them on the navigable waters of the Upper Yukon, say at the mouth of White River, or Sixty-mile Creek, or on the head waters of the Tanana River, which, though rising within six miles of the head of Sixty-mile Creek, empties into the Yukon some 800 miles below the mouth of that stream.

The basin of the Tanana is as yet an unknown country to white men, but a few of the hardiest prospectors ever having ventured over the divide, and the country south of it, a vast area of metallic probabilities, is likewise equally unknown. Not far above the mouth of this stream is one of the late discoveries, Minook Creek. It is not down on the Government chart of Alaska and must be located from the reports of those who have been there.

It empties into the Yukon about ten miles in a straight line west of the 150th meridian, between and with the same general direction as Whimper and Klamarchargut rivers, which flow into the main stream about half way between the mouth of the Tanana, and where the 150th meridian crosses the Yukon.

The other discovery is on American Creek, which takes its rise in the mountains between Seventy-mile Creek and the head of Cariboo, and following first northeast and parallel to the former, turns east after crossing the 142d meridian, and empties into the Yukon some three miles west of the boundary line and twelve miles below Forty-mile Creek. Coming as it does from the same hills in which Birch Creek rises the finds already made point strongly to a large future for this stream.

So, too, with Minook Creek, though its vicinity has not been brought to much prominence heretofore.

In that country, however, no man can tell what a day may bring forth, to say nothing of the months between steamers.

ON GOES THE RUSH.

A Full List for the Excelsior—The Choke of Transportation Routes.

The Alaska Commercial Company yesterday closed its books for the Excelsior, which will leave for St. Michaels on the 28th inst. Scores flocked to the company's office again yesterday, and enough decided to go that way to make up the 200 which the steamer can carry.

A great majority go from San Francisco, but a number belong to the interior of the State, which is greatly supplying recruits for the Yukon. This 200 is but a small part of the California army which is mustering for the advance. Thousands in San Francisco long to go, hundreds have about made up their minds to go and scores, and perhaps hundreds, will go this summer, a majority taking the Juneau route. A great many will let the season for travel close with a firm intention of going in the spring, but there will be many a story to read and digest before next spring.

Yesterday the talk about the Yukon was even more general and the fever higher that the day before. Many little parties are completing arrangements to go. One feature of the talk is the run of popular imagination in the way of enterprise. It is one man's idea that it would be a brilliant stroke to ship in a lot of burros, as transportation is so meager and costly. A great many see the brilliant opportunity afforded to charter vessels or otherwise ship in stocks of whisky, provisions, etc. The transportation situation does promise many developments within a few months. Several schemes to start transportation lines by sea and the Yukon River are already talked of, and if the boom last another year some of them will develop.

The one great need of the Yukon country now is freight transportation. The present rush makes the situation like a herd of sheep jammed at a gate. The Alaska Commercial Company and the North American Transportation and Trading Company own all the boats plying on the Yukon, the former having five and the latter three. They also have a practical monopoly of the merchandise business of the gold region. Their own steamers are inadequate to carry in all the merchandise with which they want to stock their stores, and they refuse to carry anything but a little personal baggage for anybody. They would probably refuse freight from rivals if they had steamer-room to spare. To ship goods to the Yukon country by river would involve not only an ocean vessel to St. Michaels, but the building of a river steamer at the north, to make the trip of over 2000 miles up the river. So these two companies have a "cinch" in river transportation for this season at least.

It is nearly as bad by the Juneau route. That 25-mile climb over the pass to the lake from which boats and rafts may be used involves packing everything for that distance. That is long, hard and expensive at best, but in the present crush and craze it would be next to an impossibility to hire men to carry a small stock of goods over the mountains. Nearly everybody up there is going to the Klondyke, and in this rush the few packers left are hard to get at fabulous prices.

All this explains the danger of a shortage of provisions in the interior this winter or next spring. Nothing can be packed in a few weeks hence. The commercial companies are sending in all the merchandise they can crowd on their boats, but liquors take up such a great proportion of the room, and hardware, dry goods and so on take up so much more, that the amount of provisions thus going in is limited. From early in September until next July the population of the Yukon must subsist on what has already been brought in, and in this time of excitement the proportion of provisions to population must be accidental.

