

NEW YORK TO PANAMA.

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COLON, March 12, 1898.—I write from the eastern shore of the Isthmus of Panama. I am in the Washington house, the special quarters of the railroad, from the green Caribbean sea, whose waves, coming in on the evening tide, are dashing up a silver spray almost at my feet. A long row of coconut palms runs between me and the beach, and each of these is loaded with great bunches of green coconuts, every one of which is as big as the head of that half-naked Jamaica negro baby who is playing there on the edge of the water. The air from the land is that of a hot July at home, but the sea breeze is soft, cool and delicious. When I left New York a week ago it was in the snow of midwinter. Here I am in the heat of summer, and all my surroundings are those of the tropics.

25,000 Miles for Newspaper Letters.
 For the next year I shall be traveling largely in the tropics. During that time I shall make a trip of 25,000 miles for newspaper letters, covering much of the great continent of South America and including some of the hottest as well as some of the coldest regions of the globe. Among the snows of the Andes I shall be nearer heaven than you can get at any place on this earth except in some parts of the Himalaya mountains, and in the cold winter of Tarro del Fuego, at the lower end of our hemisphere, I shall be at the southernmost point of the habitable globe. As to the red-hot tropics, it is warm enough here but a few weeks from now I shall be straddling the equator in Ecuador, and within nine months, if I succeed in eluding the yellow fever, I shall sail right along the

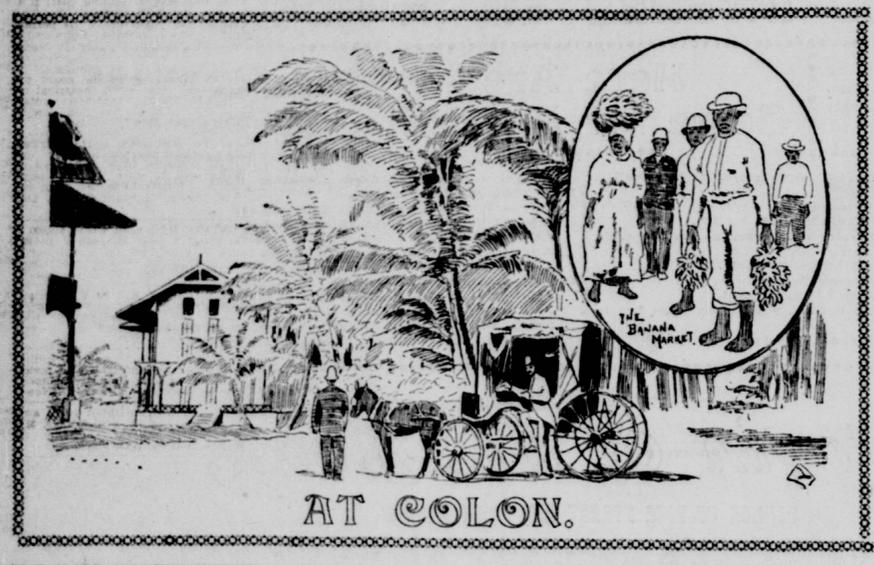
Frank G. Carpenter Describes His Winter Sail Over the Caribbean Sea and Outlines His South American Tour.

English gold, and I have ten \$30 gold pieces, which will, I hope, see me through Panama. The expenses of such a trip are heavy. In planning a new expedition for newspaper letters, I debated some time whether South America or Africa would be the more interesting field, and I got steamship rates for both continents. I could have gone to the Cape of Good Hope for 150 less than to the Straits of Magellan. The time is just about the same, but the fare from New York to Valparaiso in Chile is \$250, and you are still about \$50 above the straits. The fare to Cape Town is only \$120. All of the steamer fares here are payable in gold, and on the Isthmus, though silver is used, it seems to me that prices are increased accordingly. I paid \$5 this morning for an umbrella, which I could have gotten for \$1.50 anywhere at home, and the boy who wheeled my baggage from the boat to the station charged me \$2. These sums were in silver, and though I have just gotten \$11.70 for a \$5 gold piece, I find the extra money does not go far after all. I was told at the Philadelphia museum that the expenses of traveling in South America would be about \$15 a day. This seems to me very high. My trip of a year in going around the world cost me just about \$9 a day, and in my other long journeys I have found that \$10 a day is just about what it costs to travel in

