Payne could not with propriety take advantage of his official position to make a location and therefore his location was illegally made.

"Manifestly," said Justice White, in deciding the case, "congress did not intend that one authorized to enter the territory in advance of the general public, solely for the purpose of performing official duties, should be at liberty immediately upon his arrival to assume the status of a private individual and actual settler and make selection of a homestead, thus clearly securing an advantage over those who remained outside the territory until the arrival of the time when they might lawfully enter."

DECISION ON STATE POWERS.

Can Constitutionally Prescribe the Length of a Day's Labor.

WASHINGTON, Feb. 23.—In the supreme court today an opinion was handed down in the case of E. E. Holden vs. the sheriff of Salt Lake county, Utah, involving the constitutionality of the territorial law fixing a day's work in smelters and mines in the territory at eight hours. Holden was arrested for violating the law and sentenced to imprisonment. He brought the case to the supreme court in an effort to secure a writ of error, on the ground that the law was unconstitutional. The court held that the law was an exercise of the state's police powers. The decision of the supreme court of Utah was affirmed.

Justice Brown said, in passing upon the case, that it was not the intention of the court to pass generally upon the constitutionality of the eight-hour laws, but that in so far as state laws were exerted for the protection of the lives, the health or the morals of a community, there could be no doubt of their propriety or of their constitutionality. There could be no doubt of the exceptional and unhealthful character of work in smelters or mines because of bad air, high temperature and noxious gases, and hence the wisdom of the state legislation.

NO RIVER AND HARBOR BILL NOW.

Leaders of the House Will Wait Until Next Fall.

WASHINGTON, Feb. 23.—It can be stated positively no river and harbor bill will be reported at this session of congress. The house leaders are opposed to more river and harbor bills, and the friends of the bill on the committee believe it will be better to wait until the short session after the congressional election next fall, when a complete and comprehensive bill can be reported, rather than attempt to pass an inadequate bill at this session.

Bering Sea Award.

WASHINGTON, Feb. 23.—The president today sent to the senate a full record of the proceedings between the United States and Great Britain in the arbitration relating to the compensation for the seizure of British ships in Bering sea, under the treaty of February 23, 1892.

China Has a Money Order System.

WASHINGTON, Feb. 27.—China has at last been supplied with a money order system and the regulations have been reported to the state department by Minister Denby at Peking.

Will Open Another Port.

PEKING, Feb. 27.—The government has agreed to open Yuenchau on Lake Tungtinghou as a treaty port, but declines to entertain a proposal tending to the abolition of the Ikkh dues.

Hayti Pays the Italian Claim.

KINGSTON, Jamaica, Feb. 23.—The Italian claim has been settled by Hayti paying the full amount demanded.

HAS A GOOD CHANCE FOR ASSAY OFFICE

Seattle Favorably Regarded by Sub-Committee.

IS NOW WITHOUT A RIVAL.

Will Be Made the Location If Any Bill Is Successful.

J. W. Clise Appears Before the House Sub-Committee on Coinage, Weights and Measures—Washington Senators Outline the Advantages of Turner's Measure Before the Senate Finance Committee—The Amendment Requiring Miners to Pay Transportation on Their Gold Will Not Be Accepted.

Special Dispatch to the Post-Intelligencer.

WASHINGTON, Feb. 23.—J. W. Clise, of Seattle, appeared before the sub-committee of the house committee on coinage, weights and measures this morning, specially appointed by Chairman Stone to consider the assay office bill. The sub-committee consisted of Hill of Connecticut, Southard of Ohio, and Bland of Missouri. It is believed two of these are especially friendly to Seattle.

Good work for the Seattle assay office is also being done in the senate. Senators Turner and Wilson appeared before the finance committee today and advocated the former's bill. The measure is now in the hands of Senator Platt, who will submit a report that there is every reason to believe will be favorable.

At first the treasury department wanted to amend the bill so that miners would pay transportation on their gold to the assay office. The committee decided against this, and the bill will be reported without amendment. Senator Wilson says positively today:

"If any bill for an assay office goes through at this session it will be this bill. Portland will not get it."

Mr. Clise expects to leave for Seattle tomorrow. Members of the Seattle delegation have urged him to remain, and have arranged a meeting of the committee on coinage, weights and measures of the house, which will give Mr. Clise a hearing about the assay office, if he remains.

Having been sent here only on the army post matter, however, he does not feel authorized to spend any extra time upon another errand until he receives special authorization from the Chamber of Commerce.

COINAGE OF SILVER DOLLARS.

Secretary Gage Gives a Resume of Operations Under Sherman Act.

WASHINGTON, Feb. 23.—Secretary Gage, in reply to a resolution relative to the coinage of standard silver dollars from bullion purchased under the provisions of the act of July 14, 1890, today sent the senate this statement: Fine ounces purchased, 168,574,632; cost, \$15,331,002; coinage value, \$28,044,338.

"From August 13, 1890, to November 1, 1892, there were coined from this bullion 28,044,338 standard silver dollars, containing 27,911,259 fine ounces, costing \$28,119,188, giving a seigniorage of \$5,977,596, from which there were paid for expenses of distributing silver dollars \$7,175 and \$2,730 to reimburse in part the bullion fund for silver sold in sweepings and wasted by the operative officers of the respective mints from August, 1890, to November 1, 1892, and the remainder, \$6,871,162, was paid into the treasury."

"From November 1, 1892, to February 1, 1898, there were coined from this bullion 37,735,571 standard silver dollars, containing 29,136,106 ounces of fine silver, costing \$28,922,916, giving a seigniorage of \$11,512,655, all of which has been deposited in the treasury of the United States.

"The balance, cost and coinage value in standard silver dollars of silver bullion purchased under the provisions of the act of July 1, 1890, on hand February 1, 1898, was:

"Fine ounces, 111,512,749; cost, \$106,335,363; coinage value, \$144,179,980, which when coined into silver dollars will give a seigniorage of \$43,844,617."

Tribute to Miss Willard.

CHICAGO, Feb. 23.—Dr. Frank Gunsaulus preacher to a large congregation at the Armour mission last evening, making his first appearance since ill-health caused his retirement from the pastorate of the Pilgrim Congregational church, nearly a year ago. The sermon was a memorial to Frances E. Willard, and Dr. Gunsaulus treated the subject with all of his old-time fervor and eloquence. A congregation that filled the chapel listened to the discourse and congratulated the preacher on his return to health and active work.

Agreed on a Scale of Wages.

SPRINGFIELD, Ill., Feb. 27.—The miners' convention and the operators of the state have agreed upon a scale of prices. The scale goes into effect in April and will be in operation one year.

Gov. Budd Wants to Be Senator.

SAN FRANCISCO, Feb. 23.—The Chronicle says: Gov. Budd has informed his friends that, in view of the retirement of Senator White, he will be a candidate for the United States senate, provided the next legislature is Democratic.

Ride the "Cleveland" Standard, \$20.