CLIMATE AMD DISTANCE.

Long Days and Nights, Short Summers and Short Time for the Journey.

The Yukon climate is one of the chief things that people ask about constantly, with hazy ideas of how the days and nights lapse up by the Arctic circle.

The Yukon gold fields lie on both sides of the circle, but mainly just below it. The new Klondyke diggings are the ones farthest south, and are about 250 miles below the frigid zone. Up there the days are practically six months long, as are the nights. At Circle City, just a little below the Arctic circle, the sun sets for eleven minutes on the longest day, and its setting at Dawson is for but a few minutes longer in midsummer, and there is a bright twilight for that period. In spring and fall there is an almost constant twilight, and there is a bright twilight throughout the winter.

The snow disappears and the streams open about the middle of June, and it is late in June usually when the Yukon is sufficiently free from ice for navigation. Then the Yukon boats begin their plying, taking up the freight and passengers brought to St. Michaels by the connecting ocean steamers of the two commercial companies. Then two boats start down the river. The miners who arrived a few days ago on the Excelsior at San Francisco and the Portland at Seattle were the first to get out of the country when navigation opened, about seven weeks ago. The Yukon freezes in September, so that navigation lasts hardly three months.

The Excelsior, which leaves here on the 28th inst., will be the last steamer of the Alaska Commercial Company from here to connect with boats going up the river. The other company expects to get the Portland back to Seattle for one more trip.

The season for travel by the Juneau route is as brief. It begins when the lakes and streams tributary to the Yukon are free enough from ice to permit of boating and rafting for the 600 miles or so down to the diggings and it closes early in September. When boats cannot be thus used it is a long and perilous tramp of 800 miles, which is rarely taken.

Thus those who go in by the Juneau route this year must get over the pass, get their boats built and make the trip within six or seven weeks.

Comparatively few realize the magnificent distances involved in the trip. By the river route it is 4650 miles, the main distances being as follows:

To St. Michael	2850
To Circle City	4350
To Forty Mile	4600
To Klondyke	4650

To Juneau the distance from San Francisco is 1680 miles. The distances from there to the principal points are as follows:

Juneau to—	
Chilkat	80
Dyea	100
Head of Canoe Navigation	106
Summit of Chilkoot Pass	114¾
Head of Lake Linderman	123½
Foot of Lake Linderman	127½
Head of Lake Bennett	128½
Foot of Takish Lake	173¼
Head of Lake Marsh	178¼
Head of Canyon	223
Head of White Horse Rapids	225¼
Tahkeena River	240
Head of Lake LeBarge	256
Foot of Lake LeBarge	284
Hootalinqua River	316
Big Salmon River	349
Little Salmon River	385½
Five Fingers Rapids	444
Rink Rapids	450
Pelly River	503½
White River	599½
Stewart River	609
Sixty-mile Post	629
Klondyke	678
Forty-mile Post	728
Circle City	898

THE BOUNDARY LINE.

Professor Davidson Says the Location Is Certain Within but Sixteen Feet.

More or less mistaken talk about the supposed uncertainty of the boundary line between Alaska and the Northwest Territory and the importance of having it settled is accompanying the discussion of the Yukon field. The boundary line involved is that of the 141st meridian and the matter has nothing to do with that other boundary question, the location of the frontier along the "panhandle" of Alaska.

From Mt. St. Elias north across the Yukon country the boundary is decisively fixed at the 141st meridian, and the problem is wholly the simple geodetic one of the location and demarcation. The popular supposition appears to be that the location of the meridian across the new gold fields in the Yukon Valley has not been determined and that it is all guess work whether a lot of gold beds are in American or British territory.

But in fact there is not the slightest uncertainty about the point on the Yukon where the line crosses it, for the point has been officially and scientifically determined for both the American and Canadian governments and the locations respectively determined astronomically are but sixteen feet apart. What remains to be done is for a commission to jointly determine the precise line by splitting the difference or otherwise and to work the line with boundary posts across the country. Any surveyor can now run a line north or south from either points on the river, sixteen feet apart, and sixteen feet represents the uncertainty of where the line runs through the Yukon Valley.