Isthmus of Panama and thus freeze your two little islands into an iceberg."
Where Columbus First Landed.
 As we crossed the gulf stream the air grew perceptibly warmer, and as we sailed on its outer edge down toward the Caribbean sea we soon came into summer heat. The first land we saw was the island of San Salvador, where Columbus landed after his thirty-five days' voyage from Spain in his little vessel which was just one-third as large as ours. He thought he had discovered the eastern coast of Asia, and had no idea that that little island was the outpost of another hemisphere. The morning following we saw a light house standing among a grove of palm trees and were told that we were looking at Bird Rock island, one of the Bahamas, and then drifted on south until the morning of the 27th, when the straits of Cuba came into view. We skirted this, keeping about four miles away from the shore, so as to be out of the danger limits, as provided by the Spanish regulations of war. We saw no signs of fortifications or fighting. Our next land was on the east of it. It was the mountains of Hayti, which we kept in sight for hours, and then lost them to see nothing but the blue waters of the Caribbean until at 4 p. m., seven days out from New York, we

Monkey hill. Panama has fine hospitals and cemeteries, and all along the line of the railroad you will find, I am told, populous graveyards. I have never seen a Chinese cemetery before outside of China, but the Isthmus has them and the graves are many. There have been too many Chinese deaths in fact to allow the bones being carried back to China. Many of the Americans who are now employed on the railroad have been here for years, and some of them say the climate agrees with them. Nearly every one I have so far met, however, tells me he has had a siege of yellow fever, and there is little doubt but that the Isthmus has a score of American under ground to every one who is now living upon it.

BELINGHAM BAY SOCIETY.
WHATCOMB, March 12.—Mr. R. E. Higginson is ill, the symptoms denoting an aggravated case of appendicitis. Yesterday two carloads of the Whatcomb high school pupils went over to Fairhaven, and were entertained by the students of the Fairhaven high school, who had a splendid programme ready, which amused and interested their visitors for two hours.
 Mr. and Mrs. W. F. Backus, of Seattle, were the guests of Mr. and Mrs. E. W. Purdy on Thursday night, at dinner.
 A "tin reception" is the latest in the line of social entertainments, and was adopted by the Woman's Relief Corps at their method of amusing a large number of callers this evening at their headquarters on E street.
 Mrs. John H. Sargent and Mr. John H. Sargent, Jr., left today for a month's stay in Mattoon, Ill.
 Mrs. Mary Derver, of Lansing, Mich., is visiting her brother, Mr. C. Semon, and will probably stay all summer.
 Mrs. C. Thompson left on Wednesday for Olney, Ill.
 Miss Josie Todd has resigned her position in the Sunset Telephone office, and started yesterday for Minneapolis, where she will reside.
 Mrs. L. H. Hadley won the first prize and Mrs. T. G. Newman the second, at the meeting of the Ladies' Euchre Club at 4000 First street, on Thursday evening. The unlucky contestants were: Mrs. M. F. Backus, of Seattle; Mrs. Ellis, Mrs. Elbridge, Mrs. Dickinson, Mrs. Egan, Mrs. Fischer, Mrs. Hamilton, Mrs. Christopher, Mrs. L. D. and Mrs. B. A. Seaborg, of Ilwaco, were visitors in the city several days this week, leaving on Wednesday for their home.
 Mrs. N. D. Cheatham went to Seattle yesterday to join her husband, who is in the employ of the Washington and Alaska Steamship company.
 At a meeting of the Whatcomb County Bar Association this morning at the house, resolutions of condolence, presented by Judge W. E. Hadley, Mr. E. S. McCord and Mr. J. W. Romaine, on the death of Mrs. J. N. Maxwell, were adopted, and a copy ordered sent to Judge Maxwell.
 Mr. A. Rawson, formerly of this city, visited in the city this week, after an absence of five years in Iowa. He will locate in Seattle.
 Miss Tempin is spending this week in Seattle among friends.
 Mr. and Mrs. L. P. Byrne invited a number of friends to carry on an address day evening. The players were Mr. and Mrs. Edgar Lea Cowell, Miss Wilcox, Miss Anna Tempin, Miss Sadie Tempin, Miss Pettibone, Miss Jennie Benson, Mr. Halsey Knapp Kallach, Mr. Cabot, Mr. A. Martin, Mr. John Tempin, Mr. and Mrs. L. P. Byrne and Miss Byrne.