The Klondyke diggings are fifty miles or more up the valley in British territory. Practically all the other Yukon placer fields yet discovered are in American territory. The Porcupine is over 200 miles down the river from the boundary. The rich valley of Birch Creek with the gold-laden gulches is wholly in Alaska. The next field up the valley is that of Forty-mile Creek.

This stream and its tributaries are wholly in American territory except the very mouth of Forty-mile Creek, the stream crossing the boundary to enter the Yukon. The lower stretch of Sixty-mile Creek is well within British territory, but its headwaters and chief tributaries, including nearly all the placers of this valley, are in Alaska. The Klondyke, still farther up, the only valley in which gold has been developed so far on the Yukon River, is wholly in British territory. The boundary line cuts through about the middle of a gold-bearing region, four hundred miles or more long, the prospecting of which has hardly begun and which promises many great discoveries on both sides of the boundary. Not only are placers to be looked for, but quartz, copper, coal and other minerals await discovery and development.

Professor George Davidson, who was for many years superintendent of the Coast and Geodetic Survey on this coast and under whose immediate direction the American location of the boundary on the Yukon was determined, had this to say about the boundary question yesterday:

"There is no more trouble or doubt about the location of the boundary at the Yukon than there is about the location of Montgomery street. There is just sixteen feet difference between the locations on behalf of the two Goveruments, and what does that amount to? The determination was made by means of transits of the moon over the meridian and of occultations of the stars by the moon. The determinations were made by John E. McGrath of the United States Coast and Geodetic Survey and by Mr. Ogilvie for the Canadian Government. Mr. McGrath's observations were made in the winters of 1889 and 1890. His series of observations were much longer than Mr. Ogilvie's, and, I think, better, though both must have been remarkably good to agree so nearly. The observations were made by Mr. McGrath on the north bank of the river about twenty-three miles south of the English station at Forty-mile Creek. He carried his triangulation from his station east to the meridian. Ogilvie made his observations about the same time. Only one point was marked, but any surveyor can run the line from there as far as he pleases. Another location was similarly made about the same time on the Porcupine, 200 miles north, by John H. Turner of our survey."

Land Office on the Yukon.

WASHINGTON, D. C., July 20.—Commissioner Hermann of the General Land Office stated to-day that he will recommend the establishment of two land districts on the Yukon or its tributaries, in anticipation of the number of contentions over land claims.

Seeking Information at the Alaska Commercial Company's Office.

There are two kinds of yellow fever prominently before the San Francisco public just now. The kind that is raging in Central America was brought to mind by the arrival of the Mail Company's steamer Colon, while the Klondyke fever was amply illustrated in the offices of the Alaska Commercial Company. Men and women crowded the corridors and climbed over each other in the vain attempt to secure passages on the steamer Excelsior for the gold fields. Very few miners were among the throng, but all present seemed to be well-to-do, and all had the necessary cash to pay for their tickets, and a few hundred dollars besides.

The women seem to be even more eager than the men, and all of them look forward to making a fortune in one season. It will be a gala day when the Excelsior sails on the 28th inst., and thousands will be down to see the vessel off. None of the men and women who crowded the corridors of the Commercial Company were exuberant, but all seemed to be thoroughly imbued with the knowledge that it was no light undertaking they were entering upon. One and all had evidently weighed the pros and cons, and, having decided upon the venture, were carrying out their plans methodically.

Going From Louisville.

LOUISVILLE, Ky., July 20.—W. E. Greenaway, assistant chief clerk of the railway mail service, applied to-day for six months' leave of absence in order to visit the Klondyke mines. He will take five young men from here.

CHAMBER OF HORRORS.

Discovery of a Mysterious Dungeon Evidently Used by Some College Secret Society.

BOSTON, Mass., July 20.—A mysterious dungeon has just been unearthed on the Bowdoin College grounds, at Brunswick, Me. The authorities recently decided to remodel Appleton Hall, one of the dormitories on the college grounds, and the workmen have begun operations. When the work was begun of tearing out the interior of the old building the workmen were surprised and so were the faculty to find beneath the building a subterrenean basement, which, if its existence was ever known, had been forgotten and left undisturbed for many years.

In this basement, at one end of the building, was found a dungeon cell or cave fitted up in a most terrifying manner. Its walls were lined with black; no light could penetrate it, and in this vault was a grotesque array of skulls and skeletons, and, strangest of all, several coffins. The only visible entrance to this place was an air shaft which found vent in the roof of the building, and which was secretly connected with closets in the rooms of various students of the building. Opinion is greatly divided as to the dark deeds which have been transacted in this gloomy cell. Some think that it was a chamber of horrors used by the famous Phi Chi Hazing Society of long ago. Others attribute it to the D. K. E.'s, whose mystic rights of initiating thrilled so many timid boys in past years. Certain it is that to the present time no graduate has been found who is ready to unravel the mystery, and the black chamber stands, with the dust of long years overlapping the somber tints and shadows.

THE UNION PACIFIC'S DEBT.

Resolution Relating to the Sale of the Road Debated by Senators Morgan, Stewart and Thurston.

WASHINGTON, D. C., July 20.—Soon after the Senate met Monday the doors were closed for executive business and remained closed until 2:30. From that hour until 5 o'clock the resolution relating to the sale of the Union Pacific Railway was debated, Morgan finishing his speech in favor of the resolution, Stewart arguing against it as designed to delay the much-vexed question and Thurston beginning his opposing speech, which will probably extend over several days.

Thurston began by saying that the Government has already some $70,000,000 invested in Union Pacific property, and now it was proposed to invest another $34,000,000 in it. The Government had already placed enough money in the investment, and without any further expenditure it should proceed in the ordinary, legal method through the courts to enforce its legal rights. The passage of the resolution meant, he said, the absolute loss of millions to the Government. If any friend of the railway company had introduced any such resolution he would have been denounced as an attempted robber of the treasury and as in league with the railway interests.

Thurston asserted his belief that the resolution emanated from first-mortgage bondholders, who were endeavoring in that way to have their bonds paid without taking any chances or paying any part of the expenses involved in the reorganization plan. There was nothing behind the resolution except the same old appeal to the rabble and to the prejudices of men.

When Thurston had completed the first installment of his speech a brief period was devoted to other business before adjournment. The nomination of Charles McCawley as assistant quartermaster of the Marine Corps, which was strenuously opposed because he is a civilian, was confirmed.

WILD RUSH TO THE MECCA OF THE NORTH

Continued from First Page.

man has three five-gallon oil cans filled, and is not fully washed out yet. But, remember, he is one out of perhaps 5000. The many have nothing, though great wealth doubtless exists. A town has sprung up here at the mouth of the Klondyke that has killed Circle City, Forty-mile, Fort Cudahy and all of the other towns dead.

"The Alaska Commercial Company and the North American Trading Company have abandoned or nearly abandoned their places of business there and come bodily up here. Each is erecting three large warehouses and store. This will be their headquarters. In fact the only town on the river—a sawmill running night and day, saloons by the score, etc. Prices are high. A couple of fellows brought in 400 dozen eggs along with us. They arrived at 3 o'clock this afternoon and now, 10:30, are nearly sold out at $6 per dozen. Bacon is 65 cents a pound, flour $6 for fifty pounds and other things in proportion. Flour is cheapest of anything. A steamer came in this afternoon from Forty-mile with more goods from that point. No steamers have arrived from St. Michaels, but one is expected by the A. C. Company any day.

"June 18.—Harry has returned from the diggings, and speaks of some claims that are wonderful in their wealth. The country is a queer formation. One creek is wonderfully rich, while another running parallel few miles away is worthless. There will be great activity here this fall and winter. New discoveries will doubtless be made. A couple of stampedes have taken place since we have been here, but they amounted to nothing whatever. On the boat to-morrow a great many are going out with ten, twenty, thirty and as high as fifty and one hundred thousand dollars. The nights here are so light it is hard to sleep. It is now 11 o'clock and as light as midday. The mosquitoes are getting more numerous the last few days. This place is building up very rapidly, and town lots booming as in Seattle years ago. Some very good log houses building."

A subsequent letter received from Harry Sheafe, Miller's partner in his mining ventures, says they have "staked out" what appears to be a good claim, and that they are now preparing to build cabins and make other preparations for the development of their property.