AT COLON.

line of the equator into the heart of South America on the Amazon river. My trip began ten days ago, when I left New York on the steamer Advance of the Panama Railroad steamship line, for a 2,000-mile rail to Colon. This afternoon I shall cross the Isthmus of Panama by railroad to the city of Panama, and thence later on take ships from port to port down the west coast of South America to the Straits of Magellan. I shall make a number of excursions into the interior, describing the countries of Colombia, Ecuador, Peru, Bolivia, and Chile, spending some time in the Andes and traveling quite extensively on the plateau of Bolivia. On Lake Titicaca I shall steam about above the clouds of an altitude more than two miles above the cities of New York or Washington, on the highest big fresh water lake in the world, and in the rainless zone along the coast of Chile I shall be traveling through a desert quite as wonderful as that of Sahara. After a trip over the Trans-Andean road, which is now being built to connect the Atlantic and Pacific, describing the work that is now going on in the Andes, and after having traveled extensively in Chile, I shall make my way up the Atlantic coast of South America with numerous excursions into the interior. In the Argentine I shall visit the great grain and stock-raising plantations, shall travel over the pampas, where the ostriches run wild, and from Buenos Ayres shall sail up the Rio de la Plata, Parana and Paraguay rivers for more than 1,000 miles, stopping some time at Asuncion, the Paraguayan capital. Uruguay will be my next country to describe, and after that I shall visit the cities of Brazil and make several long excursions into the interior, visiting some of the biggest coffee plantations of the world, and traveling 2,000 miles or more on the Amazon through some of the best known regions of the earth. After leaving the Amazon my itinerary is not fixed, but I shall probably sail from the mouth of this great river for New York, stopping, perhaps, at some of the West Indian islands on the way.

Outline of a Traveling Correspondent.
 The preliminary preparations for a newspaper trip of this kind are important, and may interest you to know something of my outfit. You cannot take a tour of this kind as one of Cook's tourists does that to Europe, putting all your necessities in a valise. You must have different kinds of clothing for different climates. I cannot buy the books and photographic materials you want on the road, and everything must be carefully packed to withstand the kicking of the ostentatious pack mule and the miasmatic dampness of the tropics. I have five pieces of baggage, and as I already know by the excess baggage charges they weigh just 400 pounds. Only 20 are allowed free from New York to Colon, the excess being charged for at 2 cents a pound, and in crossing the Isthmus on a local ticket only fifteen pounds of baggage goes free and all above that pays 2 cents in silver a pound. My photographic outfit is comparatively light. I have two cameras, a 4 1/2 and a 3 1/2, each fitted out with good lenses and shutters. I have a few glass plates, but chiefly cut and roll film. This has been especially prepared for the tropics, being sealed up in tins to keep out the dampness. Then I carry the typewriter, on which I am now clicking out this letter, and a lot of reference books, which are as heavy as so much lead. I have of course plenty of letters of introduction from Washington, including a special one from the secretary of state asking our consuls and diplomats to render me every assistance in my travels.

Money and Expenses.
 My money I take in the shape of a letter of credit on London, for English gold is best south of the equator. My English gold I bring down silver in exchange. My signature presents it, and all I have to do is to present it at any bank in South America and sign a check and the money will be paid me. Here on the Isthmus and in Central America our gold is even better than

other parts of the world. I will give you time in time the expenses of various tours down here, and will describe just how the traveling is done.