From present indications the efficiency of the Seattle police department will be somewhat impaired owing to the Klondyke fever, which has taken hold of patrolmen, detectives, sergeants and captains, all alike and with equal severity. The men who have decided to go north are among the best officers on the force, and it is this fact that is troubling the heads of the police department.

Many business men are willing to stake a big, strong policeman, and the "cops" seem to have no trouble in getting a grub-stake to go north on. The men dropping out so many at a time cannot help but injure the department, but to what extent can only be determined by the men who had taken their places. From ten to fifteen patrolmen, and possibly two detectives and one captain, will leave for the Klondyke and other parts of Alaska on the next two steamers.

EASTERN EXCITEMENT.

The Gold Fever Has Reached New England and Many Are Starting for the Yukon.

BOSTON, Mass., July 20.—The Alaska gold craze has struck New England very hard, particularly Boston and the pine-tree State. Several large parties will leave here at once. William Burrell of the Great Northern Railway told a CALL reporter at noon that during the morning alone he had sold three tickets to Seattle, and all of them were to men whose final destination was the Klondyke district. A party of a dozen or fifteen men will leave Bangor, Maine, on Tuesday of next week. The party is being arranged by Stephen Crane, an old miner who spent many years of his life in the mines in California and in the Black Hills. It will be made up of men from Bangor and surrounding towns, and from Houlton, Calais and other places in Eastern Maine. There are thousands of idle men in Maine and Massachusetts, including many who have some knowledge of mining, who are anxious to go to Alaska, and it is likely that in the coming month there will be a repetition of the excitement of 1849.

TO BUILD A RAILROAD.

Bold Enterprise of the Yukon Mining, Trading and Transportation Company.

WILMINGTON, Del., July 20.—The Yukon Mining, Trading and Transportation Company, which was formed here last year and which is just completing final arrangements for operations in the Yukon district, will shortly put into effect a plan which will solve the vexatious problem of shortage of supplies and meager facilities for the transportation of supplies into the Klondyke and other camps in the Yukon territory. The plan proposed by this company is the result of three years' investigation by exploration parties and the accumulation of information gathered from reliable sources. In 1896 P. I. Packard of Portland, Or., who is interested in the company, went to the Yukon district to locate a route from the coast to Teslin Lake, the head of the navigable waters of the Yukon, upon which a railway could be built. With the aid of Indians he located the pass leading direct from Taku Inlet, on the Alaska coast, direct to Teslin Lake. This pass, he learned, was then known only to five white men. In October of last year he returned and made his report to the company, and immediately it applied for charters in West Virginia, British Columbia and Canada, all of which were granted last spring.

To augment the enterprise British Columbia made the company a grant of 5120 acres of land. In an interview tonight Mr. Packard, who is here completing arrangements for the beginning of operations, said that the road will be a great boon to miners as it will reduce the cost of their supplies and remove the most dangerous delays to their present transportation up the Yukon River. It will be 150 miles long and will connect at Taku Inlet with steamers from San Francisco and Puget Sound points. The road and its connecting steamers, Mr. Packard said, will land a miner and supplies at Klondyke in five days from Taku Inlet or Juneau. The present route by way of St. Michaels Island consumes thirty days under favorable conditions. The connecting steamers will winter at Teslin Lake and when the ice breaks in the spring will go down the river safely with it and return to the lake thirty days before a steamer from St. Michaels Island can.

Mr. Packard will leave here on Friday in company with a civil engineer for Seattle, where he will be joined by a surveyor for Juneau. The syndicate back of the enterprise has a capitalization of $3,000,000. The road, which will be the first in Alaska, will be completed in two years. Charles F. Hutchins, superintendent of the Wilmington City railway, is president of the company. President Lea, president of the Equitable Guarantee and Trust Company of this city, and Willard Saulsbury, vice-president of the Wilmington City Railway Company, as well as several New York capitalists, are heavily interested in the enterprise.

FOUGHT FOR RAW ONIONS.

How the Ravenous Klondykers Welcomed a Change of Food at St. Michaels.

BINGHAMTON, N. Y., July 20.—In a letter dated St. Michaels Island, June 27, A. H. Stanley, president of the Evening Herald Company, describes the arrival on that day of the Weare, the first passenger steamer from the upper Yukon district. Before it reached the wharf news of the great strike was shouted across the waters, those aboard waving nuggets and bags of gold. Continuing, Stanley writes:

From all I can learn, on El Dorado and Bonanza creeks and both branches of the Klondyke, the richest strike in all American history has been made. There has been a complete stampede from Circle City, only a few white men remaining, and Dawson, the largest town in the region, is booming. I cannot learn exactly how much the Weare brought down, but I should judge that the value of gold is in excess of $1,000,000. The men won't talk, but with gripsacks and bags, strong-boxes, belts, tin tomato cans and other odd receptacles filled with the glittering metal, they sit on guard in their 4x6 staterooms.

J. J. Clements of Los Angeles had $50,000 in gold dust and nuggets and had left $125,000 invested in other claims than his own. He was going to Los Angeles to invest in real estate. He showed me one nugget worth $231 and others of smaller size ranging from $75 to $150.

He begged of me an orange and in exchange offered me $6, which I refused. Raw turnips and even potatoes were eagerly sought, and as a crate of onions came from the newly arrived steamer Portland there was almost a riot so strong was the desire for them. Several lucky miners went about the Portland and gave the steward $30 for a dinner of seven plates. The men ate like famished wolves and as the various courses were brought on laughed like pleased children. Most of the sixty passengers aboard the Weare, which started from winter quarters after the ice started in the Yukon, had been living on beans, bacon and hardtack for from six months to a year. The little agency store at St. Michaels was besieged for bottled cider, canned pineapples, apricots, cherries or anything tart, and at $1 a bottle cider went like gumdrops.

After my dinner on board the Portland I followed the seven diners to the Weare and there met the captain of a mounted police, who refused to allow me the use of his name. He was of the Gold Commission of the British Government, and knew to an ounce what each man aboard the Weare had brought out. I asked him if what they had brought aggregated $750,000. He laughed and said:

"You're not very warm."

"Was it over $1,000,000, captain?"

"You're getting warmer, but I shan't talk of those boys and their findings. Do you want a history of the find? If so, I can give you that. You're the first newspaper man who reached the Yukon since the strike was made. The richest gold strike the world has ever known was made in the Klondyke region last August and September, but the news did not get even to Circle City until December 15, when there was a stampede. Circle City is deserted. But three white men and several Indians and women came out to greet us as we came down. Of all the 200 claims staked out on the Bonanza and El Dorado, not one has proved a blank.

"As I came out I had authentic information of equally rich finds made from June 6 to 10 on Dominion Creek. This creek heads at Hunker Creek and runs into Indian Creek and both run into Klondyke. Three hundred claims have already been staked out on this creek, and surface indications show that they are as rich as the others.

"You will find more gold in circulation in Dawson than you ever saw in all your life. Saloons take in from $3000 to $4000 each night. Men who have been in all parts of the world where gold is mined say they never saw such a quantity taken in so short a time.

"You may safely say that $2,500,000 has been taken from the ground on the British side within the past year, and about $1,000,000 from the American side. The diggings around Circle City and in the older placers are rich enough to satisfy any ordinary demand, but they have nearly all been temporarily left for the new fields. The new diggings cannot be exhausted in ten years."

BUSINESS IS BOOMING.

And the Treasury Gold Reserve Is Being Increased by Yukon River Shipments.

WASHINGTON, D. C., July 20.—Business throughout the country is booming, according to reports received at the Treasury Department. The demand for small notes is an excellent indication of cash sales still increasing. Nearly all calls are for $5 bills. It is a remarkable fact that gold is being deposited in sub-treasuries in exchange for silver certificates. Merchants and others say they don't care what sort of money they get, as they want to put it in circulation, not to hoard. For that reason silver certificates are as desirable as notes redeemable in gold. The Treasury Department has taken time by the forelock, and a large quantity of small bills, sufficient to last a long time, are being printed.