From New York to Panama.
 The trip from New York to Colon takes just seven days. There are three steamers every month and the fare is from \$75 to \$90, according to the location of your cabin. The Advance, on which I came, is a steady little vessel of 2,500 tons, or about one-fifth the size of the largest Atlantic liners. Its best rooms were on the promenade deck and in the corner cabin which I had there were two windows, each about two feet square, which gave me a delicious breeze day and night. The line is now operated in connection with and is owned by the Panama Railroad Company. It was until within a short time a part of the Pacific Mail, which ran from New York and after crossing the Isthmus took its passengers up to San Francisco. Now the Pacific Mail Company has only the ships on the Pacific side and the Panama Railway & Steamship Company has the only regular line from the United States to the Isthmus. Their steamers fly the American flag and all of the officers and sailors are Americans. Our ship was commanded by a Maine man, Capt. Suke-worth, who has recently been in charge of some of the Red "D" Line steamers operating in Guatemala, and our chief mate was also from Maine. We had forty cabin passengers, the most of whom were Americans, and the remainder a mixture of Germans bound for their coffee plantations in Guatemala, and some Central and South Americans who were going home in this way from Europe or the United States. One of the Germans was a lady who had a pair of baby twins with her. She had gone from her home in Central America in order that the children might be born in the land of the kaiser and now having accomplished her mission was returning to her husband. Among the Americans were a Brooklyn boy who is going down to be a station agent at Matichin on the Panama railroad; a Mr. W. H. Nash, of Chicago, and a Mr. T. J. Kennedy, of Elizabeth, N. Y., who are bound for La Paz, Bolivia, where they will open up some big gold mines which Kennedy, who is a mining engineer, has discovered, and a large party of both sexes who are going in this way to San Francisco. We had an old sea captain named Humphreys from Hingham, where Secretary of the Navy Long lives, in the San Francisco party, and also an American traveling salesman or two for South America.

The Bishop and the Consul.
 Last, but by no means least, were Bishop Warren of the Methodist church, who is on his way to Chile to examine into the state of the mission there, and Mr. Murphy, of the state department, who is here in Colon to take the place of the consul who was drowned within a few miles of where I am now writing, while out on a pleasure sail a few weeks ago. The bishop had big family with him, and was also accompanied by some Chilean lady missionaries who are returning from their vacations to their fields of work. The party, altogether, was a pleasant one. The bishop was a mine of story and information, for he has traveled all over the globe. As we left New York and sailed southward and passed Cape Hatteras, he pointed out the fact that we were in the warm waters of the gulf stream that would warm the water of the ocean which has a volume of 2,000 times as great as the Mississippi, and which, flowing across through the North Atlantic to the North sea, is the hot-water pipe which carries the heat from the tropics which keeps warm Great Britain and Ireland. As we crossed the straits of Lundy he related the story of the angry Yankee captain who, when desecrating England for its sympathy and aid to the South during our civil war, said: "You English had better look out for after President Lincoln has written this trouble we will send the army and cut a channel for the gulf stream through the

got our first glimpse of the Isthmus of Panama, that wonderful little strip of earth and rocks which lies together the two great continents of North and South America. At first it was only a thin, hazy line of blue in the western horizon. Then the blue deepened. We saw low hills rising one above another, and little islands coming up out of the water along the shore. A little later we were in sight of the low houses and the great wharves of Colon, with great palm trees which line the beach at the right shaking their giant fan-like leaves and apparently waving a welcome to us as we came to anchor.

Colon and the Canal.
 Colon is intended to be the eastern end of the Panama canal. I will treat fully of this work in another letter after I have gone over the route and have seen the work which is now being done on the central and western end of the Isthmus. Here at Colon you see only the extravagance of the first board of engineers, who almost ruined a large part of the peasantry of France. The town of Colon, which now has about 5,000 people, was built largely by the French, and its beautiful cottages are weatherbeaten, rusty and rotten. Architecturally speaking, this is a ragged place as you can find on this hemisphere. Everything is going to seed. There is a market house here made of iron which would be large enough for Washington City, but there were not more than fifty people in it when I visited it the middle of this morning, and the rain came down in streams from the holes in its roof of corrugated iron. The Panama railroad seems to own the town. Its tracks run through the main street, and outside of them at the east of the city it is almost impossible to go to any place without crossing them. Soon after I landed I hired a carriage of a highway robber in the shape of a Jamaica coachman, and drove out to see these houses. They have never been occupied but for very short periods and are now dilapidated. The road to them is through a beautiful grove of palms, and the settlement itself is about as near paradise in its beautiful green as any place upon the earth. The sea washes it on either side and a cool breeze almost always blows.

Some Things About the Population.
 The people here are one of the queer mixtures that you sometimes find on the outskirts of civilization, where for some reason or other money is to be made. The wharf at which we landed made me think of the docks of New Orleans. Nine-tenths of the people on it were mulattoes or negroes, and most of them spoke English with a cockney accent. The other tenth were Spaniards, who looked like Crookes. The negroes were from the English island of Jamaica. They have come here to work on the canal, and seem to be about the best people who can stand the miasmatic climate. I found a lot of such people at a market stand on the beach and photographed one of them as she was coming toward me with a bunch of bananas on her head. Then there were a lot of Chinese here. They run all sorts of stores, act as money changers and so on. I am told, the largest part of the mercantile business of the Isthmus.

COUPEVILLE SOCIAL NEWS.
COUPEVILLE, March 12.—An old-fashioned clam-bake was held at LeVeys' point last Saturday evening. Games were played on the beach and every one enjoyed a good time. The clams were cooked after the old tree style. Among those present were Miss Lulu Mitchell and Mr. Lester. Still, chaperones: Miss Jessie Hosom; Miss Mabel Straub; Miss Ethel Monroe; Miss Ella Walling; Miss Emma Cranney; Miss Minnie Walling; Miss Anna Cabot; Miss Ella Campbell; Miss Roby Campbell; Miss Ida Alexander; Miss Alele Engle; Miss Nellie Engle; Miss Hartie James; Mr. Carl Pearson; Mr. Willie Mitchell; Mr. Fred Cranney; Mr. George Swift; Mr. Mark Page; Mr. George Saiter; Mr. Howard Libbey; Mr. Joseph Kidred; Mr. Richard Bachelor; Mr. Roy Daggett; Mr. Charles LeSourd; Mr. N. L. Gardner; Mr. Carl Leslie; Mr. Chester Eells; Mr. DeWitt Newell; Mr. Harry Alexander; Mr. Oscar Hull; Mr. Fred Armstrong and Mr. Richard Bull.
 Mr. James Gillespie left for the Klondike gold mines last Thursday.
 Mrs. W. B. Walling went to Everett Thursday.
 Mr. A. S. Coates went to Seattle Thursday.
 Dr. McEachern, of Stanwood, was in town this week.
 Mr. James Stockand, of this place, has resigned his position in Blowers & Kinith's store to accept a position with Frederick Nelson & Munro in Seattle. Mr. Stockand left Monday to accept his new position. Mr. C. W. Pearson, of this place, will succeed him with Blowers & Kinith.
 The fine weather of late has dried up the roads and made them excellent for cycling. Many new bicycles have been purchased. If the weather continues good many excursions from different places will come to enjoy our good roads.
 The P. S. A. Literary Society will meet at the academy building next Saturday evening.
 The Current Events Club met at Mrs. W. R. Engle's home last Tuesday evening. Mrs. J. W. White gave a farewell party to Mrs. Will Irle last Monday evening. Among those present were Mr. and Mrs. J. W. White, Mr. and Mrs. E. E. Watson, Mr. and Mrs. H. B. Lowley, Mrs. Moses Mock, Mrs. A. W. Hosom, Mrs. E. Ewing, Miss Ethel Dyer, Mr. N. L. Gardner, Mr. and Mrs. Will Irle and Mrs. Leach.
 Mrs. Will Irle left for the East on Tuesday for an extended visit with her parents. They are Mrs. Kinney and Mr. Thomas Cranney went to Port Townsend Thursday.

FLORANCE MARVIN predicted Klondike strike, 64 First.
READ Treen Co's shoe bargain adv. on page 12.