The gold reserve gained $254,770 to-day by deposits, principally at San Francisco and St. Louis. Reports from St. Louis indicate that business there is improving rapidly, and the demand for small notes is very great. Yukon river gold is being shipped East. It is expected that much of it will be deposited at the sub-treasury in New York and the Philadelphia mint in exchange for small notes.

Captain Tuttle's Report.

NEW YORK, N. Y., July 20.—Captain Francis Tuttle of the cutter Bear writes from St. Michaels, on the Yukon, under date July 1 that the old days of '49 in California were a mere sideshow to the excitement prevailing there. He says he cannot afford to keep the cutter there long as the whole crew will go daft over the gold fever.

"St. Michaels," he writes, "is now full of miners awaiting a chance to get to Puget Sound and California. Every other man of them has $50,000 worth of dust. There is not one with less than $15,000. When we arrived yesterday we found a man who last September was discharged as a deckhand from a steamer on Puget Sound. He made his way into Alaska, worked seven months on the Klondyke and has now reached St. Michaels with $150,000 in gold. I almost feel as if I would like to go up the river myself, and certainly would were I twenty years younger."

Coming From Kentucky.

NEWPORT, Ky., July 20.—A meeting was held to-day to organize a company of 100, each to pay $1000, then to proceed to San Francisco to purchase an iron vessel of sufficient tonnage to carry the man and provisions, and then proceed to the goldfields. The vessel being the property of the company, it is the purpose to hold it at the nearest point to the goldfields as a headquarters. Before the meeting adjourned twelve of those present signed the agreement.

Will Begin Criminal Proceedings.

CHICAGO, Ill., July 20.—The depositors of the Dime Savings Bank, which recently failed, intend to begin criminal proceedings against the directors and officers.

NEW TO-DAY.

BRIGHT MEN

AND WOMEN ALL OVER THE LAND ARE SMILING AND CONFIDENT that the near approach of better times is at hand. The tariff bill has passed the House, and surely the Senate will not long delay it. This will mean better times, better prices for labor, for produce, for manufactured articles. It is as much the duty of a nation to care for its own as it is for the head of a family. Until the bill is in force we'll sell at "free-trade" prices for cash only.

THINGS TO WEAR.

Summer Undershirts, child's, ½ year to 5 yrs.	5c
Summer Under Pants, girls', 8 to 14	10c
Summer Drawers, boys', 8 to 12	10c
Summer Vests, girls' or boys', 10 to 14	15c
(No other sizes, a closing lot.)	
Ladies' 25-cent Sleeveless Vests, white	15c
Ladies' High-grade Ribbed Underwear	45c
Girls' Ribbed Vests or Pants, good	25c, 35c
Ribbed Underwear, ladies' wool	75c, 95c
Summer Goods at safe prices to the buyer all along the wearing apparel lines.	
Men's Summer Coats for store wear	50c
Men's Cassimere Coats, 34 to 37	75c
Men's Light Suits, $12 50 value	$8.00
Men's Straw Hats, reduced to	10c, 25c
Girls' Canvas Shoes, $1 25 grade, 13 to 2	50c
Boys' Canvas Shoes only size 4	50c
Infants' Little Oxfords, black, 5 to 7	25c
Girls' Oxfords or Sandals, all 13½	40c

THINGS TO EAT.

Ralston Breakfast Food, each package	12½c
Ralston's Pancake Meal, each package	12½c
Postum Cereal, each package	25c
Arabian Fig Coffee, per lb	30c
Evaporated Sweet Corn, Dry Corn	10c
Kindergarten Coffee, very fine grade	25c
Hecker's Farina, a healthy food	10c
Lily Cream, big cans, condensed Milk	10c
Rex's Corned Beef, 2-lb cans	15c
Macaroni, in bulk, fine goods	5c

THINGS TO USE.

Carpets, yard wide, ingrain	25c, 35c, 50c
Carpets, 27-inch, Tapestry	50c, 61c
Oilcloth, standard width, table	15c
Oilcloth for shelves, pretty	8c, 10c
Rockers for girls 6 to 12 years	45c
Embossed Wall Paper, 40c quality	17c
Good Serviceable Wall Paper, pretty	5c

Our July Home Circle and price-list, 44 pages, is being sent free to 20,000 families. A furniture catalogue, 32 pages, will be sent to all who ask it. We are glad to cultivate pleasant business relations with all who are willing to entrust us with their patronage.