Alaska Hardware, Alaska Stoves, Fishing Tackle.

Going-Northrup Co., 804 FIRST AVE.

MR. BULL ADMIRES SEATTLE.
NOTED VIOLINIST ENTRANCED WITH SCENERY AND CLIMATE.
Says He Will Write a Book When He Gets Back to Europe and Advice People to Come Here—Personal Appearance and Musical Tastes.

The beauty of the natural surroundings of Seattle can have no more ardent admirer than they have in Alexander Bull, the noted violinist, who is now in this city on a concert tour of the Northwest. In fact, the artist, who is the son of Ole Bull, the great Norwegian violinist, declares that on his return to Europe he will write a book describing the wonderful snow-capped mountains, blue fjords and quiet lakes of the Puget Sound country, which he has just seen for the first time. Mr. Bull, whose mother was a native of France, has evidently inherited from her all the characteristics of the Latin races, for he declares with enthusiasm that he has fallen in love with the state of Washington at first sight.
 "This country reminds me of my own Norway," he said to a Post-Intelligencer reporter at the Northern hotel last night, "and my countrymen ought to give it their preference. It is a splendid country and I am charmed with it. The huge forests, the fisheries and the splendid lands all appeal to me, and, above all, the mountains and the blue lakes and the Sound entrance me. Indeed, I believe I shall write a book when I return and tell all people there what a splendid land this is and advise them all to come to Seattle. The very air here is full of a new life and vigor to me. The rush and bustle of this city accounts me, and I am lost in wonder at the great movement you have through here to the Klondike. But, ah me," he added, in a lower tone, "to think of the want, misery and hardships the poor fellows must endure."
 This last remark seems characteristic of the man. With the appearance and manner of a Parisian, he has a strong vein of the philosopher running through his nature, this is evident from his conversation. He is quite the reverse of the ordinary conception of a great musician, and talks entertainingly on all subjects as well as on music. He says his great admiration is for the works of Wagner and Mozart, although he loves and plays the national airs of Norway and his father's compositions. He has with him two violins, a Guaranis, made in 182, which he says belonged to his father, and a Guadagnini, not quite so old. He uses the former exclusively in his concerts, taking the other only "when a string breaks," as he explains.
 Alexander Bull was born in Paris in 1839, but his appearance would indicate him to be not more than 45 years of age. He is tall, rather spare, dark, and wears a closely-cropped dark beard, slightly streaked with gray. He talks English well, but with a strong French accent, and has a slight impediment in his speech. He came from this city to Portland and will end his tour at Astoria and go East. He says he has spent every summer for many years at his family home at Valestrand, near Bergen, Norway, but lives part of the year in Paris. He has crossed the Atlantic nineteen times and made a great number of tours in America.

HARTFORD PERSONAL MENTION.
HARTFORD, March 12.—Mr. W. G. Fowler visited in Seattle Monday and Tuesday.
 Mrs. Sam Buchanan visited Snohomish this week.
 Mrs. Chris Anderson, of Ballard, visited Hartford friends Wednesday.
 Mr. Ben Cleary is visiting relatives in Everett.
 Mr. and Mrs. F. J. Johnston were Everett visitors Thursday.
 Captain Mousley was an Everett visitor Thursday.
 Mr. Thomas Johnson visited Seattle this week.
 Mrs. M. A. Eldridge visited at home over Sunday, coming up from Machias.

COPPER RIVER.
 Popular steamer Nova leaves Tuesday evening, March 15, stopping at Juneau, Dyea and Skagway. Apply A. Chibber, Scandinavian-American Bank building.
 THE S. S. "Cleveland" will carry general merchandise to Alaska, sailing March 16. Apply at the Washington & Alaska S. S. Co.'s office, corner First and Yesler, for rates and space.
 SHIP your general merchandise for "Alaska" by the S. S. "Cleveland," sailing March 16.

\$3 Spectacles and Eye Glasses Now \$1 Per Pair.
\$5 and \$6 Spectacles or Eye Glasses Gold Filled, warranted to wear for ten years.
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 302 PINE STREET, Near Third, Opposite Stevens & Stevens.

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