SMITHS' CASH STORE

THE STORE THAT BELONGS TO ALL THE PEOPLE OF THE COAST FOR TRADING PURPOSES.

25-27 MARKET STREET, SAN FRANCISCO, CAL., Near Ferry.

DR. TOM SHE BIN,

Chinese Tea and Herb Sanitarium, 615 Kearny St., SAN FRANCISCO, CAL.

This is to certify that Dr. Tom She Bin cured me of kidney trouble and stricture. Was sick for some time, but found no relief until I tried this doctor. He entirely cured me, and I have not been troubled since. AL. L. DILLEY.
Care of Wells, Fargo & Co., San Francisco, Cal.

SAN FRANCISCO, March 20, 1897.

I have been ill for two years and a half with womb trouble. Could get no relief until I tried Dr. Tom She Bin. He entirely cured me. I have not been troubled in the least since taking his medicine. I can honestly recommend him to any one suffering the same as I did.
MRS. AL. L. DILLEY,
217 Eddy street.

Dr. Doherty's Medical Institute

Class of Cases Treated.

THE MEDICAL AND SURGICAL DISEASES of MEN, PRIVATE and CHRONIC DISEASES, the ERRORS of YOUTH, LOST MANHOOD, BLOOD DISEASES, from any cause, KIDNEY and SKIN DISEASES, and MENTAL and PHYSICAL WEAKNESS privately, speedily and permanently cured. Thirty years' practical experience. Consultation free. Charges reasonable. Patients in the country cured at home. Call or address

DR. W. K. DOHERTY,
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BRUSHES

FOR BARBERS, BAKERS, bootblacks, bathhouses, billiard-tables, brewers, bookbinders, candy-makers, canners, dyers, flourmills, foundries, laundries, paperhangers, printers, painters, shoe factories, stablemen, tar-roofers, tanners, tailors, etc.
BUCHANAN BROS.,
Brush Manufacturers, 609 Sacramento St.

REFEREE'S SALE OF REAL ESTATE.

BY VIRTUE OF TWO DECREES OF THE Superior Court in and for the City and County of San Francisco, State of California (Departments No. 10), the first of which decrees was made and is dated the 22d day of November, 1895, and the second of which decrees was made and is dated the 25th day of June, 1897, and both of which decrees were made and entered in an action pending in said Superior Court, wherein Adam Grant is plaintiff and Daniel T. Murphy and others are defendants, being case No. 49,033 in the said court, the undersigned, who was by said court appointed referee in said action, will sell at public auction, at the auction-rooms of

G. H. Umbsen & Co., 14 Montgomery St.,

in said City and County of San Francisco, on Thursday, the 2d day of September, A. D. 1897, at 12 o'clock noon of that day, to the highest bidder for cash in lawful money of the United States, and subject to confirmation by said court, all that certain lot, piece or parcel of land situate, lying and being in the City and County of San Francisco, State of California, and bounded and particularly described as follows, to-wit:

Commencing at a point where the northerly line of Bush street is intersected by the easterly line of Sansome street; running thence easterly along the northerly line of Bush street one hundred and thirty-seven (137) feet and six (6) inches; thence at right angles northerly and parallel with Sansome street one hundred and thirty-seven (137) feet and six (6) inches; thence at right angles westerly and parallel with Bush street, one hundred and thirty-seven (137) feet and six (6) inches, and to the easterly side of Sansome street; and thence southerly along the easterly side of Sansome street one hundred and thirty-seven (137) feet and six (6) inches to the point of commencement; together with the buildings and improvements thereon.

The purchaser shall take the said lot subject to the right of John F. McCauley and Henry Thornton Templeton, their heirs and assigns, to use the brick wall along the northerly line of said lot hereinbefore described as a party wall.

Terms and conditions of sale—Cash in lawful money of the United States of America; ten per cent of the purchase price to be paid to the referee on the day of sale, when the lot is knocked down to the purchaser, and the balance on confirmation of said sale by said court.

Dated San Francisco, Cal., July 1, 1897.

GUSTAVE H. UMBSEN, Referee.